

**立法會**  
***Legislative Council***

LC Paper No. PWSC41/12-13

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Ref : CB1/F/2/2

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

**Minutes of the 6<sup>th</sup> meeting  
held in Conference Room 1 of the Legislative Council Complex  
on Tuesday, 5 February 2013, at 10:45 am**

**Members present:**

Hon CHAN Kam-lam, SBS, JP (Chairman)  
Ir Dr Hon LO Wai-kwok, BBS, MH, JP (Deputy Chairman)  
Hon Emily LAU Wai-hing, JP  
Hon Abraham SHEK Lai-him, SBS, JP  
Hon Cyd HO Sau-lan  
Hon IP Kwok-him, GBS, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Frankie YICK Chi-ming  
Hon MA Fung-kwok, SBS, JP  
Hon Charles Peter MOK  
Dr Hon Kenneth CHAN Ka-lok  
Hon CHAN Yuen-han, SBS, JP  
Hon Alice MAK Mei-kuen, JP  
Dr Hon CHIANG Lai-wan, JP  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP  
Hon Tony TSE Wai-chuen

**Members absent:**

Hon James TO Kun-sun  
Hon TAM Yiu-chung, GBS, JP  
Hon WONG Kwok-hing, MH

Hon CHAN Hak-kan, JP  
Dr Hon LEUNG Ka-lau  
Hon Alan LEONG Kah-kit, SC  
Hon Albert CHAN Wai-yip  
Hon NG Leung-sing, SBS, JP  
Hon WU Chi-wai, MH  
Hon Gary FAN Kwok-wai  
Hon CHAN Han-pan  
Hon LEUNG Che-cheung, BBS, MH, JP  
Dr Hon Fernando CHEUNG Chiu-hung  
Hon SIN Chung-kai, SBS, JP  
Dr Hon Elizabeth QUAT, JP

**Public officers attending:**

Mr YEUNG Tak-keung	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
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 MA Lee-tak, JP	Director of Water Supplies
Mr LEUNG Wing-lim	Assistant Director (New Works) Water Supplies Department
Mr Kevin YEUNG Yun-hung	Under Secretary for Education
Miss Wendy CHUNG	Principal Assistant Secretary for Education (Infrastructure and Research Support)
Mr LEUNG Kam-pui	Chief Technical Adviser (Subvented Projects) Architectural Services Department
Mr LAU Ka-keung, JP	Director of Highways
Mr Alfred YAU Kwan-wai	Regional Highway Engineer (New Territories) Highways Department
Mr Kenneth WONG Hung-keung	Chief Civil Engineer Housing Department
Mrs Rosa HO LOK So-fun	Chief Architect (3) Housing Department
Ms Irene HO Wai-yin	Principal Transport Officer (New Territories) Transport Department

**Clerk in attendance:**

Ms Annette LAM

Chief Council Secretary (1)3

**Staff in attendance:**

Mr Andy LAU

Assistant Secretary General 1

Ms Connie HO

Senior Council Secretary (1)3

Mr Ken WOO

Council Secretary (1)5

Mr Frankie WOO

Senior Legislative Assistant (1)3

Ms Christy YAU

Legislative Assistant (1)7

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Action

**Head 709 – Waterworks**

**PWSC(2012-13)53    333WF    Improvement of fresh water supply to Cheung Chau**

The Chairman said that the proposal was to recommend to the Finance Committee (FC) the upgrading of 333WF to Category A at an estimated cost of \$254.8 million in money-of-the-day (MOD) prices. The Panel on Development had been consulted on the proposal on 22 January 2013 and members generally supported the proposal. The gist of Panel discussion was tabled at the meeting.

2. Noting that the use of the horizontal directional drilling (HDD) method would significantly increase the project cost, Ms Emily LAU enquired about the justifications for using such method and whether it was the first time such method was used in Hong Kong. She also asked about the rate of increase in expenditure between the use of the HDD method and the conventional submarine pipe laying method, as well as the contingency plan for the supply of fresh water to Cheung Chau in case the existing submarine water main was out of order.

3. The Director of Water Supplies (DWS) responded that the cost of using the HDD method was about 1.4 times higher than that of the conventional method. He explained that the HDD method, which involved the use of boring technique to construct underground pipeline, was proposed mainly because it would have little impact to the environment and avoid disruption to the marine traffic in the area concerned as the Adamasta channel near Cheung Chau was a busy approach channel for hydrofoils. Besides, there were inadequate sea-front areas on Cheung Chau for laying of water mains if the conventional submarine pipe laying method was adopted. The

HDD method had been used before in other projects. DWS added that a contingency plan had been drawn up in case of emergency repair or maintenance of the existing 500 mm diameter submarine water main prior to the commissioning of the new main. Under the contingency plan, six vessels would be deployed to supply fresh water to Cheung Chau.

