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***Legislative Council***

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

**Minutes of the 9<sup>th</sup> meeting  
held in Conference Room 1 of the Legislative Council Complex  
on Tuesday, 28 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  
Dr Hon LEUNG Ka-lau  
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 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  
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 absent:**

Hon Gary FAN Kwok-wai  
Hon SIN Chung-kai, SBS, JP

**Public officers attending:**

Mr YEUNG Tak-keung	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr Enoch LAM Tin-sing, JP	Deputy Secretary for Development (Works) <sup>2</sup>
Mr Thomas CHAN Chung-ching	Permanent Secretary for Development (Planning and Lands) (Acting)
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)
Professor Sophia CHAN Siu-chee	Under Secretary for Food and Health
Mr LEUNG Koon-kee, JP	Director of Architectural Services
Ms CHAN Hoi-ming	Project Director (2) Architectural Services Department
Mr TAO Kei-hung	Deputy Project Manager (Major Works) <sup>1</sup> Highways Department
Ms Angel TONG	Chief Executive Officer for Food and Health (Health) <sup>2</sup>
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
Dr KO Wing-man, BBS, JP	Secretary for Food and Health

Mr Richard YUEN Ming-fai, JP	Permanent Secretary for Food and Health (Health)
Dr CHEUNG Wai-lun, JP	Director (Cluster Services)
Dr LI Chi-kong	Hospital Authority
	Chief of Service (Paediatrics), Prince of Wales Hospital
Dr Lily CHIU	Hospital Authority
	Consultant (Centres of Excellence)
Dr Libby LEE	Hospital Authority
	Chief Manager (Strategy, Service Planning and Knowledge Management)
Mr HON Chi-keung, JP	Hospital Authority
	Director of Civil Engineering and Development
Mrs Sorais LEE KWAN Siu-kuen	Head (Kai Tak Office)
	Civil Engineering and Development Department
Ms YING Fun-fong	Chief Engineer (Kowloon)3
	Civil Engineering and Development Department
Ms Christine LOH Kung-wai, JP	Under Secretary for the Environment
Mrs Dorothy MA CHOW Pui-fun	Principal Assistant Secretary for Environment (Energy)2
Mr Alfred SIT Wing-hang, JP	Deputy Director (Regulatory Services)
	Electrical and Mechanical Services Department
Mr LI Kwok-keung	Assistant Director (Electricity and Energy Efficiency)
	Electrical and Mechanical Services 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 Edward TO Wing-hang	Principal Assistant Secretary for Transport and Housing (Transport)5
Mr LAU Ka-keung, JP	Director of Highways
Mrs Joanna KWOK	Project Manager (Major Works)
	Highways Department
Mr SIU Kang-chuen	Chief Traffic Engineer (New Territories East)
	Transport Department
Miss Helen TANG, JP	Deputy Director of Administration (1)

Ms Jennifer CHAN	Assistant Director of Administration (1)
Mrs Sylvia LAM YU Ka-wai	Project Director (1)
	Architectural Services Department
Mr CHU Shun-wah	Chief Highway Engineer (Works)
	Highways Department
Mr Matthew LOO	Principal Council Secretary (Administration)
	Legislative Council Secretariat

**Clerk in attendance:**

Mr Derek LO	Chief Council Secretary (1)5
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**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

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Action

The Chairman said that the meeting was convened to deal with the items on the agenda for the meeting originally scheduled for 22 May 2013 which had been cancelled due to Black Rainstorm warning. The Chairman reported that a total of twenty eight capital works projects amounting to \$77,478.2 million had been endorsed by the Public Works Subcommittee (PWSC) in the 2012-2013 session so far. He further advised that six items were on the agenda for the meeting which, if endorsed, would involve a total amount of \$22,810.8 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 708 – Capital Subventions and Major Systems and Equipment**  
**PWSC(2013-14)5      71MM    Reprovisioning of Yaumatei Specialist**  
**Clinic at Queen Elizabeth Hospital**

3.     The Chairman advised that the proposal was to upgrade 71MM to Category A at an estimated cost of \$1,891.6 million in money-of-the-day (MOD) prices for the reprovisioning of Yaumatei Specialist Clinic (YMTSC) at Queen Elizabeth Hospital (QEH). 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.

