

立法會
Legislative Council

LC Paper No. CB(1)1194/15-16
(These minutes have been seen
by the Administration)

Ref : CB1/PL/DEV

Panel on Development

Minutes of meeting
held on Tuesday, 24 May 2016, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present : Hon Tony TSE Wai-chuen, BBS (Chairman)
Hon LEUNG Che-cheung, BBS, MH, JP (Deputy
Chairman)
Hon James TO Kun-sun
Hon Frederick FUNG Kin-kee, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon CHAN Kin-por, BBS, JP
Hon IP Kwok-him, GBS, JP
Hon Alan LEONG Kah-kit, SC
Hon LEUNG Kwok-hung
Hon Albert CHAN Wai-yip
Hon James TIEN Pei-chun, GBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Dr Hon Kenneth CHAN Ka-lok
Hon CHAN Yuen-han, SBS, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG Ngok-kiu

Members absent : Hon Albert HO Chun-yan
Hon CHAN Kam-lam, SBS, JP
Dr Hon LAU Wong-fat, GBM, GBS, JP
Hon Abraham SHEK Lai-him, GBS, JP
Hon CHAN Hak-kan, JP
Hon Mrs Regina IP LAU Suk-yea, GBS, JP
Hon Michael TIEN Puk-sun, BBS, JP

Public officers attending : **Agenda item IV**

Mr Vincent MAK Shing-cheung
Principal Assistant Secretary (Works)³
Development Bureau

Mr LEUNG Wing-lim, JP
Assistant Director/New Works
Water Supplies Department

Mr CHAN Tak-yeung
Chief Engineer/Consultants Management (Acting)
Water Supplies Department

Agenda item V

Mr Vincent MAK Shing-cheung
Principal Assistant Secretary (Works)³
Development Bureau

Mr LEUNG Wing-lim, JP
Assistant Director/New Works
Water Supplies Department

Mr YEUNG Sek-kui
Chief Engineer/Design
Water Supplies Department

Agenda item VI

Ms Brenda AU Kit-ying
Head of Energizing Kowloon East Office
Development Bureau

Ms Winnie HO Wing-yin
Deputy Head of EKEO
Development Bureau

Mr David TSANG Man-wai
Chief Electrical and Mechanical Engineer/Vehicle Safety
and Standards
Transport Department

Miss Monica LAM Sau-lai
Chief Project Manager 101
Architectural Services Department

Mr Andrew Fung Chi-fung
Senior Project Manager 123
Architectural Services Department

Agenda item VII

Mr Maurice LOO Kam-wah
Deputy Secretary for Development (Planning and Lands)2

Mr CHEUNG Tin-cheung
Deputy Director of Buildings

Mr Jacky CHIONG Kam-yueng
Chief Officer/Minor Works & Signboard Control

Clerk in attendance : Ms Sharon CHUNG
Chief Council Secretary (1)2

Staff in attendance : Mr Fred PANG
Senior Council Secretary (1)2

Mr Raymond CHOW
Senior Council Secretary (1)6

Ms Maggie LAU
Council Secretary (1)2

Ms Christina SHIU
Legislative Assistant (1)2

Action

I Confirmation of minutes

(LC Paper No. CB(1)931/15-16 —Minutes of meeting on
23 February 2016)

The minutes of the regular meeting on 23 February 2016 were confirmed.

II Information papers issued since the last meeting

2. The Panel noted that no information papers had been issued since the last meeting.

3. The Chairman said that he had received a letter from Dr CHIANG Lai-wan dated 21 May 2016 (tabled at the meeting) requesting the Panel to discuss with the Administration the regulation and inspection of rooftop greening works, following an incident of collapse of the roof of the Chan Tai Ho Multi-purpose Hall of the Hu Fa Kuang Sports Centre at the City University of Hong Kong. He advised that some Members had made requests to the President of the Legislative Council ("LegCo") to raise urgent questions related to the subject at the Council meeting of 25 May 2016, and he would keep in view the development to see whether it would be necessary to arrange a discussion on the subject at a future meeting of the Panel.

4. Ms Cyd HO said that it was appropriate to arrange a discussion on the subject either at a meeting of the Panel or at a joint meeting of the Panel on Development and the Panel on Education. Representatives from the Administration, the industry and academia should be invited to the meeting.

(Post-meeting note: A copy of the letter from Dr CHIANG Lai-wan dated 21 May 2016 was issued to members vide LC Paper No. CB(1)967/15-16(01) on 25 May 2016.)

III Items for discussion at the next meeting

(LC Paper No. CB(1)930/15-16(01) —List of outstanding items for
discussion

LC Paper No. CB(1)930/15-16(02) —List of follow-up actions)

5. The Chairman suggested that the next regular meeting originally scheduled for Tuesday, 28 June 2016, at 2:30 pm be re-scheduled to

Tuesday, 21 June 2016, from 9:00 am to 11:30 am, to discuss two items proposed by the Administration, i.e. (a) the work of the Urban Renewal Authority; and (b) a progress report on heritage conservation initiatives. He advised that the suggestion of re-scheduling the meeting was made at the request of the Development Bureau, because, according to the Bureau, the Secretary for Development would be out of town on 28 June, and he hoped to discuss the aforementioned items with the Panel. Members raised no objection to the re-scheduling of the meeting.

