

**立法會**  
***Legislative Council***

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

**Minutes of the 7<sup>th</sup> meeting  
held in Conference Room 1 of the Legislative Council Complex  
on Monday, 8 January 2018, at 5:00 pm**

**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

Hon Paul TSE Wai-chun, JP

Hon Claudia MO

Hon Michael TIEN Puk-sun, BBS, JP

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

Hon Alice MAK Mei-kuen, BBS, JP

Dr Hon KWOK Ka-ki

Dr Hon Fernando CHEUNG Chiu-hung

Dr Hon Helena WONG Pik-wan

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 Jeremy TAM Man-ho

**Members absent:**

Hon Tommy CHEUNG Yu-yan, GBS, JP  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Christopher CHEUNG Wah-fung, SBS, JP  
Hon KWONG Chun-yu

**Public officers attending:**

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr Vincent MAK Shing-cheung, JP	Deputy Secretary for Development (Works) <sup>2</sup>
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)
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 Samson LAM Sau-sang	Assistant Commissioner for Transport (Planning)
Mr SHEA Tin-cheung	Chief Engineer (Transport Planning) Transport Department

**Clerk in attendance:**

Ms Doris LO	Chief Council Secretary (1)2
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**Staff in attendance:**

Mr Raymond CHOW	Senior Council Secretary (1)6
Ms Mandy LI	Council Secretary (1)2
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 six 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 to sixth proposals were new submissions from 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 706 – Highways****PWSC(2017-18)23 870TH Feasibility Study on Route 11 (between North Lantau and Yuen Long)**

2. 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 money-of-the-day 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 Subcommittee had commenced deliberation on the proposal at the meeting on 13 December 2017.

3. Dr KWOK Ka-ki pointed out that Subcommittee members only received from the Administration the soft copy of the supplementary information on the funding proposal as per their request at the meeting of 13 December 2017 ([LC Paper No. PWSC63/17-18\(01\)](#)) (Chinese version) around 11:00 am on the day of meeting, enclosing a copy of the 300-odd-page report on the Sham Tseng Link Feasibility Study. He was dissatisfied that the papers were not provided earlier to allow sufficient time for members' perusal. Dr KWOK therefore suggested that the Chairman should re-order the agenda items by considering other items first and postponing the consideration of the funding proposal PWSC(2017-18)23 to the next meeting. Mr CHU Hoi-dick also requested the Administration to explain why the report was only provided on the morning of the day of meeting.

4. The Chairman took note of members' views. However, he believed that the contents of the report, which was completed in 1998, might not be directly related to the funding proposal of the feasibility study on Route 11 under consideration. The Administration had also provided the supplementary information in response to the request made by members at the last meeting. He therefore held that the Subcommittee should adhere to the agenda and continue its deliberation on the funding proposal. Nevertheless, the Chairman also called on the Administration to provide the papers requested by members as early as possible in future.

5. Deputy Secretary for Transport and Housing (Transport)1 ("DSTH(T)1") explained that the Administration took some time to check its records as the report was completed some 20 years ago. She further pointed

out that as the contents of the report had become out-of-date and were no longer applicable to current situation, members needed not spend too much time on it.

### Justifications for the construction of Route 11

6. Dr KWOK Ka-ki opined that the Administration should consider the need to build Route 11 after completing the Strategic Studies on Railways and Major Roads beyond 2030 ("2030+ Strategic Studies on transport infrastructure").

7. Ms Claudia MO also remarked that the Administration should decide whether it was necessary to build Route 11 to provide the third vehicular access to Lantau in addition to Tsing Ma Bridge/Kap Shui Mun Bridge and Tuen Mun-Chek Lap Kok Link ("TM-CLKL") after making comprehensive consideration of the overall planning of Lantau (including the proposed East Lantau Metropolis ("ELM")) in future. She was concerned that the construction plan of Route 11 would be cast in stone once the funding proposal for the proposed feasibility study was approved by the Finance Committee ("FC").

