

立法會
Legislative Council

LC Paper No. CB(1)525/05-06(06)

Ref: CB1/PL/PLW

**Meeting of the Panel on Planning, Lands and Works
on 20 December 2005**

**Background brief on
Kai Tak Planning Review**

Introduction

In 1989 the Administration announced the plan to build a new airport at Chek Lap Kok. Thereafter, it started to plan for the development of the Kai Tak Airport and its adjacent areas, which includes Kwun Tong Typhoon Shelter, Kowloon Bay, Kowloon City, Ma Tau Kok, To Kwa Wan and Hung Hom. In September 1991 the Executive Council endorsed the Metroplan Selected Strategy which proposed a broad land use framework for redevelopment of the South East Kowloon Development (SEKD).

2. In June 1992, the Administration commissioned a study to translate the Metroplan concepts for South East Kowloon into more specific planning objectives and action plans. The South East Kowloon Development Statement was completed in September 1993 and endorsed by the Land Development Policy Committee in November 1993. The Public Works Subcommittee (PWSC) endorsed and the Finance Committee (FC) approved the funding for undertaking a comprehensive feasibility study on SEKD on 29 March 1995 and 28 April 1995 respectively.

Draft Outline Zoning Plans in 1998

3. The whole feasibility study was completed in May 1998 and made the following proposals –

- (a) the whole SEKD area would cover about 579 hectares (ha) of land, with about 280 ha coming from the Kai Tak Airport site and the remaining 299 ha to be reclaimed from Kowloon Bay and Kai Tak Nullah/Kwun Tong Typhoon Shelter;

- (b) a total of 123 ha of land in SEKD would be reserved for housing development to accommodate a population of 320 000;
- (c) a total of 113 ha of land would be reserved for open space, including a metropolitan park of about 50 ha;
- (d) some 13 ha of land would be reserved for commercial uses, including hotels and offices and 14 ha for industrial uses. The industrial area would be sandwiched between two trunk roads; and
- (e) a typhoon shelter would be reprovisioned in the south eastern end of the SEKD.

4. The proposals of the study were transferred into two draft Outline Zoning Plans (OZPs), namely, the draft Kai Tak (North) OZP and the draft Kai Tak (South) OZP, which were gazetted on 4 September 1998.

5. The Administration then consulted the Panel on Planning, Lands and Works (PLW Panel), professional institutes, the green groups and the general public on the draft OZPs. Public forums were also held to gauge the public views. During the two-month exhibition period of the draft OZPs, the Town Planning Board (TPB) received a total of 380 and 427 objections against the draft Kai Tak (North) OZP and the draft Kai Tak (South) OZP respectively. Most of the objections were related to the extent of the proposed reclamation. The Legislative Council (LegCo) passed a motion on 27 January 1999 calling on the Administration to revise the proposal for SEKD, taking into account environmental, housing and transport needs in the 21st century. The wording of the motion is in **Appendix I**.

Revised scheme on South East Kowloon Development in 1999

6. Taking into account the mainstream opinions and the alternative proposals raised, the Administration prepared a revised scheme on SEKD and an outline concept plan for public comments in June 1999. The main features of the outline concept plan were as follows –

- (a) the new development areas would cover about 437 ha of land, with the extent of reclamation substantially reduced from 299 ha to 161 ha;
- (b) about 150 ha of land would be reserved for development of housing and local government/institution/community facilities to serve an estimated population of about 240 000 based on the maximum domestic plot ratio of 6.5;

- (c) the two planned trunk roads would be maintained with a possible railway line connecting Kowloon Canton Railway Hung Hom Station and Mass Transit Railway Diamond Hill Station; and
- (d) a metropolitan park of 24 ha in size.

7. The Administration then presented the outline concept plan for the revised scheme on SEKD to the PLW Panel on 20 July 1999. The Panel invited professional organizations to give views on the revised scheme. The revised scheme received support from various organizations, although there was still concern about the extent of reclamation.