(Post-meeting note: The notice of the meeting on 21 June 2016 and the agenda were issued to members on 25 May 2016 vide LC Paper No. CB(1)968/15-16. With the concurrence of the Chairman, an agenda item, namely "matter(s) arising from the meeting on 26 April 2016", was added to the agenda for the meeting to discuss a letter from the Administration dated 31 May 2016 about the proposed visit to Dongjiang. At the request of the Administration and with the concurrence of the Chairman, an item "PWP Item No. 290RS — Expansion of mountain bike trail networks in Mui Wo and Chi Ma Wan, South Lantau" was included for discussion at the meeting on 21 June. In the light of some members' request, the Chairman instructed that an information paper on "revision of fees and charges under three Regulations under the purview of the Civil Engineering and Development Department" (circulated to members vide LC Paper No. CB(1)1038/15-16(01) on 14 June 2016) be included for discussion at the same meeting, and the meeting extended to 12:45 pm. Members were informed of the above arrangements vide LC Papers Nos. CB(1)1034/15-16 and CB(1)1042/15-16 on 14 and 15 June 2016 respectively.)

IV PWP Item No. 196WC — Implementation of Water Intelligent Network

(LC Paper No. CB(1)660/15-16(01) —Administration's paper on 196WC — Implementation of Water Intelligent Network

LC Paper No. CB(1)911/15-16(01) —Administration's paper on 196WC — Implementation of Water Intelligent Network (Follow-up paper))

6. The Panel noted that at the last meeting on 26 April 2016, the Administration had briefed members on the proposal to upgrade part of PWP

Item No. 196WC to Category A for the implementation of the first stage of the Water Intelligent Network ("WIN") at an estimated cost of \$239.7 million in money-of-the-day ("MOD") prices and discussion on the proposal had commenced. Due to time constraints, the discussion had not finished at the last meeting. The Chairman said that the Panel would continue the discussion at the present meeting.

7. The Chairman reminded members that in accordance with Rule 83A of Rules of Procedure ("RoP") of LegCo, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

Replacement of aged water mains

8. Noting that 3 000 kilometres ("km") of aged water mains in Hong Kong out of the total 8 000 km had been replaced and rehabilitated, Dr Helena WONG asked whether the Administration would replace the remaining 5 000-km water mains or rely on the proposed WIN to maintain the healthiness of the water distribution network. While indicating support for the proposed project, Dr KWOK Ka-ki asked if the replacement works of the remaining water mains could be completed as early as possible.

9. Principal Assistant Secretary (Works)3, Development Bureau ("PAS(W)3/DEVB"), advised that the programme of Replacement and Rehabilitation of water mains ("R&R Programme") had been launched for a wholesale replacement and rehabilitation of around 3 000 km of the aged water mains. Following the substantial completion of the R&R Programme, the conditions of the water distribution network had been largely improved. The Administration would ride on the technological advancement to introduce the proposed WIN. With WIN, the Administration would analyze the conditions of the water distribution network and replace the water mains that were identified as having a high risk of failure, instead of replacing all the remaining water mains.

10. PAS(W)3/DEVB further explained that as the proposed WIN would only be commissioned in 2021 and the water mains would continue to age and deteriorate, the proposed project also included the replacement of some high-risk water mains prior to the commissioning of WIN. The Administration would review the risk levels of the remaining 5 000 km of water mains from time to time before 2021. Any water mains that were found during the review process to have a high risk of failure would be accorded a higher priority for replacement. PAS(W)3/DEVB added that, apart from ageing, there were many external factors (such as

roadworks/construction activities in the vicinity of the water mains and excessive loading due to heavy traffic) that would contribute to water main bursts.

11. Dr Helena WONG asked about the locations of the aforesaid high-risk water mains and the number of water main bursts in the past that had been caused by external factors. She also enquired whether the Administration had recovered damages from those causing the water main bursts.

12. In reply, PAS(W)3/DEVB advised that the high-risk water mains scattered across the territory with a total length of about 300 km. According to the Administration's analysis, the bursts of newer water mains were mainly caused by external factors, and the bursts of older ones were most likely due to ageing. While the Administration would seek to recover damages from the parties causing water main bursts, there were many cases on which it was difficult to obtain evidence, rendering the recovery for damages impossible.

13. Dr KWOK Ka-ki asked about the length of the water mains that were identified as having a medium risk of failure and when the Administration would replace these water mains.

14. PAS(W)3/DEVB reiterated that prior to the commissioning of the proposed WIN in 2021, the Administration would identify water mains with high risk of failure for replacement as a transitional arrangement. The Administration considered it not the most suitable arrangement to set out a timetable for replacing all the remaining water mains, as the service lives of water mains ranged from 20 to 50 years. Instead, the Administration would take into account the current conditions of the water mains, as well as other relevant factors (e.g. the burst and leakage records) in determining the risk levels of water mains and when to replace them.

Water main leakage rate

15. Noting that the water main leakage rate in Hong Kong had been reduced to 15% in 2015 following the substantial completion of the R&R Programme, the Chairman asked whether the Administration had studied the possibility of further reducing the leakage rate after the implementation of the proposed WIN; and if yes, the targeted reduction rate. The Chairman and Dr Helena WONG considered that the current leakage rate was still high.

16. PAS(W)3/DEVB advised that the Administration aimed to reduce the water main leakage rate to a single-digit percentage point (i.e. less than 10%)

in the medium term. Implementation of the proposed WIN would enable the Administration to collect the required data and work out an overall strategy to reduce the water main leakage rate.

