

立法會
Legislative Council

LC Paper No. CB(1)670/17-18
(These minutes have been seen
by the Administration)

Ref: CB1/PL/EA

Panel on Environmental Affairs

Minutes of meeting
held on Monday, 22 January 2018, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

- Members present** : Hon Tanya CHAN (Chairman)
Dr Hon Junius HO Kwan-yiu, JP (Deputy Chairman)
Hon LEUNG Yiu-chung
Hon WONG Ting-kwong, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon Kenneth LEUNG
Hon CHUNG Kwok-pan
Hon SHIU Ka-fai
Hon HUI Chi-fung
Hon Kenneth LAU Ip-keung, BBS, MH, JP
- Members absent** : Hon KWOK Wai-keung, JP
Hon Dennis KWOK Wing-hang
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Ir Dr Hon LO Wai-kiwok, SBS, MH, JP
Hon CHU Hoi-dick

**Public Officers
attending** : **For item IV**

Mr TSE Chin-wan, BBS, JP
Under Secretary for the Environment

Ms Daisy LO
Assistant Director (Water Policy)
Environmental Protection Department

Mr Anthony FOK
Principal Environmental Protection Officer
(Sewerage Infrastructure)
Environmental Protection Department

Mr Anthony TSANG
Assistant Director/Projects and Development
Drainage Services Department

Mr TAI Wai-man
Chief Engineer/Project Management
Drainage Services Department

For item V

Mr TSE Chin-wan, BBS, JP
Under Secretary for the Environment

Mr WONG Chuen-fai
Assistant Director (Environmental Assessment)
Environmental Protection Department

Dr LAU Kwok-keung
Principal Environmental Protection Officer
(Assessment and Noise)
Environmental Protection Department

Mr NG Wai-keung
Deputy Project Manager (Major Works) (2)
Highways Department

Clerk in attendance : Miss Cindy HO
Chief Council Secretary (1)1

Staff in attendance : Ms Anki NG
Senior Council Secretary (1)1

Mr Jason KONG
Council Secretary (1)1

Miss Mandy POON
Legislative Assistant (1)1

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I. Confirmation of minutes

(LC Paper No. CB(1)481/17-18 — Minutes of the meeting held on 27 November 2017)

The minutes of the meeting held on 27 November 2017 were confirmed.

II. Information papers issued since last meeting

2. Members noted that the following papers had been issued since the last meeting:

(LC Paper No. CB(1)382/17-18(01) — Referral arising from the meeting between Legislative Council Members and Eastern District Council members on 14 July 2017 regarding environmental pollution issues of "garages in urban areas" (Chinese version only) (Restricted to Members)

LC Paper No. CB(1)425/17-18(01) — Letter dated 29 December 2017 from Hon HUI Chi-fung on issues relating to the recycling of yard waste (Chinese version only)

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LC Paper No. CB(1)483/17-18(01) — Information paper on "Proposed Amendment to Schedule 2 to the Hazardous Chemicals Control Ordinance (Cap. 595)" provided by the Administration

LC Paper No. IN04/17-18 — Information note on "Feed-in tariff for solar power in selected places" prepared by the Research Office of the Legislative Council Secretariat)

III. Items for discussion at the next meeting

(LC Paper No. CB(1)486/17-18(01) — List of follow-up actions

LC Paper No. CB(1)486/17-18(02) — List of outstanding items for discussion)

3. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 26 February 2018, at 2:30 pm:

- (a) promoting the use of electric vehicles; and
- (b) upgrading of sewage pumping stations and sewerage along Ting Kok Road.

IV. Rehabilitation of trunk sewers in Tuen Mun

(LC Paper No. CB(1)486/17-18(03) — Administration's paper on "4390DS — Rehabilitation of trunk sewers in Tuen Mun")

Briefing by the Administration

4. With the aid of a power-point presentation, the Assistant Director/Projects and Development, Drainage Services Department ("AD(P&D)/DSD") briefed members on the Administration's proposal to

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upgrade Public Works Programme ("PWP") Item No. 4390DS "Rehabilitation of trunk sewers in Tuen Mun" to Category A at an estimated cost of \$806.6 million in money-of-the-day ("MOD") prices.

