

立法會
Legislative Council

LC Paper No. PWSC93/03-04
(These minutes have been seen
by the Administration)

Ref : CB1/F/2/2

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

**Minutes of the 11th meeting
held in the Chamber of Legislative Council Building
on Wednesday, 9 June 2004, at 10:45 am**

Members present:

Ir Dr Hon Raymond HO Chung-tai, JP (Chairman)
Hon Albert CHAN Wai-yip (Deputy Chairman)
Hon Kenneth TING Woo-shou, JP
Dr Hon David CHU Yu-lin, JP
Hon Cyd HO Sau-lan
Hon Fred LI Wah-ming, JP
Hon James TO Kun-sun
Hon CHAN Yuen-han, JP
Hon SIN Chung-kai
Hon WONG Yung-kan
Hon YEUNG Yiu-chung, BBS
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yee, JP
Hon CHOY So-yuk
Hon Andrew CHENG Kar-foo
Dr Hon LAW Chi-kwong, JP
Hon TAM Yiu-chung, GBS, JP
Dr Hon TANG Siu-tong, JP
Hon Henry WU King-cheong, BBS, JP
Hon WONG Sing-chi
Hon IP Kwok-him, JP

Members absent:

Dr Hon Eric LI Ka-cheung, GBS, JP
Hon CHAN Kam-lam, JP
Hon Andrew WONG Wang-fat, JP
Hon Emily LAU Wai-hing, JP
Hon Abraham SHEK Lai-him, JP
Hon LAU Ping-cheung

Public officers attending:

Miss Amy TSE, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr Y C LO, JP	Permanent Secretary for the Environment, Transport and Works (Works)
Mrs Rita LAU, JP	Permanent Secretary for Housing, Planning and Lands (Planning and Lands)
Mr M J STOKOE, JP	Deputy Director of Environmental Protection
Miss Janice TSE	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Raymond FAN	Deputy Secretary for Economic Development and Labour (Economic Development)
Mr TSAO Tak-kiang, JP	Director of Civil Engineering
Mr N P TONG	Chief Engineer/Technical Services Civil Engineering Department
Ms Ernestina WONG	Principal Assistant Secretary for the Environment, Transport and Works (Transport) ⁵
Mr WONG Chee-keung, JP	Director of Highways (Acting)
Mr CHOW Ying-shun, JP	Assistant Director of Highways (Development)
Mr KWAN Chi-wai	Chief Traffic Engineer/Hong Kong Transport Department
Ms Annie CHOI	Deputy Secretary for the Environment, Transport and Works (Transport) ^{T3}
Mr Patrick CHAN	Principal Assistant Secretary for the Environment, Transport and Works (Transport) ^{T6}
Mrs KWONG LAU Po-yuk	Government Engineer/Railway Development (2) Highways Department
Mr CHO Ping-chung	Chief Engineer/Priority Railway Transport Department
Mrs Margaret CHAN	Principal Assistant Secretary for Security A
Mr C H YUE, JP	Director of Architectural Services
Mr K W LEUNG	Assistant Commissioner for Customs and Excise (Boundary & Ports) (Acting)

Mr Eddie POON	Principal Assistant Secretary for Home Affairs (Recreation and Sport)
Mr Horace CHEUNG	Assistant Director of Leisure and Cultural Services (Leisure Services) ³ (Acting)
Mr John NG	Government Security Officer
Dr CHAN Yiu-wing	Chief Staff Officer (Auxiliary Medical Service)
Mrs Ingrid YEUNG	Principal Assistant Secretary for Health, Welfare and Food (Health) ²
Dr York CHOW	Cluster Chief Executive (Hong Kong West)
Dr Lily CHU	Cluster Chief Executive (Kowloon West)
Mr Donald LI	Executive Manager (Hospital Planning)
Mr S G CROW	Chief Technical Advisor/Subvented Projects Architectural Services Department
Mrs Cherry TSE, JP	Deputy Secretary for Education and Manpower (2)
Mr David WONG	Principal Assistant Secretary for Education and Manpower (Infrastructure & Research Support)

Clerk in attendance:

Ms Anita SIT	Chief Council Secretary (1) ⁶
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Staff in attendance:

Ms Pauline NG	Assistant Secretary General 1
Mr Matthew LOO	Senior Council Secretary (1) ³
Ms Caris CHAN	Senior Legislative Assistant 1
Mr Frankie WOO	Legislative Assistant 2

HEAD 705 - -CIVIL ENGINEERING

PWSC(2004-05)19	47TF	Reconstruction of Sha Tau Kok, Wong Shek, Ko Lau Wan, Sham Chung and Lai Chi Chung public piers
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Members noted that the Administration had consulted the LegCo Panel on Economic Services on the reconstruction of Sha Tau Kok, Wong Shek and Ko Lau Wan public piers at the meeting on 26 April 2004.

2. The item was voted on and endorsed.

HEAD 706 - HIGHWAYS

PWSC(2004-05)21

156TB

Fortress Hill pedestrian link

3. Members noted that an information paper on the proposed Fortress Hill pedestrian link had been circulated to members of the LegCo Panel on Transport (Transport Panel) on 24 May 2004.

4. Ms Miriam LAU referred to paragraph 9 of the Administration's paper and enquired how the Administration would assess the effectiveness of the proposed pedestrian link in attracting additional patronage and reducing the use of private cars in the area. In response, the Chief Traffic Engineer/Hong Kong of the Transport Department (TD) advised that the Administration would closely monitor the utilization of the pedestrian link upon its commissioning. The Administration would count the number of pedestrians using the link on-site, and assess the change in vehicular traffic in the context of the Annual Traffic Census conducted by TD. Ms LAU considered that the effectiveness of the proposed pedestrian link in reducing vehicular traffic would serve as a useful reference for consideration of similar projects in future. She therefore suggested that the Administration also undertook surveys to ascertain the changes in the mode of transport of the commuters in the area, in particular whether the usage of private cars and taxis in the area would be reduced. She requested and the Administration agreed to report the outcome of the overall assessment to the Transport Panel in due course.

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5. Mr IP Kwok-him anticipated that the pedestrian link would mainly reduce the number of taxis shuttling between King's Road (mainly from the Fortress Hill Mass Transit Railway Station) and Fortress Hill mid-level only. He was also concerned about the environmental impacts on the nearby residents during construction of the pedestrian link. The Acting Director of Highways (DHy (Atg)) advised that the contractor would be required to implement various mitigation measures such as noise reduction and dust depression to control the environmental impacts during construction. The Administration would also encourage the contractor to use recyclable materials for temporary works to reduce construction works. DHy (Atg) also confirmed that no piling works were required for the proposed lift tower.

6. Mr WONG Sing-chi sought information on the criteria for identifying locations for the provision of pedestrian links with similar facilities. In response, the Principal Assistant Secretary for the Environment, Transport and Works (Transport)5 (PAS(T)5) said that the Administration had consulted the Transport Panel in 2002 on the general criteria for the provision of escalator links and elevator systems in Hong

Kong. Amongst the criteria, locations to be considered for provision of escalator links should have a considerable level difference and a steady flow of users throughout the day. Priority would also be given to locations with connection to railway stations. In reply to Mr WONG's enquiry on the number of commuters other than the residents in the vicinity who would benefit from the proposed link, PAS(T)5 advised that there were a number of education institutions in the Fortress Hill area and in the immediate vicinity of the proposed escalator link. About 3 000 students from two schools might make use of this new facility. The project was welcomed and supported by the school management of the two schools.

7. The item was voted on and endorsed.

PWSC(2004-05)22

75TI

Public transport interchange at Lok Ma Chau Terminus of the Sheung Shui to Lok Ma Chau Spur Line

8. Members noted that the Administration had consulted the Subcommittee on matters relating to railways (the Subcommittee) of the Transport Panel on the proposed public transport interchange (PTI) at Lok Ma Chau (LMC) Terminus of the Sheung Shui to Lok Ma Chau Spur Line at the meeting on 7 May 2004.

9. Ms Miriam LAU, Chairman of the Subcommittee, reported that members of the Subcommittee generally supported the proposed PTI. Some members considered that given the rapid growth of cross boundary transport demand, a larger PTI should be provided, or land should be reserved for future expansion of the PTI. Some members also expressed concern that the design capacity of the PTI and the associated passenger connection facilities might not be able to cope with the future transport demand.

