

立法會
Legislative Council

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Finance Committee of the Legislative Council

Minutes of the 4th meeting
held at Conference Room 1 of the Legislative Council Complex
on Friday, 20 October 2017, at 5:40 pm

Members present:

Hon CHAN Kin-por, GBS, JP (Chairman)
Hon Michael TIEN Puk-sun, BBS, JP (Deputy Chairman)
Hon James TO Kun-sun
Hon LEUNG Yiu-chung
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-yea, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP

Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung, JP
Hon Dennis KWOK Wing-hang
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon IP Kin-yuen
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kiwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon SHIU Ka-fai
Hon SHIU Ka-chun
Hon Wilson OR Chong-shing, MH
Hon YUNG Hoi-yan
Dr Hon Pierre CHAN
Hon CHAN Chun-ying
Hon Tanya CHAN
Hon HUI Chi-fung
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho

Members absent:

Hon Abraham SHEK Lai-him, GBS, JP
Prof Hon Joseph LEE Kok-long, SBS, JP
Hon Kenneth LEUNG
Hon Jimmy NG Wing-ka, JP
Hon CHEUNG Kwok-kwan, JP
Dr Hon CHENG Chung-tai

Public officers attending:

Ms Alice LAU Yim, JP	Permanent Secretary for Financial Services and the Treasury (Treasury)
Ms Carol YUEN, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) 1
Mr Mike CHENG Wai-man	Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch)
Dr CHUI Tak-yi, JP	Under Secretary for Food and Health
Miss Diane WONG Shuk-han	Principal Assistant Secretary for Food and Health (Food) 2
Mr HUI Fai-wing	Senior Superintendent (Public Columbaria Project Team), Food and Environmental Hygiene Department
Mr LAM Sai-hung, JP	Director of Civil Engineering and Development
Mr Louie LAU Chun-tat	Chief Engineer (Land Works), Civil Engineering and Development Department
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport) 1
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport) 5
Mr Daniel CHUNG Kum-wah, JP	Director of Highways
Mr Kelvin LO Kwok-wah	Project Manager (Major Works), Highways Department
Mr Alfred LAM Chiu-yu	Acting Assistant Commissioner for Transport (Planning),
Mr Kelvin SIU Kin-man	Chief Engineer (Major Projects), Transport Department
Mr Jack CHAN Jick-chi, JP	Under Secretary for Home Affairs
Ms Sandy CHEUNG Pui-shan	Principal Assistant Secretary for Home Affairs (Culture)2
Mr Edward TSE Cheong-wo	Project Director 3, Architectural Services Department
Mr Tony LEE Cheuk-ming	Chief Project Manager 301, Architectural Services Department
Mr LAM Wing-hong	Assistant Director of Food and Environmental Hygiene (Operations)2
Ms Shirley CHUNG Yuk-fong	Acting Assistant Director of Leisure and Cultural Services (Administration)
Mr Michael CHIU Yat-on	Chief Executive Officer (Planning)1, Leisure and Cultural Services Department

Ms Annisa MA Sau-ching	Acting Assistant Director of Social Welfare (Family and Child Welfare)
Miss Fanny FUNG Hing-sum	Senior Social Work Officer (Family)1, Social Welfare Department

Other persons attending:

Mr Franki CHIU	Director, Ove Arup & Partners Hong Kong Ltd
Prof Alexis LAU Kai-hon	Professor (Division of Environment and Sustainability), The Hong Kong University of Science and Technology

Clerk in attendance:

Ms Anita SIT	Assistant Secretary General 1
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Staff in attendance:

Mr Derek LO	Chief Council Secretary (1)5
Ms Ada LAU	Senior Council Secretary(1)7
Mr Raymond SZETO	Council Secretary (1)5
Mr Frankie WOO	Senior Legislative Assistant (1)3
Ms Michelle NIEN	Legislative Assistant (1)5

Action

**Item No. 1 – FCR(2017-18)19A
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 6 MAY 2017**

**PWSC(2016-17)45
HEAD 705 – CIVIL
Civil Engineering – Land development
758CL – Site formation and associated infrastructural
works for development of columbarium,
crematorium and related facilities at Sandy
Ridge Cemetery**

The Finance Committee ("FC") continued with its deliberation on FCR(2017-18)19A.

Time frames for the construction of columbarium at the Sandy Ridge Cemetery and for allocation of niches

2. Ir Dr LO Wai-kwok was concerned about the progress of the project. He pointed out that the project, albeit being supported by both the District Council(s) ("DCs") concerned and the public, had been repeatedly procrastinated before being submitted to FC for scrutiny. However, the project for the construction of the columbarium had not been submitted to the Legislative Council ("LegCo") as at to date. Ir Dr LO enquired about the time when the columbarium and crematorium at the Sandy Ridge Cemetery would be completed.

3. Mr CHAN Chi-chuen enquired about the time frame for the construction of the columbarium at the Sandy Ridge Cemetery and for the allocation of niches therein.