(Post-meeting note: A set of the power-point presentation materials was circulated to members vide LC Paper No. CB(1)511/17-18(01) on 22 January 2018.)

Discussion

5. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure, they should disclose the nature of any direct or indirect pecuniary interest relating to the funding proposal before they spoke on the item.

Works timeframe and capital cost

6. The Deputy Chairman enquired about the scope and timeframe of the proposed works. AD(P&D)/DSD responded that the scope of works comprised: (a) the rehabilitation of about 4.2 km of sewage box culvert along Tin Hau Road and Lung Mun Road, (b) the rehabilitation of about 360 m of sewers across Tuen Mun River Channel and associated chamber modification works, (c) the construction of about 600 m of sewers along Tin Hau Road and across Tuen Mun River Channel, and (d) ancillary works. The Administration planned to submit the proposal to the Finance Committee in May 2018 after consulting the Public Works Subcommittee ("PWSC"), with a view to commencing the proposed works in the fourth quarter of 2018 for completion in the first quarter of 2023.

7. The Deputy Chairman expressed concern about the high capital cost and the long timeframe of about four years to complete the proposed works, and enquired whether alternative works methods and procedures could be adopted to expedite the project.

8. AD(P&D)/DSD responded that based on the outcome of the relevant traffic impact assessment and subsequent discussion of the traffic management measures with the Transport Department ("TD") and the Hong Kong Police ("HKP"), the proposed works would be divided into seven phases, with each phase lasting for about six to eight months. The four-year works timeframe had taken into account an estimated works duration of about 45 months and contingency to allow for inclement weather and other unforeseen circumstances.

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9. AD(P&D)/DSD further advised that the works timeframe had already been shortened from five years to just over four years after consulting the Tuen Mun District Council. DSD would carry out the proposed works at multiple sites as far as practicable while taking into account the need to minimize the traffic impact arising from the proposed works. He assured members that DSD would continue to liaise with TD and HKP with a view to further compressing the construction programme if feasible. The Under Secretary for the Environment ("USEN") supplemented that the Administration would endeavour to expedite the project, taking into account all relevant factors including traffic impact.

10. As regards the capital cost, AD(P&D)/DSD pointed out that the proposed works involved installation of internal lining to rehabilitate and strengthen the existing sewage box culvert and sewers, and the liners were glass-fibre reinforced plastic which could enhance the durability of these infrastructures. Moreover, it was necessary to take precautionary and safety measures against release of hazardous gases (such as hydrogen sulphide), and to remove sediments from the sewers, before the lining process could proceed.

Other issues

11. The Chairman enquired whether the trenchless pipe lining technique used in the current project had been adopted for other sewer rehabilitation works programmes in Hong Kong. AD(P&D)/DSD advised that such method had been used before, as in the previous case of rehabilitating the older sewers in the sewerage system in question under the minor works programme. These works had provided valuable experience for DSD to estimate the duration of works more accurately and better grasp the works method in the current project. On the Chairman's concern about the disposal of sediments removed from the sewers under the proposed works, the Chief Engineer/Project Management/DSD said that the sediments would be similar in nature to those contained within sewage being treated by the Pillar Point Sewage Treatment Works. These sediments would be removed from the sewers for drying and other treatments as appropriate before disposal at the landfill.

12. The Chairman further enquired whether large-scale sewer rehabilitation works would be carried out in other parts of the territory in the near future. AD(P&D)/DSD responded that under the Sewer Rehabilitation Programme, the local sewerage network was being upgraded progressively on a risk basis. It was envisaged that rehabilitation works costing about \$500 million to \$600 million each year would be taken forward in the coming 10 to 15 years.

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Concluding remarks

13. The Chairman concluded that members raised no objection to the Administration's submission of the proposal to PWSC for consideration.