8. Based on the outline concept plan, the Administration then commissioned a new Comprehensive Feasibility Study for the Revised Scheme of the SEKD in November 1999. The Comprehensive Feasibility Study was divided into two stages. Stage 1 reviewed the outline concept plan in light of public views and latest developments, and produced a Preliminary Layout Plan (PLP). Stage 2 entailed more detailed studies and preliminary design.

9. Stage 1 of the Comprehensive Feasibility Study was completed in May 2000. The Administration briefed the PLW Panel on the PLP on 8 June 2000. The PLP provided the planning concept for the future development of South East Kowloon. According to the PLP, the new development area of SEKD would measure 403 ha and the scale of reclamation would be further reduced to 123 ha. Whilst supporting the PLP in general, members were concerned how the PLP would comply with the principles of sustainability. Questions were raised in the following aspects –

- (a) the environmental impact of the Public Filling Barging Point, the Refuse Transfer Station and a helipad to be provided near the Laguna City;
- (b) the pollution problems in the Kwun Tong Typhoon Shelter and the Kai Tak Approach Channel;
- (c) the traffic and transport infrastructure to be developed in the area;
- (d) integration of the future SEKD with the neighbouring old districts; and
- (e) suitability of providing a stadium with 50 000 seats.

10. During the public consultation on the PLP, there were requests for early development of North Apron of Kai Tak Airport (NAKTA) to accommodate housing demand. There were also requests for immediate action to improve the polluted Kai Tak Approach Channel. The Administration reported the outcome of the public consultation exercise to PLW Panel on 4 December 2000.

Members supported the commencement of detailed design of infrastructure on North Apron of Kai Tak Airport and reclamation of the Kai Tak Approach Channel. After the completion of Stage 2 of the Comprehensive Feasibility Study in June 2001, the Administration sought funding for the relevant works. The PWSC endorsed and the FC approved the funding on 31 October and 23 November 2001 respectively.

Revised Outline Zoning Plans in 2001

11. On 24 August 2001, the Administration gazetted the revised OZPs for the SEKD, Kai Tak (North) OZP and Kai Tak (South) OZP. These draft OZPs incorporated the recommendations in the Comprehensive Feasibility Study on SEKD. The major differences between the draft OZPs gazetted on 4 September 1998 and those on 24 August 2001 were as follows -

- (a) the extent of the proposed reclamation area was reduced from 299 ha to 133 ha;
- (b) the designation of housing sites was subject to different plot ratio restrictions stepping from higher development intensity near the railway stations of the proposed Shatin to Central Link to lower development intensity near the waterfront;
- (c) the population to be accommodated in the site was reduced from 320 000 to about 260 000;
- (d) the Kai Tak Point area would be reserved for tourism-related and recreational facilities including a cruise terminal and a multi-purpose stadium; and
- (e) the provision of some 130 ha open space including a metropolitan park and harbour front promenade.

12. The draft OZPs, with some amendments to provide more flexibility for future developments, were approved by the Chief Executive in Council on 25 June 2002.

Litigation on harbour reclamation

13. In February 2003, the Society for Protection of the Harbour Limited (SPH) applied for a judicial review of the decision of the Town Planning Board (TPB) in respect of the draft Wan Chai North OZP, mainly concerning the extent of reclamation. The case was first heard by the Court of First Instance which ruled that the decision of the TPB was quashed and the TPB was ordered to reconsider the OZP and the related objections. The case eventually went to the

Court of Final Appeal (CFA). CFA upheld the ruling made by the Court of First Instance.

14. In its judgment handed down on 9 January 2004, CFA clarified the legal principles behind the Protection of the Harbour Ordinance (Cap. 531) (PHO). CFA clarified that the presumption against reclamation in section 3 of the Ordinance can only be rebutted if a single test, that is, “the overriding public need test”, could be satisfied. Public needs are community needs and include the economic, environmental and social needs of the community. A need should only be regarded as overriding if it is a compelling and present need and there is no reasonable alternative to reclamation.