4. Principal Assistant Secretary for Food and Health (Food) 2 ("PASFH(F)2") replied that the Government commissioned a design consultant in 2017 with the objective of commencing the construction works in 2021 immediately after the completion of the site formation works. The Government intended to start allocating niches by phases in 2024 according to the recommendations made by traffic consultants. Moreover, various stakeholders and DCs would be consulted on the construction of the proposed crematorium in a timely manner, and relevant funding proposals would be submitted to LegCo for scrutiny.

Traffic problem

5. Noting that the implementation of traffic alleviation measures would fall in step with the pace of niche allocation, Mr CHAN Chi-chuen enquired about the concrete arrangements.

6. Mr CHU Hoi-dick was concerned about the huge grave-sweeper flow that would be brought to the district after all 200 000 niches at the columbarium at the Sandy Ridge Cemetery were allocated. He enquired whether the Government had considered designating premises inside the columbarium for operating dining outlets, so as to reduce the traffic flow generated by grave sweepers having dining needs. Mr CHU also asked whether the Government had considered widening the section of Lo Wu Road linking with Sha Ling Road to facilitate vehicular flow.

7. Pointing out that local residents were gravely concerned about the traffic problems that might be entailed by the completion of the columbarium at the Sandy Ridge Cemetery, Ms Starry LEE urged the Government to respond to such concerns.

8. In response, PASFH(F)2 and Director of Civil Engineering and Development ("DCED") said that:

- (a) the Government understood the concerns raised by members and the community on traffic problems. To address the increased pedestrian flow that would be brought upon the completion of the columbarium at the Sandy Ridge Cemetery, niches would be allocated in phases, according to the recommendations in the traffic impact assessment ("TIA");
- (b) apart from implementing TIA recommendations, the Food and Environmental Hygiene Department ("FEHD") would review local traffic situation within five years after the completion of the facilities in order to obtain actual traffic data. The Government might, taking into account such data, consider adjusting the pace of niche allocation and implementing other traffic alleviation measures. In addition, in the case of the Wo Hop Shek Cemetery, the Government had, at the request of the community, widened the footbridge linking with the MTR Fanling Station;
- (c) it was planned that one-stop funeral services would be provided at the columbarium at the Sandy Ridge Cemetery. Space would be reserved within the crematorium to provide dining services, and the scale of which would be determined after consultation with the DCs concerned when finalizing the design of the crematorium; and
- (d) the section of Lo Wu Road mentioned by Mr CHU Hoi-dick was currently opened to emergency vehicles only. The Government was of the view that widening this section of Lo Wu Road for access by buses would involve large-scale construction works and necessitate the resumption of a considerable amount of private land.

Public consultation

9. Pointing out that some local residents had, in view of traffic and sewage problems associated with the project, submitted written views to raise objections, Mr LEUNG Che-cheung asked the Government how it would handle such views.

10. DCED replied that the Government would, according to the contact details provided by objectors, invite them to attend a meeting at which the Government would brief them on the latest situation of the problems raised by them, respond to their concerns and lobby for their support for the project. The Government had also clarified that sewage works would not be carried out at Lin Ma Hang Road, and the stakeholders concerned had expressed understanding. Under the relevant mechanism, objectors might withdraw their objections with conditions; in case objectors eventually maintained their objections, the Government would submit the unresolved objections, together with the Government's explanations, to the Chief Executive in Council for consideration.

Important trees

11. Mr LEUNG Che-cheung noted that a number of important trees (including two important trees which were not registered Old and Valuable Trees) would have to be transplanted as a result of the implementation of the project. He enquired about the responsible departments in case problems emerged in the process.

12. Ms Tanya CHAN was concerned that under the project, many trees would be felled and the natural landscape would be damaged. A large and healthy cotton tree (scientific name: *Bombax ceiba*; Tree No.: T-0150) was proposed to be felled.

13. In response, DCED and Chief Engineer (Land Works), Civil Engineering and Development Department advised that:

- (a) the relevant departments would, after checking the Register of Old and Valuable Trees, suggest the transplant arrangements for important trees affected by the project, taking into account the intrinsic characters of tree species, and its survival rate after transplanting; and

- (b) regarding the two important trees which were not registered Old and Valuable Trees, the Government would adhere to the usual practice and arrange for transplant as far as possible. In case transplant of the tree was considered impracticable, the tree would have to be felled. The Government had examined whether a cotton tree (Tree No.: T-0150) could be retained, but the tree was in conflict with the alignment of the widened Sha Ling Road. If the proposed road was to be realigned to avoid affecting the tree, substantial private land resumption was required. The tree was therefore proposed to be felled.

Management of niches

14. Mr CHAN Chi-chuen proposed that reusable niches could be put in place at the columbarium at the Sandy Ridge Cemetery.

15. Mr YIU Si-wing enquired whether the Government would consider outsourcing the operation of some of the niches at the columbarium at the Sandy Ridge Cemetery to the private sector.