V. Retrofitting of noise barriers on Tai Po Road (Sha Tin Section)

(LC Paper No. CB(1)486/17-18(04) — Administration's paper on "804TH — Retrofitting of Noise Barriers on Tai Po Road (Sha Tin Section)")

Briefing by the Administration

14. With the aid of a power-point presentation, the Deputy Project Manager (Major Works) (2), Highways Department ("DPM(MW2)/HyD") briefed members on the Administration's proposal to upgrade PWP Item No. 804TH "Retrofitting of Noise Barriers on Tai Po Road (Sha Tin Section)" to Category A at an estimated cost of \$851.8 million in MOD prices. The proposed works included retrofitting of noise barriers and enclosures on (a) an approximately 410 m section of Tai Po Road (Sha Tin Section) between Scenery Court and Citylink Plaza and (b) an approximately 180 m section of Tai Po Road (Sha Tin Section) between Wo Che Estate and Fo Tan Road. Subject to funding approval, the Administration planned to commence the construction works in the second quarter of 2018 for completion in the second half of 2023.

(Post-meeting note: A set of the power-point presentation materials was circulated to members vide LC Paper No. CB(1)511/17-18(02) on 22 January 2018.)

Discussion

15. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure, they should disclose the nature of any direct or indirect pecuniary interest relating to the funding proposal before they spoke on the item.

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Construction timeframe and capital cost

16. The Deputy Chairman expressed concern about the long construction timeframe (i.e. about five years) and the relatively high capital cost compared with other public works projects of greater complexity. Mr WONG Ting-kwong opined that while it was understandable that it would take time to carry out the proposed works in accordance with the relevant statutory requirements, the Administration should consider whether the timeframe could be shortened.

17. The Chairman enquired about the co-ordination between HyD and the Civil Engineering and Development Department ("CEDD") in taking forward the current project (804TH) and another PWP item on widening of Tai Po Road (861TH) to ensure that the proposed works would be completed on time. As the scope of both projects would not overlap, the Deputy Chairman considered that they could be carried out concurrently.

18. USEN advised that in order to minimize the inconvenience caused to the residents concerned and road users during the construction stage, the works departments planned to carry out the two projects in question under one single works contract. This would facilitate the contractor to plan the sequence of works under both projects, including whether and how certain works could be carried out in parallel. DPM(MW2)/HyD supplemented that HyD would maintain close contact with CEDD and the Shatin District Council on the implementation of the proposed works with a view to expediting the project where feasible.

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19. At the request of the Chairman, the Administration agreed to provide information to PWSC on (a) the justifications for the high capital cost and the long construction timeframe of the proposed works, (b) measures, if any, to reduce the cost and shorten the timeframe, and (c) the expected service life of the proposed noise barriers and enclosures.

Reduction in traffic noise levels

20. Noting that after completion of the proposed works, 1 109 of the 2 250 dwellings which were currently affected by traffic noise generated from Tai Po Road at levels exceeding the traffic noise limit of 70 dB(A) would benefit from reduction in the traffic noise levels by 1 dB(A) to 5 dB(A), the Chairman enquired about the number of affected dwellings with traffic noise levels to be reduced to under 70 dB(A). Mr CHAN Chi-chuen noted that the traffic noise levels in relation to 1 744 out of some 2 150 benefitted dwellings would be reduced by 1 dB(A) to 10 dB(A) as a result of the proposed works. He was concerned whether these dwellings

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might still be exposed to traffic noise levels substantially above 70 dB(A) even after the reduction.

21. The Assistant Director (Environmental Assessment) of the Environmental Protection Department ("AD(EA)/EPD") advised that a breakdown of the number of benefitted dwellings by the respective level of reduction in traffic noise was given in Enclosure 4 of the Administration's paper. He informed members that most of the affected dwellings could benefit from significant noise reduction in the range of 1dB(A) to 20 dB(A) upon completion of the proposed works. The traffic noise at some 1 500 dwellings would be brought down to levels of 70 dB(A) or less. At present, the highest traffic noise level at Wai Wah Centre, which was located close to the section of Tai Po Road concerned, measured at 81 dB(A), would be reduced to about 71 dB(A) as a result of the proposed works.

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22. At the request of Mr CHAN Chi-chuen, the Administration agreed to provide, in its paper to be submitted to PWSC, supplementary information on the distribution of benefitted dwellings upon project completion, with breakdown by the respective traffic noise levels before and after the proposed works.

