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

**Minutes of the 2nd meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 28 November 2012, at 8:30 am**

Members present:

Hon CHAN Kam-lam, SBS, JP (Chairman)
Ir Dr Hon LO Wai-kwok, BBS, MH, JP (Deputy Chairman)
Hon James TO Kun-sun
Hon Emily LAU Wai-hing, JP
Hon TAM Yiu-chung, GBS, JP
Hon Abraham SHEK Lai-him, SBS, JP
Hon WONG Kwok-hing, MH
Hon Cyd HO Sau-lan
Hon CHAN Hak-kan, JP
Dr Hon LEUNG Ka-lau
Hon IP Kwok-him, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon NG Leung-sing, SBS, JP
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon Gary FAN Kwok-wai
Hon MA Fung-kwok, SBS, JP
Hon Charles Peter MOK
Hon CHAN Han-pan
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Alice MAK Mei-kuen, JP

Dr Hon Fernando CHEUNG Chiu-hung
Hon SIN Chung-kai, SBS, JP
Dr Hon CHIANG Lai-wan, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen

Members absent:

Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Dr Hon Elizabeth QUAT, JP

Public officers attending:

Ms Doris HO Pui-ling, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr WAI Chi-sing, JP	Permanent Secretary for Development (Works)
Mr Thomas CHOW Tat-ming, JP	Permanent Secretary for Development (Planning and Lands)
Mr TSE Chin-wan, JP	Deputy Director (1) Environmental Protection Department
Ms Joyce HO Kwok-shan	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr LEUNG Koon-kee, JP	Director of Architectural Services
Mr HON Chi-keung, JP	Director of Civil Engineering and Development
Mr CHAN Chi-chiu, JP	Director of Drainage Services
Mr LAU Ka-keung, JP	Director of Highways
Mr MA Lee-tak, JP	Director of Water Supplies
Mr LEUNG Kam-pui	Chief Technical Adviser (Subvented Projects) Architectural Services Department
Miss CHAN Hoi-ming	Project Director (2) Architectural Services Department
Mr IP Kwai-hang	Deputy Head of Civil Engineering Office (Projects and Environmental Management) Civil Engineering and Development Department
Miss Bella MUI Bun-ngar	Principal Assistant Secretary (B) Security Bureau
Mr SHUM Kwok-leung	Assistant Director (Ambulance) (Acting) Fire Services Department
Mr LO Chun-man	Senior Divisional Officer (Planning Group) Fire Services Department

Mr CHENG Sui-on	Divisional Officer (Planning Group) ²
	Fire Services Department
Mrs Sorais LEE KWAN	Head (Kai Tak Office)
Siu-kuen	Civil Engineering and Development Department

Clerk in attendance:

Ms Annette LAM	Chief Council Secretary (1) ³
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Staff in attendance:

Mr Andy LAU	Assistant Secretary General 1
Ms Sarah YUEN	Senior Council Secretary (1) ³
Mr Frankie WOO	Senior Legislative Assistant (1) ³
Ms Christy YAU	Legislative Assistant (1) ⁷

Action

The Chairman advised that there were four items for the meeting, including an information note on "Forecast of submissions for the 2012-13 Legislative Council Session" and three capital works project proposals, which if endorsed would involve a total amount of \$2,842.7 million.

2. The Chairman then reminded members that in accordance with Rule 83A of the Rules of Procedure (RoP) of the Legislative Council (LegCo), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the item. He also drew members' attention to Rule 84 of RoP on voting or withdrawal in case of direct pecuniary interest.

**Overview of potential submissions to the Public Works Subcommittee
PWSCI(2012-13)¹¹ — Forecast of submissions for the
2012-13 Legislative Council Session**

3. The Chairman said that as agreed with the Administration in the 2001-2002 legislative session, the Administration had been providing forecasts of submissions to the Public Works Subcommittee (PWSC) at the beginning of each legislative session to enable members and other LegCo Members to have a preliminary view of the potential capital works items to be submitted to PWSC and to facilitate the consultation process of these

capital works projects. The meeting noted that the 2012-2013 forecast had been circulated to relevant Panels for members to indicate whether any projects should require detailed discussion at meetings of the relevant Panels, before the funding applications concerned were submitted to PWSC.

Head 703 – Buildings**PWSC(2012-13)37 13GB Liantang/Heung Yuen Wai Boundary
Control Point and associated works**

4. The Chairman advised that the proposal was to upgrade part of 13GB, entitled "Liantang/Heung Yuen Wai Boundary Control Point (LT/HYW BCP) and associated works - Boundary Control Point buildings and the associated facilities – preconstruction consultancy services", to Category A at an estimated cost of \$180 million in money-of-the-day (MOD) prices.

