

**立法會**  
***Legislative Council***

LC Paper No. CB(1)742/17-18  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/EA

**Panel on Environmental Affairs**

**Minutes of meeting**  
**held on Monday, 26 February 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 KWOK Wai-keung, JP  
Hon Dennis KWOK Wing-hang  
Dr Hon Elizabeth QUAT, BBS, JP  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Hon CHUNG Kwok-pan  
Hon CHU Hoi-dick  
Hon SHIU Ka-fai  
Hon HUI Chi-fung  
Hon Kenneth LAU Ip-keung, BBS, MH, JP

**Member absent** : Hon Martin LIAO Cheung-kong, SBS, JP

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

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

Mrs Alice CHEUNG, JP  
Deputy Director of Environmental Protection (3)  
Environmental Protection Department

Mr Dave HO  
Assistant Director (Air Policy)  
Environmental Protection Department

Mr SHEA Tin-cheung  
Chief Engineer/Transport Planning  
Transport Department

**For item V**

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

Mr CHEN Che-kong  
Assistant Director (Water Policy)  
Environmental Protection Department

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

Mr WONG Sui-kan  
Assistant Director/Projects and Development  
Drainage Services Department

Mr CHOI Chun-ming  
Chief Engineer/Consultants Management  
Drainage Services Department

**Clerk in attendance :** Ms Angel SHEK  
Chief Council Secretary (1)1

**Staff in attendance :** Mr Jason KONG  
Senior Council Secretary (1)1

Miss Judy YEE  
Council Secretary (1)1

Miss Mandy POON  
Legislative Assistant (1)1

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**I. Confirmation of minutes**

(LC Paper No. CB(1)557/17-18 — Minutes of the meeting held on 19 December 2017)

The minutes of the meeting held on 19 December 2017 were confirmed.

**II. Information papers issued since last meeting**

2. Members noted that no information paper had been issued since the last meeting.

**III. Items for discussion at the next meeting**

(LC Paper No. CB(1)602/17-18(01) — List of follow-up actions

LC Paper No. CB(1)602/17-18(02) — List of outstanding items for discussion)

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

- (a) enforcement against illegal land filling and fly-tipping of construction waste; and

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- (b) tightening the emission standards of non-road vehicles under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap. 311Z).

**IV. Promoting the use of electric vehicles**

(LC Paper No. CB(1)602/17-18(03) — Administration's paper on "Promoting the Use of Electric Vehicles"

LC Paper No. CB(1)602/17-18(04) — Background brief on "Measures to promote the use of electric vehicles" prepared by the Legislative Council Secretariat)

Policy objective of promoting the use of electric vehicles

4. In the light of the Government's existing measure of capping the first registration tax ("FRT") concession for electric private cars ("e-PCs") at \$97,500 from 1 April 2017 to 31 March 2018, instead of granting a full waiver as in previous years, Ir Dr LO Wai-kwok, Dr Elizabeth QUAT, Mr Steven HO and Mr HUI Chi-fung sought clarification whether it remained a policy of the Government to promote the use of electric vehicles ("EVs") and if so, the objectives of the policy. These members also urged the Administration to set a timetable and relevant targets for the replacement of conventional private cars running on fossil fuels by e-PCs. Mr HUI remarked that the Administration should promote the use of electric commercial vehicles ("e-CVs") and e-PCs in parallel without prioritization. Mr HO commented that the Government's priority to promote adoption of e-CVs might undermine public confidence and participation in the Government's initiatives of promoting the use of e-PCs, and hinder a smooth implementation of the relevant policies. Mr Kenneth LEUNG considered that if tailpipe emissions from conventional vehicles were still the major source of roadside air pollution, the Administration should spare no efforts in promoting a wider use of EVs.

5. The Under Secretary for the Environment ("USEN") responded that the policy objective of promoting the use of EVs was to reduce roadside air pollution. He pointed out that vehicle tailpipe emissions remained the major source of roadside air pollution in Hong Kong, and CVs accounted for about 95% of the vehicular emissions of respirable suspended particulates and

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nitrogen oxides. As such, the Government accorded priority to promoting the use of e-CVs through various initiatives, such as the full FRT waiver for e-CVs and the Pilot Green Transport Fund ("PGTF"). As for e-PCs, the current policy was to encourage the public to use public transport as far as possible, and in case private cars were to be acquired, encourage buyers to choose EVs instead of conventional ones. The Administration noted that several places had set out timetables or targets for a total ban on the sales of private cars solely using petrol or diesel, and adoption of clean energy vehicles. In this connection, the Administration was collating relevant information, including the specific plans and measures to be taken by these places, and the work plan of various manufacturers in producing clean energy vehicles, with a view to exploring the availability of clean energy vehicles suitable for use in Hong Kong, for considering the next step including the feasibility of establishing a timetable/targets for phasing out conventional vehicles.