8. Mr LEUNG Che-chueng supported the funding proposal. He disagreed with Ms Claudia MO and commented that the external traffic of Northwest New Territories ("NWNT") was very congested already. Any further delay to the Route 11 project would only exacerbate the congestion problem.

9. DSTH(T)1 replied that Route 11 was built mainly to facilitate the development of NWNT and to cope with the associated traffic demand. The Administration therefore considered it necessary to commence the feasibility study on Route 11, notwithstanding whether the development plan of the proposed ELM would be taken forward. Furthermore, the scale of the Route 11 project was significant and numerous public works procedures were involved. As such, the Administration needed to commence the feasibility study at this stage, so that it could make plans on whether the next steps e.g. investigation study, detailed design, etc. would be taken, having regard to the study findings and availability of resources.

10. Ms Claudia MO noted that one of the justifications put forth by the Administration for the construction of Route 11 was to cope with the traffic demand of the new population of about 260 000 from the Hung Shui Kiu New Development Area ("NDA") and the Yuen Long South development. She enquired: (a) how the Administration worked out the projected population figures and whether local birth rates and other factors of

population growth had been taken into account; and (b) about the respective numbers of people among the aforesaid new population who were attributed to internal migration of local residents and immigrants to Hong Kong.

11. The Chairman remarked that the Planning Department compiled the Territorial Population and Employment Data Matrix based on population projections, while the relevant government departments devised plans to meet the traffic demand in various districts pursuant to the projected figures. He urged the Administration to provide the supplementary information at the request of Ms MO.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC75/17-18\(01\)](#) (Chinese version) on 16 January 2018.)*

12. Ms Claudia MO remarked that the Chairman should refrain from making any comments after questions had been raised by members and allow the Administration to give its response. The Chairman explained that his remarks were meant to consolidate members' enquiries to facilitate response by government officials so that the question and answer session could proceed more efficiently.

#### Scope of the feasibility study on Route 11

##### *Alignment options study*

13. Mr Michael TIEN enquired whether the Administration had considered making Route 11 a direct link between NWNT and the urban areas of Hong Kong Island and Kowloon before putting forth the preliminary alignment of Route 11, thus obviating the need of linking up with Northeast Lantau. If not, he suggested that the Administration should review the alignment option of making Route 11 a direct link between NWNT and the urban areas in the context of the proposed feasibility study. Should the outcome of the study indicate that the alignment option was not feasible, members' concerns could be allayed. Mr LEUNG Che-cheung was also concerned whether NWNT's vehicular traffic would be diverted to Northeast Lantau under the preliminary alignment of Route 11. The Chairman also opined that the proposed feasibility study should explore the feasibility of other alignment options of Route 11.

14. Assistant Commissioner for Transport (Planning) ("AC for T/P") replied that the preliminary alignment which linked up NWNT and Northeast Lantau had been worked out on the basis of the study findings on Route 10 - North Lantau to Yuen Long Highway ("ex-Route 10"). He also

said that at the current stage, the Administration did not have any plans to make Route 11 a direct link between NWNT and the urban areas of Hong Kong Island and Kowloon. However, it would examine under the proposed feasibility study the idea of reserving some space in Northeast Lantau for the construction of other roads linking up with Tsing Yi in future. The Administration also undertook to explore other alignment proposals under the feasibility study.

15. Ms Tanya CHAN was concerned whether the Administration would, instead of focusing solely on a solution to link up Lantau with Tsing Yi, consider in a holistic manner the provision of link roads at appropriate locations on Lantau to connect with the road networks in the urban areas in the light of Lantau's overall development (including the proposed ELM).

16. AC for T/P said that the Administration would allow flexibility to explore the relevant subjects under the proposed feasibility study as necessary.