Construction works for establishing the proposed Water Intelligent Network

17. Referring to the scope of the proposed project, which covered the establishment of about 600 District Metering Areas ("DMAs") and Pressure Management Areas ("PMAs") in areas in Kowloon East, New Territories East and Islands, Dr Helena WONG enquired about the Administration's plan for setting up DMAs and PMAs in other areas of Hong Kong. PAS(W)3/DEVB replied that apart from the 600 DMAs and PMAs to be established under the proposed project, another 1 400 DMAs and PMAs were either established or being established as Category D public works projects in other areas of Hong Kong. Among them, about 800 DMAs and PMAs were established and some 600 would be established. It was expected that the works projects for these remaining 600 DMAs and PMAs would be completed at the same time as the proposed project.

18. Ms Cyd HO sought information about the time required to construct the chambers, pipeworks and other associated works for a DMA or a PMA, and the service lives of the sensing equipment to be installed. She also requested the Administration to minimize the impact of the proposed project on the residents living in the concerned areas.

19. Assistant Director/New Works, Water Supplies Department ("AD(NW)/WSD"), advised that the Administration had consulted the relevant District Councils on the proposed project and would undertake appropriate measures to mitigate the traffic and noise impact of the proposed project. Regarding the construction works of DMAs and PMAs under the proposed project, they were scheduled to be completed within three years. Depending on the underground situations of individual construction sites, the construction time required for DMAs and PMAs varied. Some chambers of DMAs/PMAs could have the construction works completed in less than a month. Some others would take a longer period if the results of underground investigation revealed that there was insufficient underground space to construct the required chambers, pipeworks, etc.

20. Ms Cyd HO urged the Administration to maintain an effective database of underground utilities to avoid delay of underground construction works. AD(NW)/WSD explained that the Administration had established such a database and would update the data whenever an underground investigation was carried out.

Operation of the proposed Water Intelligent Network

21. Ms Cyd HO enquired if the 2 000 DMAs and PMAs were established to monitor the conditions of the 8 000-km water mains in Hong Kong, and whether all the water mains in a particular DMA or PMA had to be replaced if water main leakages or bursts were found in that DMA or PMA.

22. PAS(W)3/DEVB advised that the 8 000 km of water mains in Hong Kong included both fresh and salt water mains. DMAs and PMAs were established along the fresh water supply system to monitor its conditions, whereas a different monitoring system had been put in place to monitor the conditions of salt water mains. Under the proposed WIN, the water flow and pressure data would be collected by the sensing equipment in DMAs and PMAs and transmitted to the central computer system for monitoring. The data collected would enable the Water Supplies Department ("WSD") to identify irregularity of water pressure, which was a signal of main burst. For water mains that burst very frequently and were beyond economic repair, WSD would arrange replacement.

23. Mr CHAN Han-pan said it was common that when there was a water main burst, WSD had to turn off gate valves in several water supply zones in order to locate the burst water main. This approach consumed much time and caused great nuisances to the residents in the concerned area. He asked if the Administration would adopt the latest technology to overcome the problem. Mr CHAN also expressed concern on whether the proposed WIN could detect slight changes in water pressure, which represented water main bursts of a small scale. He sought elaboration from the Administration on: (a) whether the proposed WIN would monitor the water pressure of major or branch water mains; (b) whether the water pressure data collected from individual DMAs and PMAs would be centrally monitored; and (c) taking in view that there would be only one set of sensing equipment in each DMA or PMA, whether such a small number of equipment was sufficient to monitor the conditions of the water distribution network.

24. PAS(W)3/DEVB replied that the proposed WIN would monitor the water pressure of both major and branch water mains. The water pressure data collected by the sensing equipment would be sent to the central computer system for monitoring through 3G or 4G mobile communication networks. While, at the present stage, the proposed WIN could not locate the exact locations of damaged water mains, which had to be ascertained by workers' supplementary on-site investigation, the Administration would keep abreast of overseas developments with a view to incorporating the latest technology in the proposed WIN in future.

Submission of the funding proposal to the Public Works Subcommittee

25. Concluding the discussion, the Chairman said that the Panel supported the Administration's submission of the funding proposal to the Public Works Subcommittee ("PWSC") for consideration.

V PWP Item No. 53WS — Uprating of Chai Wan salt water supply system

(LC Paper No. CB(1)806/15-16(01) — Administration's paper on 53WS — Uprating of Chai Wan salt water supply system)

26. Principal Assistant Secretary (Works)3, Development Bureau ("PAS(W)3/DEVB"), said that the proposal was to upgrade 53WS to Category A, for carrying out the uprating works for the Chai Wan salt water supply system to cope with the anticipated increase in salt water demand of the Chai Wan and Siu Sai Wan areas and improve the reliability of the supply system, at an estimated cost of \$379.1 million in MOD prices. With the aid of a powerpoint presentation, Chief Engineer/Design, Water Supplies Department ("CE(D)/WSD"), briefed members on the background and scope of the proposed works.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)964/15-16(01) by email on 25 May 2016.)

27. The Chairman reminded members that in accordance with Rule 83A of RoP of LegCo, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

Output capacity of the Siu Sai Wan salt water pumping station

28. Ms Cyd HO sought information about the basis for projecting the increase in the population in Chai Wan and Siu Sai Wan. She expressed concern on whether the output capacity of the Siu Sai Wan salt water pumping station ("SWPS") to be increased upon the completion of the uprating works would be sufficient to cope with the increasing demand of the future population.