First registration tax concessions for electric private cars

6. Ir Dr LO Wai-kwok, Dr Elizabeth QUAT, Mr LEUNG Yiu-chung, Mr Steven HO and Mr HUI Chi-fung expressed dissatisfaction that the number of newly registered e-PCs had declined drastically after reduction of the FRT concessions for e-PCs. Mr HO opined that the FRT concessions for e-PCs should be increased to substantially reduce the existing cost difference between e-PCs and conventional private cars.

7. Ir Dr LO Wai-kwok, Dr Elizabeth QUAT and Mr HUI Chi-fung further enquired whether the Administration would consider implementing a "one-for-one replacement" scheme to allow a person who bought a new e-PC/clean energy vehicle and scrapped an existing self-owned private car to enjoy a higher FRT concession for the e-PC/clean energy vehicle concerned. Ir Dr LO was of the view that such a scheme could strike a reasonable balance between promoting the use of e-PCs and containing the growth of the private car fleet in Hong Kong.

8. Mr SHIU Ka-fai suggested the Administration adopt a progressive scale of FRT concessions that inversely correlated to e-PC prices. He also observed that vehicle buyers had taken advantage of the "window period" (i.e. the period after the Government's announcement of capping the FRT concessions for e-PCs and before commencement of the measure) to place last-minute orders of e-PCs so as to avoid payment of a higher FRT. He considered that the Administration should narrow the "window period" to minimize abusive market responses.

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9. Taking note of members' views and suggestions, USEN advised that the existing FRT concession cap of \$97,500 for e-PCs was comparable to the financial incentives offered in other places for such vehicles. As the existing FRT concession arrangement would end on 31 March 2018, the Administration was reviewing the FRT concessions for EVs, and the finalized proposal would be announced soon.

Charging facilities for electric vehicles

*Charging facilities in new buildings*

10. Members noted that currently, the Technical Guidelines for Electric Vehicle Charging-enabling for Car Parks of New Building Developments ("Technical Guidelines") issued by the Environment Bureau ("ENB") and the Electrical and Mechanical Services Department stipulated that gross floor area ("GFA") concessions for car parks of new buildings would only be granted if the basic conditions of providing EV charging-enabling infrastructure in every parking space in the car parks were met. The Chairman, Mr LEUNG Yiu-chung, Mr CHAN Chi-chuen and Mr HUI Chi-fung expressed concern that, according to media reports, the enabling infrastructure put in place by some developers was not connected to power supply. These members enquired about:

- (a) the policy objective of granting the GFA concessions in question and the mechanism for monitoring developers' compliance with the relevant requirements, including the bureaux/departments ("B/Ds") involved in the monitoring work and whether the B/Ds concerned were empowered to require the developers to arrange power connection for private parking spaces exempted from GFA calculations;
- (b) the number and percentage of private parking spaces with power connection to the EV charging-enabling infrastructure of car parks exempted from GFA calculations; and
- (c) whether and when the Administration would mandate by legislative means the installation of EV chargers and arrangement for power connection at each private parking space in new buildings.

11. Mr Frankie YICK noted from paragraph 12 of the Administration's paper (LC Paper No. CB(1)602/17-18(03)) that from April 2011 to September 2017, over 80% of private parking spaces in the newly approved developments would be provided with EV charging-enabling infrastructure.

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He queried why the remaining 20% of the private parking spaces were not provided with such infrastructure as the car parks concerned should also be eligible for exemption from GFA calculations. Mr YICK suggested that the Administration should make it a mandatory requirement for all car parks of new buildings to be provided with enabling infrastructure for EV charging.