4.     Mr WU Chi-wai enquired about the total construction floor area of the new Specialist Clinic Building (New Building), and whether additional space would be provided for the YMTSC and the facilities/services of the Ambulatory Care Centre of QEH to be relocated therein upon the reprovisioning for enhancement of services. Under Secretary for Food and Health advised that the reprovisioning of the services at YMTSC at the New Building in QEH would provide an opportunity to strengthen and enhance the existing facilities and services for patients through increase in service capacity, provision of more space, enhancing operational efficiency, and provision of more spacious environment for better quality of services to patients. Chief Manager (Capital Planning), Hospital Authority (CM(CP),HA) added that the total construction floor area of the New Building at 25 000 square metres (m<sup>2</sup>) represented a three-fold increase over the 8 400 m<sup>2</sup> of the existing YMTSC. Mr WU asked whether the existing floor area provided in the New Building had been fully utilized and if it was feasible to construct additional floors on the top of the New Building to provide room for service expansion in the light of escalating public demand for health services of QEH in future. Cluster Chief Executive, Kowloon Central Cluster, HA advised that the New Building should be able to address the service needs in the coming decade and the space to be provided therein would be fully utilized in accordance with the current service provision plan. CM(CP),HA added that additional floors could not be built on the top of the New Building due to height restriction and that other sites would have to be used for service expansion in case of need.

5.     In response to the concern raised by Dr Fernando CHEUNG on whether barrier-free access (BFA) facilities would be provided for the public in the New Building, CM(CP),HA replied in the affirmative and said that the link bridges would be connecting with the lift cores of the New Building and other buildings of the QEH. Sufficient signage would also be provided in the New Building to facilitate way-finding of patients and visitors.

6. The item was voted on and endorsed

**PWSC(2013-14)6 76MM Establishment of the Centre of Excellence in Paediatrics**

7. The Chairman advised that the proposal was to upgrade 76MM to Category A at an estimated cost of \$12,985.5 million in MOD prices for the construction of the Centre of Excellence in Paediatrics (CEP). The Panel on Health Services had been consulted on the proposal on 15 April 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

Provision of hospital services in Kai Tak Development

8. Mr WU Chi-wai indicated his support for the proposal and urged for the early establishment of a general hospital in Kai Tak Development (KTD) to meet public aspirations. Addressing Mr WU's enquiry on whether the remaining two of the three pieces of land designated for hospital's use in KTD would be allocated to the HA for the provision of public health services, Secretary for Food and Health (SFH) advised that the Administration was contemplating the integration of land resources in the KTD for the establishment of a general hospital.

9. Dr LEUNG Ka-lau enquired if the CEP would be a self-contained hospital or it had to make use of the facilities of the proposed general hospital in the future. SFH responded that the CEP was designed to operate independently. However, resources sharing might be arranged for the CEP and the proposed general hospital in future for better utilization of resources. In response to Dr LEUNG Ka-lau's and Mr WU Chi-wai's enquiries on the future connection between the CEP and the proposed general hospital, SFH advised that the Administration would take into account the operational needs of the two hospitals and work out the most appropriate arrangement in the planning and design of the general hospital.

Design and facilities of the CEP

10. Miss Alice MAK enquired about the provision of patient rooms, accommodation for the parents and infection control facilities in the CEP. CM(CP), HA responded that the capacity of patient rooms in CEP ranged from one person to four persons. Facilities for parents to sleep in would be provided in single rooms, whilst separate overnight accommodation for families would be provided for other types of rooms. The provision of infection control facilities would be made in accordance with the prevailing

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design standards of the HA. Addressing the concern of Miss Alice MAK about the adequacy of accommodation for parents and the provision of infection control facilities in the CEP, the Administration undertook to provide relevant information prior to the relevant Finance Committee (FC) meeting.

11. Miss CHAN Yuen-han indicated her support for the project on the premise that a general hospital would be built in KTD to serve the aging population in Wong Tai Sin District. She opined that the overall design of the CEP should complement with the surrounding environment, and that green features, outdoor activity space and elements which were of interest to children should also be incorporated into the design to provide an environment conducive to recovery. She suggested that the Administration should make reference to the design of similar medical institutions overseas. Director of Architectural Services (D Arch S) responded that greening would be provided on appropriate roofs and facades of the buildings, as well as on the ground level of the CEP, which would account for 30% of the total area of the project site. In addition, there would be a landscaped courtyard on the ground floor near the main entrance of the CEP, which was intended to be highly transparent with views through to the harbour beyond that would integrate with the overall architectural settings and the outdoor space to make it a pleasant gateway of the CEP. The said courtyard would also provide ample outdoor space for the enjoyment of patients and visitors.