16. Mr Jeremy TAM was concerned that under the prevailing policy, stillborn fetuses of less than 24 weeks' gestation would be treated as clinical waste, and could neither be cremated nor buried. Recently, there had been views in the community that the policy should be reviewed. He asked whether the Government would consider reserving space at the columbarium at the Sandy Ridge Cemetery for scattering the cremated ashes of stillborn fetuses of less than 24 weeks' gestation.

17. In response, PASFH(F)2 advised that:

- (a) expressing support for the proposal on reusable niches, the Government would consult the Working Group on Green Burial and Related Matters under the Advisory Council on Food and Environmental Hygiene. The Government aimed to brief the Panel on Food Safety and Environmental Hygiene on this issue in 2018;
- (b) the Government was open-minded about the proposal of commissioning private service providers to operate some of the government niches, but for the time being, there was no plan to do so at the columbarium at the Sandy Ridge Cemetery. The columbarium concerned would be managed by FEHD; and

- (c) regarding the concerns raised by Mr Jeremy TAM on the disposal of stillborn foetuses of less than 24 weeks' gestation, the Government observed that the caseload per year was on the low side, after examining the relevant information. In respect of a recent case that aroused the community's concerns, the Hospital Authority had returned the stillborn fetus to the parents for keeping the dead body of their stillborn baby in a privately-run Catholic Cemetery (delineated areas other than grave space for burial of human remains).

Supply of niches

18. Ms Starry LEE was concerned about the current shortage of supply of niches, resulting in a long queue of applicants who were not allocated niches through drawing lots. She enquired whether the Government would consider her proposal on setting up a scoring scheme for the allocation of public niches, so that unsuccessful applications in previous allocation exercises would stand a higher chance of success than first-time applications.

19. Ms Tanya CHAN enquired about the Government's planning for the supply of niches. She also asked whether the cremated ashes of more than one deceased could be kept in a niche, and if so, whether it would generate additional pedestrian flow.

20. In response, PASFH(F)2 advised that:

- (a) noting Ms Starry LEE's proposal, the Government was actively examining the issue with the Working Group on Green Burial and Related Matters under the Advisory Council on Food and Environmental Hygiene. The Government intended to submit the relevant proposal to the Panel on Food Safety and Environmental Hygiene for discussion within this legislative session; and
- (b) regarding planning for the supply of niches, there were a number of factors that had to be taken into account: a total of about 900 000 niches was expected to come on stream along with the proposed construction of 24 public columbaria; niches were provided by privately-run columbaria; and some members of the public might choose green burials for their deceased relatives. In addition, members of the public could

apply to FEHD for placing additional sets of ashes in niches. Information showed that the additional set of ashes of a deceased person to be put in the same niche was usually the close relative of the deceased person whose ashes were the first to be kept in the niche. Therefore, the arrangement of placing additional sets of ashes might not entail increased grave-sweeper flow.

Land acquisition

21. Noting that only a minimal provision had been set aside for the purpose of land resumption, Ms Claudia MO asked whether the provision was adequate to meet the costs of potential legal proceedings. She was also concerned about whether there were affected residents who refused to move out of their residences.

22. Noting that a sum of \$1 million had been budgeted for payment of ex-gratia allowance for business undertakings, Mr Jeremy TAM enquired about the target recipients of the allowance.

23. In response, PASFH(F)2 and DCED advised that:

- (a) given that the project area was within the Sandy Ridge Cemetery, the Government had, in the course of designing the alignment, avoided private land as far as possible, thereby minimizing the private land to be resumed. The land to be resumed was mainly situated adjacent to the Sha Ling Road. The sum of \$8.2 million currently reserved for the purpose might have to be adjusted in tandem with movement of the rate of ex-gratia allowance which was revised on a biannual basis; and
- (b) given that a business undertaking (a cement plant) was operating on the lot to be resumed, the Lands Department ("LandsD") would offer ex-gratia allowance for business undertakings to the operator concerned according to established practice.

Construction wastes

24. Referring to a paper which indicated that the recycling rate of the construction wastes generated by this project would be as high as 99%, Ms Claudia MO queried whether the Government could meet this target.

25. In response, DCED pointed out that the Government would reduce generation of construction waste where possible, thereby minimizing the amount of waste that had to be disposed of. First of all, the Government would reuse the excavated materials on site for filling works, and remaining excavated materials would be delivered to concurrent projects for subsequent reuse. The remaining non-inert construction waste (1% of all construction waste generated by the project) would be disposed of at landfills.

Communal compensation

26. Mr CHU Hoi-dick pointed out that about 71% of niches proposed to be built were in the North District and in Tuen Mun. Given that a number of obnoxious facilities had been placed in these communities, he had suggested that apart from implementing project-based mitigation measures, the Government should offer communal compensation for these two districts by allocating additional resources for the construction of other facilities in these two districts. According to his understanding, the Government, for fear of producing knock-on effect on other public works projects, did not give positive responses to his suggestion. He asked whether the current-term Government would change the aforesaid stance after assumption of office. The Chairman said that during a duty visit to South Korea, LegCo Members noted that similar arrangements had been put in place in South Korea under which compensatory proposals were offered to communities affected by the presence of obnoxious facilities.