10. Mr Albert CHAN expressed disappointment that the Administration had not revised the design of the proposed PTI in light of members' concerns raised at the Subcommittee meeting on 7 May 2004. Referring to the congestion at the LMC Control Point despite its recent improvement to increase its handling capacity, Mr CHAN reiterated his concern that the proposed PTI was too small to cope with the anticipated passenger demand for the PTI facilities. He in particular pointed out that the proposed design of the elevated walkway was too narrow. As some passengers would probably make use of the walkway as their assembly point, one could anticipate that there would be serious congestion at the walkway during weekends and festive periods. In response, the Deputy Secretary for the Environment,

Transport and Works (Transport)3 (DS(T)3) advised that there was no PTI in the original design of the LMC Terminus. Taking into account Panel members' views, a PTI had been included and subsequently, its size had also been enlarged from 3 500 square metres (m²) to 6 200 m². The environmental permit for the Spur Line project had been amended to provide for the inclusion of the PTI on the premise that the maximum number of public transport vehicles entering and leaving the PTI per hour would be set at 304, which was equivalent to a maximum of 2 360 passengers per hour per direction. As for the capacity of the passenger connection facilities, the part with the smallest throughput was the elevated walkway which could allow the circulation of about 6 000 passengers per hour per direction.

11. Mr Albert CHAN was not convinced of the Administration's response and considered it unrealistic to expect that passengers would not wait at the elevated walkway. DS(T)3 added that the Administration would follow up with the Kowloon-Canton Railway Corporation (KCRC) to make appropriate arrangements to ensure that there would not be congestion at the elevated walkway. She pointed out that the emergency assembly area located between the taxi stacking area and the bus/public light bus bays could be used as a waiting area for passengers.

12. Mr Albert CHAN expressed strong dissatisfaction with these proposed arrangements. He pointed out that it was unrealistic to designate an area which was in the opposite direction to the passenger flow as a waiting area for the LMC Terminus. Dr David CHU and Ms Miriam LAU echoed Mr CHAN's view. DS(T)3 said that passenger could also use the waiting areas at the departure hall and arrival hall inside the LMC Terminus Building as a gathering point. She reassured members that the Administration would work closely with KCRC to ensure smooth passenger flow in the PTI. She remarked that given site constraints, the current design of the PTI was already the best achievable design and should provide the optimum capacity for handling passenger flows.

13. In response to Mr WONG Sing-chi's enquiry, DS(T)3 said that the waiting area between the taxi stacking area and the bus/public light bus bays could accommodate more than 800 persons. She also advised that the public circulation area inside the LMC Terminus Building and the proposed PTI would be outside the restricted areas of the LMC Terminus.

14. Ms Miriam LAU understood that the Administration had already been required to undertake various mitigation measures including compensation for wetland loss arising from the proposed PTI project, but she also noted that the Yuen

Long District Council and the San Tin Rural Committee (STRC) had requested that the proposed PTI be enlarged to cater for more passenger flow. She enquired whether the Administration had any plan regarding the future expansion of the proposed PTI. In response, DS(T)3 stressed that the Spur Line should be the main transport mode serving this new boundary crossing. The provision of road-based transport to take commuters to the LMC Terminus should only be regarded as supplementary services. Passengers using road-based transport might make use of the cross boundary facilities at the nearby LMC Control Point. DS(T)3 also pointed out that the proposed PTI had already fully utilized the site that could be made available under the circumstances. Any proposal to further expand or change the design of the proposed PTI would unavoidably affect the adjacent environment. Additional environmental impact assessment would have to be carried out and this would delay the completion of the Spur Line. Ms LAU pointed out that franchised buses were not allowed to enter the LMC Control Point. Other minor modes such as taxis and green minibuses were only allowed to operate to the control point from midnight to 6:30 am. She considered that the Administration should provide more cross boundary transport options for passengers. She anticipated that the LMC Terminus and the proposed PTI would be very popular in view of the convenient location of the control point, and the Administration should closely monitor its utilization upon commissioning. The Administration noted Ms LAU's views.