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12. Ms Cyd HO pointed out that the exhaust fumes from cruise vessels berthing at the Kai Tak Cruise Terminal, which was in close proximity to the CEP, might have an adverse impact on the air quality in the nearby area. She enquired if the ventilation system of CEP could eliminate the sulphur dioxide and suspended particulate in the course of air filtering so as to maintain satisfactory indoor air quality. D Arch S responded that the Architectural Services Department (ArchSD) would take into account the environment of the project site in the detailed design of the CEP. He assured members that the design of the ventilation system of the CEP would be up to the required indoor air quality standard. Also noting that the CEP was in close proximity to the Kerry Dangerous Goods Godown (Kowloon Bay), Ms Cyd HO enquired about the planning parameters of area near dangerous goods godowns and requested the Administration to provide a contingency plan in case of emergency prior to the relevant FC meeting.

### Manpower planning

13. Mr TAM Yiu-chung, Mr Michael TIEN and Mr WU Chi-wai expressed concerns on the manpower situation of the HA as to whether sufficient paediatric specialists could be deployed to support the operation of

CEP which was due for completion in mid-2017, and the time required to train up Paediatricians to meet the shortfall in manpower provision, if any. SFH responded that with the establishment of the CEP, paediatric services in public hospitals would be re-organized. The CEP would be the key player of the paediatric network in HA by serving principally as a tertiary territory-wide referral centre for diagnosing and treatment of complex cases. The HA would start working on the re-organization of paediatric services in the light of the establishment of CEP upon funding approval from FC. Meanwhile, the HA had put in place various measures to address the issue of manpower shortage of doctors in the public sector, including paediatricians, which could help to meet the shortfall in paediatric specialists prior to the commencement of CEP. Director (Cluster Services), HA added that HA had set up a project committee to review the provision of paediatric services in public hospitals, as well as to oversee the development of the CEP and related matters including manpower deployment. The HA would report to the Panel on Health Services of the LegCo on this in due course. Citing that the Tseung Kwan O Hospital was unable to commence the provision of obstetric services upon operation due to the lack of obstetricians in HA, Mr WU Chi-wai stressed that the manpower plan for the CEP should be mapped out in advance to ensure that its services could be delivered as planned with the required professional manpower support. Mr WU Chi-wai urged the Administration to provide the relevant information as far as possible for member's reference prior to the relevant FC meeting.

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#### Project cost

14. Mr Tony TSE enquired about the substantial provision of \$2,141.1 million made for the building services works of the proposed CEP which was much higher than that proposed for the reprovisioning project of YMTSC at QEH just discussed. Noting that another substantial provision of \$3,070.5 million was made for price adjustment for the project, Mr TSE asked whether a single price adjustment factor was applied to both works and furniture and equipment (F&E) items in calculating the said provision despite that the cost of the latter could be ascertained in advance. D Arch S responded that the higher provision for building services works for the CEP project than that for the YMTSC project was due to the more stringent requirements of the CEP in respect of air quality, temperature and humidity control. He added that the provision for price adjustment was derived from the money-of-the-day estimates which were based on the Government's latest assumption on the trend rate of change in the prices of public sector building and construction output for the period concerned under which both works and F&E items were subject to the same price adjustment factor.



15. Mr Michael TIEN expressed concern over the high construction cost of the project. He asked about the reason that excluding the provision for F&E items, the construction cost per m<sup>2</sup> of the CEP was about \$10,000 higher than that of Tin Shui Wai Hospital (TSWH) project. D Arch S explained that it was not appropriate to compare only the construction cost of the CEP with that of TSWH as the costs of site works, piling works and basement works, i.e. items (a) to (c) in paragraph 10 of the paper, would be subject to the geological conditions of individual project sites. The estimated construction unit cost of the CEP, represented by the building and the building services costs (i.e. items (d) and (e) in paragraph 10 of the paper), was \$35,882 per m<sup>2</sup> of construction floor area in September 2012 prices and that of the TSWH project was \$33,873 per m<sup>2</sup>. Addressing the concern of Mr Michael TIEN, the Administration undertook to provide justifications for the difference between the construction cost per m<sup>2</sup> of the CEP and the TSWH project prior to the relevant FC meeting.