12. USEN and the Assistant Director (Air Policy) ("AD(AP)") responded that:

- (a) the Administration tightened the granting of GFA concessions for new development projects in April 2011 to address the then prevailing public concern about developers' use of such concessions to substantially increase the floor areas of buildings (commonly known as the "inflated buildings" problem). One of the tightened requirements was that instead of all car parks being exempted from GFA calculations as in the past, only underground car parks provided with EV charging-enabling infrastructure at each parking space could be fully exempted from GFA calculations;
- (b) back in 2011, EVs had yet to gain popularity in Hong Kong and mainstream standards for EV chargers and related installations had not yet been established. The policy objective of the GFA concessions was that if EVs were widely used in future, parking space owners would not be hindered from installing the required EV chargers due to constraints in respect of power supply capacity, cabling and conduits, etc. The provision of EV chargers and electricity meter connection at individual parking spaces was therefore not a mandatory requirement for the purpose of the GFA concessions;
- (c) the Buildings Department ("BD") was responsible for monitoring applicants' fulfilment of the conditions for the GFA concessions. As required in the Technical Guidelines, an Authorized Person applying for disregarding the GFA for an underground car park from calculation of the total GFA of a new private building should submit the relevant information (such as the design of the fixed electrical installations of the EV charging-enabling infrastructure) together with the building plan to BD. Completion of the works for the EV charging-enabling infrastructure should be certified by a Registered Professional Engineer and the certificate should be submitted to BD through the Authorized Person to support the application for the occupation permit of the building;

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- (d) not all private parking spaces in the newly approved developments could be or were exempted from GFA calculations as the concession was not applicable to above-ground car parks. Besides, developers had discretion to apply for the granting of GFA concessions or not. While EV chargers had yet to be installed in car parks which were under construction, it was observed that such facilities had been installed at some parking spaces in completed car parks; and
- (e) ENB had, in cooperation with other relevant B/Ds, commenced a review of EV-related policies and measures ("Review"). The Review would cover, among other things, the need to update the relevant technical guidelines and the Hong Kong Planning Standards and Guidelines ("HKPSG") with a view to further facilitating the installation of EV charging facilities, including those in existing private premises. Given the complexity of the issues involved, the Administration was not in a position at this stage to provide a timetable for completing the Review. The Administration would report the outcome of the Review to the Panel when ready.

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13. The Chairman requested and the Administration agreed to provide details of the Review, including the B/Ds involved, issues covered, and expected time of completion of the Review.

14. In response to Mr CHAN Chi-chuen's enquiries, USEN supplemented that HKPSG recommended no fewer than 30% of private parking spaces in new buildings be installed with charging facilities for e-PCs, and "charging facilities" in this context meant EV chargers, not just EV charging-enabling infrastructure. The provision of charging facilities at the parking spaces in government buildings also followed this criteria.

*Public charging facilities and private charging facilities in existing buildings*

15. The Chairman, Mr Frankie YICK, Dr Elizabeth QUAT, Mr LEUNG Yiu-chung, Mr Steven HO and Mr HUI Chi-fung called on ENB to collaborate with relevant B/Ds (e.g. Home Affairs Bureau) to offer more assistance to current/prospective EV owners in installing EV chargers in existing buildings; offer assistance and incentives to owners' corporations to draw their support for installing EV chargers on their premises; and set a timetable for the development of the EV charging network, including both public and private chargers.



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16. As private car owners might not be able to install EV chargers at their parking spaces due to various constraints while the supply of parking spaces in new housing developments was inadequate, Mr LEUNG Yiu-chung and Mr Steven HO considered it imperative for the Administration to greatly expand the public charging network in order to promote a wider use of e-PCs.

17. USEN advised that the Government's policy direction was that the daily charging of e-PCs should be performed with charging facilities at e-PC owners' homes or workplaces or other suitable places (including charging facilities provided by e-PC suppliers). In this connection, the Administration would consider under the Review how to provide further assistance to current/prospective EV owners in installing EV chargers on existing private premises. As regards public charging facilities, they were supplementary in nature and should not serve as daily charging facilities. USEN also pointed out that the current ratio of public charging facilities to EVs in Hong Kong, which was about 1:6, compared favourably to those of some other places.

18. Mr Kenneth LEUNG enquired whether the Administration had considered installing EV chargers at on-street parking meters and smart lampposts. AD(AP) advised that the Environmental Protection Department ("EPD") was conducting a pilot scheme at four open government car parks to test the reliability of outdoor charging facilities (with medium chargers). The review of the findings was expected to be completed in 2018. Based on the findings, EPD would consider whether more outdoor charging facilities could be provided on other government premises. Mr LEUNG urged the Administration to take forward more outdoor charging facilities expeditiously if they were found to be reliable.

Adoption of electric vehicles by transport trades

19. Mr Kenneth LAU agreed that the Administration should accord priority to promoting the adoption of EVs by the public transport sector. Ir Dr LO Wai-kwok expressed disappointment about the small number of licensed e-CVs, and asked how the Administration would strengthen its efforts in promoting the use of e-CVs by the transport trades. Mr Steven HO opined that the Administration should set a timetable for the replacement of diesel commercial vehicles by e-CVs. Mr LAU suggested that the Administration should set a five-year or ten-year target on the number of electric franchised buses to be used in Hong Kong to demonstrate the Administration's commitment in promoting the use of green transport technologies.