15. Mr TAM Yiu-chung said that Members of the Democratic Alliance for Betterment of Hong Kong (DAB) supported the project. He was however concerned about the potential noise nuisance along the access road. In response, DS(T)3 advised that the closest village was around 100 metres away from the access road. Environmental assessments conducted for the project had confirmed that the noise level generated from the operation of PTI would be around 62-65 dB, which was well below the statutory noise limit. As regards STRC's suggestion to use the service road along the eastern main drainage channel at San Tin as vehicular access to the proposed PTI, DS(T)3 said that the service road was not up to the standard of a public road. The Administration could not agree to STRC's suggestion as it would entail extra works and land resumption and would have environmental impact on the nearby wetland.

16. Dr TANG Siu-tong enquired whether the Administration would consider 24-hour operation of the proposed PTI. DS(T)3 advised that the Administration had to discuss with the Mainland authorities on the operating hours of the control point. She noted members' concern and undertook to review the operating hours before the commissioning of PTI in 2007. As regards Dr TANG's enquiry on whether more

vehicles than the existing limit of 304 would be allowed access to the LMC terminus in future, DS(T)3 advised that the number of vehicles was limited by the environmental permit issued under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). Any changes in the permit requirements would be subject to the procedures stipulated in the EIAO.

17. The item was voted on and endorsed.

HEAD 703 - BUILDINGS

**PWSC(2004-05)20 179GK Expansion and modification works at
Sha Tau Kok Control Point**

18. Members noted that the Administration had consulted the LegCo Panel on Security on the proposed expansion and modification works at Sha Tau Kok Control Point at the meeting on 2 April 2004.

19. The item was voted on and endorsed.

**PWSC(2004-05)27 244RS Hin Tin Swimming Pool - phase 2, Sha
Tin**

20. Mr WONG Sing-chi supported the project and considered that the Administration should expedite the proposed expansion of the Hin Tin Swimming Pool (HTSP). He also enquired whether special facilities such as hydrotherapy pool would be provided in HTSP for persons who were in need. The Assistant Director of Leisure and Cultural Services (Leisure Services)³ responded that the proposed construction works, which was scheduled to start in February 2005 for completion in March 2007, would be carried out with stringent safety measures in order to maintain the existing service of HTSP with minimum disruption. He also advised that an indoor heated Jacuzzi suitable for use by the disabled and the elderly would be provided in the expanded HTSP.

21. In response to Mr WONG Yung-kan's enquiry about the provision of heated swimming pools in other districts, the Principal Assistant Secretary for Home Affairs (Recreation and Sport) (PAS(R&S)) said that at present, six public heated swimming pools were in service over the territory. Different factors, including the availability of required resources, would be taken into account in deciding whether new heated swimming pools should be provided. He added that the Administration had

undertaken in a recent meeting with the Tai Po District Council to consider the provision a heated swimming pool in the district.

22. The item was voted on and endorsed.

HEAD 708 - CAPITAL SUBVENTIONS AND MAJOR SYSTEMS AND EQUIPMENT

PWSC(2004-05)24 58MM Construction of a new infectious centre attached to Princess Margaret Hospital

23. Members noted that the Administration had consulted the LegCo Panel on Health Services (HS Panel) on the proposed construction of a new infectious disease centre attached to the Princess Margaret Hospital (PMH) at the meeting on 8 March 2004.

24. Noting that the Kwai Tsing District Council (KTDC) was worried about the potential health hazards of the proposed infectious disease centre to the nearby residents, Mr WONG Sing-chi enquired whether KTDC's concern had been fully addressed. In response, the Principal Assistant Secretary for Health, Welfare and Food (Health)2 (PAS(H)2) advised that the Administration had arranged two site visits to PMH for members of KTDC, and one for members of the Sham Shui Po District Council and resident representatives. During the visits, they were briefed on the proposed project and measures to be implemented to guard against the spread of infectious diseases from the hospital and the potential contamination to the environment. District Council members and resident representatives were generally satisfied that the measures to be put into place were sufficient, and did not raise objection to the project.

