

立法會
Legislative Council

LC Paper No. PWSC65/12-13

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Ref : CB1/F/2/2

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

**Minutes of the 8th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 8 May 2013, 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
Hon IP Kwok-him, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
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 Elizabeth QUAT, JP
Dr Hon CHIANG Lai-wan, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen

Members attending:

Dr Hon Helena WONG Pik-wan
Hon TANG Ka-piu

Member absent:

Dr Hon LEUNG Ka-lau

Public officers attending:

Mr YEUNG Tak-keung	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)
Ms Anissa WONG, JP	Permanent Secretary for the Environment
Ms Joyce HO Kwok-shan	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Ms Annie KONG Yun-shan	Principal Assistant Secretary for Home Affairs (Recreation and Sport) (Acting)
Mr Stephen TANG Man-bun, JP	Director of Architectural Services (Acting)
Mr Terry TAM Shiu-keung	Project Director (3) Architectural Services Department
Mr Donald CHOY Chi-mun	Assistant Director (Leisure Services) ³ Leisure and Cultural Services Department
Ms Shirley CHUNG Yuk-fong	Chief Executive Officer (Planning) ² Leisure and Cultural Services Department
Ms Joanna CHOI Chuen-han	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (E)

Mr Howard CHAN Wai-kee	Deputy Director Government Logistics Department
Mrs Sylvia LAM Yu Ka-wai	Project Director (1) Architectural Services Department
Ms Francoise CHOW Bing-ying	Controller (Printing Services) Government Logistics Department
Mr Clarence LOK Wai-ho	Senior Printing Superintendent (Operations) Government Logistics Department
Mr YAU Shing-mu, JP	Under Secretary for Transport and Housing
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Mr LAU Ka-keung, JP	Director of Highways
Mr CHOW Chun-wah	Project Manager (Hong Kong-Zhuhai-Macao Bridge) Highways Department
Mr Anthony LOO Khim-chung, JP	Assistant Commissioner (Planning) Transport Department
Ms CHAN Hoi-ming	Project Director (2) Architectural Services Department
Mr TAO Kei-hung	Deputy Project Manager (Major Works)1 Highways Department
Mr Abraham CHENG Kwok-hung	Chief Superintendent (Planning and Development Branch) Hong Kong Police Force
Mr Tommy YU Tat-chung	District Commander (Yau Tsim) Hong Kong Police Force
Professor Sophia CHAN Siu-chee	Under Secretary for Food and Health
Ms Angela LEE Chung-yan	Principal Assistant Secretary for Food and Health (Health)2
Dr C T HUNG	Cluster Chief Executive, Kowloon Central Cluster, Hospital Authority
Mr Donald LI	Chief Manager (Capital Planning) Hospital Authority
Dr Jenny LAM Mei-yee	Chief Manager (Strategy, Planning and Services Transformation), Kowloon Central Cluster, Hospital Authority

Clerk in attendance:

Mr Derek LO

Chief Council Secretary (1)5

Staff in attendance:

Mr Andy LAU

Assistant Secretary General 1

Ms Connie HO

Senior Council Secretary (1)3

Mr Frankie WOO

Senior Legislative Assistant (1)3

Ms Christy YAU

Legislative Assistant (1)7

The Chairman reported that a total of twenty-four capital works projects amounting to \$30,557.0 million had been endorsed by the Public Works Subcommittee (PWSC) in the 2012-2013 session so far. He further advised that five items were on the agenda for the meeting which, if endorsed, would involve a total amount of \$48,812.8 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 any items under discussion at the meeting before they spoke on the items. He also drew members' attention to Rule 84 of RoP on not voting or withdrawal in case of direct pecuniary interest.

Head 703 – Buildings

PWSC(2013-14)1 269RS Sports centre in Area 4, Tsing Yi

3. The Chairman advised that the proposal was to upgrade 269RS to Category A at an estimated cost of \$774.8 million in money-of-the-day (MOD) prices for the construction of a sports centre in Area 4, Tsing Yi. An information paper in respect of the proposal was circulated to the Panel on Home Affairs on 18 February 2013.

Project planning and delivery

4. Ms Emily LAU expressed her support for the proposal. Noting that the project was upgraded to Category B in November 2007 and it was targeted for completion in January 2017, Ms LAU enquired about the reason for the slow progress of the project. Director of Architectural Services (Acting), (D Arch S (Atg)) replied that considerable time had been taken for

this project to be further upgraded to Category A since 2007 due to the subsequent change in project scope for the addition of an indoor heated swimming pool on the request of Kwai Tsing District Council (KTDC). Subject to funding approval of the Legislative Council (LegCo), the construction of the project would commence in end 2013 and would take about three years to complete in view of the complexity of the works involved.