Recent development

15. Following the CFA judgment, the Administration undertook to review reclamation proposals. The approved OZPs on SEKD have incorporated a number of reclamation proposals, namely Kowloon Bay Reclamation, Kai Tak Approach Channel Reclamation, Kwun Tong Typhoon Shelter and Cha Kwo Ling Reclamation and reclamation for a cruise terminal, with a total reclamation area of about 133 ha. On 13 January 2004, the Committee for Planning and Land Development agreed to commission consultants to undertake a Comprehensive Planning and Engineering Review of SEKD. The Comprehensive Review is broadly divided into three stages as follows –

Stage 1: A Planning Review with “no reclamation” as the planning basis to formulate conceptual development options for public consultation before preparation of a Preliminary Outline Development Plan.

Stage 2: An Engineering Review to undertake detailed engineering feasibility studies and some Environmental Impact Assessment studies to confirm the feasibility of the Preliminary Outline Development Plan and to produce a Recommended Outline Development Plan to form the basis for revision to the approved statutory plans.

Stage 3: Commence statutory planning procedures under the Town Planning Ordinance (Cap. 131).

16. On 17 September 2004, the Administration launched the Stage 1 Public Participation exercise to invite the community to give its vision for the future development of Kai Tak. The deadline for submission of views was 19 November 2004.

17. On 19 March 2005, the Subcommittee on SEKD Review of the Harbour-front Enhancement Committee conducted a Kai Tak Forum as an initiative to engage the public to examine the comments and proposals received during the Stage 1 Public Participation exercise and to seek further input from the community in the preparation of the outline concept plan. The event was attended with over 200 participants, including individuals, representatives of local community/organizations, District Councilors, stakeholders groups, professional institutions, consultants of previous Kai Tak studies, etc.

Deliberations of the Panel on Planning, Lands and Works

18. The PLW Panel held meetings on 22 February 2005 and 28 June 2005 to discuss the progress of the Kai Tak Planning Review.

19. The following views were made by members –

- (a) The Administration should experiment new concepts of planning, such as sustainable planning, in SEKD where the land available for planning was large. Care should be exercised in deciding on the scale of housing development in SEKD, and to refrain from blocking the ridgeline of the Lion Rock.
- (b) To advocate the people-oriented planning approach, sufficient community facilities should be made available in SEKD and in Kowloon City, the population to be accommodated there should be maintained at an optimal level, and a water-front promenade and large public open space should be provided. Moreover, the future SEKD must be integrated with the neighbouring old districts, and efforts should also be made to retain old and develop new economic activities in the area of interface.
- (c) Both the Kai Tak Approach Channel and the runway of the Kai Tak Airport should be preserved as part of Hong Kong's collective memory. While the former could cater for water sports after mitigation of the environmental problems, the latter could provide space for the proposed aviation museum and fashion outlets to be served by shuttle ferry.
- (d) The Administration should explore and consider the proposal of relocating all Government offices presently situated in Central to SEKD and consult the public on this proposal, which could benefit future generations by helping to bring all Government bureaux and departments together to facilitate operation as well as vacating the sites in Central for more gainful use.

- (e) Consideration should be given to the proposal made by Kowloon City District Council of providing a town hall or a civic centre in SEKD.
- (f) The accessibility to the harbour front of To Kwa Wan should be improved.
- (g) Consideration should be given to providing walking pleasure free from the interruption of vehicular traffic.
- (h) The proposals to construct a heliport and a cruise terminal undesirable because they would cause noise pollution, and have safety implications and visual impact.

20. There were diverse views on the issue of reclamation. Some members held the view that there should not be any reclamation under the SEKD as there was already a consensus on “zero reclamation”. However, some other members opined that the option of “zero reclamation” should not apply to SEKD because the Administration should reclaim the Kai Tak Approach Channel to address the serious environmental problems there and to bring about social, economic and environmental benefits instead of spending money on mitigation measures. The public should be made aware of the need to put in significant resources to mitigate the environmental problems if they chose not to reclaim the Channel.

21. On the proposal of providing a multi-purpose stadium in SEKD, there was a suggestion that the facility was long-awaited and that an early decision should be made. A members however opposed to the proposal to build a multi-purpose stadium in SEKD because some 70 000 audience attending functions there would exert great pressure on the transport infrastructure in the neighbouring area.