Justifications for LT/HYW BCP

5. Noting that LT/HYW BCP would be the seventh land crossing between Shenzhen (SZ) and Hong Kong (HK), and that the usage of some existing BCPs was low, Ms Emily LAU questioned the need for the LT/HYW BCP. The Permanent Secretary for Development (Works) (PS(W), DEVB) responded that the existing six land-based BCPs between HK/SZ were mainly located in the central and western part of the territory. Currently, only two BCPs on the eastern side of the New Territories at Man Kam To (MKT) and Sha Tau Kok (STK) were available for access to the eastern SZ and Guangdong. Due to physical constraints, the existing MKT and STK BCPs could hardly meet the anticipated future demand for cross-boundary traffic. Moreover, cross-boundary traffic via these two BCPs had to negotiate through local roads in HK and congested roads in SZ before joining the respective highway networks. The proposed LT/HYW BCP was therefore necessary to provide an access to eastern SZ with a view to shortening the travelling time between HK/SZ and eastern Guangdong. PS(W), DEVB highlighted that the proposed BCP would facilitate smooth and efficient people and cargo flows across the boundary and was of strategic importance to support HK's long-term economic growth. At Ms LAU's request, the Administration agreed to provide information on the overall handling capacity and passenger traffic statistics of all land-based BCPs between HK and SZ.

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6. Mr Gary FAN stated his opposition to the LT/HYW BCP project for the following reasons –

- (a) Cross-boundary traffic was already very convenient and there was no need to spend billions of dollars to construct the

LT/HYW BCP;

- (b) The economic justifications for the LT/HYW BCP were worked out on the basis of outdated land transport forecast contained in the joint Preliminary Planning Study on Developing LT/HYW Control Point conducted in September 2008 (the Joint Study);
- (c) The cost-effectiveness of the LT/HYW BCP was questionable. While the BCP and associated works would cost some \$16,253.2 million, the estimated total sum of direct economic benefits, according to the Joint Study, was only about \$14.3 billion at 2007 prices over a 12-year period (from 2018 to 2030);
- (d) As a part of the Mainland's National 12th Five-year Plan, the LT/HYW BCP was in fact a co-operation project worked out in response to the planning needs of the Mainland rather than based on HK's actual needs; and
- (e) The Administration had yet to explain how implementation of the LT/HYW BCP project could benefit the development of the areas involved, particularly in terms of improvements to the local transport and road networks.

7. Mr Gary FAN requested the Administration to immediately shelve the LT/HYW BCP project and conduct new rounds of public consultation so as to uphold HK people's planning autonomy. The Administration noted the views expressed.

8. Keen to ensure that the LT/HYW BCP could really serve its purpose, Ms Emily LAU enquired about the savings in travelling time between HK/SZ and eastern Guangdong, southern Fujian and Jiangxi following the construction of the BCP. In this connection, she also commented that the location plan in Enclosure 1 to PWSC(2012-13)37 had not shown the connection on the SZ side of the LT/HYW BCP project, and enquired whether the SZ side, including the associated connecting roads and facilities, would be ready by the time the project on the HK side was ready.

9. The Deputy Head of Civil Engineering Office (Projects and Environmental Management), Civil Engineering and Development Department (DH(CEO)(P&EM), CEDD) said that the construction of the relevant connecting roads on the SZ side of the LT/HYW BCP would commence progressively to tie in with the commissioning of the BCP in 2018. Upon the commissioning of the BCP, the distance and travelling time from

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Tai Po to Longgang via the new BCP facilities could be reduced by about 5 kilometres and 22 minutes respectively. At the request of Ms Emily LAU and the Chairman, the Administration agreed to provide the following –

- (a) Information on the estimated savings in travelling time between Fanling and eastern Guangdong via the LT/HYW BCP and the Shenzhen Eastern Corridor;
- (b) A map showing the connection on the SZ side, in particular the relevant connecting roads connecting with the LT/HYW BCP; and
- (c) Information on the progress of the LT/HYW BCP project on the SZ side, including the associated connecting roads and facilities and whether SZ and HK had reached an understanding on the timing of commissioning the BCP.

10. Noting that a small community served with a metro station called Xinxiu had already been developed on the SZ side of the BCP, Mr Christopher CHUNG opined that the BCP should provide access to the Xinxiu metro station to facilitate integration. PS(W), DEVB said that details had been deliberated at the previous meetings of the Panel on Development. He pointed out that the current funding proposal mainly involved design and site investigation works for the proposed buildings and associated facilities of the proposed BCP on the HK side.

Handling capacity of the LT/HYW BCP

11. Mr WONG Kwok-hing indicated support for the funding proposal. He however expressed concern as to whether the design of the LT/HYW BCP would be able to cope with increase in the passenger and vehicle flows in the coming 10 to 20 years. Mr MA Fung-kwok expressed a similar view. DH(CEO)(P&EM), CEDD responded that the new connecting road linking Fanling Highway and the BCP would have sufficient capacity to cope with the forecast cross-boundary flow in 2030.

12. Mr MA Fung-kwok opined that instead of simply adopting international practices, the design handling capacity of the LT/HYW BCP should be worked out having regard to the specific conditions of HK and the Mainland, such as their respective demographics. PS(W), DEVB clarified that the four-stage modeling approach for deriving passenger and vehicle flows was an international practice. This systematic model computed the flows based on various survey data and statistical information, and also took

into account latest planning data and developments including demographics and socio-economic data of both Hong Kong and the Mainland.