5. Miss Alice MAK did not subscribe to D Arch S (Atg)'s explanation. She pointed out that the proposed sports centre was in fact a project carried forward from the former Regional Council which was subsequently brought up again in 2007 by the Leisure and Cultural Services Department (LCSD) upon urging by the KTDC. The inclusion of an indoor heated swimming pool in the project was proposed by LCSD in 2008 and the KTDC was informed of the delayed completion of the project in 2010. Miss MAK urged the Administration to make its best endeavours to expedite the project and strive for its early completion. In response, D Arch S (Atg) explained that the Administration required considerable time to explore the feasibility of building a standard 25m x 25m indoor heated swimming pool in the proposed sports centre given the significant site constraints. Ms Emily LAU, Mr IP Kwok-him and Mr CHAN Han-pan requested the Administration to take forward the projects expeditiously with a view to speeding up the provision of those badly needed recreational facilities in the community. D Arch S (Atg) replied that while the Architectural Services Department (ArchSD) would strive to streamline the relevant procedures of the works as far as possible, the proposed three-year works schedule was unlikely to be further compressed due to the labour shortage in the construction industry and the need to ensure the quality of works.

6. Addressing Ms Emily LAU and Mr WU Chi-wai's concern on the substantial provision made for price adjustment for the project, D Arch S (Atg) advised that the amount of provision for price adjustment for this project was derived on the money-of-the-day estimates which were based on the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period concerned.

Energy conservation, green and recycled features

7. Mr Tony TSE enquired about the development plot ratio of the project site, the energy conservation measures to be adopted in the project and their payback period. D Arch S (Atg) responded that the plot ratio of the project site as accepted by the Planning Department (PlanD) was 2.39 and that for the current development proposal was 2.27. The energy conservation

facilities provided therein were proposed in accordance with the technical circular issued by the Development Bureau which included, among others, a water-cooled chiller and an automatic demand control of chiller water circulation system. The payback period of these two facilities was 3.6 years and 4.9 years respectively. Greening on appropriate area of the rooftop and façades of the building would also be provided for environmental and amenity benefits. In addition, rainwater recycle system would be adopted for landscape irrigation. He added that the total estimated cost for adoption of energy conservation measures was about \$14.4 million, which accounted for about 2% of the total project cost. With the adoption of these energy conservation measures, the environmental performance of the proposed sports centre would attain the Gold level, the second highest level in the Building Environmental Assessment Method (BEAM) Plus administered by the Hong Kong Green Building Council. In response to Mr Tony TSE and Mr WU Chi-wai's enquiries, D Arch S (Atg) said that it might not be cost-effective or operationally feasible to pursue further enhancement of the environmental performance of the project to the highest level, i.e. the Platinum level, under BEAM Plus in view of the long payback period for the additional resources required and the fact that the energy consumption of the heated indoor swimming pool could not be further reduced in meeting the required benchmark of the Platinum level. Mr WU Chi-wai was keen to assure that the Government would take the lead in adopting renewable energy in public works projects as far as possible in the light of public concern on environmental conservation, and he urged the Administration to explore possible measures for further enhancing the environmental performance of the proposed project.

8. Dr Elizabeth QUAT appreciated that a series of energy conservation, green and recycled features would be incorporated in the proposed project. She further enquired if the project would adopt any green building design and green procurement policy in respect of building materials. She was also concerned if greening or solar energy panels could be provided at the rooftop of the building. D Arch S (Atg) responded that due to loading constraints, extensive greening and solar energy panels at the rooftop were not advisable, and light and non-reflective metallic materials would be used instead. The Administration had not imposed specific requirements on contractors for the procurement of environmental-friendly building materials, except for timber. In this connection, Dr Elizabeth QUAT suggested that the Administration should accord a priority on the use of environmental-friendly building materials in all future public works projects.

9. Ms Cyd HO opined that the Administration should take the lead in promoting the use of biodiesel in the project in the light of the substantial energy consumption of the indoor heated swimming pool. Besides, Ms HO

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proposed that kiosks operated by social enterprises be set up in the sports centre to provide convenience for users and employment opportunities for the underprivileged. She further enquired if the Administration could stipulate the use of recycled/recyclable inert construction waste and non-timber formwork as a compulsory requirement in the tender document to reduce the generation of construction waste. D Arch S (Atg) replied that such a proposal might drive up the construction cost since only a small number of contractors would be able to meet the said requirement. The Administration thus considered it inappropriate to stipulate such requirements in the tender documents at the present stage. Meanwhile, the Administration would further explore the feasibility of using biodiesel in the project, taking into account the nuisance that it might cause. Pointing out that the Administration should set a higher threshold to provide an incentive for contractors to minimize the generation of construction waste, Ms Cyd HO requested the Administration to study the feasibility of incorporating the use of recycled/recyclable inert construction waste and non-timber formwork as a standing requirement in tender documents for public works projects and furnish members with relevant information prior to the relevant Finance Committee (FC) meeting.