29. PAS(W)3/DEVB advised that the existing salt water demand of the population in Chai Wan and Siu Sai Wan was 29 million litres per day ("Mld"), which had almost reached the maximum output capacity of the Siu Sai Wan SWPS of 30 Mld. The design of the proposed uprating works for the Chai Wan salt water supply system had taken into account the estimated population of the proposed and planned development projects in the areas. Taking in view the projection of the Census and Statistics Department that the population in Chai Wan and Siu Sai Wan would increase to about 196 000 in 2024, of which the salt water demand would be 35.3 Mld, the Administration proposed that the output capacity of the Siu Sai Wan SWPS should be enhanced to 41.7 Mld, which would meet the demand of a maximum population of about 220 000.

30. Ms Cyd HO expressed concern on whether the existing sewage system would be upgraded to dovetail with the increased output capacity of the Siu Sai Wan SWPS. She requested the Administration to provide information on whether the existing capacity of the sewage system serving Chai Wan and Siu Sai Wan was sufficient to meet the demand of the population at present; and whether the capacity of such sewage system would be enhanced to cope with the future demand arising from the uprating of the output capacity of the Siu Sai Wan SWPS and the increased population in the area.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)997/15-16(01) on 1 June 2016.)

Provision of a new section of fresh water mains

31. The Panel noted that the existing SWPS for the Chai Wan and Siu Sai Wan areas was operated on a single-line configuration of the trunk mains and the Administration proposed to change the configuration to a ring mains system by laying a new leg of salt water trunk mains. Furthermore, it was proposed that a section of fresh water mains, about 0.3 km long, be laid for providing augmentation to salt water supply in case of emergency situations.

32. Dr Helena WONG opined that, in case of suspension of salt water supply, the public would use fresh water from the tap for toilet flushing. She queried about the need to lay a new section of fresh water mains to deal with emergency situations. In response, PAS(W)3/DEVB said that the laying of a new section of fresh water mains aimed at providing uninterrupted flushing water supply services.

33. Dr Helena WONG further enquired whether the salt water supply systems in other districts had been provided with fresh water mains for uninterrupted supply of flushing water. PAS(W)3/DEVB replied that the Administration would continue to improve the reliability of the salt water systems for all districts. The proposed ring mains system and laying of fresh water mains were both desirable to the improvement of the reliability of salt water supply systems.

34. The Deputy Chairman asked whether the proposed new section of fresh water mains to augment the salt water supply would be segregated from the supply system for salt water so as to avoid contamination of potable water supply. PAS(W)3/DEVB said that the proposed new section of fresh water mains would deliver water from a fresh water service reservoir to a salt water service reservoir directly in case of emergency. The existing fresh water supply system would not be contaminated by the existing salt water supply system via the proposed new fresh water main.

Disinfection of salt water

35. Mr CHAN Kin-por sought information about the merits of adopting the proposed sodium hypochlorite solution dosing system to replace the existing electro-chlorination system, and the differences between the two systems. PAS(W)3/DEVB advised that the functions of both systems were the same, i.e. to disinfect the seawater before it was used for toilet flushing. The electro-chlorination system involved a process of producing chlorinated water by electrolysis of seawater. The replacement of the electro-chlorination system of the Siu Sai Wan SWPS was proposed for better cost-effectiveness. In response to Dr Helena WONG's enquiry, PAS(W)3/DEVB explained that the operation cost of the existing electro-chlorination system was higher due to the extensive consumption of electricity. The results of trials had indicated that the sodium hypochlorite solution dosing system, which would automatically dose the bleach solution in salt water for disinfection, consumed less electricity with performance similar to that of the electro-chlorination system.

36. Dr Helena WONG was concerned that the proposed use of bleach solution for salt water disinfection would cause rapid deterioration of salt water mains due to corrosion. In response, PAS(W)3/DEVB advised that the use of both electro-chlorination and sodium hypochlorite solution dosing would achieve the same level of efficacy as far as disinfection of salt water was concerned. CE(D)/WSD supplemented that the concentration of chlorine in the bleach solution for salt water disinfection was about 12%, which was higher than that (about 5%) for household bleach solutions.

Maintenance of salt water mains

37. Mr CHAN Kin-por said that, compared to fresh water, salt water would cause more damage to water mains. In the light of the fact that flushing water supply to many districts in Hong Kong had been changed from fresh water to salt water, Mr CHAN enquired about the measures that the Administration would take to slow down the deterioration of salt water mains.

38. PAS(W)3/DEVB replied that the maintenance requirements of salt water mains were higher than those of fresh water mains. The Administration was exploring the use of more corrosion-resistant pipe materials in the salt water supply systems to reduce the maintenance costs.

Subsidy for salt water supply

39. Dr Helena WONG enquired about the amount of subsidy provided by the Administration for the supply of salt water each year, given that salt water was provided free of charge to the public for toilet flushing. PAS(W)3/DEVB advised that about 15% of the government rates received by the Treasury was allocated to the operating account of WSD. This was used to offset the cost of salt water supply.

Re-use of grey water

40. Dr Helena WONG enquired whether the Administration had any plan to study the feasibility of re-using the water collected from shower and washing basin for toilet flushing as an alternative to salt water. PAS(W)3/DEVB replied that the Administration had been exploring the wider use of grey water, i.e. the water collected from baths, shower, washing basins and kitchen sinks. WSD had set out technical and water quality standards and guidelines on the recycling of grey water, and had been conducting trial schemes on using grey water for non-potable uses, such as watering plants, cleaning roads and flushing toilets.