4. The item was voted on and endorsed.

**Head 708 – Capital Subventions and Major Systems and Equipment**  
**PWSC(2012-13)54 92EB Redevelopment of Tung Wah Group of**  
**Hospitals Wong Fut Nam College at**  
**Oxford Road, Kowloon**

5. The Chairman said that the proposal was to upgrade 92EB to Category A at an estimated cost of \$323.7 million in MOD prices for the redevelopment of Tung Wah Group of Hospitals Wong Fut Nam College at Oxford Road, Kowloon. The Panel on Education had been consulted on the project at its meeting on 14 January 2013, and members generally supported the proposal. The gist of Panel discussion was tabled at the meeting.

6. The item was voted on and endorsed.

**Head 711 – Housing**  
**PWSC(2012-13)55 79TI Public transport interchange at Area**  
**13, Hung Shui Kiu**

7. The Chairman said that the proposal was to upgrade 79TI to Category A at an estimated cost of \$37.8 million in MOD prices for the design and construction of a public transport interchange (PTI) at Area 13, Hung Shui Kiu. The Panel on Housing had been consulted on the project at its meeting on 7 January 2013, and members generally supported the project proposal. The gist of Panel discussion was tabled at the meeting.

8. Mr Michael TIEN opined that in order to maximize the number of bus routes that could terminate at the PTI and enhance flexibilities in the future operation of the PTI, two double-width bus bays, instead of one double-width and two single-width bus bays, should be provided so that six bus routes could use the PTI at the same time. Sharing a similar view, Miss Alice MAK enquired whether the design of the proposed PTI would allow the flexibility for expansion to meet the increase in demand for public transport services arising from the population intake of the adjoining new public housing development in early 2015.

9. The Principal Transport Officer (New Territories), Transport Department (PTO(NT), TD) said that the scale and design of the proposed PTI would be able to provide sufficient spaces to accommodate the transport services for a population of 13 700 arising from the adjoining new public housing development. The Director of Highways (DHy) remarked that the bus bays inside the PTI might not be long enough to enable buses of three different routes to manoeuvre at the bus bay at the same time, as adequate space has to be provided to enable buses at the rear part to pull out. PTO(NT), TD added that the proposed design was in line with that of other PTIs as apart from buses, sufficient space had to be provided for passengers queuing for buses of different routes. Citing the multiple-queuing system in Singapore as an example, Mr Frankie YICK said that in order to save space, consideration could be given to arranging passengers of different bus routes to queue at the guidelines on the floor.

10. On flexibility to cater for expansion, PTO(NT), TD and DHy advised that space was available on Hung Yuen Road and Hung Tin Road for provision of additional bus bays to cater for the needs of residents of the adjacent housing estates when necessary. The Chief Architect(3), Housing Department (CA(3), HD) said that the cost of building additional roadside lay-by to allow for expansion of bus bays on Hung Yuen Road and Hung Tin Road would be borne by the Housing Authority in the public housing development. DHy said that the gazetting procedures for the proposed project had already been completed, and changes to the design might affect the timely completion of the PTI to tie in with the population intake of the adjoining public housing development during the same period. PTO(NT), TD assured members that the Administration would closely monitor the usage of PTI and the residents' transport service demand after the population intake of the public housing development in the area. Where necessary, suitable adjustments would be made to meet any increase in demand for transport services.

11. Mr Michael TIEN remarked that the Government should aim to ensure that the PTI could meet the present and future needs of the community, even though details of the project, including the design of the PTI, had been gazetted. He said that he would not support the funding proposal if the Government could not provide satisfactory justifications for not building two double-width bus bays at the PTI when the proposal was presented to the FC for approval. At Mr TIEN's request, the Administration agreed to revisit the suitability of providing two double-width bus bays instead of one double-width bus bay and two single-width bus bays in the PTI and furnish FC with the relevant information.

12. Ms Emily LAU expressed concern about the proposed use of transparent covers for the bus bays and the pedestrian footpath. She said that she had received a number of complaints that such covers were unable to protect the waiting passengers against the hot sun-light, especially during summer. Concurring with Ms LAU, Ms Cyd HO said that the design of the PTI would allow natural sunlight to come in whilst reducing heat penetration.

13. Ms Emily LAU, Mr Frankie YICK and Ms Cyd HO expressed concern about air ventilation at the proposed PTI, and urged the Administration to ensure that the design of the PTI would allow sufficient air circulation to improve air quality. Ms Emily LAU further enquired whether seats would be provided in the PTI for passengers, in particular the elderly and persons with disabilities, waiting for buses. Given the space constraint in the PTI, Mr YICK suggested that consideration be given to providing stand-bench for waiting passengers.

14. CA(3), HD responded that the PTI was open on four sides with opening at the roof structure. In order to provide adequate sun shading and natural lighting for the PTI, the roofing structure is clad with aluminum roof panel with insulation and translucent panel to reduce heat and radiation. According to the micro-climatic study conducted for the PTI, the ventilation of the PTI should not be a cause for concern. She said that in view of the limited space available, seats would not be provided at the bus bays in the PTI. However, consideration would be given to providing stand-bench at the bus bays.

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15. Ms Emily LAU and Ms Cyd HO requested the Administration to review the effectiveness of the design of the PTI in air ventilation and sun shading, and to consider the possibility of providing seats/stand-bench for passengers while waiting for buses.

16. The item was voted on and endorsed.

### **Any other business**

17. There being no other business, the meeting ended at 11:24 am.