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#### Accessibility of CEP

16. Pointing out that the location of the CEP was far away from existing public transport connection points, Dr Fernando CHEUNG proposed enhancing the BFA of the CEP for persons with disabilities by improving the nearby public transport network or through the provision of shuttle rehabilitation bus service linking the CEP with the nearby public transport connection points for wheel-chair bound users. Ms Cyd HO also called on the Administration to improve the road network and transportation facilities in KTD to enhance the accessibility of the CEP. The Chairman requested the relevant Government departments to take note of members' opinions in planning the road network and the related transport facilities in KTD in future.

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#### Proposed name of CEP

17. Mr TAM Yiu-chung asked if the CEP was equivalent to the Children Hospital proposed by the Government a few years ago. He opined that the name of CEP was too lengthy and would create high public expectation on its performance. Mr Albert CHAN said that the name of CEP might imply that other public hospitals providing paediatric services were inferior. SFH advised that the CEP was the Children Hospital project previously proposed by the Government. He added that while it was the objective of the CEP to pursue excellence in paediatric services, the name of the said facility could be further reviewed taking into account the practices adopted by similar medical institutions overseas.

18. The item was voted on and endorsed.

**Head 707 – New Towns and Urban Area Development**

**PWSC(2013-14)11 469CL Kai Tak development —  
infrastructure at north apron area of  
Kai Tak Airport**

19. The Chairman advised that the proposal was to upgrade part of 469CL to Category A at an estimated cost of \$2,255.3 million in MOD prices for the construction of the stages 3A and 4 infrastructure to serve the future developments at the north apron area of the former Kai Tak Airport. The Panel on Development had been consulted on the proposal on 22 January 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 14 February 2013.

20. Mr WU Chi-wai supported the proposal as the infrastructure proposed would facilitate replacing the existing flyover connecting the former Kai Tak Airport and San Po Kong. However, he urged the Administration to take the opportunity of the KTD to alleviate the existing traffic congestion problem in Clear Water Bay Road and Lung Cheung Road, and to better integrate the road network there with the Central Kowloon Route (CKR) and the KTD in future, to avoid creating bottleneck in Kowloon Bay and San Po Kong respectively. Pointing out that the roads planning work of the KTD was undertaken by various Government departments, Mr WU urged the Administration to coordinate the efforts of the concerned departments in working out an integrated plan on the road network of KTD and the nearby districts. Miss CHAN Yuen-han shared Mr WU's views and called on the Administration to plan ahead the road network in Wong Tai Sin in the light of the future residential developments at the quarry site at Anderson Road which were expected to accommodate an additional population of about 70,000 to 80,000 and hence would put significant pressure on the existing road network in Wong Tai Sin.

21. Director of Civil Engineering and Development responded that the proposed infrastructure works in the funding proposal under discussion was to improve the necessary connection between San Po Kong and the north apron area of the former Kai Tak Airport. He said that the Administration noted members' concern about the connection of Wong Tai Sin with the CKR, the Trunk Road T2 and KTD in the future. He also pointed out that the overall traffic condition in Wong Tai Sin and nearby districts would improve

upon completion of the strategic road network. However, for possible congestion at individual road sections, the department would continue to coordinate with departments concerned for further improvements. The Chairman advised members to pursue the aforesaid concerns at the Panel on Development as these were issues more suitable for discussion at the Panel.

22. The item was voted on and endorsed.

### **Head 705 – Civil Engineering**

#### **PWSC(2013-14)12 45CG District Cooling System at the Kai Tak Development**

23. The Chairman advised that the proposal was to increase the approved project estimate of 45CG by \$1,284.1 million from \$1,861.8 million to \$3,145.9 million in MOD prices for implementing Phase III (Package A) of the District Cooling System (DCS) at KTD. The Panel on Development had been consulted on the proposal on 22 January 2013 and Panel members supported the proposal. The gist of Panel discussion was tabled at the meeting.