17. Dr KWOK Ka-ki was concerned that the building of a link road from Lantau to Tsing Yi for further access to the urban areas would only bring about extra traffic load to the road network on Tsing Yi. As the Lantau Link was a toll road at present, he was also concerned that should tolls be charged for both the future Route 11 and the link road between Lantau and Tsing Yi, drivers using Route 11 to access the urban areas would be charged for the whole journey no matter whether they chose to use the Lantau Link or the link road between Lantau and Tsing Yi. In that case, drivers might prefer accessing the urban areas via roads other than Route 11.

18. Dr Fernando CHEUNG queried that the urgent need for cross-district roads connecting with the urban areas would not exist if self-sufficiency of local communities could be achieved when opening up NDAs. He also opined that not only did the preliminary alignment of Route 11 fail to provide NWNT residents with direct road connection with the urban area, but it would also attract the vehicular traffic of NWNT to Northeast Lantau. He pointed out that the preliminary alignment would undoubtedly arouse suspicion on whether the Administration intended to extend Route 11 from Northeast Lantau to the proposed ELM and further to Hong Kong Island West. Ms Tanya CHAN and Dr KWOK Ka-ki expressed similar views. Dr KWOK requested the Administration to explain whether Route 11 would adopt the design of ex-Route 10 by linking up with Hong Kong Island West through Kau Yi Chau.

19. Mr CHAN Chi-chuen also requested the Administration to undertake that it would only refine the alignment of Route 11 on the basis of the

preliminary alignment, and would not extend Route 11 to the proposed ELM. The Chairman pointed out that road networks needed to be expanded from time to time to cope with development of the community. As such, he considered it not pragmatic for members to seek such undertakings from the Administration.

20. AC for T/P reiterated that the proposed feasibility study was not part of the planning and development of ELM. Under the 2030+ Strategic Studies on transport infrastructure, the Administration would review the traffic demand of ELM and plan the necessary transport infrastructure. Moreover, the traffic demand of Hong Kong beyond 2031 would be reviewed comprehensively under the 2030+ Strategic Studies on transport infrastructure. The need to expand the road networks across Hong Kong, including Route 11, would be examined in this context.

21. Mr YIU Si-wing noted that under the preliminary alignment, Route 11 would be provided with a feeder road linking up with Tuen Mun Road via So Kwun Wat. Mr YIU enquired whether the Administration would consider the provision of more feeder roads under the proposed feasibility to link up Route 11 with interchanges at Ting Kau Bridge and Tai Lam Tunnel, so as to alleviate the current traffic load on Tuen Mun Road. He asked the Administration whether the cost estimate of the proposed feasibility study was sufficient to cover the costs of exploring different alignment options; whether the Administration had pre-determined a preferred option or it would remain open to different options; and when the Administration would decide on the specific alignment option.

22. AC for T/P responded that contingencies were provided under the cost estimate of the proposed feasibility study. He further said that the alignment set out in the discussion paper was preliminary. Instead of pre-determining any options, the Administration would make consideration in the course of the proposed feasibility study. A feeder road linking up with Tuen Mun Road via So Kwun Wat was proposed under the preliminary alignment in the light of the traffic conditions of the road section concerned, and would be further examined under the feasibility study. DSTH(T)1 supplemented that the relevant stakeholders and District Council(s) would be consulted on the preliminary findings of the feasibility study once available.

23. Dr Junius HO supported the funding proposal. Noting that the alignment of Route 11 was largely similar to ex-Route 10, he enquired about the differences between the two projects in terms of alignment and whether a more detailed alignment plan could be provided for Route 11. Dr HO also suggested that the Administration might consider reusing the relevant and available information (e.g. ground investigation findings) contained in the



report of the Sham Tseng Link Feasibility Study in order to reduce the cost of site investigation works for Route 11 and hence the cost required for the feasibility study.