27. PASFH(F)2 replied that there was no change in the Government's stance on offering communal compensation. The Government would, having regard to the overall needs of the community, plan the provision of community facilities, and would actively follow up on the views of the DCs of the districts concerned as well as those of the public (including their views on the provision of traffic and other facilities as a result of the implementation of the projects concerned).

Permitted Burial Grounds

28. Mr CHU Hoi-dick said that in reply to his enquiry about Permitted Burial Grounds ("PBGs") for indigenous villagers, the Food and Health Bureau indicated in June 2017 that the enquiries would be referred to the Home Affairs Department ("HAD") for follow-up. He asked about HAD's reply to his enquiries.

29. PASFH(F)2 replied that according to HAD's information, since 1983, the Government had designated about 520 PBGs on various pieces of Government land, totalling some 4,000 hectares, and between 1983 and end-2016, a total of 32 942 Burial Certificates had been issued.

Green burial

30. Mr CHU Hoi-dick considered that territory-wide promotion of green burial was conducive to achieving the policy objective of the district-based columbarium development scheme (i.e. all districts in Hong Kong should have a fair share in their commitment to the supply of obnoxious facilities). He requested the Government to elaborate on its planning for the construction of green burial facilities in new development areas (including the implementation of trial schemes). The Chairman requested the Government to provide a written response.

[Post-meeting note: The supplementary information provided by the Government was circulated to members vide LC Paper No. FC122/17-18(01) on 30 January 2018.]

Other concerns

31. Mr CHU Hoi-dick said that the amendments proposed to the Finance Committee Procedure by Mr Martin LIAO and other members from the pro-establishment camp would render it impossible for members to request separate voting at FC meetings on recommendations endorsed by the Public Works Subcommittee ("PWSC"). Given that a number of members in the pro-establishment camp and the pan-democratic camp had raised questions on this item, he appealed to members in the pro-establishment camp to seriously consider whether it was appropriate to propose such amendments.

Progress of scrutiny of this item

32. At 5:55 pm, the Chairman said that given the prolonged discussion on this item at PWSC meetings, and voting results showed that no PSWC member had objected to this item, he considered that this item had been thoroughly discussed. He would end the discussion and put the item to vote after all members currently on the wailing list had spoken.

33. At 6:17 pm, after all members on the wailing list had spoken, Ms Claudia MO requested to speak. The Chairman said that although he had "drawn a line" on the discussion of this item, he would exercise his discretion of allowing those members who intended to speak to do so.

34. Mr CHAN Chi-chuen and Mr CHU Hoi-dick queried the justifications for the Chairman to "draw a line" on the discussion of this item. The Chairman explained that scrutiny of an item would be handled on the basis of individual merits. In respect of this item, as there had been thorough discussion at PWSC meetings and there were other items on the agenda of this FC meeting, he considered it appropriate to end the discussion on this item and put the item to vote.

Voting on FCR(2017-18)19A

35. At 6:28 pm, the Chairman put item FCR(2017-18)19A to vote. At the request of members, the Chairman ordered a division, and the division bell was rung for five minutes. The votes of individual members were as follows:

For:

Mr Tommy CHEUNG Yu-yan	Mr Jeffrey LAM Kin-fung
Mr WONG Ting-kwong	Mr CHAN Hak-kan
Dr Priscilla LEUNG Mei-fun	Mr WONG Kwok-kin
Ms Claudia MO	Mr Steven HO Chun-yin
Mr WU Chi-wai	Mr YIU Si-wing
Mr MA Fung-kwok	Mr Charles Peter MOK
Mr CHAN Chi-chuen	Mr CHAN Han-pan
Ms Alice MAK Mei-kuen	Mr KWOK Wai-keung
Mr Dennis KWOK Wing-hang	Mr Christopher CHEUNG Wah-fung
Dr Helena WONG Pik-wan	Dr Elizabeth QUAT
Mr POON Siu-ping	Dr CHIANG Lai-wan
Ir Dr LO Wai-kwok	Mr CHUNG Kwok-pan
Mr Alvin YEUNG	Mr Andrew WAN Siu-kin
Dr Junius HO Kwan-yiu	Mr HO Kai-ming
Mr LAM Cheuk-ting	Mr Holden CHOW Ho-ding
Mr SHIU Ka-fai	Mr Wilson OR Chong-shing
Ms YUNG Hoi-yan	Mr CHAN Chun-ying
Ms Tanya CHAN	Mr HUI Chi-fung
Mr LUK Chung-hung	Mr LAU Kwok-fan
Mr Kenneth LAU Ip-keung	Mr KWONG Chun-yu
Mr Jeremy TAM Man-ho	

(41 members)

Against:
Mr CHU Hoi-dick
(1 member)

36. At 6:34 pm, the Chairman declared that the item was approved.

**Item 2 — FCR(2017-18)21A
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2017**

**PWSC(2017-18)11
HEAD 706 — HIGHWAYS
Transport — Roads
461TH — Central Kowloon Route – Main Works**

37. The Chairman said that this item sought FC's approval of PWSC's recommendation made at its meeting on 24 June 2017, i.e. the recommendation in PWSC(2017-18)11 regarding the upgrading of 461TH for the main works of the Central Kowloon Route ("CKR") to Category A at an estimated cost of \$42,363.9 million in money-of-the-day ("MOD") prices.