13. Mr SIN Chung-kai considered the proposed design handling capacity of the LT/HYW BCP of 30 000 passenger trips and 17 850 vehicle trips per day inadequate. He asked whether the number of passengers handled could be increased by encouraging greater use of mass public transport. DH(CEO)(P&EM), CEDD responded that the Administration would monitor the demand and review the operation hours, and take all necessary measures to improve the immigration clearance capacity if necessary.

14. Mr MA Fung-kwok, Mr SIN Chung-kai and Mr IP Kwok-him raised concern whether there would be room for future expansion, such as by reserving space for installation of additional facilities and equipment, to enable LT/HYW BCP to cope with any unexpected increase in usage. Pointing out that the current restrictions on Mainland vehicles entering HK might be relaxed in future, Mr MA enquired whether the planning parameters had taken into account the consequential increase in vehicular flow. Given the difficulty in identifying sites for new BCPs, he called on the Administration to be more forward-looking in their planning.

15. DH(CEO)(P&EM), CEDD responded that technological developments, such as greater use of the e-Channel service and use of faster computers could improve the efficiency of immigration clearance and hence enhance the handling capacity of BCPs even without physical expansion. Notwithstanding this, the Administration would closely monitor the usage of the LT/HYW BCP and introduce improvements as necessary. PS(W), DEVB supplemented that if the increase was substantially beyond the planning because of any unexpected changes, the Administration might need to develop a new BCP as necessary. At Mr IP Kwok-him's request, the Administration agreed to assess and provide information on the possible scale of expansion in the design passenger handling capacity of the BCP to cater for the future growth in demand.

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16. The Chairman urged the Administration to take note of members' views that allowance should be made at the design stage to cater for future expansion as necessary to meet short and medium term needs. He called on the Administration to be proactive in their planning to ensure smooth immigration clearance at the BCP. The Director of Architectural Services (D Arch S) responded that as planned, there would be 14 conventional immigration channels and five e-channels each on both directions of flow of the LT/HYW BCP. Where necessary, the number of e-channels could be increased. He reiterated that technological advancement could greatly reduce the time taken for clearance through e-channels and improve the

handling of cross-boundary passenger flow.

17. Dr Fernando CHEUNG questioned the validity of the projected forecast passenger flow made under the transport model of the Joint Study. He pointed out that in the "Base Case" of the transport model, the forecast passenger flow in the design year 2030 was 30 700 passengers per day on the assumption that SZ residents could visit HK without the need for an exit endorsement. However, the design handling capacity, which assumed that SZ residents need to obtain an exit endorsement, was 30 000 passengers daily, i.e., only 700 passengers less than the "Base Case" figure. He questioned why the difference between the two passenger flow figures was so small as the number of Mainland visitors coming to HK would likely to increase due to relaxation of immigration procedures and the implementation of one-year multiple-entry Individual Visit Scheme (IVS).

18. In response, PS(W), DEVB clarified that using the four-stage modelling approach and assuming that the SZ permanent residents would not need an exit endorsement from the Mainland authorities to visit HK, the passenger flow would be about 30 700 passenger trips per day. On the other hand, if the SZ permanent residents had to obtain an exit endorsement from the Mainland authorities before visiting HK, the transport model computed that the forecast passenger flow would be about 28 750 passenger trips per day. The difference in the forecast passenger flow between these two assumptions should be about 1 950 per day. Following the introduction of the IVS for SZ permanent residents visiting HK in April 2009, the latest passenger forecast should be higher than 28 750, but lower than 30 700. In view of this information and other considerations of the BCP site, HK/SZ Governments agreed in 2010 to adopt 30 000 passenger trips daily as the revised design handling capacity of the BCP. At Dr Fernando CHEUNG's request, PS(W), DEVB agreed to provide information on the assumptions and the methodology for projecting the forecast flow of 30 700 passenger trips per day in the design year 2030 and the revised design handling capacity of 30 000 passenger trips per day, in particular regarding the projected difference in passenger flow arising from the implementation of the IVS.

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The provision of car parking spaces

19. Mr CHAN Han-pan indicated support for the funding proposal in recognition of the importance of having sufficient BCPs. He, however, expressed concern whether 400 car parking spaces for the LT/HYW BCP would be sufficient considering that it would be the first land-based BCP with direct access facilities, especially as the Administration seemed to have made no provision for any future expansion. Mr IP Kwok-him expressed similar views.

20. DH(CEO)(P&EM), CEDD responded that the number of parking spaces for the LT/HYW BCP had been derived on the basis of a consultancy study that assessed the demands of parking spaces and the associated pick-up/drop-off areas required. As the required number of parking spaces mainly depended on the proportion of passengers preferring to use non-cross boundary private cars and the carpark as well as their parking duration, the consultant had conducted a survey on the passengers' preference at the existing Lok Ma Chau Cross Boundary Shuttle Bus - San Tin Terminus with nearby parking facilities provided by private operators. Based on the statistics of the survey on passengers' preference and the forecast number of passengers using non-cross boundary transport, the consultants recommended that the provision of about 400 parking spaces at the public carpark in the LT/HYW BCP should be adequate. Notwithstanding this finding, the Administration would explore the possibility of increasing the number of parking spaces during the detailed design stage.

