

Panel on Development

List of follow-up actions

(Position as at 17 February 2015)

Subject (Responsible Bureau/Office)	Date of meeting	Follow-up actions required	Administration's response
<p>1. Revitalization of Bridges Street Market, Former Fanling Magistracy and Haw Par Mansion under the Revitalizing Historic Buildings Through Partnership Scheme (Development Bureau)</p>	<p>3 December 2014</p>	<p>The Administration was requested to provide the following information --</p> <p><u>Selection of successful applicants for implementing the revitalization projects</u></p> <p>(a) details about the applicants for the three revitalization projects, namely the revitalization of the Bridges Street Market, the Former Fanling Magistracy and the Haw Par Mansion, including the names of the applicants and a brief description of their proposals;</p> <p>(b) the criteria adopted by the Administration for assessing the applicants in (a); justifications for selecting the three successful applicants;</p>	<p>Administration's response awaited</p>

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		<p><u>Cost, operation and financial performance</u></p> <p>(c) in respect of the concerns about whether the proposed funding of \$73.3 million, \$95.9 million and \$144.2 million would be adequate to cover the capital cost of the three revitalization projects respectively, the justifications for the proposed funding;</p> <p>(d) the estimated operating revenue and cost of the special purpose companies set up for implementing the three revitalization projects ("SPCs"); their plans to achieve financial self-sustainability; the measures available for adoption by the Administration where the SPCs run operating deficits in future;</p> <p>(e) operation and financial performance of the organizations/social enterprises which were currently responsible for implementing the projects under Batch I and Batch II of the Revitalizing Historic Buildings Through Partnership Scheme;</p>	

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		<p><u>Repair and maintenance</u></p> <p>(f) the repair and maintenance works planned to be conducted for the historic buildings under the three revitalization projects; the annual estimated cost to be incurred in the repair and maintenance works in the future five years;</p> <p>(g) as a cross-reference to the information in (f), for those old/historic buildings with their scale/complexity comparable to the three historic buildings i.e., the Bridges Street Market, the Former Fanling Magistracy and the Haw Par Mansion, and under the maintenance of the Government, the annual expenditures incurred in repairing and maintaining them;</p> <p>(h) the respective responsibilities to be borne by the Administration and SPCs for the repair and maintenance of the equipment/installations in the three historic buildings;</p>	

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		<p><u>Project scope</u></p> <p>(i) regarding the revitalization project for the Bridges Street Market, the restoration/conversion plan for the existing staircases/link bridges connecting to Wing Lee Street; the respective responsibilities to be borne by the Administration and the relevant SPC for the maintenance of these staircases/link bridges in future;</p> <p>(j) regarding the revitalization project for the Former Fanling Magistracy, whether any buildings/structures at the site would be demolished; if yes, the details; and</p> <p><u>Car parking spaces for visitors to the Haw Par Music Farm (Haw Par Mansion)</u></p> <p>(k) the measures to deal with the demand for car parking spaces from individual visitors (in case they come in a large number without prior notice) to the Haw Par Music Farm (Haw Par Mansion).</p>	

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2. Tung Chung New Town Extension Study -- Stage 3 Public Engagement (Development Bureau)	3 December 2014	<p>The Administration was requested to provide the following information in respect of the development of the Tung Chung New Town Extension ("TCNTE"):</p> <p><u>Environmental issues</u></p> <p>(a) regarding the concerns about noise pollution in Tung Chung caused by the movement of aircrafts in the Hong Kong International Airport ("HKIA"), information about <u>the present situation and projections at a 5-year interval until 2030, under the two different circumstances that the third runway of HKIA would be and would not be constructed:</u></p> <p>(i) details of the Noise Exposure Forecast ("NEF") 25 contour;</p> <p>(ii) details of the NEF 20 contour; and</p> <p>(iii) the numbers of aircraft movements at night that would generate noise exceeding 80 decibels ("dB");</p>	Administration's response awaited

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		<p>(b) daily figures for a number of pollutants (including respirable suspended particulars and sulphur dioxide) detected in the air in Tung Chung during the period from 12:00 noon to 2:00 pm;</p> <p><u>Capacity of the MTR Tung Chung Line</u></p> <p>(c) whether the MTR Tung Chung Line could meet the transportation needs of the new population given a member's view that the spare capacity of the MTR Tung Chung Line was around 4 000 yet around 15 000 more people would use the train service during peak hours upon the completion of TCNTE in 2031;</p> <p><u>Local employment problems</u></p> <p>(d) the measures to be taken by the Administration to tackle the existing manpower mismatch in Lantau, reflected by the existence of a large number of job vacancies in HKIA and the North Lantau Hospital on one hand and the great</p>	

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		<p>demand for jobs from local residents of Tung Chung on the other; and</p> <p>(e) whether the Administration would consider some members' suggestion of abolishing the tolls of Tsing Ma Bridge and the proposed Tuen Mun-Chek Lap Kok Link to vitalize economic development of Tung Chung.</p>	
<p>3. PWP Item No. 13GB -- Liantang/Heung Yuen Wai Boundary Control Point and associated works -- construction of boundary control point buildings and associated facilities (Development Bureau)</p>	<p>5 January 2015</p>	<p>The Administration was requested to provide the following information --</p> <p>(a) Given that the project to develop the Liantang/Heung Yuen Wai Boundary Control Point ("LT/HYW BCP") comprised various parts/items, a list of these parts/items, their respective details including the scope and progress, the original and updated cost estimates, and reasons for the difference between the two estimates, if any;</p> <p>(b) the estimated expenditure for operating and maintaining LT/HYW BCP, including staff cost;</p>	<p>Administration's response was issued to members on 28 January and 11 February 2015 vide LC Paper Nos. CB(1)493/14-15(01) and CB(1)537/14-15 respectively.</p>

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		<p>(c) taking into account the information in (a) as well as the recurrent expenditure arising from the project, the estimated cost per vehicle trip and per passenger trip;</p> <p>(d) an updated forecast of numbers of daily passenger and vehicle trips using LT/HYW BCP during a certain period after its commissioning, with a breakdown by vehicle types including private cars, coaches, school buses, goods vehicles, etc; and in light of the above information, the projected utilization of LT/HYW BCP;</p> <p>(e) an updated forecast of numbers of daily passenger and vehicle trips using the existing BCPs and their utilization after the commissioning of LT/HYW BCP;</p> <p>(f) an updated analysis of the benefits of the LT/HYW BCP project, in quantitative and qualitative (non-quantitative) terms, to Hong Kong;</p>	

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		<p>(g) a list of development and infrastructure projects underway, to be implemented or under planning that would be undertaken in New Territories North East such as Kwu Tung, Fanling, etc. and in the vicinity of LT/HYW BCP; the details of these projects including the scope, progress, the approved funding commitment, if any, the categories of the projects (say, category A or B) under the Capital Works Programme; and</p> <p>(h) the current average daily vehicular traffic using the HK-Shenzhen Western Corridor; a comparison of the figure with the Administration's original estimate.</p>	