22. A summary of the funding proposals relating to SEKD and a chronology of relevant events are in **Appendices II and III** respectively. A list of relevant papers with their hyperlinks at the LegCo Website is in **Appendix IV**.

Kai Tak Planning Review

**Wording of motion passed
at the Council meeting on 27 January 1999**

“That this Council urges the Government to revise the proposal for the development of South East Kowloon, undertake a thorough consultation process and formulate a plan which is both visionary and sustainable and seeks to provide liveable communities to meet the public's 21st century expectations; the area to be reclaimed under the plan should be reduced to protect the harbour's resources; the Government should also carry out urban renewal expeditiously in the northern part of the site in recognition of the urgent public housing needs and to provide the space required for resettling the residents displaced in the process of redeveloping some of the other older parts of Kowloon; at the same time, there must be a comprehensive railway development programme to ensure that the construction of the railway network synchronizes with the development of the area.”

Kai Tak Planning Review

**List of Public Works Proposals considered
by the PWSC and the FC**

Project		PWSC		FC		Approved project estimate	Progress
Title	Description	Date considered	Result	Date considered	Result		
South East Kowloon development – comprehensive feasibility study	Comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works	29 March 1995	Endorsed	28 April 1995	Approved	\$220 million	Completed
South East Kowloon development at Kai Tak Airport – decontamination and site preparation	Breaking up concrete slab and demolish structures in the NAKTA to prepare site for housing development and the decontamination of the site to remove potentially hazardous substances	17 February 1998	Endorsed	27 February 1998	Approved	\$316.9 million	Completed

Project		PWSC		FC		Approved project estimate	Progress
Title	Description	Date considered	Result	Date considered	Result		
South East Kowloon development at Kai Tak Airport – site investigations and consultants’ fees	Site investigation works in NAKTA and the detailed design, including preparation of tender documents and assessment of tenders of related works for housing development in NAKTA	23 September 1998	Withdrawn by Admin	Not applicable	Not applicable	Not applicable	Not applicable
South East Kowloon development at Kai Tak Airport – site investigations and consultants’ fees	Site investigation and engagement of consultants to carry out detailed design, Environmental Impact Assessment study and preparation of tender documents for the planned developments in the NAKTA as part of the SEKD	31 October 2001	Endorsed	23 November 2001	Approved	\$115.9 million	<ul style="list-style-type: none"> a. Detailed design for demolition of the passenger terminal building and associated structures remaining in NAKTA completed; b. Environmental permit for five proposed sewage pumping stations on

Project		PWSC		FC		Approved project estimate	Progress
Title	Description	Date considered	Result	Date considered	Result		
							<p>NAKTA obtained;</p> <p>c. Detailed design of roads and drainage not yet finalized, pending review on NAKTA</p>
South East Kowloon development – consultants’ fees and site investigation for Kai Tak Approach Channel reclamation	Site investigation and engagement of consultants to carry out detailed design, Environmental Impact Assessment study and preparation of tender documents for the related works including necessary related environmental mitigation and monitoring & audit measures.	31 October 2001	Endorsed	23 November 2001	Approved	\$63.8 million	<p>a. Reclamation works and road tunnel works gazetted in August 2002 with no objections received;</p> <p>b. Laboratory tests on sediment remediation methods completed and results presented to the Environmental Impact</p>

Project		PWSC		FC		Approved project estimate	Progress	
Title	Description	Date considered	Result	Date considered	Result			
							<p>Assessment Subcommittee of the Advisory Council on the Environment in July 2003; and</p> <p>c. Consultancy suspended in December 2003, pending review of the SEKD plan.</p>	
South Kowloon development consultants' and site investigation for Kowloon Bay reclamation and engineering works	East – fees for Bay and	Site investigation and related design for the planned reclamation and infrastructure and related works in Kowloon Bay as part of the SEKD	26 June 2002	Endorsed	15 July 2002	Approved	\$105.7 million	<p>a. Review phase of the project completed; and</p> <p>b. Consultancy suspended in December 2003, pending review of the SEKD plan.</p>
SEKD development consultants' fees	–	Site investigation and related design for the planned waterfront	26 June 2002	Endorsed	15 July 2002	Discussion adjourned		Not applicable