Submission of the funding proposal to the Public Works Subcommittee

41. Concluding the discussion, the Chairman said that the Panel supported the Administration's submission of the proposal to PWSC.

VI PWP Item No. 3185GK — Re-provisioning of Transport Department's Vehicle Examination Centres at Tsing Yi

(LC Paper No. CB(1)930/15-16(03) — Administration's paper on 3185GK — Re-provisioning of Transport Department's Vehicle Examination Centres at Tsing Yi)

42. With the aid of a powerpoint presentation, Deputy Head of Energizing Kowloon East Office, Development Bureau ("DH/EKEO/DEVB"), briefed members on the Administration's proposal to relocate the existing Kowloon Bay, New Kowloon Bay and To Kwa Wan Vehicle Examination Centres ("VECs") of the Transport Department ("TD") to Sai Tso Wan, Tsing Yi. The details of the proposal were given in the Administration's paper (LC Paper No. CB(1)930/15-16(03)).

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)964/15-16(02) by email on 25 May 2016.)

43. The Chairman reminded members that in accordance with Rule 83A of RoP of LegCo, they should disclose the nature of any direct or indirect pecuniary interests relating to the subjects under discussion at the meeting before they spoke on the subjects.

Justifications for the proposed relocation

44. Noting that there were currently three VECs provided at three different locations, Mr LEUNG Kwok-hung questioned the underlying consideration for re-provisioning all the vehicle examination facilities at one single location, i.e. Tsing Yi, under the proposal. He was of the view that the present arrangement for providing VECs at multiple locations had its merits because motorists might choose to use the services of the VEC of which the location was more convenient to them. Moreover, maintaining three VECs would allow TD to continue its vehicle examination services in the event that one or two VECs were inaccessible due to traffic congestion or an accident.

45. Head of Energizing Kowloon East Office, Development Bureau ("H/EKEO/DEVB"), replied that the Administration had selected the proposed site for providing the new VEC having regard to the findings of a territory-wide site search exercise. The site would be accessible and convenient for motorists. The proposal to re-provide all the existing vehicle examination facilities in Kowloon Bay and To Kwa Wan at a single VEC

would not only enhance operational efficiency and flexibility, but also allow a better utilization of land resources. To ensure service continuity, the new VEC would provide 30 inspection lanes.

46. Mr Albert CHAN and the Deputy Chairman were concerned that the proposal had disregarded the need of the residents in Kowloon East for services provided by VECs in their locality. Mr CHAN further said that the Administration had very often placed in New Territories West ("NTW") facilities which were not welcomed by other districts such as incinerators and container facilities, and nothing seemed to have been done to benefit NTW residents.

47. H/EKEO/DEVB replied that the Administration attached great importance to the views of local residents on the reprovisioning proposal, and had hence consulted the Traffic and Transport Committee ("T&TC") of the Kwai Tsing District Council ("KTDC") at the meeting on 16 April 2015. In response to the Deputy Chairman's enquiry about local views on the proposal, H/EKEO/DEVB said T&TC considered that the proposed use of the project site was generally compatible with the developments in the vicinity and did not object to the project. Some KTDC members had raised questions on various issues, including the traffic impact in the vicinity after the commissioning of the new VEC, reprovisioning of the existing temporary parking spaces at the project site, and some detailed arrangements at the implementation and operational stages of the new VEC. The Administration had subsequently provided supplementary information to T&TC, and suitably addressed their concerns. No further adverse comment had been received thereafter.

Traffic impact of the proposal

48. Miss Alice MAK, the Deputy Chairman, and Mr LEUNG Kwok-hung expressed concerns about the impact of the commissioning of the new VEC on the road network concerned, taking into consideration that many vehicles would have to go to Tsing Yi in future in order to access the services for vehicle examination. Miss Alice MAK said that there were already many industrial operations and facilities in Tsing Yi, and queried whether it was appropriate to provide the proposed new VEC in Tsing Yi in view of its existing traffic conditions. She asked about the additional traffic flow that was expected to arise from the commissioning of the new VEC.

49. H/EKEO/DEVB replied that the Administration had conducted a traffic impact assessment ("TIA") in early 2014 in respect of the

development of the new VEC in Tsing Yi. Some traffic mitigation measures had been proposed under the TIA. The daily patronage of the new VEC was estimated to be about 800 vehicles, which was comparable to that of the three existing VECs, while the maximum handling capacity would be 1 000. Given that advance booking would be required to use its services, the new VEC's hourly patronage would be about 100 vehicles. It was anticipated that, of the motorists using the new VEC's services in future, about 65% would come from the northern part of the New Territories, and they generally did not need to pass through the densely developed areas in Tsing Yi, including the residential areas, in order to reach the new centre. The respective percentages of motorists travelling from outside Tsing Yi to the new VEC using Ting Kau Bridge, Stonecutters Bridge, Tsing Yi Bridge, and Tsing Tsuen Bridge would be about 40, 15, 20 and 25%.