Provision and design of indoor heated swimming pool facility

10. Mr NG Leung-sing said that he had been urging the Administration to enhance the provision of indoor heated swimming pool in the community when he was a Member in the First and Second terms of LegCo. He pointed out that promoting sports in the community could help foster a healthier population and hence lower Government expenditure on medical service. While indicating his support for the proposed project, Mr NG asked if the Administration would consider converting other swimming pools in three existing swimming complexes in Kwai Tsing district into heated swimming pools to address public demand for year-round swimming facilities. Sharing a similar concern, Mr Michael TIEN enquired about the crowd control measure that would be taken by LCSD in winter during which the demand for indoor heated swimming facility was the highest. Assistant Director (Leisure Services)3 (AD(LS)3) responded that the Government had been enhancing the provision of heated swimming pool facilities in various districts in recent years through addition of newly built heated swimming pools or conversion of existing swimming pools. He said that the indoor heated swimming pool in the proposed sports centre would be open for public use in three sessions daily, and the LCSD would keep in view the demand for the said facility in the light of the operation of the proposed sports centre in determining the need for converting existing swimming pools into heated ones in future.

11. Addressing Mr NG Leung-sing's concern on whether the utilization rate of 78% of the seven public sports centres currently in the Kwai Tsing district could hit the target utilization rate to justify the provision of one additional sports centre in the district in compliance with the value-for-money principle in public expenditure, AD(LS)3 responded that the population of Kwai Tsing district would reach 496 400 by 2012. With the completion of the proposed sports centre, the requirement as stipulated in the Hong Kong Planning Standards and Guidelines for the provision of a minimum of eight public indoor sports centres for Kwai Tsing district could be met. The LCSD would spare no efforts in enhancing the utilization rate of all existing indoor sports centres. In response to the concern expressed by Mr NG Leung-sing and Miss Alice MAK on whether schools of the district could easily use the new indoor heated swimming pool, AD(LS)3 confirmed that schools would be accorded with priority in the hiring of public recreational facilities under the prevailing booking policy. The LCSD would put in place appropriate measures to address service needs of schools and general users.

12. Noting that the proposed sports centre would provide the sole indoor heated swimming facility in Kwai Tsing district while the current design of the swimming pool was just 25 m x 15 m with six lanes only, Mr Michael TIEN enquired if it would be possible to enlarge the dimension of the pool to 25 m x 25 m with eight lanes in anticipation of the great demand in winter. Mr Albert CHAN and Mr Frankie YICK shared a similar view. D Arch S (Atg) responded that such a proposal was considered not feasible as it would entail additional and corresponding enlargement of the associated facilities which could not be appropriately accommodated in the site in accordance with the development plot ratio of the project site at 2.39 as agreed with the PlanD. The provision of other related facilities in the sports centre would also be affected should the proposed enhancement be pursued. Expressing dissatisfaction towards the Administration's reply, Mr Albert CHAN requested that an explanation be given by PlanD on why the development plot ratio of the project site could not be relaxed to accommodate a standard indoor heated swimming pool of 25m x 25m with eight lanes in the proposed sports centre prior to the relevant FC meeting. In response to the request of Mr CHAN Han-pan, ArchSD would explore with the LCSD on the feasibility of providing a toddler's pool in the proposed sports centre.

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Ancillary facilities and opening hours

13. In response to Mr Tony TSE's enquiry on the target users of parking facility of the proposed sports centre, AD(LS)3 responded that while the centre was conveniently located and it could be accessed via over 10 public

transport routes, the provision of parking space at the proposed sports centre was to facilitate users commuted in private cars. Pointing out that car parks in sports centres of Kwai Tsing district were always full due to rental by non-sports centre users, Miss Alice MAK reminded the Administration to put in place suitable measures to ensure that parking space provided in the proposed sports centre would be made available for the users of the centre. In response to the enquiry made by Mr CHAN Han-pan on whether sufficient space would be provided for passengers drop-off in the car park of the sports centre to avoid causing traffic congestion in nearby roads during peak hours, D Arch S (Atg) replied in the affirmative and said that designated drop-off area for wheelchair users would be provided in the car park as well.

14. Mr IP Kwok-him expressed his support for the project and urged for its early implementation. He enquired if the multi-purpose arena with a 800-seat spectator stand could be used for other activities to alleviate the shortage of venue for holding activities in the district. He was also concerned about the proportion of male to female toilet compartments in the proposed sports centre. AD(LS)3 responded that the multi-purpose arena was equipped with a public announcement (PA) system, which would facilitate the holding of various kinds of community activities in the venue. D Arch S (Atg) advised that the provision of toilet facilities in the proposed sports centre was made in accordance with the latest standard of the Buildings Department and the ratio of male to female toilet compartments for this project was 7 to 25. Addressing Mr Frankie YICK's concern on the poor quality of PA system in public sports centres, D Arch S (Atg) responded that consideration would be given to installing acoustic panels in the proposed sports centre to enhance clarity of the output of PA system in future.