38. The Chairman declared that he was an independent non-executive director of The Bank of East Asia.

Compromise Scheme

39. Dr CHIANG Lai-wan said that the Yau Tsim Mong District Council had demanded that the semi-enclosure ("130 metres long") for the section of the Gascoigne Road Flyover ("GRF") fronting Blocks 1 and 5 of Prosperous Garden ("PG") be replaced with a full noise enclosure, and the full noise enclosure adjacent to Blocks 3 and 4 of PG be extended northwards by 60 metres beyond Yaumati Catholic Primary School. However, the Government had indicated in its reply that the request could not be acceded to as replacing the semi-enclosure with a full enclosure would render the total length of the fully-enclosed road section along GRF to exceed 230 metres, and the noise enclosure would resemble a road tunnel. Subsequently, the Government put forward the Compromise Scheme at a PWSC meeting with the undertaking that the relevant public works project ("PWP") item would be submitted to LegCo within three years. Requesting the Government to elaborate to FC on the details and timeline of the Compromise Scheme, she also appealed for the extension of

the full noise enclosure to cover Yaumati Catholic Primary School and Yau Ma Tei Police Station. Mr CHAN Han-pan raised similar concerns and views.

40. Dr Priscilla LEUNG considered that the Government might consider offering reasonable compensation for PG residents.

41. Mr CHAN Chi-chuen pointed out that LegCo had, in the form of a complaint case, followed up on the PG residents' request for the installation of a full noise enclosure. The Government had initially rejected the proposal on the ground of technical infeasibility, but in response to requests raised by Members, a Compromise Scheme was eventually put forward. He asked whether the Government would consult PG residents afresh on the Compromise Scheme to secure their support.

42. Enquiring about the details of the Compromise Scheme, Ms Claudia MO also asked whether the Scheme represented a finalized scheme which was not subject to any changes.

43. Dr CHIANG Lai-wan was concerned that the standards in the Environmental Impact Assessment ("EIA") Report of CKR were outdated, not in compliance with the prevailing requirements under the Environmental Impact Assessment Ordinance (Cap. 499). Dr Helena WONG shared the same concern.

44. In response, Deputy Secretary for Transport and Housing (Transport) 1 ("DSTH(T)1") advised that:

- (a) under the mitigation measures proposed under the present item, the existing traffic noise impact on the residents of PG would be reduced to a level that complied with the requirements under the Environmental Permit. Notwithstanding this, the Government, having regard to the public's views on the project, put forward the Compromise Scheme in June this year, taking into full account various relevant factors and the outcomes of a preliminary technical feasibility assessment. Given that it took time to conduct a detailed study on the Compromise Scheme, it was proposed that the Scheme be implemented as a separate PWP item, so that FC might approve this item to enable the expeditious implementation of the CKR project first, while the Compromise Scheme would be submitted to LegCo for scrutiny at a later stage;

- (b) the Compromise Scheme consisted of two projects. The Forecast Cost per Provisional Design ("FCPD") of the Central Full Enclosure covering both bounds in whole was roughly about \$670 million in MOD prices, while that of the Northern Extension was roughly about \$450 million in MOD prices. If further revisions to the the Compromise Scheme were required in order to accommodate other requests, the estimated costs would be subject to further adjustments; and
- (c) regarding the consultation procedures, the Government planned to embark on a study on the Compromise Scheme after the funding for the CKR project was approved by FC by exploring the feasibility of the suggestions raised by members. The Government would also consult relevant DCs and the public on the Compromise Scheme in a timely manner.

45. Regarding the request for the Northern Extension, Dr KWOK Ka-ki pointed out the request was rejected by the Government which considered the Northern Extension as not cost-effective, given the high construction cost and the limited number of residential units which could be benefited (it would only benefit about 50 additional residential units of PG facing GRF by reducing the noise level by 1.0 dB(A) or above). He asked whether the Government would consider procuring these 50-odd residential units at market price for use on other purposes, such as operating publicly-run partitioned units.

46. In response, DSTH(T)1 and Director of Highways ("DHy") advised that:

- (a) according to EIA Report, the traffic noise impact on around 700 dwellings of PG residents would be improved with the construction of CKR; and
- (b) a policy on procuring units affected by PWP items was currently not in place, while the Compromise Scheme proposed by the Government had taken into account the situation of these 50-odd residential units.