Design of noise barriers

23. Noting that cantilevered noise barriers or vertical noise barriers would be retrofitted at certain road sections under the proposed works, including a section of cantilevered noise barrier to be retrofitted along the verge of the southbound carriageway adjacent to Scenery Court, Mr LEUNG Yiu-chung enquired about the reasons for not adopting semi-enclosures or full enclosures thereat instead with a view to better mitigating the traffic noise impact on neighbouring residents. Mr CHAN Chi-chuen shared similar concern.

24. AD(EA)/EPD explained that suitable noise barriers (i.e. semi-enclosures, cantilevered noise barriers or vertical noise barriers) had been adopted under the proposed works after taking into consideration the location of existing noise barriers and site situations, etc. Cantilevered noise barrier instead of enclosure would be provided along the verge of the southbound carriageway adjacent to Scenery Court because of the lack of sufficient space at the existing central median of the carriageway to construct supporting columns to take up extra loading from a semi-enclosure or full enclosure, nor was there sufficient space at the verge to shift the traffic lanes to make way for constructing the necessary columns at the central median. Referring to page 4 of the power-point presentation materials (LC Paper No. CB(1)511/17-18(02)), DPM(MW2)/HyD pointed out that as there were

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existing noise barriers in the road network neighbouring Scenery Court, it was considered appropriate and sufficient to retrofit cantilevered noise barrier along the verge of the southbound carriageway. AD(EA)/EPD supplemented that after retrofitting the said cantilevered noise barrier, the traffic noise level generated from Tai Po Road to the dwellings at Scenery Court would be reduced significantly by about 15 dB(A) at maximum.

Other measures to redress traffic noise

25. Mr WONG Ting-kwong enquired whether the Administration had considered providing subsidies to the residents of the affected dwellings for installation of double-glazed windows or purchase/replacement of air-conditioners to enhance the noise insulation of these dwellings, thereby obviating the need to retrofit noise barriers at their adjacent road sections. He also asked if the roads concerned would be resurfaced with low noise materials. Sharing Mr WONG's views, the Deputy Chairman considered that it might be more economical and cost-effective to provide the suggested subsidies than taking forward the proposed works to redress traffic noises. The Chairman remarked that using air-conditioning to provide noise insulation would increase electricity consumption and give rise to other environmental concerns.

26. USEN advised that to minimize the traffic noise impact of existing roads, it had been the Government's policy, where practicable and subject to resource availability, to implement direct noise mitigation measures (including retrofitting of noise barriers and enclosures on roads, and road resurfacing with low noise materials). Many households in Hong Kong already had air conditioners and windows strong enough to reduce noise when closed. From pollution control point of view, it should be more meaningful to mitigate the noise problems at source than providing air-conditioning and double-glazed windows to the affected dwellings. Regarding the provision of low noise road surface, it could reduce traffic noise by about 3 dB(A) to 5 dB(A) through reducing and absorbing tyre/road interaction noise, and was used mainly in high speed roads where vehicles could operate with less frequent start-stop. He further informed members that the Administration was testing the use of innovative low noise materials suitable for surfacing/resurfacing local roads.

Planting proposal

27. Noting that 631 trees would be felled under the proposed works, the Chairman enquired about the management and disposal of these trees. DPM(MW2)/HyD advised that the trees to be felled were not suitable for transplanting and were not "important trees" (i.e. trees on the Register of Old

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and Valuable Trees or any other trees meeting the prescribed criterion to be preserved). As incorporated in the proposed works, about 1 052 whips would be planted in the areas concerned to compensate the tree-felling. HyD would liaise with CEDD, EPD and the works contractor with a view to exploring reuse of the felled trees as far as practicable. In this connection, the Administration agreed to provide information to PWSC on the management and disposal of the trees to be felled under the proposed works.

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Concluding remarks

28. The Chairman concluded that members raised no objection to the Administration's submission of the proposal to PWSC for consideration.

VI. Any other business

29. There being no other business, the meeting ended at 3:47 pm.

Council Business Division 1
Legislative Council Secretariat
7 March 2018