15. In response to Dr Kenneth CHAN's enquiry on the provision of nursery rooms and the related facilities in the proposed sports centre, D Arch S (Atg) replied that a total of two baby care rooms, each with a lockable door to protect user's privacy and an area of 2.4 m x 2.4 m which could more than accommodate a baby stroller, would be provided.

16. Noting from the Administration that the opening hours of the proposed sports centre would be from 7:00 am to 11:00 pm daily and arrangements would be made for non-government organizations for the use of the facilities therein beyond normal operating hours on a need basis, Ms Emily LAU called on the Administration to extend the opening hours of the sports centres as far as possible to address the service needs of the youth.

17. The item was voted on and endorsed.

**PWSC(2013-14)2 68GI Relocation of the Printing Workshop of
Government Logistics Department**

18. The Chairman advised that the proposal was to upgrade 68GI to Category A at an estimated cost of \$365.1 million in MOD prices for the relocation of the Printing Workshop of Government Logistics Department (GLD). The Panel on Financial Affairs had been consulted on the proposal on 8 April 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

Environmental impact

19. Noting that a dangerous goods store and temporary chemical store would be provided for the Printing Workshop at the Government Logistics Centre (GLC), Mr Christopher CHUNG enquired about the kinds of dangerous goods and chemical materials that would be placed in these stores. He was also concerned if the discharge of the Printing Workshop, which might contain harmful substance or chemical, would contaminate the waters of the nearby sheltered boat anchorage. Deputy Director, Government Logistics Department (DD, GLD) responded that dangerous goods stores had been provided at the GLC at present, and the current proposal was to convert one of these stores for housing chemicals that would be used in the printing process to meet the operational need of the Printing Workshop. Controller (Printing Services), Government Logistics Department (C(PS), GLD) also advised that all chemical wastes generated during the printing production would be collected by chemical waste collectors licensed under the Environmental Protection Department (EPD). As the chemical waste would not be discharged into the sea, members noted that no contamination would be made to the nearby waters. For industrial effluent, GLD had conducted annual sampling tests on the substances governed by the licence issued by EPD. They were found to be fully in compliance with the licensing requirements.

Cost-effectiveness of the proposal

20. Mr Tony TSE enquired about the annual rental saving that would be brought about by the proposed relocation of the Printing Workshop from Cornwall House at Taikoo Place, Quarry Bay to GLC in Chai Wan, as well as the payback period of the project cost. He was also concerned if there was any vacant floor area in the GLC before and after the relocation of the Printing Workshop. DD, GLD advised that the premises currently occupied by the Printing Workshop in Cornwall House was a government-owned property. Upon relocation of the Printing Workshop, the Administration

would consider using the premises vacated by the Printing Workshop at Cornwall House to reprovision government offices currently operating in leased premises. Based on an estimated annual rental saving of \$45 million, the payback period of the project cost was about 12 years. Apart from rental saving, the proposed relocation arrangement would also bring about synergy in operation by co-locating the Printing Workshop and its paper store and delivery team in GLC. He added that the GLC had primarily been used as the Government's storage ever since its establishment in 1996. At present, GLC was mainly used for storage and distribution of government supplies, and some of the existing space at the affected floors had been on loan to individual government departments for storage use on a temporary basis. To make way for the Printing Workshop, the departments concerned would reprovision the affected storage to other accommodations. Hence, all operational areas in GLC were gainfully used before and after the relocation of the Printing Workshop.

21. Mr Michael TIEN expressed concern on the cost-effectiveness of the proposed project and enquired how the rental saving of \$45 million per year to be brought about by the relocation of the Printing Workshop to GLC was derived. Principal Assistant Secretary (Treasury) (E), Financial Services and the Treasury Bureau (PAS(Tsy))(E), FSTB responded that as the relocation of the Printing Workshop would only be completed in the second half of 2015, the Administration did not have a concrete plan on the future usage of the premises in Cornwall House at the moment. However, she said that a number of government offices which had been occupying leased offices in Wanchai district with market rental higher than that of Cornwall House might be considered for relocation to Cornwall House. At the request of Mr Michael TIEN, the Administration undertook to provide the detailed calculations of the estimated rental saving of \$45 million per year that would be achieved by relocating the Printing Workshop of GLD from Cornwall House at Taikoo Place to the GLC prior to the relevant FC meeting.