21. Noting from the Administration that there would be no restriction on the use of the public carpark at the LT/HYW BCP, Mr IP Kwok-him remained concerned whether 400 car parking spaces was sufficient to meet the public demand. Mr WU Chi-wai and Dr Fernando CHEUNG expressed similar concern, highlighting the likely need to introduce park-and-ride facilities to mitigate the traffic impacts arising from the design handling capacity of the BCP of 17 850 vehicle trips. PS(W), DEVB responded that the Administration would explore the possibility of increasing the number of parking spaces during the detailed design stage.

22. Mr WU Chi-wai enquired about the estimates on the number of vehicles that would park overnight in the public carpark of the LT/HYW BCP and those that would just pass by to drop off/pick up passengers. DH(CEO)(P&EM), CEDD responded that the forecast peak hour non-cross boundary traffic flow was 55 private cars per hour using the public carpark and pick-up/drop-off spaces. Based on the forecast, the consultants recommended that 400 car parking spaces would suffice to enable drivers to choose either to just drop off/pick up passengers, or park their vehicles in the public carpark.

23. Mr WU Chi-wai further enquired whether land had been reserved for expansion of the public carpark if demand for parking spaces turned out to be greater than the above estimate. In this regard, the Chairman asked whether the constructions pilings could be strengthened to allow for the construction of one more floor of carpark if necessary. DH(CEO)(P&EM), CEDD reiterated that the Administration would explore the possibility of increasing the number of parking spaces during the detailed design stage.

24. Pointing out that the current funding proposal was for engaging consultants to undertake the proposed design works and supervision of the site investigation works of the LT/HYW BCP, Mr Alan LEONG questioned why the Administration seemed to have already formed a pre-conceived view on the planning objectives of the BCP, such as the number of car parking spaces and the need to provide park and ride facilities. In his view, the Administration should incorporate PWSC members' views on the BCP project brief for the consultants to factor into the design. In response, PS(W), DEVB said that the design requirements for the design of the BCP would be clearly delineated in the consultancy brief. The consultants were engaged to undertake the design works of the proposed buildings and associated facilities of the BCP according to the consultancy brief.

Other ancillary facilities

25. Mr Frankie YICK said the Liberal Party supported in principle the funding proposal. He, however, stressed the need for the Administration to draw lessons from the Shenzhen Bay Port which, when first commissioned, was not popular among the freight forwarding industry because of unclear road signage and inadequate ancillary facilities such as toilets, food outlets, and back-up office premises. In response to his call to ensure the design of the LT/HYW BCP could meet the operational needs of the industry, PS(W), DEVB and D Arch S agreed to take note of Members' comments in the design of the LT/HYW BCP.

26. Mr TAM Yiu-chung and Mr CHAN Hak-kan highlighted the North District Council's request for the provision of adequate pick-up and drop-off areas for cross-boundary school buses at the public transport interchange at the LT/HYW BCP to obviate the danger to cross-boundary school children. In reply to their enquiries on the efforts made in this regard, DH(CEO)(P&EM), CEDD explained that CEDD had closely liaised with the Education Bureau at the preliminary design stage to assess the number of cross-boundary students who would make use of the LT/HYW BCP. As a result, sufficient pick-up and drop-off areas for cross-boundary school buses had already been made available at the podium level of the BCP. As for school buses not crossing the boundary, sufficient pick-up and drop-off spaces would also be made available at the public transport interchange on the ground level for their use.

27. Referring to the shortage of pick-up and drop-off areas for cross-boundary school buses at other BCPs and the associated safety risks and inconvenience for cross-boundary students, Ms Emily LAU and Mr CHAN Hak-kan urged the Administration to take special care to ensure

sufficient pick-up and drop-off areas for cross-boundary school buses at the LT/HYW BCP, and where necessary increase the facilities in future. PS(W), DEVB reiterated that the Administration would liaise with the relevant authorities and review the demand during the detailed design stage.

Compensation arrangements for residents affected by the LT/HYW BCP

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28. Mr WU Chi-wai and Dr Fernando CHEUNG sought information on the compensation packages provided to eligible "indigenous" villagers (IVs) and for eligible "non-indigenous" villagers (non-IVs) affected by the LT/HYW BCP project. In response, the Permanent Secretary for Development (Planning and Lands) (PS(PL), DEVB) undertook to provide the information, and elaborated that the compensation arrangements mainly fell into the following two categories –

- (a) Compensation and rehousing arrangements under the existing policy for land resumption and site clearance in the New Territories, i.e., the affected villagers would be compensated under the New Territories Village Removal Policy, and affected owners of private land could obtain ex-gratia zonal land compensation according to their respective eligibility. Commercial/industrial undertakings and genuine farmers, irrespective of whether they were IVs or non-IVs, would receive different types of ex-gratia allowances; and
- (b) Enhanced and tailor-made compensation packages such as the "Cottage House Option" specially devised for eligible non-IVs residing within the village environs of Chuk Yuen Village and in Chuk Yuen South (subject to the discretion of the Secretary for Development on a case-by-case basis). In view of the need for early implementation of this strategically important BCP project, a special ex-gratia allowance for qualified households affected by land resumption and clearance required for the BCP proper and the connecting road had also been approved by the Finance Committee (FC) in July 2012.