24. Director of Highways ("DHy") advised that the Administration would make reference to the relevant information (e.g. ground investigation findings) in the study on ex-Route 10 when conducting the feasibility study on Route 11. In working out the cost estimate of the proposed feasibility study, the Administration had already taken into account that some existing information could still be used. However, he stressed that the development situation of Hong Kong was different from the time when the study on ex-Route 10 was conducted some twenty years ago. As such, it was still necessary for the Administration to conduct the feasibility study on Route 11 afresh based on the latest planning and development parameters. Meanwhile, even though the concept of Route 11 had stemmed from ex-Route 10 and the preliminary alignments of the two were broadly the same, the Administration still had to conduct the proposed feasibility study to examine in detail the suitability of the specific alignment options.

25. Both Mr LEUNG Che-cheung and Mr CHAN Han-pan considered that the proposed feasibility study should look into the concerns raised by members in respect of Route 11 (e.g. its alignment, whether the Lantau Link should be toll-free).

*Forecast traffic flow at major surrounding roads*

26. Mr LAU Kwok-fan supported the funding proposal. He pointed out that at present, vehicles from East New Territories ("ENT") relied mainly on Tolo Highway to access the urban area. Despite further road widening works in the area, many road sections in ENT would remain congested. Therefore, some vehicles from ENT (such as the North East New Territories NDAs) might instead use the road network of West New Territories, such as Tai Lam Tunnel, to access the urban areas. In this connection, Mr LAU enquired whether the Administration had taken into account the number of additional vehicles from ENT in its forecast of the traffic volume of Route 11. Mr LAU also urged the Administration to commence the study on improving the transport connection between ENT and the urban areas, such as building a Sha Tin Bypass.

27. AC for T/P advised that the Administration would take into account the number of cross-district vehicles in its forecast of the traffic volume of Route 11. As regards the traffic problems in ENT, the Administration had plans to improve the situation by widening some highway sections in the area, such as the Sha Tin Section of Tai Po Road. Moreover, under the 2030+

Strategic Studies on transport infrastructure, the Administration would examine comprehensively how the transport infrastructure in Hong Kong could accommodate the population growth and development needs of various districts.

28. Dr KWOK Ka-ki opined that the tolls of Route 3 should be lowered upon the franchise expiry. He also urged the Administration to develop a new railway to link up NWNT with the urban areas. DSTH(T)1 replied 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.

29. Ms Tanya CHAN was concerned that according to the Administration, the traffic forecasts for some major roads in NWNT (such as the Lantau Link) as requested by members could not be provided until the specific alignment of Route 11 had been determined in the feasibility study. However, she pointed out that as stated in the Planning Department's topical paper on transport under Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030, the spare capacity in the counter-peak direction of the transport system would be put to better use during the peak hours to cope with the future traffic growth in Hong Kong. She queried whether the Administration had already obtained information on the traffic volume forecasts of various trunk roads in Hong Kong but such information was not made public, lest members should know that the Lantau Link would be heavily congested after the commissioning of Route 11.

30. AC for T/P explained that the forecast of the long-term traffic conditions of the Lantau Link would be subject directly to the specific details of Route 11 (e.g. its actual alignment, connection arrangements with other roads). These planning and design parameters could only be established through the proposed feasibility study. Therefore, the Administration was unable to provide the traffic forecast for the Lantau Link at this stage.

31. Mr Alvin YEUNG noted that at the meeting of the Panel on Transport in January 2017, the Administration had advised that it would explore ways to control vehicle growth in Hong Kong. He enquired about the progress of the study on this policy and the impact of the policy on the traffic volume of the Lantau Link.

32. DSTH(T)1 replied that the Administration had to control the long-term growth of the private car fleet to relieve traffic congestion on the one hand, while providing sufficient transport infrastructure to meet the development needs of the community on the other. AC for T/P supplemented that the Administration would adopt a holistic approach by

taking into account the relevant factors, such as the traffic impact of the policy of controlling private car fleet growth and the traffic conditions of NWNT in 2036, when conducting the proposed feasibility study.