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Potential impact on the construction of Siu Sai Wan Line

22. Mr SIN Chung-kai and Ms Cyd HO were concerned whether the proposed relocation project would have an impact on the construction of Siu Sai Wan Line, being a local enhancement scheme under the Stage 2 Public Engagement Exercise of the Review and Update of the Railway Development Strategy 2000. Moreover, Ms Cyd HO was keen to ensure that the proposed relocation project which would incur a substantial project cost would not undermine the development opportunity of the Siu Sai Wan Line in future. PAS(Tsy)(E), FSTB and DD, GLD responded that according to the advice of the Transport and Housing Bureau, the planning of the Siu Sai Wan Line was currently at the conceptual stage. The actual alignment would be subject to

further detailed design and consultations should the railway scheme be taken forward. As there were clear operational needs for GLC and it had been in existence since 1996, the proposed relocation project would not add to the planning constraint that the Government would have to take into account, among other things, if and when it decided to proceed with the Siu Sai Wan Line.

Government's accommodation policy

23. Ms Emily LAU sought clarification on the Government's policy on office accommodation and relocation arrangements and enquired if the Printing Workshop would be given additional floor area upon relocation. PAS(Tsy)(E), FSTB responded that since Taikoo Place had transformed from an industrial area to a commercial area and in line with the Government's accommodation policy to relocate government offices with no location requirements out of high value areas, the Government considered it more cost-effective to relocate the Printing Workshop from Cornwall House at Taikoo Place to the GLC in Chai Wan. The space so released could be used to re-provision other government offices currently operating in leased premises in commercial areas. DD, GLD advised that while the operation mode of the Printing Workshop would remain unchanged upon its relocation, the total floor area for the Printing Workshop and its paper store would reduce from 10 300 m² at present to about 9 800 m² upon relocation due to the synergy achieved in operation. DD, GLD further clarified that 12 951 m² quoted in paragraph 8 of the paper was the construction floor area which was different from the total floor area.

24. The item was voted on and endorsed.

Head 706 – Highways

PWSC(2013-14)3 825TH Tuen Mun–Chek Lap Kok Link and Tuen Mun Western Bypass

25. The Chairman advised that the proposal was to upgrade part of 825TH to Category A at an estimated cost of \$44,798.4 million in MOD prices for the construction of the Tuen Mun–Chek Lap Kok Link (TM-CLKL). The Panel on Transport had been consulted on the proposal on 19 April 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting. Pursuant to members' request, the Administration had provided supplementary information on 7 May 2013.

Construction method of sub-sea tunnel

26. Mr Albert CHAN welcomed the proposal. However, he was concerned if the Administration would adopt any mitigation measures to minimize the impact of the construction works on the Chinese White Dolphins living in the vicinity of the project site. Pointing out that the construction of tunnel might be affected by geological conditions and cracks were once found in deep sewage tunnels in the past, Mr CHAN asked how could such a problem be avoided in tunnel construction works in the TM-CLKL project. Under Secretary for Transport and Housing (USTH) responded that with a view to minimizing the ecological impact of the construction works, sub-sea tunnel of the project would be constructed by tunnel boring machine (TBM) instead of the traditional immersed tube method. Director of Highways (DH) added that instead of using the drill-and-blast method which was commonly adopted in the construction of sewage tunnels in the past, the TBM adopted for the TM-CLKL could excavate and remove excavated materials, and at the same time install protective lining of the tunnel as it progressed. The use of TBM could minimize the impact on the environment.

Provision for project price adjustment

27. Mr NG Leung-sing indicated his support for the project. Noting that a substantial provision of \$11,561.7 million was made for price adjustment in addition to the \$3,021.5 million provision made for contingencies for the project, Mr NG enquired how the provision for price adjustment was derived. He enquired whether the legal proceedings of the judicial review ("JR") case against the decisions of the Director of Environmental Protection as regards the approval for the Environmental Impact Assessment ("EIA") Reports and the granting of Environmental Permits relating to the Hong Kong-Zhuhai-Macao-Bridge (HZMB) Hong Kong Boundary Crossing Facilities and Hong Kong Link Road projects had accounted for any increase in the said provision. USTH replied that it was the prevailing practice of the Administration to make separate provisions for contingencies and price adjustment in meeting unforeseeable expenses and adjustment in prices for public works projects. He added that the details of the calculation of the cost of \$11,561.7 million for provision for price adjustment were given in the supplementary information provided to the LegCo on 7 May 2013 as requested by members of the Panel on Transport. To address concerns raised by Mr NG Leung-sing, the Administration was requested to provide information on the increase in provision for price adjustment for the TM-CLKL project and the impact of the concerned JR case on the same.