#### Cost-effectiveness of DCS

24. Mr Albert CHAN indicated his support for the proposal. Pointing out that the escalating project cost might affect the cost-effectiveness of the DCS, Mr CHAN asked if the Administration would conduct a review in this respect. Deputy Director (Regulatory Services), Electrical and Mechanical Services Department (DD(RS), EMSD) responded that the DCS tariff would be set at a competitive level comparable to the cost of individual water-cooled air-conditioning systems (WACS) using cooling towers, which was one of the most cost-effective air-conditioning systems available in the market. As the cost of the WACS had also increased in line with the market price trend, the tariff of DCS should remain lower than that of WACS based on the current estimate. Pointing out that the drastic increase in project cost of DCS might drive up its tariff and such would have an impact on the livelihood of the users in KTD, Mr Albert CHAN requested the Administration to consider putting in place a subsidization policy for users of the DCS to cover the difference in tariff between DCS and WACS should the tariff of the former exceed that of the latter eventually. He was of the view that the tariff of DCS should not be higher than that of WACS, despite the Administration's intention of recovering both the capital and operating costs of DCS from users in accordance with the user-pays principle. Under Secretary for the Environment noted Mr CHAN's views.

Tariff rates

25. Expressing concern over the surging project cost, Mr Tony TSE expressed doubt as to whether the DCS would be able to attract users to connect their buildings to the system. Mr TSE asked the Administration to provide information relevant to the estimated tariff of DCS with a pay-back period of 30 years upon taking into account the savings in capital and recurrent costs brought about by the system. Principal Assistant Secretary for Environment (Energy) 2, Environment Bureau (PAS(E)2, ENB) responded that on the suggestion of the Environmental Affairs Panel in July 2010, all private non-domestic developments using central air-conditioning installation at KTD would be obliged to subscribe to the DCS services, and that the Administration would stipulate such a requirement in the conditions of sale for the sale sites for non-domestic development at KTD. In respect of the capital cost of the DCS, members noted that it was still lower than that of the WACS with the stringent cost control exercised by the EMSD. PAS(E)2, ENB also advised that the tariff of DCS would be set at a competitive level comparable to the cost of WACS and its estimated tariff would be subject to results of an annual survey over the cost of WACS and the latest price trend conducted by EMSD. Based on the estimation of 2011-12, the estimated tariff of DCS remained lower than that of WACS. DD(RS), EMSD added that since the tariff of DCS was subject to further revision in the light of the changing price trend, he considered it prudent to have the tariff information presented in the legislative proposal for the fee-charging scheme of DCS which would later be submitted to the LegCo to tie in with the scheduled commissioning of relevant user buildings and facilities in KTD. The Chairman agreed with Mr Tony TSE's request and asked the Administration to furnish members with information relevant to the estimated tariff of the proposed DCS at the KTD based on the current estimated construction cost prior to the relevant FC meeting.

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System reliability

26. Noting that the CEP located in KTD would be connected to the DCS, Ms Cyd HO expressed concern over the reliability of the DCS for the CEP and enquired if any back-up facilities would be provided for the DCS in case of system failure. She also expressed concern about the impact of the DCS tariff on the recurrent expenditure of HA. DD(RS), EMSD advised that the DCS was a highly reliable air-conditioning system which had been widely used in other countries and had an advantage over WACS in terms of reliability. The provision of chilled water for the CEP would be made via different pipes to ensure a stable supply of cooling services. He added that while sufficient back-up facilities would be provided for the DCS, users might

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install their own back-up air-conditioning systems. Ms Cyd HO requested EMSD to communicate with HA on whether a back-up air-conditioning system would be provided for the cold storage facilities in the CEP, and to provide information regarding the impact of the DCS on the recurrent expenditure of HA prior to the relevant FC meeting.

Savings in construction cost

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27. Mr WU Chi-wai enquired about the actual savings in construction cost for public works projects in KTD with the adoption of the DCS, and asked if the Administration had an estimation on the DCS tariff under the worst scenario that only Government buildings in KTD would have connection to the system. PAS(E)2, ENB responded that the Administration would mandate connection to DCS by private non-domestic developments at KTD by way of stipulating the requirement in the conditions of sale. In respect of the savings that would be brought about by the DCS, PAS(E)2, ENB advised that the DCS could reduce the upfront capital cost for installing chiller plants at buildings which was estimated at about 5% to 10% of the total building cost. It also allowed more flexible building designs for user buildings as they did not need to install their own chillers and the associated electrical and mechanical (E&M) equipment. DD(RS), EMSD added that the DCS was an energy-efficient air-conditioning system as it consumed 35% and 20% less electricity as compared with traditional air-cooled air-conditioning systems and WACS using cooling towers respectively. Mr WU Chi-wai requested that for the sake of transparency, information on the estimated savings in construction cost of the Government's public works projects at KTD with the adoption of DCS be made public. Addressing the concern of Mr WU, the Administration undertook to provide the relevant information prior to the relevant FC meeting.