25. Mr WONG Sing-chi also enquired about the arrangement for handling suspected infectious cases. He was particularly concerned whether observation wards would be provided in the proposed infectious disease centre for suspected cases to minimize their contacts with confirmed cases. The Cluster Chief Executive (Kowloon West) (Cluster CE/KLNW) pointed out that suspected cases admitted to hospitals for observation and investigation referred to those cases which had contact history with confirmed cases and had shown symptoms of infectious diseases. These cases might be highly infectious and hence should be placed in isolation wards in view of their potential hazard to other patients. On Mr WONG's concern about measures to prevent medical staff from contracting infectious diseases and

subsequently infecting their families, Cluster CE/KLNW pointed out that staff infection control facilities, including gowning and de-gowning areas, changing rooms and shower facilities would be provided in the proposed infectious disease centre so that medical staff could thoroughly clean up before they left the centre. A common room would also be provided for them to take rest and have their meal breaks during their duty shift. Cluster CE/KLNW also advised that apart from call rooms there would be no staff quarters inside the infectious disease centre as it was undesirable for medical staff to stay in that building when they were off duty. Those medical staff who were worried about the spread of infection to their families and relatives might choose to stay in the existing staff quarters provided by the hospital.

26. Mr WONG Sing-chi was concerned about the effectiveness of measures adopted in PMH to prevent the spread of infectious diseases, in particular some new unknown diseases. In response, PAS(H)2 advised that the high efficiency particulate air (HEPA) filters used in the proposed infectious diseases center were tested to be at least 99.7% efficient for removing air-borne particles and cleaning air to achieve “sterile” quality. Furthermore, an automatic toilet waste disinfection system had been installed as an adjunct to the sewage system so that patient excretions would be disinfected with concentrated chlorine before they were discharged into the public sewers. PAS(H)2 also pointed out that HEPA filters were already the most advanced technology available worldwide that could be used in this setting, but the Administration would closely monitor the development of technology in tackling new pathogens and would immediately carry out risk assessments when a new infections disease was identified.

27. The item was voted on and endorsed.

PWSC(2004-05)23

3MJ

Provision of additional lifts and associated works at Block S of United Christian Hospital

28. Members noted that an information paper on the proposed provision of additional lifts and associated works at Block S of the United Christian Hospital had been circulated to members of the HS Panel on 27 May 2004.

29. The item was voted on and endorsed.

HEAD 703 - BUILDINGS

**PWSC(2004-05)25 102ET A direct subsidy scheme school
(secondary-cum-primary) in Area 11,
Sha Tin**

30. Members noted that the proposed secondary school project was negated by the Public Works Subcommittee (PWSC) at the meeting held on 5 May 2004. The Administration had followed up members' concerns with the Hong Kong Baptist University (HKBU), the school sponsoring body, and re-submitted the proposal for members' consideration. The draft PWSC paper for the proposal had been forwarded to members of the LegCo Panel on Education (Education Panel) for information on 28 May 2004.

31. Mr WONG Sing-chi said that Members of the Democratic Party (DP) did not support this proposal in view of the serious oversupply of both secondary and primary school places in the Sha Tin District, and the Administration did not have measures to tackle the oversupply situation. He advised that DP supported the provision of Direct Subsidy Scheme (DSS) schools in principle, but held the view that the planning of DSS schools should duly take into account the impact on the existing schools in the districts concerned. Mr WONG enquired about the views of the Sha Tin District Council (STDC) on the proposal.

32. In response, the Deputy Secretary for Education and Manpower (2) (DS(EM)2) advised that there were currently 27 vacant secondary school classrooms in the Sha Tin District. Among these 27 vacant classrooms, 13 classrooms were in new schools which had not fully operated all grade levels in the initial years of school operation. For the remaining 14 classrooms, they were distributed in six schools, with each school having three or less vacant classrooms. The secondary school place vacancy rate in the Sha Tin District was only 4.9% of the total number of school places in the Sha Tin District and the average number of vacant school places for each classroom was about 1.8. As regards the supply of primary school places, DS(EM)2 advised that there were 53 primary schools in the Sha Tin District (bi-sessional schools were counted as two schools), and 29 of them were operating over-enrolled classes in two grade levels or more. The average number of students in each classroom was 32.6, which was slightly more than the standard class size of 32 students for the "activity approach" mode of education. The total number of vacant primary school places was around 1 600 which was equivalent to about 4% of the total primary school places in the district. DS(EM)2 also advised that after

consultation with Education Panel in January 2004 on the planning and provision of public sector school places, the Administration had been updating the proposed School Building Programme taking into account the latest forecast of supply and demand of school places. She stressed that to provide genuine choices for parents and students, some surplus school places were necessary.