Estimated traffic flow and toll charges

28. Pointing out that the proposed project would incur a substantial project cost of \$44,798.4 million and an annual recurrent cost of \$261.2 million while the latter was expected to be recovered through toll charges in accordance with the "user pays" principle, Mr Tony TSE enquired about the estimated traffic flow of the TM-CLKL and the basis for determining its toll level. He was of the view that the toll charges would have a substantial impact on the utilization rate of the TM-CLKL. Mr WU Chi-wai shared a similar view and enquired about the assumption of toll level on which the estimation on traffic flow was made. USTH responded that as set out in the supplementary information provided to the LegCo dated 7 May 2013, the estimated vehicular flow of the TM-CLKL as at 2021 would be about 13 million per year. The projected utilization of the TM-CLKL in morning peak hours in 2021, based on the toll level of Lantau Link and all the approved developments in the area, would be about 1 000 northbound and 1 600 southbound passenger car units per hour for the Northern Connection of TM-CLKL. As for the Southern Connection of TM-CLKL, the projected utilization would be about 2 300 northbound and 3 000 southbound passenger car units per hour. In determining the future toll of the TM-CLKL, the Administration would take into account a basket of factors including the operating cost of the project, traffic condition, public acceptability and affordability, as well as the toll level of the Lantau Link.

Bus-bus interchange facilities

29. Miss Alice MAK asked if sufficient space and facilities would be provided for setting up bus-bus interchange facilities at the toll plaza of the TM-CLKL to provide a comfortable environment for passengers while waiting for buses. Pointing out that residents in Tung Chung had been bearing a high travelling cost and they did not have alternative toll-free roads to commute to the urban area, Miss MAK urged the Administration to consider exempting toll charges on the TM-CLKL. USTH responded that sufficient area would be set aside in the toll plaza for the provision of bus-bus interchange facilities, and the scale of which would have to be worked out in collaboration with the Transport Department. In the light of the substantial construction cost of the TM-CLKL, the Administration planned to recover its full operating cost through toll charges in accordance with the "user pays" principle, as in the case of similar tunnels and Lantau Link, while taking into account the traffic condition, public acceptability and affordability.

Railway development

30. Mr WONG Kwok-hing indicated his support for the proposed project

and enquired if its design could take into consideration the future railway development to enable its connection with the Northern Link which was still under consideration. USTH responded that since the TM-CLKL project had to dovetail with the commissioning of the HZMB, its design might not be able to take into account the requirements for railway development. However, a regional railway corridor proposal of Hong Kong-Shenzhen Western Express Line (WEL) connecting Shenzhen West and Hong Kong West with Tung Chung and Tuen Mun along its alignment had been put forth in the Stage 1 Public Engagement Exercise of the Review and Update of the Railway Development Strategy 2000. Mr WONG called on the Administration to take note of his proposal and to plan ahead the future railway development to achieve better coordination among various projects.

31. Pointing out that the capacity of the West Rail would eventually become saturated in future, Mr Michael TIEN asked if it would be possible to set aside space in the sub-sea tunnel of the TM-CLKL project to facilitate the development of WEL. USTH advised that as the Southern Connection of TM-CLKL was expected to complete in 2016 to tie in with the commissioning of the HZMB, and the Northern Connection would be completed in 2018, while the WEL was still in the preliminary planning stage, the requirements of the WEL could not be dealt with at this stage. DHy added while it was technically difficult to further enlarge the dimensions of the sub-sea tunnel of the TM-CLKL to accommodate the requirements of the WEL, the said sub-sea tunnel would not pose any constraints to the future development of the WEL should it be taken forward.

Alignment and environmental impact

32. Noting that the remainder of the project 825TH would include the construction of a dual two-lane highway approximately 9 km long connecting Kong Sham Western Highway in the north and the proposed TM-CLKL in the south (i.e. the proposed Tuen Mun Western Bypass), Mr Alan LEONG enquired about the Administration's timetable for conducting EIA and local consultations on the alignment of the proposed highway. He said that the local residents had expressed grave concern on the nuisance that the highway might cause. USTH responded that the Administration noted the residents' concern on the alignment and the impact that might be generated by the proposed highway and had been in consultation with local residents and the District Councils concerned on various occasions on the alignment. The Administration would proceed with the EIA of the highway upon confirmation of its alignment.

33. The item was voted on and endorsed.

Head 703 – Buildings

PWSC(2013-14)4 277LP Reprovisioning of Yau Ma Tei Police Station

34. The Chairman advised that the proposal was to upgrade 277LP to Category A at an estimated cost of \$982.9 million in MOD prices for the reprovisioning of Yau Ma Tei Police Station (YMTPS). The Panel on Transport had been consulted on the proposal on 15 March 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting. Pursuant to members' request, the Administration had provided supplementary information on 7 May 2013.

Justification for the funding proposal

35. Noting that the Central Kowloon Route (CKR) project was at its detailed design stage and the Highways Department (HyD) had scheduled to gazette the CKR works project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) within 2013, Mr Albert CHAN queried on the appropriateness for the Administration to put forth the funding proposal for the reprovisioning of YMTPS, which was the advance works for the CKR, prior to the completion of the relevant statutory procedures. As the current funding proposal was premised on the successful completion of the related procedures, Mr CHAN was worried that the proposed allocation might be wasted should the CKR project be unable to get through the statutory procedures eventually due to public objections. USTH responded that according to the feedback collected in the public engagement exercises, the public generally supported the construction of CKR. In view of the tight timeframe of the CKR project, the Administration considered it necessary to take forward its advance works project first and at the same time work out measures to address the concerns of the public. He added that advance works had also been carried out in the construction of Shatin to Central Link. As the construction of the CKR would need to occupy the existing YMTPS, completion of the reprovisioning of YMTPS by 2016 was essential to enable the scheduled commencement of the construction of CKR.