50. Miss Alice MAK said that, to facilitate members to consider the effectiveness of the traffic mitigation measures under the proposal, the Administration should make clear to motorists the roads and roundabouts in Tsing Yi that they should use for travelling from Ting Kau Bridge and the other three bridges to the new VEC, lest they would take the wrong route and go into the residential areas by mistake. Mr Alan LEONG and the Chairman considered it important for the Administration to address members' concern about the traffic impact of the commissioning of the new VEC, and requested the Administration to provide the relevant extract of the TIA in respect of the proposed project.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1125/15-16(01) on 14 July 2016.)

Effectiveness of the proposed traffic mitigation measures

51. Miss CHAN Yuen-han said that the relevant trade had expressed concerns that the proposal would bring adverse traffic impact to Tsing Yi and aggravate the problem of illegal parking, and the Administration should formulate effective measures to address such issues. Noting that the project would include road widening works along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC site and one lane away, she opined that, to cope with possible problems such as traffic congestion or obstruction due to incidents on the road in future, the Administration should consider providing two lanes towards the new VEC site and two lanes away.

52. In reply, H/EKEO/DEVB said that since the new VEC would provide services through advance booking, the arrivals and departures of the

motorists visiting the centre were expected to be spread out during the day. The purpose of providing a temporary vehicle queuing area adjoining the new VEC site and widening the eastern section of Sai Tso Wan Road was to cater for vehicles which might arrive earlier than scheduled during the initial operation of the centre. Due to space constraints, it was not practicable to provide an additional traffic lane away from the new VEC. She explained that, in view of the concerns raised by the relevant trade, the Administration was giving consideration to installing traffic lights at appropriate locations to ensure smooth traffic flow along Sai Tso Wan Road, and would continue to explore alternative solutions, such as whether allowing one lane towards the new VEC site and two lanes away would cater for the traffic better or otherwise. Miss CHAN held the view that the mitigation measures proposed by the Administration could not effectively address the worries about the possible problems that might arise from the traffic leaving the new VEC in future. Chief Electrical and Mechanical Engineer/Vehicle Safety and Standards, Transport Department, responded that the Administration would consider Miss CHAN's view.

53. Mr Frederick FUNG and the Deputy Chairman opined that the Administration should provide more information on how the implementation of the proposed measures could mitigate the traffic impact generated upon the commissioning of the new VEC on the nearby roads. The Chairman requested the Administration to provide information on the justifications for the proposed road widening works along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC site and one lane away; and whether the Administration would consider the suggestion of providing two lanes towards the new VEC site and two lanes away.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1125/15-16(01) on 14 July 2016.)

54. Mr Alan LEONG said that the proposed project included a vehicular egress from the project site to Tsing Sha Control Area. He enquired about the purpose of providing the egress, and whether adding a vehicular ingress to the project site at Tsing Sha Control Area would help ensure a smooth flow in the area concerned. H/EKEO/DEVB replied that the vehicular egress mentioned by Mr LEONG was designated for emergency use. Given that Tsing Sha Control Area was a designated control area, the egress was not suitable for the general use of the motorists who visited the new VEC for receiving services for vehicle examination.

Reprovisioning of the existing temporary parking spaces at the project site

55. The Panel noted that the survey conducted by the Administration in 2015 indicated that about 250 vehicles were parking on the temporary parking site currently provided at the proposed project site. Miss Alice MAK opined that the proposed reprovisioning arrangement for the temporary parking site might not be effective in meeting the demand for parking spaces, including the parking demand of container trucks, given that the proposed new parking site would provide about 110 temporary parking spaces only. Mr Alan LEONG subscribed to the view that the reprovisioning arrangement might not be able to cater for the parking demand of the vehicles affected by the project.

56. H/EKEO/DEVB replied that, apart from the new parking site which would provide about 110 temporary parking spaces, two other temporary parking sites in Tsing Yi South would have spare parking spaces, which could cater for the parking of about 140 vehicles. The Administration would keep in view the demand for parking spaces after the commissioning of the new VEC, and would consider in due course whether part of the temporary vehicle queuing area adjoining the new VEC site could be used for providing parking spaces.

57. In response to Miss CHAN Yuen-han's concern on whether the parking sites to be provided were too far away from the project site, H/EKEO/DEVB advised that the reprovisioned parking site was located in the vicinity of the project site. Drivers might take minibus route No. 88M to leave the site after parking their vehicles. As regards the two temporary parking sites in Tsing Yi South, they were located opposite to the project site and near the area underneath the Stonecutters Bridge respectively. She assured members that the Administration would continue to identify sites for providing more parking spaces in the area concerned. In response to Mr LEUNG Kwok-hung's enquiry about the types of parking spaces to be provided at these sites, H/EKEO/DEVB advised that the parking spaces could cater for the demand of private cars, goods vehicles and container trucks, etc.

58. Miss Alice MAK was concerned about the distance between the temporary parking sites in Tsing Yi South and the project site where the existing temporary parking site was located. She sought clarification on whether the one near the Stonecutters Bridge was not accessible to public transport such as minibus route No. 88M. H/EKEO/DEVB replied that the walking distance between the parking site near the Stonecutters Bridge and the nearest minibus stop of route No. 88M was not very long.