Project		PWSC		FC		Approved project estimate	Progress
Title	Description	Date considered	Result	Date considered	Result		
and site investigation for waterfront facilities and Kwun Tong typhoon shelter reclamation	facilities and reclamation and related works at Kwun Tong typhoon shelter and Cha Kwo Ling as part of the SEKD						
SEKD development – site preparation and drainage works at NAKTA	Demolition of the passenger terminal building and associated structures remaining in NAKTA to prepare site for future development	18 February 2004	Endorsed	27 February 2004	Approved	\$119.1 million	Expected to be completed in September 2006

Kai Tak Planning Review

Chronology of events

Date	Event
September 1991	Executive Council endorsed the Metroplan Selected Strategy, which recommended various reclamation projects in the Harbour areas.
November 1993	SEKD Statement Study completed.
29 March 1995	PWSC recommended the upgrading of 440CL to Category A at an estimated cost of \$220 million for a comprehensive feasibility study of the SEKD.
28 April 1995	FC approved the funding of 440CL as recommended by PWSC.
21 May 1996	PLW Panel discussed the land use upon relocation of Kai Tak Airport.
15 January 1998	PLW Panel discussed SEKD at Kai Tak Airport – Decontamination and site preparation.
17 February 1998	PWSC recommended the upgrading of part of 469CL, entitled “South East Kowloon development at Kai Tak Airport – decontamination and site preparation”, to Category A at an estimated cost of \$316.9 million in money-of-the-day (MOD) prices.
27 February 1998	FC approved the funding of part of 469CL as recommended by PWSC.
10 September 1998	PLW Panel discussed the Administration’s funding proposal on SEKD at Kai Tak Airport – Site investigations and consultants’ fees.
17 September 1998	PLW Panel discussed the SEKD plan.

Date	Event
23 September 1998	<p>PWSC discussed the Administration's proposal on upgrading of part of 469CL, entitled "South East Kowloon development at Kai Tak Airport – site investigations and consultants' fees", to Category A at an estimated cost of \$109.8 million in MOD prices.</p> <p>The proposal was subsequently withdrawn by the Administration in view of members' concerns that subsequent amendments to the OZPs might render some works abortive.</p>
29 October 1998	<p>PLW Panel met with deputations and discussed SEKD with the Administration.</p>
27 January 1999	<p>The motion on SEKD moved by Hon Christine LOH and amended by Hon Jasper TSANG was passed.</p>
9 March 1999	<p>PLW Panel met with deputations and received the Administration's briefing on the public consultation on SEKD.</p>
20 July 1999	<p>PLW Panel met with deputations and discussed with the Administration the outline concept plan for the revised scheme of SEKD.</p>
8 June 2000	<p>PLW Panel discussed with the Administration on the Preliminary Layout Plan (PLP) and the comprehensive feasibility study for the revised scheme of SEKD.</p>
4 December 2000	<p>PLW Panel received a briefing from the Administration on the public consultation exercise for the PLP of the SEKD and the funding proposals for detailed design of some of SEKD works.</p>
31 October 2001	<p>PWSC recommended the upgrading of part of 465CL, entitled "South East Kowloon development – consultants' fees and site investigation for Kai Tak Approach Channel reclamation", to Category A at an estimated cost of \$63.8 million in MOD prices.</p> <p>PWSC also recommended the upgrading of part of 469CL, entitled "South East Kowloon development at Kai Tak Airport – consultants' fees and site investigation", to Category A at an estimated cost of</p>