29. In response to Mr WU Chi-wai's enquiry on the progress of processing the compensation cases, PS(PL), DEVB advised that of the 55 applications for the "Cottage House Option" received, 26 had been approved, 25 were being processed and four had been found ineligible. Regarding the special ex-gratia allowance, 131 applications had been received, of which 38 had been approved, 81 were being processed and 12

had been found to be ineligible. As at mid November 2012, owners of 528 lots of private land affected by the LT/HYW BCP project had already accepted the relevant compensation proposals.

30. Mr WU Chi-wai considered the progress unsatisfactory, and expressed concern whether the slow progress would hold up the implementation of the new BCP project. PS(PL), DEVB responded that the Administration had maintained close liaison with the affected villagers and the processing of compensation applications was in good progress. The 528 lots of private land over which their owners had accepted the compensation proposals accounted for some 70% of the land affected by land resumption and clearance required for the LT/HYW BCP proper and the connecting road. The respective land clearance work was expected to commence in 2013 in phases.

31. Dr Kenneth CHAN said that while he would not oppose to the funding proposal which involved pre-construction consultancy services, he was keen to ensure that the villagers residing within the village environs of Chuk Yuen Village and in Chuk Yuen South would be properly compensated, in particular, the 16 cases found ineligible for compensation. He said he would conduct a site visit there shortly and discuss further with the Administration on how to follow up the cases.

Financial implications

32. Responding to Dr CHIANG Lai-wan's enquiry about provision for site investigations in paragraph 11(a)(i) and (b) of PWSC(2012-13)37, D Arch S explained that the \$8 million provision for site investigations referred to the estimated cost for "actually conducting" site investigations to provide geotechnical and geological information for the design of the buildings on the HK side at the LT/HYW BCP, while \$65.7 million was set aside for consultants' fee for design services and supervision of site investigation works. Ms Emily LAU urged the Administration to improve the presentation of the financial implications of the BCP project to facilitate understanding.

33. Mr SIN Chung-kai enquired about the cost of the four vehicular bridges and one pedestrian bridge over the SZ River (cross-boundary bridges) connecting the BCP of the HK and SZ sides, and the cost sharing between HK and SZ. DH(CEO)(P&EM), CEDD responded that taking into account the effectiveness of contract administration and to obviate co-ordination problems, the Administration had entrusted the design and would entrust the construction of part of the HK portion of the bridges to the Shenzhen Municipal Government. He assured members that although the actual cost

of the bridges was not presently available as the SZ side had not yet commenced design of the bridges, the cost would be fairly shared between the two sides. In response to Mr SIN, DH(CEO)(P&EM), CEDD further advised that the bridge in the middle was the pedestrian bridge.

34. Mr Alan LEONG questioned why some \$30 million, or one-fifth of the funding sought for the proposed pre-construction works, would need to be expended in 2015-2016 considering that the Administration's plan was to commence the works in February 2013 for completion in early 2015. D Arch S responded that the \$30 million was the provision for price adjustment for the proposed consultancy as well as for the site investigation works. Since the duration of the consultancy would exceed 12 months, and considering that the amount of works involved might vary depending on actual ground conditions, the site investigation works would be delivered under a re-measurement contract. The final sum that had to be paid to the consultants concerned could be finalized only upon completion of the investigation works.

Other views and concerns

35. Pointing out that the surrender of offenders or the transfer of patients between HK and SZ would normally be conducted in the middle of the bridges between the two sides, Dr CHIANG Lai-wan noted with concern the absence of lay-bys to facilitate such transfers which might cause serious traffic congestion on such occasions. On whether lay-bys would be provided to facilitate transfers, DH(CEO)(P&EM), CEDD said that the Administration would review with SZ side the arrangement for transferring of personnel (such as patients) during the detailed design stage.

36. Dr CHIANG Lai-wan highlighted the difficulty in reaching the project site on the HK side, and enquired whether the Administration could make arrangements in due course for her and other interested members to visit the project site. DH(CEO)(P&EM), CEDD undertook to approach interested members to arrange a site visit to the project site of LT/HYW BCP.

Admin

37. In response to Ms Emily LAU, PS(W), DEVB confirmed that the LT/HYW BCP would adopt the separate-location model for immigration and customs facilities and supplemented that co-location arrangements could be made only if land was available for such developments on either side of the BCP.