Impact of the Central Kowloon Route on the traffic in Kowloon

47. Mr HO Kai-ming said that the Hong Kong Federation of Trade Unions supported this item. Highlighting the importance of the connection between CKR and Trunk Road T2 in alleviating the traffic congestion in Kwun Tong, he asked the Government when the funding proposal for Trunk Road T2 would be submitted to LegCo and whether Trunk Road T2 would be completed concurrently with CKR. Mr HO was worried that the Trunk Road T2 project might be affected by "filibustering".

48. Dr Helena WONG was worried that CKR was not sufficient to alleviate the traffic congestion problem in Kowloon. Given that the roads to the west of CKR, i.e. the roads in the vicinity of the Yau Ma Tei Interchange and Tsim Sha Tsui, were already very congested, she pointed out that the problem would be further aggravated with the successive completion of the West Kowloon Station ("WKS") of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL") and the West Kowloon Cultural District.

49. In response, DSTH(T)1 and Acting Assistant Commissioner for Transport (Planning) ("Acting ACT(P)") advised that:

- (a) CKR, together with Trunk Road T2 and the Tseung Kwan O – Lam Tin Tunnel ("TKO-LTT"), were the three main components of Route 6, with TKO-LTT having commenced works in July last year and scheduled for completion in 2021. If funding for CKR could be secured for expeditious commencement of works, it was expected that the project could be completed in 2025. In comparison, Trunk Road T2 was a less complicated project and would be submitted to LegCo for scrutiny in a timely manner to dovetail with the commissioning of CKR. In addition, the Government would, at a later stage, submit to LegCo the funding proposal for the construction of Cross Bay Link, Tseung Kwan O for connection with Route 6; and
- (b) it was the Government's view that the current congestion on the roads in the vicinity of the Yau Ma Tei Interchange and Tsim Sha Tsui was attributed to the construction works of WKS of XRL. With the completion of WKS of XRL and the commissioning of new link roads in the area, the congestion problem would be relieved.

Shortage of parking spaces resulted from the demolition of Yau Ma Tei Multi-storey Carpark

50. Mr HO Kai-ming, Mr CHAN Han-pan, Dr Priscilla LEUNG, Mr Holden CHOW and Mr Wilson OR were concerned that affected by the project, the Yau Ma Tei Multi-storey Carpark ("YMTMCP") would be demolished and the shortage of parking spaces in the area would be more severe. They pointed out that as the supply of parking spaces by nearby carparks alone fell far short of the demand for parking spaces in the area, it was likely that a large number of vehicles would be forced to park illegally by the roadside due to difficulty in securing parking spaces in the area, thereby further aggravating the traffic congestion problem there. Although the Government had identified a site at the junction of Jordan Road/Lin Cheung Road that could be used as a temporary carpark, it could not effectively alleviate the shortage of parking spaces as it was situated far from the original location of YMTMCP. Mr CHOW urged the Government to maintain the total number of parking spaces in the area. Criticizing that the parking spaces to be provided after the completion of the proposed works would be fewer than the original provision, Mr CHAN urged the Government to identify a site or procure nearby buildings for the purpose of redeveloping YMTMCP. Mr CHAN also pointed out that if the Government planned the number of parking spaces in the area according to the Hong Kong Planning Standards and Guidelines ("HKPSG"), the number of parking spaces to be supplied would be reduced by 70% as the site was within a 500-metre radius of a rail station, which would lag far behind the actual demand for parking spaces in the area. As such, the Government should not determine the number of parking spaces on the basis of HKPSG; instead, the parking spaces to be provided should not be fewer than the original provision.

51. Pointing out that upon the demolition of YMTMCP, there would be no public parking spaces in Yau Ma Tei and Jordon districts, Dr Helena WONG considered that the Government should explore every possible means to provide additional on-street metered spaces.

52. Mr WU Chi-wai considered that while the Government should embark on the CKR project expeditiously, it was incumbent upon the Government to provide additional parking spaces, in response to the requests made by those members of the public affected by the demolition of YMTMCP. Given the scarcity of developable land in the area, he asked whether the Government had studied the feasibility of constructing underground carparks at the public facilities in the area. He also requested the Government to undertake that it would, at the time when the

Compromise Scheme was submitted to LegCo, also inform this Council of the outcomes of the relevant studies and its proposed measures to address the problem of insufficient parking spaces in the area. The Chairman requested the Government to submit a written response to confirm such an undertaking.

[*Post-meeting note:* The supplementary information provided by the Government was circulated to members vide LC Paper No. FC128/17-18(01) on 6 February 2018.]

53. Ms Claudia MO criticized that the Government had so far displayed no intention to make up for the loss of parking spaces resulted from the demolition of YMTMCP, neither did it have the intention to solve the problem of severe shortage of parking spaces in the area.