Date	Event
	\$115.9 million in MOD prices.
23 November 2001	FC approved the funding proposals on the upgrading of part of 465CL and 469CL as recommended by PWSC.
25 June 2002	The Chief Executive-in-Council approved the draft Kai Tak (North) Outline Zoning Plan and the draft Kai Tak (South) Outline Zoning Plan.
26 June 2002	<p>PWSC recommended the upgrading of part of 482CL, entitled “South East Kowloon development – consultants’ fees and site investigation for Kowloon Bay reclamation and engineering works”, to Category A at an estimated cost of \$105.7 million in MOD prices.</p> <p>PWSC also recommended the upgrading of part of 465CL, entitled “South East Kowloon development – consultants’ fees and site investigation for water front facilities and Kwun Tong typhoon shelter reclamation”, to Category A at an estimated cost of \$81.2 million in MOD prices.</p>
15 July 2002	<p>FC approved the upgrading of part of 482CL as recommended by PWSC.</p> <p>As for the proposal to upgrade part of 465CL, members passed a motion to adjourn the discussion.</p>
27 January 2004	PLW Panel discussed with the Administration the funding proposal of 469CL – SEKD – infrastructure at NAKTA.
18 February 2004	PWSC recommended the upgrading of part of 469CL, entitled “South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport”, to Category A at an estimated cost of \$119.1 million in MOD prices.
27 February 2004	FC approved the upgrading of part of 469CL as recommended by PWSC.

Date	Event
1 May 2004	The Harbour-front Enhancement Committee was established to advise the Administration on planning, land use and developments along the waterfront in the Victoria Harbour.
17 September 2004	The Administration announced commencement of the Stage 1 consultation on Kai Tak Planning Review, which would end on 19 November 2004.
22 February 2005	PLW Panel discussed with the Administration progress of the Kai Tak Planning Review.
28 June 2005	PLW Panel discussed with the Administration progress of the Kai Tak Planning Review.

Kai Tak Planning Review

List of relevant papers

Council/Committee	Date of meeting	Paper
Panel on Planning, Lands and Works (PLW Panel)	21 May 1996	Appendix to LegCo Paper No. CB(1)1401/95-96 (no softcopy is available) Minutes (http://www.legco.gov.hk/yr95-96/english/panels/plw/minutes/pl210596.htm)
PLW Panel	15 January 1998	PLC Paper No. CB(1)763(01) (http://www.legco.gov.hk/yr97-98/english/panels/plw/papers/pl1501-4.htm) Minutes (http://www.legco.gov.hk/yr97-98/english/panels/plw/minutes/pl150198.htm)
Public Works Subcommittee (PWSC)	17 February 1998	PWSC(97-98)125 (http://www.legco.gov.hk/yr97-98/english/fc/pwsc/papers/p1702125.htm) Minutes (http://www.legco.gov.hk/yr97-98/english/fc/pwsc/minutes/pwmn1702.htm)
Finance Committee (FC)	27 February 1998	FCR(97-98)93 (http://www.legco.gov.hk/yr97-98/english/fc/fc/papers/f97-93e.doc) Minutes (http://www.legco.gov.hk/yr97-98/english/fc/fc/minutes/fcmn2702.htm)

Council/Committee	Date of meeting	Paper
Council meeting	29 July 1998	Hansard (http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980729fe.htm)
PLW Panel	10 September 1998	LC Paper No. CB(1)167/98-99(01) (http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl1009_4.htm) Minutes (http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl100998.htm)
PLW Panel	17 September 1998	LC Paper No. CB(1)203/98-99(01) http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e01.pdf LC Paper No. CB(1)203/98-99(02) (http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/p203e02.pdf) Minutes (http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl170998.htm)
PWSC	23 September 1998	PWSC(98-99)18 (http://www.legco.gov.hk/yr98-99/english/fc/pwsc/papers/pw230918.pdf) Minutes (http://www.legco.gov.hk/yr98-99/english/fc/pwsc/minutes/pw230998.htm)
Council meeting	30 September 1998	Hansard (http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/980930fe.htm)