38. Noting that the proposed BCP was designed to handle 17 850 vehicle trips daily, and that a new connecting road would be constructed linking Fanling Highway and the BCP, Ms Cyd HO urged the Administration to

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adopt a more macro and forward-looking approach when designing the BCP, and to take into consideration the estimated overall traffic impact of the daily vehicle flows of all existing and planned land-based BCPs of HK on HK's road network, both in the vicinity of the BCPs and also in the urban areas of HK. Where necessary, consideration should also be given to introducing park and ride facilities for the BCPs. In this regard, she requested the Administration to provide information to FC on the respective daily vehicle flows of all land-based BCPs, and the estimated overall traffic impact so arising.

39. PS(W), DEVB said that the four-stage modeling approach had been adopted for forecast of the traffic volume since the seventies. The planning of the territorial transport and road network using the above model had already taken account of the future territorial-wide transportation demand forecasts, including cross-boundary vehicular traffic.

Admin

40. The item was voted on and endorsed. Ms Emily LAU requested that the item be voted on separately at the relevant FC meeting, and that the Administration should provide a summary to FC setting out members' suggestions/concerns and the Administration's response on the design of the BCP during the deliberations on PWSC(2012-13)37.

**PWSC(2012-13)36 37BA Construction of an ambulance depot
at Choi Shun Street, Sheung Shui**

41. The Chairman said that the proposal was to upgrade 37BA to Category A at an estimated cost of \$174.5 million in MOD prices for the construction of an ambulance depot at Choi Shun Street, Sheung Shui.

42. At the Chairman's invitation, Mr IP Kwok-him, Chairman of the Panel on Security, briefed members on the gist of the Panel's discussion of the funding proposal at its meeting on 4 July 2012. Members noted that the Panel was concerned whether the proposal had taken into account the population growth in the North District, and whether it could meet the Fire Services Department (FSD)'s performance pledge that ambulances should be able to arrive at the scene within a response time of 12 minutes for 92.5% of emergency ambulance calls. The Panel had taken note of the Administration's response that the service coverage of the proposed new ambulance depot at Choi Shun Street included the entire North District of the New Territories. Taking into account the distribution of the population, the relevant transportation network and future developments in the concerned district, the proposed location of the ambulance depot was considered appropriate and conducive to meeting the 12-minute service pledge. The

Panel supported in principle the submission of the proposal to PWSC.

Concerns about emergency ambulance service

43. Ms Emily LAU questioned why the target percentage for the 12-minute pledge for emergency ambulance service had been set at 92.5% instead of 100%. The Assistant Director (Ambulance) (Acting), Fire Services Department (AD(Amb) (Acting), FSD) responded that the said performance pledge, which had been set quite some time ago, was but a benchmark adopted in recognition that it would be difficult, if not unrealistic, to achieve a 100% target, given the restrictions imposed by external factors such as the complicated road conditions and traffic congestion, inclement weather such as during Typhoon Signal No. 8, or the remote location of the incident scene. He assured members that FSD would always strive to exceed the target.

44. Noting that an average of only 88% of emergency ambulance calls in Sheung Shui/Kwu Tung met the performance target annually from 2001 to 2010, Ms Emily LAU questioned whether the performance could be considered as satisfactory. AD(Amb) (Acting), FSD said that the Response Time Performance of emergency ambulance services of the district had not been satisfactory before, and was below the performance target for a number of years in the past. As there was no ambulance depot in Sheung Shui/Kwu Tung, ambulance services in the district had to rely on ambulances stationed at the Sheung Shui Fire Station. Since the establishment of a temporary ambulance post in Kwu Tung with the deployment of two ambulances there in 2009, the service performance in Sheung Shui/Kwu Tung had improved. In 2011, 93.8% of the emergency ambulance calls met the performance target. He further explained that the construction of an ambulance depot in Sheung Shui would, in the long run, help improve emergency ambulance services in the area and consolidate emergency ambulance resources of the North District as a whole, thus extending the services to Shek Tsai Leng, the neighbouring Fanling area and most part of Sheung Shui. The proposed depot would also provide additional space for stationing more ambulances to tie in with the development and to better meet service demand in the concerned districts in future.

Maximizing the use of the project site

45. Ms Emily LAU enquired whether efforts had been made to ascertain with other Government departments on shared use of the site for the proposed ambulance depot so as to maximize land use and minimize any waste of resources. AD(Amb) (Acting), FSD responded that efforts had been made. But since no other department had indicated wish to co-use the site, and

taking into account the urgent need for the depot, FSD had decided to proceed with the depot project. In response to Ms LAU's enquiry whether the relevant district councils had been consulted on the use of the site and the local needs for facilities, AD(Amb) (Acting), FSD said that the North District Council had been briefed and consulted on the depot project.

46. Given that land resources were valuable, Mr WU Chi-wai asked whether FSD had given consideration to providing staff quarters atop the proposed ambulance depot to address the shortage of FSD staff quarters. AD(Amb) (Acting), FSD responded that the operational nature of ambulance depots would cause nuisance and inconvenience to staff and their families residing in the staff quarters there. In fact, past experience had shown that the provision of staff quarters at fire stations and ambulance depots was not welcome by the staff. As such, office premises instead of staff quarters were presently provided atop ambulance depots.