Environmental impacts of CKR

36. Dr CHIANG Lai-wan asked if there would be any vehicle entry and exit points along the 4.7-kilometre long CKR, which connected Yau Ma Tei Interchange of West Kowloon Highway with the road network at Kai Tak Development and Kowloon Bay in East Kowloon, and enquired on the estimated vehicular flow of its western tunnel portal in Yau Ma Tei. She was keen to ensure that the air and noise impacts in Yau Ma Tei that might arise from the CKR would be kept to the minimum. The Chairman pointed out

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that the questions raised by Dr CHIANG were outside the scope of the project under discussion. Notwithstanding, he requested the relevant government departments to take note her questions and to provide relevant information after the meeting, if possible.

Heritage preservation

37. Pointing out that the YMTPS was a graded historic building, Miss CHAN Yuen-han expressed concern on whether the building would be kept intact under the project. USTH responded that the YMTPS would be preserved upon the reprovisioning of its functions to the new site. The construction of CKR would only entail the demolition of some ancillary facilities of the YMTPS, which included the kitchen, laundry and carpark. The tunnel of CKR would completely avoid the Old Wing of the Police Station but would pass through part of the New Wing which would be underpinned to ensure its structural integrity.

Concerns about the construction of CKR

38. Dr Helena WONG indicated that members of the Democratic Party would not support the funding proposals for the reprovisioning of YMTPS and Yaumatei Specialist Clinic at Queen Elizabeth Hospital, both being the advance works for CKR, put forth at this meeting. Dr WONG opined that as the relevant statutory procedures had not been completed yet, approval of funding allocations for these advance works projects would make the construction of CKR a *fait accompli*. She requested the Administration to shelve these two funding proposals for the time being. Dr WONG also commented that the Administration's paper seemed to have presented a picture that the public generally supported the construction of CKR and ignored objection views expressed by local residents and members of the LegCo. She said that at the focus group meeting held on 22 February 2013 between the Administration and local residents, about 220 attendees had expressed objection to the CKR project, as well as the submission of the funding proposals for its advance works separately to the LegCo. Their worries remained unresolved at a subsequent meeting on 27 April 2013 attended by the Government's representatives. She said that local residents were gravely concerned about the depth of the tunnel section of CKR to be constructed underneath the buildings in To Kwa Wan, and whether its construction had any impact on the structural safety and valuation of the aged buildings along the tunnel alignment. Dr WONG and Ms Emily LAU urged the Administration to address the residents' concerns prior to taking forward the related advance works for CKR. Ms LAU asked the Administration to give a timetable in this regard and respond to the concern about the risks posed by the "medium depth tunnel" option as stated in the

submission by a group of To Kwa Wan residents tabled at the meeting.

39. USTH responded that the funding proposal currently under discussion was the reprovisioning of the YMTPS but not the construction of CKR. He said that the Administration was aware of the concern of the public regarding the impact on the environment and building safety arising from the CKR project. The Administration would continue to engage the public and stakeholders to actively address their comments. The public could also raise their objections during the objection period upon gazettal of the CKR project. The Administration would consider and handle the comments received following the statutory procedures. In fact, similar concerns had been raised when the Administration implemented some railway and road projects in the past. He said that the construction of CKR was premised on the structural safety of buildings and that the Ma Tau Wai section of the CKR would be constructed deep in the rock strata below ground which should not affect the structural integrity of the buildings along the tunnel alignment.

40. In respect of the "medium depth tunnel" option mentioned in the submission made by the local residents of To Kwa Wan, Deputy Project Manager (Major Works)¹, HyD advised that the option, which was quoted in the information note for the Provisional Legislative Council joint meeting for Panel on Transport and Panel on Planning, Lands and Works held on 13 March 1998, had not been adopted eventually. He said that the current alignment of CKR was at the north of the alignment discussed in 1998. The two alignments passed through different parts of To Kwa Wan with different geological conditions. The alignment discussed in 1998 would go through Bailey Street in To Kwa Wan passing through reclaimed land with bedrock at a relatively deep level. As such, a tunnel at a depth of about 51 m would still be in mixed ground, resulting in greater impact on adjacent buildings and necessitating substantial foundation strengthening works. Hence, this option was not adopted. Under the current alignment presented to the LegCo in 2002, the section between Ho Man Tin and Kowloon City Ferry Pier Public Transport Interchange would not go through the areas within the original shoreline of Kowloon Peninsula. Such section had bedrock present at a higher level than that of the earlier option. The depth of roads was carefully designed so that the aforementioned section of the tunnel would be constructed in bedrock and would be at considerable depths below building foundations. This section of the tunnel could be constructed using drill-and-blast method without affecting the structural integrity and normal use of buildings along the tunnel alignment.