Council/Committee	Date of meeting	Paper
PLW Panel	29 October 1998	(P)50/14/10 (http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl29101b.htm) Minutes (http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl291098.htm)
Council meeting	27 January 1999	Hansard (http://www.legco.gov.hk/yr98-99/english/counmtg/hansard/990127fe.htm)
PLW Panel	9 March 1999	Minutes (http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl090399.htm)
PLW Panel	20 July 1999	LC Paper No. CB(1)1663/98-99(03) (http://www.legco.gov.hk/yr98-99/english/panels/plw/papers/pl20074a.htm) Minutes (http://www.legco.gov.hk/yr98-99/english/panels/plw/minutes/pl200799.htm)
PLW Panel	8 June 2000	LC Paper No. CB(1)1748/99-00(01) (http://www.legco.gov.hk/yr99-00/english/panels/plw/papers/a1748e01.pdf) Minutes (http://www.legco.gov.hk/yr99-00/english/panels/plw/minutes/pl080600.pdf)
PLW Panel	4 December 2000	LC Paper No. CB(1)233/00-01(03) (http://www.legco.gov.hk/yr00-01/english/panels/plw/papers/a233e03.pdf) Minutes (http://www.legco.gov.hk/yr00-01/english/panels/plw/minutes/pl041200.pdf)

Council/Committee	Date of meeting	Paper
Council meeting	30 May 2001	Hansard (http://www.legco.gov.hk/yr00-01/english/counmtg/hansard/010530fe.pdf)
PLW Panel	2 November 2001 (issued on 19 October 2001)	Information paper LC Paper No. CB(1)104/01-02 (http://www.legco.gov.hk/yr01-02/english/panels/plw/papers/cb1-104e.pdf)
PWSC	31 October 2001	PWSC(2001-02)63 (http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-63e.pdf) PWSC(2001-02)64 (http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p01-64e.pdf) Minutes (http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw011031.pdf)
FC	23 November 2001	FC(2001-02)39 (http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f01-39e.pdf) Minutes (http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc011123.pdf)
Council meeting	17 April 2002	Hansard (http://www.legco.gov.hk/yr01-02/english/counmtg/hansard/cm0417ti-translate-e.pdf)
PWSC	26 June 2002	PWSC(2002-03)54 (http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-54e.pdf)

Council/Committee	Date of meeting	Paper
		PWSC(2001-02)55 (http://www.legco.gov.hk/yr01-02/english/fc/pwsc/papers/p02-55e.pdf) Minutes (http://www.legco.gov.hk/yr01-02/english/fc/pwsc/minutes/pw020626.pdf)
FC	15 July 2002	FC(2002-03)30 (http://www.legco.gov.hk/yr01-02/english/fc/fc/papers/f02-30e.pdf) Minutes (http://www.legco.gov.hk/yr01-02/english/fc/fc/minutes/fc020715.pdf)
PLW Panel	27 January 2004	LC Paper CB(1)813/03-04(07) (http://www.legco.gov.hk/yr03-04/english/panels/plw/papers/plw0127cb1-813-7e.pdf) Minutes (http://www.legco.gov.hk/yr03-04/english/panels/plw/minutes/pl040127.pdf)
PWSC	18 February 2004	PWSC(2003-04)66 (http://www.legco.gov.hk/yr03-04/english/fc/pwsc/papers/p03-66e.pdf) Minutes (http://www.legco.gov.hk/yr03-04/english/fc/pwsc/minutes/pw040218.pdf)
FC	27 February 2004	FC(2003-04)60 (http://www.legco.gov.hk/yr03-04/english/fc/fc/papers/f03-60e.pdf) Minutes (http://www.legco.gov.hk/yr03-04/english/fc/fc/minutes/fc040227.pdf)

Council/Committee	Date of meeting	Paper
PLW Panel	22 February 2005	LC Paper No. CB(1)921/04-05(01) (http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-1e.pdf) LC Paper No. CB(1)921/04-05(03) (http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-3e.pdf) LC Paper No. CB(1)1117/04-05 (http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050222.pdf)
PLW Panel	28 June 2005	(LC Paper No. CB(1)1875/04-05(05) (http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0628cb1-1875-5e.pdf) LC Paper No. CB(1)921/04-05(03) (http://www.legco.gov.hk/yr04-05/english/panels/plw/papers/plw0222cb1-921-3e.pdf) LC Paper No. CB(1)2291/04-05 (http://www.legco.gov.hk/yr04-05/english/panels/plw/minutes/pl050628.pdf)