47. The item was voted on and endorsed.

Head 707 – New Towns and Urban Area Development

PWSC(2012-13)38 469CL Kai Tak development—infrastructure at north apron area of Kai Tak Airport

48. The Chairman advised that the proposal was to upgrade part of 469CL to Category A at an estimated cost of \$2,488.2 million in MOD prices for the reconstruction and upgrading of the section of Kai Tak Nullah (KTN) from Prince Edward Road East to Kai Tak Approach Channel (KTAC). The Panel on Development had been consulted on the proposal at its meeting on 24 April 2012 and Panel members generally supported the proposal. The gist of the Panel discussion was tabled at the meeting.

Public consultation on the project

49. Miss CHAN Yuen-han supported the funding proposal. While acknowledging that the Administration had incorporated certain public views gathered from the relevant consultation exercise into the Kai Tak development (KTD) project, she questioned why the Administration had consulted only the district councils (DCs) of Kowloon City and Kwun Tong on the current project but not Wong Tai Sin (WTS) which in her view was equally important.

50. The Director of Civil Engineering and Development (DCED) responded that the Administration had consulted all relevant DCs, including

the WTSDC, although the latter had been consulted by way of an information paper only. Miss CHAN considered it undesirable that WTSDC, which had given many comments and views on the planning of the Kai Tak River in the past, had not been consulted properly on the present project.

51. The Head (Kai Tak Office), Civil Engineering and Development Department explained that perhaps because a number of workshops had already been conducted in WTS before to fully explain the KTD project to WTSDC members, it was WTSDC's suggestion that consultation through the submission of an information paper would suffice. Miss CHAN remarked that although the Administration had been closely liaising with WTSDC on KTD, such liaison efforts had not been clearly reflected in the funding proposal. She opined that the Administration should include more details on its consultation with WTSDC in the funding proposal. The Chairman called on the Administration to step up its liaison with WTSDC in future to solicit its views and secure its support of the relevant design works.

Upgrading Kai Tak Nullah to Kai Tak River

52. Miss CHAN Yuen-han highlighted public aspirations to restore the Lung Chun River which used to run along the same course as the Kai Tak River 600 years ago, as in the case of the Cheonggyecheon in Seoul to beautify the environment as well as provide a venue for water sports. She enquired whether the Administration had any plan or timetable on improving the water quality to make the presently polluted channel suitable for primary contact.

53. DCED responded that the present level of Escherichia coli (E. coli), the major pollutant in the KTN, was significantly above the level suitable for primary contact (i.e. below 180 per 100 millilitre (ml)), like swimming. It would be very difficult to improve the water quality of the KTN to make it suitable for such purpose. For water sports activities which involved secondary contact, the requirement on the E. coli level was 610 per 100 ml. The Administration was undertaking rectification works upstream in order to reduce as far as practicable the E. coli level at the KTAC being the outlet of KTN. These included provision of intercepting facilities at Jordan Valley box culvert in Kowloon Bay, and upgrading the Central and East Kowloon sewerage in the catchment area, etc. which hopefully could help reduce pollution of the KTAC. Further extensive works would likely have to be carried out before the E. coli content at the water bodies could be reduced to the desired level. The Administration would monitor the situation and assess the effect of the ongoing works. Miss CHAN Yuen-han opined that notwithstanding the cost incurred, the Administration should spare no effort to facilitate the conduct of water activities in KTD for the benefit of the

whole community.

54. Mr WU Chi-wai raised concern about the water level and water flow of the KTN. He questioned whether the combined effluent of the Tai Po and the Sha Tin sewage treatment works to be pumped through a sewage tunnel for discharge into the KTN would indeed be able to raise its water level by a metre. DCED responded that the primary purpose of pumping the treated effluent into the KTN instead of into the Tolo Channel area was to safeguard the water quality in Tolo Harbour. The conveyance of the treated effluent had the added benefit of providing better flushing effect to the KTN. Since the water volume from the treatment works was small, at only 10.6 cubic metres per second, water volume and water flow would not be a problem for the KTN because of its large catchment area of 10.8 square kilometres, and its designed flow velocity at 440 cubic metres per second. In fact, the Nullah's water level was always noticeable as a major part of it was under the tide levels.

55. Mr Gary FAN indicated in-principle support for the proposed works. He enquired whether in planning to reconstruct and upgrade the entire stretch of the KTN to turn it into a townscape feature and a special green river, reference would be made to the Cheonggyecheon in Seoul, so that the KTD would be designed in such a way as to improve the micro-climate by lowering the temperature in its vicinity, and that the public would be able to walk along the riverside.