33. Referring to the supplementary information paper provided by the Administration ([LC Paper No. CB\(4\)1249/16-17\(01\)](#)), Mr CHAN Chi-chuen pointed out that according to the Administration's forecast, the anticipated traffic volume of Tuen Mun Road, Tai Lam Tunnel, Ting Kau Bridge and TM-CLKL during the morning peak hours in 2036 would be reduced by some 4 000 vehicles with Route 11, compared with the scenario without Route 11. Mr CHAN was concerned if the aforesaid number of vehicles headed to the urban areas along Route 11 via the Lantau Link, the latter would be overloaded, while it might not be cost effective to build another link road to divert the traffic of the Lantau Link. In this connection, Mr CHAN enquired if the findings of the proposed feasibility study indicated that it was not cost effective to build a link road between Lantau and Tsing Yi, whether the Administration would consider other options to ensure that the Lantau Link would not be overloaded due to the commissioning of Route 11. Mr LAU Kwok-fan was also concerned about the implications of the commissioning of Route 11 on the traffic volume of the Lantau Link.

34. AC for T/P responded that at present, the eastbound carriageway of the Lantau Link had spare capacity during the morning peak hours. Through the proposed feasibility study, the Administration would forecast the future traffic growth at the road sections concerned and examine the need to provide another link road between Lantau and Tsing Yi.

35. Mr CHAN Han-pan urged the Administration to commence the proposed feasibility study expeditiously to address the traffic demand arising from development in NWNT. He also remarked that the spare capacity of the eastbound carriageway of the Lantau Link would be fully utilized as the population in Tung Chung increased. As such, the Administration should explore in parallel the provision of alternative connecting points on Lantau to link up the island with the road networks in the urban areas.

36. Dr CHENG Chung-tai was concerned that after the completion of TM-CLKL, the number of heavy vehicles using the major roads in NWNT, such as Tuen Mun Road, Ting Kau Bridge and Tai Lam Tunnel, might be more than expected. In this connection, Dr CHENG enquired whether the proposed feasibility study would cover the impact caused by the increased number of heavy vehicles on the traffic load of major roads in NWNT, and the road safety issues related to the frequent use of these major roads by heavy vehicles.

37. AC for T/P responded that the proposed feasibility study would examine, inter alia, the volume of heavy vehicles on major roads in NWNT and the impact generated by the growth of various types of vehicles (including heavy vehicles) in Hong Kong on these major roads.

38. Mr CHU Hoi-dick and Mr Jeremy TAM pointed out that in submitting the funding proposal for TM-CLKL for consideration by the Public Works Subcommittee ("PWSC") in 2013, the Administration had stated in its discussion paper ([PWSC\(2013-14\)3](#)) that after the commissioning of TM-CLKL, certain capacity of some existing major roads in NWNT (e.g. Tuen Mun Road, Ting Kau Bridge, the Lantau Link and the North Lantau Highway) could be released and the traffic conditions of these roads could be further improved. Mr CHU considered it unconvincing for the Administration to propose the construction of Route 11 on the same ground of improving traffic conditions while TM-CLKL was not yet materialized. Mr TAM queried why the Administration had not explained in its funding submission for TM-CLKL that the objective of improving traffic conditions could only be achieved together with the construction of the proposed Route 11.

39. Dr Fernando CHEUNG opined that the commissioning of the TM-CLKL under construction and the proposed Tuen Mun Western Bypass ("TMWB") could already alleviate the external traffic congestion problem facing NWNT and hence it might not be necessary to build Route 11.

40. The Chairman held that even if TM-CLKL could alleviate the traffic conditions on various major roads in NWNT, it did not obviate the need to build more new roads.

41. AC for T/P explained that even after the completion of both the TM-CLKL under construction and the proposed TMWB, 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 without Route 11. To tackle the problem, the Administration considered it necessary to commence the proposed feasibility study at this stage, so as to establish the technical feasibility of Route 11. Moreover, the Administration reported to the Panel on Transport in 2007 that ex-Route 10 would be retained as a long-term option for consideration when there was further development in NWNT.