41. The Chairman directed that the meeting should not go further on the alignment and construction of CKR which in his view was not related to the reprovisioning of YMTPS under consideration. In response to the Chairman

and Mr WU Chi-wai, USTH advised that the Administration would continue to liaise with the stakeholders on the alignment of CKR and would report back to the LegCo's Transport Panel in due course. Mr WU said that he did not support the funding proposal for the reprovisioning of YMTPS to be put forth to FC in view of the lack of sufficient information on the CKR project at this stage.

42. To allow sufficient time for discussion, the Chairman extended the meeting by 15 minutes to 10:45 am.

Other views about the proposal

43. Dr CHIANG Lai-wan indicated that members of the Democratic Alliance for the Betterment and Progress of Hong Kong supported the funding proposal as it could help enhance the services of YMTPS. She opined that the presentation of this project as an advance works project for CKR rather than a service enhancement project had complicated the issue. She advised that the Administration should pay due attention to the noise and air quality impacts of the CKR project in its future implementation. Besides, Dr CHIANG expressed concern if a report room would be retained in the old YMTPS to address local residents' need upon its reprovisioning. USTH advised that while the building of the old YMTPS would be preserved upon its reprovisioning, its usage and the services to be provided therein in future would be subject to further consultation.

44. Dr Helena WONG enquired if the Administration would reprovision the Yau Ma Tei Multi-storey Carpark Building (YMTMCB) which would be demolished under the CKR project. She said that the Yau Ma Tei District would lose 300-plus parking spaces if no reprovisioning arrangement would be provided for the YMTMCB. The Chairman directed that the meeting would not touch on issues arising from the alignment of CKR further.

45. Mr Abraham SHEK declared that he was a non-executive director of the Kowloon-Canton Railway Corporation and a member from the Real Estate and Construction functional constituency. Mr SHEK said that members of the Business and Professionals Alliance for Hong Kong were in support of the funding proposal. He opined that discussion of this Subcommittee should focus on the reprovisioning of YMTPS as presented in the discussion paper, but not on the construction and alignment of CKR which should be dealt with separately.

46. Miss CHAN Yuen-han and Miss Alice MAK said that they would not support the proposal as the Administration had not responded to the concerns

of local residents regarding the alignment of CKR received by the district office of Hong Kong Federation of Trade Union (HKFTU). USTH said that the opinion conveyed by district office of the HKFTU mainly concerned the CKR alignment in East Kowloon but not Yau Ma Tei where the proposed project was located. He assured members that the Administration would keep in close dialogue with HKFTU and the local residents to allay their concerns. Mr Frankie YICK declared that he was a resident of Homantin being affected by the CKR project. He indicated that he would not support the funding proposal in view of the numerous unresolved issues concerning the CKR project.

47. At 10:43 am, the Chairman further extended the meeting by a further 15 minutes to allow sufficient time for discussion.

48. The Chairman put the item to vote. At the request of Ms Emily LAU, the Chairman ordered a division. 11 members voted for the item and 2 members voted against it. Nine members abstained from voting. The voting results of individual members were as follows:

For:

Mr TAM Yiu-chung
Mr Abraham SHEK
Mr CHAN Hak-kan
Mr IP Kwok-him
Mr NG Leung-sing
Mr MA Fung-kwok

Mr CHAN Han-pan
Mr LEUNG Che-cheung
Dr Elizabeth QUAT
Dr CHIANG Lai-wan
Mr Christopher CHUNG

(11 members)

Against:

Mr Albert CHAN

Mr Frankie YICK

(2 members)

Abstained:

Mr James TO
Ms Emily LAU
Mr Alan LEONG
Mr WU Chi-wai
Mr Charles Peter MOK

Dr Kenneth CHAN
Miss CHAN Yuen-han
Miss Alice MAK
Mr SIN Chung-kai

(9 members)

49. The item was endorsed by the Subcommittee.

Head 708 – Capital Subventions and Major Systems and Equipment
PWSC(2013-14)5 71MM Reprovisioning of Yaumatei Specialist
Clinic at Queen Elizabeth Hospital

50. The Chairman advised that the proposal was to upgrade 71MM to Category A at an estimated cost of \$1,891.6 million in MOD prices for the reprovisioning of Yaumatei Specialist Clinic at Queen Elizabeth Hospital. The Panel on Health Services had been consulted on the proposal on 18 March 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

51. Due to insufficient time for deliberation, the Chairman proposed and members agreed that the item be dealt with at the next meeting.

Any other business

52. There being no other business, the meeting ended at 10:52 am.

Council Business Division 1
Legislative Council Secretariat
6 June 2013