Admin

33. In this connection, DS(EM)2 advised that different schools might have adopted different bases for calculating the vacancy rate in their schools which had subsequently resulted in discrepancies between the figures collected by the Education and Manpower Bureau (EMB) and those uploaded onto the EMB's website by schools. The Administration would review the situation and standardize the approach for calculation of school place vacancies, and would issue clear guidelines to schools. Mr WONG Sing-chi urged that the Administration should rectify the situation, and provide LegCo Members with the accurate information as soon as possible.

34. In reply to Mr WONG Sing-chi's enquiry about the number of DSS schools in the Sha Tin District, DS(EM)2 advised that at present there were three DSS secondary schools in the district. In addition, there were three DSS school projects excluding this proposal in Sha Tin under the School Building Programme.

35. Mr LAU Kong-wah said that Members of DAB supported the provision of DSS schools in Hong Kong in order to provide more choices for students and their parents, but they were also concerned about the oversupply of school places in Hong Kong. As PWSC had negated the proposal on 5 May 2004, Members of DAB had arranged two meetings with school principals in Sha Tin as well as representatives from HKBU and EMB to follow up the issue. According to the information provided by HKBU, the pledged quota of 15% of students to be recruited in Sha Tin was equivalent to around 30 secondary and 23 primary students at each grade. DAB Members considered the arrangement acceptable and would support the proposal. Mr LAU was however concerned about how best HKBU would honour its recruitment pledge and how the Administration would play its monitoring role. In response, DS(EM)2 advised that HKBU had written to STDC to confirm its recruitment pledge. She referred members to the implementation arrangement set out in Enclosure 5 to the Administration's paper and pointed out that HKBU would report to EMB relevant admission information by 15 September of each school year. If the 15% quota was exceeded, the school would rectify the situation immediately when the first opportunity arose or by adjustments in the recruitment exercise in the following school year.

36. The Chairman put PWSC (2004-05)25 to vote. Twelve members voted for the item and six members voted against. The results were as follows:

For:

Mr Kenneth TING Woo-shou
Dr David CHU Yu-lin
Mr WONG Yung-kan
Mr YEUNG Yiu-chung
Mr LAU Kong-wah
Ms Miriam LAU Kin-yee
(12 members)

Miss CHOY So-yuk
Mr TAM Yiu-chung
Dr TANG Siu-tong
Mr Arbaham SHEK Lai-him
Mr Henry WU King-cheong
Mr IP Kwok-him

Against:

Mr Fred LI Wah-ming
Mr James TO Kun-sun
Mr SIN Chung-kai
(6 members)

Mr Andrew CHENG Kar-foo
Dr LAW Chi-kwong
Mr WONG Sing-chi

37. The Chairman declared that the item was endorsed by the Public Works Subcommittee.

HEAD 708 - CAPITAL SUBVENTIONS AND MAJOR SYSTEMS AND EQUIPMENT

PWSC(2004-05)26 48EC A direct subsidy scheme school (secondary-cum-primary) in Area 65, Tseung Kwan O

38. Members noted that the Administration had consulted the Education Panel on the planning and provision of public sector school places at the Panel meeting held on 30 January 2004. The draft PWSC paper for the proposal had also been forwarded to members of the Education Panel for information on 28 May 2004.

39. While reiterating the concerns of DP Members about the oversupply of secondary school places in Hong Kong, Mr WONG Sing-chi said that considering that the oversupply of school places, in particular primary school places, in the Sai Kung District was not so serious as in the Sha Tin District, DP Members would abstain from voting on this item. He also reiterated DP Members' request that the Administration should fully assess the impact of any new school project on the existing schools in the district concerned before submitting the relevant proposal for funding approval.

40. The item was voted on and endorsed.
41. The meeting ended at 12:10 pm.

Council Business Division 1
Legislative Council Secretariat
24 June 2004