Pay-back period

28. Ir Dr LO Wai-ki enquired if the Administration would take into account the cost of depreciation when setting the tariff of DCS to recover the entire project cost, or if Government funds would be injected to offset part of the cost in support of this energy saving initiative. He was also concerned if the DCS had any spare capacity to address new demands for district cooling services arising from the new developments in KTD, such as public housing estates and shopping malls, in future. DD(RS), EMSD responded that the Administration intended to recover both the capital and operating costs from DCS users over the project life, which was estimated to be 30 years, as taxpayers should not subsidize such air-conditioning charges. Meanwhile, the capacity of DCS had been designed to cater for additional cooling plant capacity of about 10% in future. The existing design capacity of DCS had

taken into account 100% non-residential developments in KTD, and additional plant rooms and related facilities would be required for further enhancement of its capacity beyond the existing designed level. He pointed out that as the DCS was an energy-efficient system for high-demand users such as business operators, it might not be cost-effective for residential users to subscribe to DCS, since they did not demand for cooling services throughout the year.

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29. Mr Frankie YICK opined that it might be too optimistic for the Administration to set the payback period of DCS for 30 years with the full cost of depreciation taking into account. DD(RS), EMSD responded that with proper maintenance, the life span of large scale E&M facilities that would be used in the DCS could be up to 30 years. At the request of Mr Abraham SHEK, the Administration undertook to provide information on the financial viability of the DCS under different scenarios (e.g. depreciation set at 15 years, 20 years and 30 years respectively) prior to the relevant FC meeting.

30. The item was voted on and endorsed.

### **Head 706 – Highways**

#### **PWSC(2013-14)9      720TH    Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling — Stage 2**

31. The Chairman advised that the proposal was to upgrade 720TH to Category A at an estimated cost of \$4,320.0 million in MOD prices for widening of the Fanling Highway between Tai Hang and Wo Hop Shek Interchange (WHSI). 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 21 May 2013.

#### **BFA facilities for footbridges**

32. Ms Emily LAU enquired if BFA facilities would be provided for the footbridges to be reconstructed under the project. Director of Highways (DH) responded in the affirmative and advised that the design of the footbridges had incorporated ramps as standard BFA facilities. Upon consultation with the Tai Po District Council (TPDC), lifts would also eventually be installed for the footbridges in addition to the provision of ramps subsequent to the implementation of the Universal Accessibility

Programme (UAP) by the Administration.

33. Pointing out that the utilization rate of some ramps was rather low, Ms Emily LAU enquired if the said facility would still be required upon the provision of lifts, which was considered more convenient by the public. She further asked if it was the prevailing policy of the Administration to provide both ramps and lifts for public walkways under the UAP. DHy advised that during the consultation on the project, the local residents had indicated their preference for retaining the ramps for the footbridges to facilitate the transportation of bulky goods by trolleys. He added that under the UAP, the Administration would endeavor to install lifts for footbridges already installed with standard ramps so as to bring convenience to the elderly. The TPDC had agreed with the present arrangement of first constructing the footbridges with ramps under the works contract of the project, while the lifts could be subsequently installed in order not to delay the commencement of the proposed project.

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34. In response to Ms Emily LAU's enquiry on whether the construction works of the footbridges and the installation works of lifts could be completed in parallel, DHy advised that, if possible, the Administration would strive to complete the related works simultaneously, depending on the final arrangement and design of the lifts. Ms LAU requested the Administration to update the TPDC and the LegCo on the new development, if any, of the lift installation works.

#### Funding for lift installation works

35. Noting that the provision made in the discussion paper for the demolition and re-provisioning of five footbridges at \$455.2 million had not included the cost of the lift installation works, Ms Emily LAU asked if funding support for the proposed works would later be sought from FC. DHy responded that appropriation for the lift installation works could be secured from the dedicated block vote set up for the UAP, subject to meeting the relevant requirements. He said that the prescribed ceiling of \$75 million for each item under the block vote for UAP should be sufficient to cover the cost of the proposed lift installation works. Under Secretary for Transport and Housing (USTH) added that the Administration would submit the list of projects to be supported by the block vote for UAP to FC when seeking FC's approval for injection of funds to the vote.