42. Mr CHU Hoi-dick further enquired whether the Administration had, in projecting the traffic volume of TM-CLKL, made assumptions on the toll charging arrangements concerned and taken into account the impact of the commissioning of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") on the

traffic volume of TM-CLK; and about the time when such projections were made. He also enquired whether the Administration would make new projections of the traffic volume of TM-CLKL based on the latest traffic forecast of HZMB.

43. AC for T/P said that when projecting the traffic volume of TM-CLKL, the Administration did not make specific assumptions on its toll charging arrangements. Moreover, since the landing point of TM-CLKL on Lantau was close to the Hong Kong Boundary Crossing Facilities of HZMB, the Administration anticipated that some vehicles heading to HZMB would use TM-CLKL, achieving the diversion of traffic in NWNT. He stressed that after analyzing the traffic volumes of various major roads in NWNT and taking into account the anticipated traffic volume of HZMB which was under construction, the Administration considered that the construction of Route 11 would help divert the traffic in NWNT.

44. Some members, including Mr Andrew WAN, Mr CHU Hoi-dick, Mr Jeremy TAM and Mr Alvin YEUNG, requested the Administration to provide information on: (a) the respective anticipated traffic volumes of HZMB and TM-CLKL which were under construction and that of the proposed TWMB after their commissioning; and the anticipated volume/capacity ratios of the existing major roads in NWNT (including Tuen Mun Road, Ting Kau Bridge, the Lantau Link, the North Lantau Highway and major roads on Tsing Yi) before and after the commissioning of the aforesaid bridge/roads; (b) the anticipated impact on the traffic loads of these existing major roads in NWNT under the respective scenarios with and without Route 11; and (c) whether the traffic impact forecasts of the aforesaid bridge/roads being constructed/proposed and the existing major roads in NWNT would be considered under the proposed feasibility study on Route 11.

45. The Chairman suggested that the Administration should provide a consolidated reply, summarizing the traffic impact forecasts of the roads concerned, so as to facilitate members' understanding of the need to construct Route 11. The reply should include the above information items requested by members.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC75/17-18\(01\)](#) (Chinese version) on 16 January 2018.)*

Estimated project cost of Route 11

46. Ms Claudia MO and Ms Tanya CHAN noted that based on the rough estimate previously worked out by the Administration, the project cost of ex-Route 10 was about \$22,000 million (in 1996 prices). They enquired about the current estimated project cost of Route 11.

47. DSTH(T)1 said that the previous project cost estimate of ex-Route 10 was no longer valid as it was a rough estimate made some 20 years ago. The Administration was unable to provide an estimate of the project cost of Route 11 for the time being as an estimate could only be made until the completion of the proposed feasibility study.

Other concerns

48. Mr LEUNG Che-cheung enquired about the exact date in 2020 when the proposed feasibility study was expected to be completed. In response, DSTH(T)1 said that subject to FC's funding approval, the Administration intended to commence the feasibility study in the first half of 2018. The study would take about 28 months and was expected to be completed by the end of 2020.

49. Ms Claudia MO enquired whether the Administration would engage engineering consultants to carry out the proposed feasibility study under one single contract or several contracts. DHy said that since the proposed feasibility study involved different professional fields of study, the respective fields would be examined in phases under the proposed feasibility study.

50. The Chairman said that he had received a total of five motions proposed under paragraph 32A of the PWSC Procedure by Mr CHU Hoi-dick, Dr Fernando CHEUNG and Dr KWOK Ka-ki. The Subcommittee would continue to discuss this item and deal with the proposed motions at the next meeting on 17 January 2018.

51. The Chairman advised that a special meeting would be held on 15 January 2018, at which the Administration would brief members on the "Forecast of submissions for the 2017-18 Legislative Council session" and members might raise questions on the capital works projects listed therein.

52. The meeting ended at 7:00 pm.