54. Worried about the problem of severe shortage of parking spaces for commercial vehicles, Mr Tommy CHEUNG urged the Government to review the prevailing transport policy.

55. In response, Acting ACT(P) advised that:

- (a) noting members' views, the Government would conduct an overall planning for parking spaces in the area, and would report to LegCo the Government's proposed measures to tackle the shortage of parking spaces. However, as the Government did not consider the redevelopment of YMTMCP a cost-effective option, it had no intention to resort to this alternative;
- (b) the Government had been striving to provide more parking spaces. Upon the completion of the redevelopment of the Middle Road Multi-storey Carpark in 2020, it could provide about 300 parking spaces. Moreover, the Government would also strive to provide additional public parking spaces in the new projects to be implemented in the area (including the project to be developed on the original site of YMTMCP), but meanwhile there was no plan to resume the buildings in the area for developing carparks; and

- (c) the transport policy adopted by the Government aimed to encourage the use of public transport modes. Moreover, HKPSG had been operating effectively over the years. The Government would plan the number of parking spaces according to HKPSG in the light of local needs. In keeping with changing times, HKPSG had been updated six times over the past 15 years.

Design of the Central Kowloon Route

56. Dr CHIANG Lai-wan asked whether additional exits could be provided along CKR's alignment in future. DHy replied that according to the existing design of CKR, it would be technically difficult to provide additional exits en route. As such, the Government did not have such plans.

57. Mr Wilson OR was confident that the traffic situation in Kwun Tong would be improved after the commissioning of CKR. Mr CHU Hoi-dick enquired whether the TIA of the project had examined how the traffic flow generated by the east exit of CKR would impact on roads in Kwun Tong (internal streets inclusive).

58. Acting ACT(P) said that CKR was a cross-district route which was aimed at diverting cross-district traffic flow and alleviating the congestion on roads in Kwun Tong, such as Kwun Tong Road. Traffic analyses on the road segments mentioned by Mr CHU were included in the TIA of the present item.

Project contract

59. Noting that the closing date for receipt of tenders for the present item, originally falling on 6 October this year, had been extended to 3 November as per the gazette notice issued by the Government on 15 September, in response to the request made by prospective tenderers, Mr CHAN Chi-chuen asked about the circumstances under which the Government would extend the closing date of tenders in response to requests made by prospective tenderers. He was worried that extending the closing date for receipt of tenders was unfair to those tenderers who had made their submissions.

60. DHy replied that generally speaking, the closing date for receipt of tenders would be extended in case relatively substantial amendments had to be made to the tender document of a project. Furthermore, if a number of prospective tenderers considered it necessary to have more time in preparing tenders, and requested a longer tendering period, the Government would consider such requests having regard to the justifications provided by prospective tenderers. If the Government did not accede to such requests, the risks generated by insufficient tender preparation time might be reflected in the tender price submitted by prospective tenderers, eventually leading to higher project costs. If the prospective tenderers could not provide sufficient justifications for extending the closing date for receipt of tenders, the Government would not consider such requests. In addition, as tenderers usually submitted tenders on the closing date, the situation mentioned by Mr CHAN Chi-chuen would not occur.

61. Noting that the budgeted provision for price adjustment under the item was as high as \$12.6 billion, Dr KWOK Ka-ki asked the Government about the measures that would be put in place to supervise the contractor, with a view to ensuring that the contractor would not abuse the provision for price adjustment by making indiscriminate claims.

62. In response, DSTH(T)1 and DHy advised that:

- (a) a paper (LC Paper No. PWSC 225/16-17(01)) was submitted by the Government to explain the reasons for the increase in project cost, including the addition of various enhanced design elements at the detailed design stage;
- (b) the Highways Department ("HyD") would implement stringent cost control measures including packaging the project into several contracts for implementation with a view to enhancing tender competitiveness by making the tenders financially viable for more contractors; and
- (c) a substantial portion of the project involved the building of tunnels, and tenders on which had not yet been invited. HyD would make arrangements so that prior to invitation for tenders for the main tunnel works, ground investigations would be carried out by conducting horizontal directional corings along the alignment of the main tunnel, thus enabling a better grasp of the actual rock conditions. The concerned information would be included in the relevant tender documents.

Reprovisioning of facilities

63. Noting that there was a mosque among the facilities that would be affected by the CKR project and had to be reprovisioned, Dr CHIANG Lai-wan enquired about the reprovisioning arrangement for the mosque concerned.

64. In response, Project Manager (Major Works), Highways Department pointed out that HyD had, through the LandsD, liaised with the affected mosque which had signed a consent form indicating that it would move out on 1 January 2018. Notwithstanding this, LandsD would try its best to identify a suitable site for temporary reprovisioning of the mosque.

Other transport policies

65. Mr CHU Hoi-dick was concerned about the findings of the study on diverting the distribution of traffic among the three road harbour crossings. Acting ACT(P) said that the Government would report the study findings to the Panel on Transport in the 2017-2018 session.