56. DCED responded that upgrading the KTN might not directly result in lowering of the city temperature. Nonetheless, in planning KTD, consideration had been given to the micro-climate effect by factoring in the wind direction in the design of the layout and height of the buildings concerned. Moreover, the 320-hectare KTD would accommodate only around 90 000 people, leaving areas for public open space as large as 100 hectares which would be beneficial to the micro-climate there. He assured members that the design of the two sides of the Kai Tak River would take into consideration public views gathered from the relevant public engagement exercises. He added that while the Cheonggyecheon would necessitate the use of pumps and hence more power to maintain its water flow, the Kai Tak River would need no pumps for such purpose.

57. Mr Gary FAN sought details on the design of the facilities that would be provided on the proposed deck of the waterfront promenade; in the Runway Park at Kai Tak, Kowloon City District – Phase 1 priced at \$169.7 million; and in the Kwun Tong promenade (stage 2) priced at \$250.7 million, in particular details on the landscaped area including a mist feature with animated lighting and sound effects in the Kwun Tong promenade (stage 2)

project.

58. DCED responded that the projects concerned were the outcome of the two-stage public engagement exercise on "Building our Kai Tak River" conducted in December 2010 and June 2011 respectively to engage the public in the planning of Kai Tak River. The Administration had taken note of public views that the KTN should not be decked over, and that more open space should be provided for the public to stroll along the riverside for enjoyment. Before drawing up the detailed design of the two sides of the River, the proposed works under the current funding proposal to reconstruct and upgrade the section of the Nullah from Prince Edward Road East to the KTAC was necessary to improve its drainage capacity to withstand flooding with a return period of one in 200 years and reduce the risk of flooding to the surrounding areas. He further advised that a competition on the design concept of the open space on two sides of the River would be held around 2014.

The proposed desilting compounds

59. Ms Emily LAU noted that to maintain the drainage capacity of the upgraded KTN, the Administration would spend \$ 144.2 million to construct two desilting compounds to enable the periodic removal of the sediments accumulated along the drainage channel and box culverts, and that all desilting works would be conducted in the enclosed compound without causing environmental nuisance to nearby areas. She sought explanation on how desilting works conducted under the above mode could obviate likely odour nuisance, and whether the mode concerned was the first of its kind in HK.

60. DCED explained that HK operated two different systems to separate the rain-water discharge (i.e. the drainage system) from the foul sewage discharge (i.e. the sewerage system). Although the drainage channel and box culverts of the KTN were part of the drainage system and hence normally would not cause odour nuisance, there might still be chances for some sewage to enter into the Nullah. Rectification works were being undertaken upstream to address this problem. More importantly, grit and silt would inevitably be accumulated in the Nullah in view of the large catchment area, causing blockage. Construction of the desilting compounds was therefore necessary to enable periodic removal of sediments accumulated along the drainage channel and box culverts. Considering the natural flushing characteristic of the Nullah itself, the desilting compounds were not expected to be in frequent operation, and large-scale desilting works might need to be conducted only every two to three years. He assured members that the desilting compounds which were designed to be fully enclosed and equipped

with deodourization devices should suffice to ensure the riverside concerned would be free from any odour nuisance and suitable for public enjoyment.

61. Responding to Ms Emily LAU's concern that illegal connections or misconnections between the two systems could cause odour problem in the rain-water pipe system, DCED said that works by the Drainage Services Department (DSD) were underway to rectify any misconnections in the upper stream. While the completion of the relevant works would exclude as much as practicable sewage from entering into the drainage system, pollutants in the streets could however still be washed into the rain-water pipe system during heavy rain, causing odour nuisances occasionally.

62. Ms Emily LAU commented that Enclosures 1 and 2 to PWSC(2012-13)38, which only showed green patches of land, were cosmetic and could be misleading. She requested sight of the internal structure of the desilting compounds to enable members to understand how maintenance contractors would conduct desilting works inside the enclosed compounds, thereby assuring residents concerned that odour nuisance would be properly controlled. DCED responded that the Administration's plan was to reconstruct and upgrade the entire length of the KTN to turn it into an attractive green river corridor flowing through urban areas. In fact, at least 30% of KTD would be greened. The main purpose of the two proposed enclosed desilting compounds was to provide space for the maintenance staff to conduct the desilting works. Such works would be undertaken primarily within the fully enclosed compound.

63. Pointing out that in general sediments would be accumulated only during heavy rain, Mr WU Chi-wai questioned the need for constructing two desilting compounds. He also asked whether their operation would necessitate additional human resources. DCED responded that since the catchment area of the KTN was as large as 10.8 square kilometres, a certain quantity of grit and silt would inevitably be accumulated along the drainage channel and box culverts of the Nullah which required periodic removal. He further clarified that no special manpower resources would be required as the two compounds were mainly constructed to provide space for DSD staff to conduct desilting works when maintaining the Nullah.

64. The item was voted on and endorsed.

65. Concluding the meeting, the Chairman advised that the items endorsed at this meeting would be considered by FC at its meeting on 11 January 2013.

Any other business

66. There being no other business, the meeting ended at 10:15 am.

Council Business Division 1
Legislative Council Secretariat
10 January 2013