Kowloon Bay Waste Recycling Centre

59. Mr Frederick FUNG enquired whether, as part of its Energizing Kowloon East initiative, the Administration would vacate and reprovision the Kowloon Bay Waste Recycling Centre currently located at the Kowloon Bay Action Area. H/EKEO/DEVB replied that the land lot where the recycling centre was located was part of the study area of the Planning and Engineering Study for the Development at Kowloon Bay Action Area — Feasibility Study, and would be used for commercial and comprehensive developments. She advised that the land lot was a temporary site for accommodating recycling facilities. According to the Environmental Protection Department, while there were no policies in place in respect of the reprovisioning of these facilities, the department would assist the organizations which were operating these facilities in identifying possible replacement sites should they wish to continue their recycling operation. Mr FUNG said that the Administration should put in place a reprovisioning plan for the non-governmental organizations to be affected if the land lot would be vacated. H/EKEO/DEVB responded that Mr FUNG's concern had been noted, and EKEO would follow up the matter with the relevant department.

Submission of the funding proposal to the Public Works Subcommittee

60. The Chairman enquired whether members supported the submission of the proposal to PWSC for consideration. He put the question to vote. At Mr CHAN Chi-chuen's request, the Chairman ordered a division. The division bell was rung for five minutes. Four members voted for the question, six members voted against it, and two members abstained. The votes of individual members were as follows:

For

Mr CHAN Kin-por
Mr LEUNG Che-cheung
(4 members)

Mr IP Kwok-him
Dr Elizabeth QUAT

Against

Mr Frederick FUNG
Mr LEUNG Kwok-hung
Mr CHAN Chi-chuen
(6 members)

Mr Alan LEONG
Mr Albert CHAN
Miss Alice MAK

Abstain

Miss CHAN Yuen-han
(2 members)

Dr Helena WONG

61. The Chairman concluded that the Panel did not support the submission of the proposal to PWSC for consideration.

VII Implementation of the Validation Scheme for Unauthorized Signboards

(LC Paper No. CB(1)930/15-16(04) —Administration's paper on implementation of the Validation Scheme for Unauthorized Signboards

LC Paper No. CB(1)930/15-16(05) —Paper on signboard control system prepared by the Legislative Council Secretariat (Updated background brief))

Other relevant paper

(LC Paper No. CB(1)1120/14-15(01) —Administration's paper on implementation of the Validation Scheme for Unauthorized Signboards)

62. Deputy Secretary for Development (Planning and Lands)2 ("DS/DEV(P&L)2") briefed members on the implementation of the Validation Scheme for Unauthorized Signboards ("Validation Scheme"), the details of which were given in the Administration's paper (LC Paper No. CB(1)930/15-16(04)). With the aid of a powerpoint presentation, Deputy Director of Buildings ("DD of B") elaborated on the background of the Validation Scheme, the progress of its implementation, and the way forward in the handling of unauthorized signboards by the Buildings Department ("BD").

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)964/15-16(03) by email on 25 May 2016.)

Control of unauthorized signboards

63. The Panel noted that, apart from designated exempted works, signboards erected without obtaining the prior approval and consent of BD or following the requirements under the Minor Works Control System ("MWCS") were unauthorized building works. Mr CHAN Chi-chuen enquired whether the Administration had a grasp of the number of authorized signboards and designated exempted signboards in Hong Kong and their locations. He further asked about the mechanism for members of the public to verify suspected unauthorized signboards.

64. DS/DEV(P&L)2 replied that with MWCS coming into full effect on 31 December 2010, depending on the scale and potential risk of the works, the construction, alteration and removal of signboards were categorized as: (a) works which would be subject to the prior approval and consent of BD, such as those involving large signboards; (b) minor works which could be carried out legally following the simplified requirements under MWCS; or (c) designated exempted works. DD of B advised that due to their minor nature and small scale, designated exempted works could be carried out without obtaining prior approval and consent or following the MWCS requirements. To be eligible for undertaking minor works following the requirements under MWCS, relevant parties should apply to BD for registration. BD had put in place the BRAVO system which contained details of the works concerned and enabled the public to inspect minor works submissions. In addition, BD had assigned a number for every minor works submission, and had recommended that signboard owners should display minor works submission numbers on the signboards erected or altered under MWCS.

65. Dr Helena WONG opined that members of the public might be confused over the types of signboards which should be subject to control under the relevant legislation. Some signboard owners, such as small shop operators, might find it difficult to determine whether the works to be carried out for erecting a signboard would be regarded as designated exempted works. She asked about the factors, other than the size of the signboard concerned, for determining whether the construction, alteration and removal of a signboard required the prior approval of BD. She further enquired whether signboards erected after the commencement of the Validation Scheme on 2 September 2013 would need BD's prior approval.

66. DS/DEV(P&L)2 replied that as there were a large number of unauthorized signboards in Hong Kong, and many of them were in active use by business operations, the Administration had introduced the Validation Scheme to allow the continued use of certain unauthorized signboards after

safety inspection, strengthening if necessary and certification of the structural safety by prescribed building professionals or registered contractors. Unauthorized signboards that fell within the prescribed technical specifications and erected before 2 September 2013 were eligible for validation upon application for joining the Validation Scheme. As regards signboards erected after 2 September 2013, if the works concerned were not designated exempted works, signboard owners were required to obtain the prior approval of BD for the commencement of the works, or, depending on the scale and potential risk of the works, carry out the works following the simplified requirements under MWCS. DD of B advised that erection/alteration of a signboard with a display area not more than one square metre, a projection not more than 150 millimetres from the external wall and at a height not more than 3 metres above ground was designated exempted works.

67. In response to the Chairman's enquiry on whether BD had produced information pamphlets on the Validation Scheme, DD of B advised in the affirmative, and added that the Food and Environmental Hygiene Department had prepared a booklet providing information on signboard works associated with licensed food premises for applicants applying for a restaurant licence.