66. Mr CHU Hoi-dick criticized the Government for having failed to launch any measures to effectively curb the growth of private cars so far. In response, Acting ACT(P) expressed his understanding of Mr CHU's concerns, and said that the Government would, under a multi-pronged approach, contain the growth of private cars and relieve the problem of traffic congestion. On the other hand, the Government also understood that there was a certain degree of demand for private cars among the public.

Voting on FCR(2017-18)21A

67. At 7:37 pm, there being no further questions from members, the Chairman put item FCR(2017-18)21A to vote. At the request of members, the Chairman ordered a division, and the division bell was rung for five minutes. The votes of individual members were as follows:

For:

Mr James TO Kun-sun

Mr WONG Ting-kwong

Mr WONG Kwok-kin

Mr Frankie YICK Chi-ming

Ms Alice MAK Mei-kuen

Dr Fernando CHEUNG Chiu-hung

Mr POON Siu-ping

Mr Tommy CHEUNG Yu-yan

Dr Priscilla LEUNG Mei-fun

Ms Claudia MO

Mr Charles Peter MOK

Mr KWOK Wai-keung

Dr Helena WONG Pik-wan

Ir Dr LO Wai-kwok

Mr Alvin YEUNG
Mr HO Kai-ming
Mr SHIU Ka-fai
Mr Wilson OR Chong-shing
Mr CHAN Chun-ying
Mr HUI Chi-fung
Mr Kenneth LAU Ip-keung
(27 members)

Dr Junius HO Kwan-yiu
Mr Holden CHOW Ho-ding
Mr SHIU Ka-chun
Ms YUNG Hoi-yan
Ms Tanya CHAN
Mr LUK Chung-hung

Abstained:

Mr CHAN Chi-chuen
Mr CHU Hoi-dick
(3 members)

Dr CHIANG Lai-wan

68. At 7:42 pm, the Chairman declared that the item was approved.

**Item 3 — FCR(2017-18)27A
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 28 JUNE 2017**

PWSC(2017-18)4

HEAD 703 — BUILDINGS

Support — Others

183GK — Reprovisioning of Shanghai Street refuse collection point and street sleepers' services units to the site on Hau Cheung Street, Yau Ma Tei for the phase II development of the Yau Ma Tei Theatre project

69. The Chairman said that this item sought FC's approval of PWSC's recommendation made at its meeting on 28 June 2017, i.e. the recommendation in PWSC(2017-18)4 regarding the upgrading of 183GK to Category A for the reprovisioning of Shanghai Street refuse collection point ("RCP") and street sleepers' services units ("SSSU") to the site on Hau Cheung Street, Yau Ma Tei to make way for phase II development of the Yau Ma Tei Theatre ("YMTT") project. The estimated cost of the proposed project had been updated to \$223.3 million in MOD prices.

70. Dr Fernando CHEUNG pointed out that after repeated requests made by Members, the Government finally acceded to such requests by building additional floors between SSSU and RCP to serve as a buffer, and providing air-conditioning at the SSSU concerned.

71. Dr Helena WONG considered that the places to be provided by the SSSU in the proposed building would be in short supply as the facilities in the proposed SSSU compared favourably with those in the existing SSSU. Dr Fernando CHEUNG said that the current low utilization rate of SSSU was due to the use of bunk beds by the street sleepers' shelter, as street sleepers with mobile impairment found it difficult to use the upper bunks and vacant upper bunk places could not be used at all. The two members urged the Government to increase the provision of places in the proposed SSSU. Dr CHEUNG suggested that the lobby-cum-multi-purpose room and offices to be built on the third floor of the proposed building should be relocated to the second floor to vacate the space on the third floor for the provision of more places for street sleepers.

72. Under Secretary for Home Affairs pointed out that the existing SSSU provided about 70 overnight shelter places for street sleepers. After taking into account Members' views, the Government reviewed the layout of the fourth floor of the proposed building, and six additional places could be provided flexibly on a need basis. In case of greater demand for places, the Government could also consider using the podium space on the fourth floor of the proposed building, while the proposed offices for the Leisure and Cultural Services Department on the second floor of the proposed building could also be converted to spaces for use by SSSU. Dr Fernando CHEUNG's proposal involved substantial revisions to the existing plans and it would take time to prepare new plans to accommodate such changes. Acting Assistant Director of Social Welfare (Family and Child Welfare) supplemented that according to the Government's information, the utilization rate of the existing SSSU was about 60%, and the Government would, having regard to the actual demand, consider increasing the number of places in SSSU.

73. The Chairman requested that the Government should, in response to members' questions and concerns, provide supplementary information before the next meeting.

[Post-meeting note: The supplementary information provided by the Government was circulated to members vide LC Paper No. FC35/17-18(01) on 27 October 2017.]

Extension of meeting

74. At 7:29 pm, the Chairman declared that the meeting be extended for 15 minutes to 7:44 pm.

75. The meeting ended at 7:45 pm.

Legislative Council Secretariat

11 June 2018