36. Mr WU Chi-wai requested the Administration to incorporate the lift installation works and the related provision in the discussion paper of the project to be presented to FC. USTH responded that as it would take considerable time to complete the investigation and design of the lift

installation works, the Administration considered it appropriate to deal with the lift issue separately under the UAP in order not to delay the commencement of the proposed project. DHy assured members that the Administration would make its best endeavours to install lifts alongside the ramps for the footbridges. He pointed out that the inclusion of the proposed lift installation works under the UAP was considered a practical arrangement which was also accepted by the TPDC. The Chairman said that the Administration's response at this meeting represented its commitment to the installation of lifts for the footbridges to be reconstructed under the proposed project and that members could follow up on the issue at meetings of LegCo or the relevant District Councils in future.

#### Traffic congestion in WHSI and Kai Leng Roundabout

37. Pointing out that there was serious traffic congestion in WHSI and Kai Leng Roundabout (KLR) during rush hours in the morning and that the proposed works might bring in additional traffic to the Tolo Highway and Fanling Highway which would further worsen the situation, Mr CHAN Hak-kan asked if the Administration would put in place any mitigation measures to alleviate the aforesaid problem. DHy responded that, according to the Transport Department, the design capacity of the WHSI and KLR should be able to accommodate the additional vehicular flow that would be brought about by the proposed project. He pointed out that the present traffic congestion in the aforesaid road sections might be due to the temporary traffic measures introduced during the construction of noise barriers along the Fanling Highway and that the related works would be completed in early 2014.

38. The item was voted on and endorsed.

#### **PWSC(2013-14)10    173TB    Extension of the CITIC Tower Footbridge to the Legislative Council Complex at Tamar**

39. The Chairman advised that the proposal was to upgrade 173TB to Category A at an estimated cost of \$74.3 million in MOD prices for the extension of the CITIC Tower Footbridge to the Legislative Council Complex (LCC) at Tamar. The Legislative Council Commission and the Panel on Transport had been consulted on the proposal on 19 March 2013 and 19 April 2013 respectively and members supported the proposal. The gist of Panel discussion was tabled at the meeting.

40. Ms Cyd HO said that the proposed extension of the CITIC Tower



Footbridge to the LCC would present a great contrast with the existing footbridge used by the public in terms of greening. Concurring with Ms Cyd HO's views, Ms Emily LAU requested the Administration to explore the feasibility of providing appropriate greening along the existing footbridge, and in old footbridges in other districts as well in accordance with established policy. DHy responded that it was the Administration's policy to provide greening for newly constructed public footbridges in support of environmental protection, and that the Administration would explore the option for beautification of the existing footbridge by the provision of portable plants. Expressing his disagreement over the provision of portable plants along the footbridge as greening work to address members' concern, Mr WU Chi-wai suggested the Administration to make reference to the vertical greening with climber species provided in the roundabout opposite to Choi Hung Estate as this option was more sustainable and would incur less recurrent cost.

41. Ms Emily LAU enquired if the public would have a barrier-free route to the LCC from Admiralty MTR Station upon completion of the proposed works. DHy responded that at present, the public could make use of the lift at the Admiralty MTR Station and the Tim Mei Avenue respectively to proceed to the CITIC Tower Footbridge from the ground level. Lifts would also be provided at the future extension of the Admiralty MTR Station, which was constructed under Harcourt Garden and targeted for completion in 2018 in line with the Shatin to Central Link project.

42. Ms Cyd HO enquired about the details of the annual recurrent expenditure of \$0.1 million arising from the project, and opined that such expenditure should be kept to the minimum. DHy explained that apart from utilities expenses and maintenance cost of the green feature, the costs of maintenance and repair service for the footbridge extension and the covered link to the LCC undertaken by the ArchSD and the Highways Department would also be charged to the proposed recurrent provision. In this connection, Ms Cyd HO requested the Administration to look into the water leakage problem of the existing footbridge during rainy days. The Chairman requested that the relevant Government departments should render the required maintenance and repair services to the footbridge to address the problem raised by Ms Cyd HO.

Admin

43. The item was voted on and endorsed.

**Any other business**

44. There being no other business, the meeting ended at 10:27 am.

Council Business Division 1  
Legislative Council Secretariat  
20 June 2013