68. Mr Alan LEONG enquired about the requirement for renewal of validation for a signboard. DS/DEV(P&L)2 replied that owners of validated signboards should, at intervals of five years, either make a fresh validation submission for the signboards concerned or remove them.

Enforcement actions

69. Mr CHAN Chi-chuen referred to a media report about the discovery of a large signboard which was suspected to be unauthorized erected at Kai Chiu Road, Causeway Bay, opposite Hysan Place. He opined that given the size of the signboard, BD should have been aware of its existence. He queried whether BD had proactively taken enforcement actions against such kind of large unauthorized signboards.

70. DD of B responded that the Administration had all along planned and conducted large scale operations ("LSOs") against unauthorized signboards, including large signboards, and would continue to take priority enforcement actions against the unauthorized signboards which posed higher potential risks or were under construction.

71. Mr Alan LEONG enquired whether large unauthorized signboards were ineligible for joining the Validation Scheme, and whether they were the targets of LSOs. DD of B replied that in 2015, BD had conducted LSOs targeted at sections of five streets in various districts, such as Portland Street in Yau Ma Tei. The operations aimed at enhancing signboard owners' awareness of MWCS and the Validation Scheme. Removal orders were issued against persons responsible for the removal of unauthorized signboards which had not been validated under the Validation Scheme or were ineligible for validation, such as large signboards. The Administration might institute prosecution against the parties concerned for non-compliance with a removal order.

72. In response to Mr CHAN Chi-chuen's enquiry on whether, in the case where BD had issued a removal order to a signboard owner and the signboard owner removed the signboard concerned afterwards, the Administration would not consider taking further action against the signboard owner. DD of B replied in the affirmative.

73. Dr Helena WONG enquired about the effectiveness of LSOs. DD of B advised that after carrying out a pilot LSO on a section of Fuk Wing Street, Sham Shui Po in May 2014, BD conducted a follow-up check on-site in April 2016 and ascertained that no unauthorized signboards were found. Dr WONG noted that an LSO had been performed on a section of Portland Street in 2015. She asked whether the next LSO on Portland Street would target the same section of the street or another section. DD of B advised that the LSO in 2016 would cover a new section of Portland Street.

Dangerous or abandoned signboards

74. Dr Helena WONG said that members of public were concerned how the Administration could deal with signboards which were dangerous or abandoned. She asked whether such signboards constituted a large proportion of signboards in Hong Kong. DS/DEV(P&L)2 replied that to deal with abandoned signboards which had become dangerous, BD might issue Dangerous Structure Removal Notices ("DSRNs") to the signboard owners concerned in accordance with section 105(1) of the Public Health and Municipal Services Ordinance (Cap. 132) to order the removal of the signboards. DD of B advised that in case of emergency, BD might engage its contractors to remove dangerous signboards immediately after the discovery of such, and recover the relevant cost from the individuals concerned afterwards. In 2015, the Administration had issued 816 DSRNs, and 1 500 dangerous or abandoned signboards had been removed or repaired.

75. In response to Mr CHAN Chi-chuen's enquiry on the parties to be held legally responsible for an accident related to the erection of a signboard, DD of B advised that BD would assess the legal liabilities of all relevant parties involved in the works for erecting the signboard concerned, such as signboard owners, contractors, professionals, etc., before considering the appropriate legal action to be taken. DS/DEV(P&L)2 said that pursuant to section 24(2)(c) of the Buildings Ordinance (Cap. 123), in the case of building works the subject matter of which was a signboard, an order for demolition, removal, or alteration would be served on (i) the person for whom the signboard had been erected or was being erected; or (ii) if that person could not be found, the person who would receive any rent or other money consideration if the signboard was hired out, or the person who was receiving such rent or money consideration; or (iii) if the persons referred to in (i) and (ii) could not be found, the owner of the land or premises on which the signboard had been erected or was being erected.

Removal orders

76. Mr Alan LEONG said that Report No. 66 of the Director of Audit, which had been recently submitted to the Public Accounts Committee, included a chapter about the efforts of the Rating and Valuation Department in safeguarding revenue on rates and government rent. It was mentioned in the chapter that a considerable number of cases in which removal orders had been issued against advertising signs had remained outstanding for a number of years. He enquired about the Administration's remedial actions. DD of B replied that BD had been redeploying more resources to expedite the clearance of the backlog of outstanding removal orders.

Manpower in the Buildings Department

77. The Chairman enquired whether, to speed up the process of dealing with unauthorized signboards which might pose potential danger to the public, the Administration would give consideration to engaging retired civil servants to carry out the relevant work, or to outsourcing. He considered that the Administration should set a target in respect of increasing the manpower resources in BD in order to speed up the department's work on reducing the number of unauthorized signboards in Hong Kong.

78. DS/DEV(P&L)2 replied that there had been a steady increase in manpower resources in BD in the past few years. The Administration would continue to review the manpower situation in BD. To handle unauthorized signboards, BD had set up a signboard control unit ("SCU") in 2011. On the question about the composition of SCU, DD of B advised that SCU

comprised three Senior Professional Officers, 10 Professional Officers, one Chief Technical Officer, four Principal Survey/Technical Officers, some Survey/Technical Officers, etc.

VIII Any other business

79. There being no other business, the meeting ended at 5:32 pm.

Council Business Division 1
Legislative Council Secretariat
1 September 2016