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20. On the promotion of e-CVs through PGTF, USEN and the Deputy Director of Environmental Protection (3) advised that results of completed trials under PGTF had revealed that e-CVs were more likely to be practicable for replacing the diesel light goods vehicles ("LGVs") used by operators who required relatively lower daily mileage and payload. It was also found that the price difference between electric LGVs and diesel LGVs had narrowed in recent years. The Administration had therefore enhanced its efforts in encouraging the transport sector to make use of PGTF to test out electric LGVs. The Administration would keep in view the development of e-CV technologies, and explore other measures to promote the adoption of e-CVs by other transport operators (including those transport businesses that had relatively higher daily mileage) when e-CVs had become viable options for replacing conventional vehicles.

21. As regards promotion of the use of electric buses, USEN said that the Administration had fully subsidized franchised bus companies to purchase 36 single-deck electric buses for trial. However, as the vast majority of franchised buses in Hong Kong were double-deck buses, and the operational efficiency of double-deck electric bus models currently available in the market still failed to meet local operational needs, it was impracticable at this stage to set a target on the number of electric buses to be used in Hong Kong. Nevertheless, the Administration would aim to work out a plan and timetable for the promotion of electric buses when relevant technologies had become more mature.

22. Mr Kenneth LAU enquired whether the Administration would encourage self-employed professional drivers to replace their self-owned conventional vehicles with electric ones through PGTF or other incentive schemes.

23. USEN and AD(AP) advised that PGTF aimed to encourage the public transport sector and non-profit organizations to test out green and innovative transport technologies which might be put to wider use in Hong Kong. Applicants of PGTF should be an existing operator in the transport sector who had been carrying out business in the relevant transport service for more than one year, and had the potential to put the new transport technology under test into wider use in its own operation upon successful trial. The subsidy recipient had to provide for comparison the performance data of conventional products used for the same purpose during the trial period. The Administration would engage a consultant as an independent third party to evaluate the data provided by the subsidy recipient for preparation of a trial report after completion of the trial. Taking into account these requirements, the applicants were likely to be companies rather than individuals including self-employed professional drivers.

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Other issues

*Type approval of parallel-imported electric vehicles*

24. Mr Frankie YICK said that under the existing requirements, application for type approval of parallel/individual imported EV had to be accompanied by, among other things, the dynamic impact test certificate for the EV battery. As it was difficult for parallel vehicle importers to obtain such certificates from EV manufacturers, there had not been any parallel-imported EVs in Hong Kong. He suggested the Administration relax the relevant requirements and/or streamline the application procedures with a view to promoting a level playing field in the local EV market and thus driving down EV prices. USEN said that ENB/EPD would discuss the issue with the Transport Department.

*Other measures to reduce vehicular emissions*

25. For the purpose of reducing vehicular emissions, Mr SHIU Ka-fai suggested that apart from promoting the adoption of EVs, the Administration should also promote the use of other green vehicles with high energy efficiency, such as hybrid vehicles. He also suggested introducing measures including FRT refunds to encourage owners to scrap their old vehicles. USEN took note of Mr SHIU's suggestions and assured members that the Administration would continue to implement various measures to reduce vehicular emissions. Among other measures, the Administration had been using remote sensing equipment to screen out gross emitters in the vehicle fleet for the owners to fix the excessive emission problem of their vehicles.

**V. Upgrading of sewage pumping stations and sewerage along Ting Kok Road**

(LC Paper No. CB(1)602/17-18(05) — Administration's paper on "4403DS – Upgrading of sewage pumping stations and sewerage along Ting Kok Road")

Briefing by the Administration

26. 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 4403DS – Upgrading of sewage pumping stations and sewerage along Ting Kok Road to Category A ("the proposed works") at an estimated cost of \$847.3 million in money-of-the-day prices in order to cope with the projected increase in sewage flow and improve the water quality of the Tolo Harbour. The proposed scope of works comprised:

- (a) the construction of three new sewage pumping stations (Ting Kok Road Sewage Pumping Station ("TKRSPS") Nos. 5, 7 and 8);
- (b) the demolition of three existing sewage pumping stations (TKRSPS Nos. 5, 7 and 8);
- (c) the construction of about 4.2 km of rising mains;
- (d) the construction of about 2.1 km of gravity sewers; and
- (e) ancillary works.

*(Post-meeting note: A set of the power-point presentation materials was circulated to members vide LC Paper No. CB(1)633/17-18(01) on 26 February 2018.)*

Discussion

27. The Chairman reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposal under discussion at the meeting before they spoke on the item. She also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Admin 28. The Chairman requested the Administration to provide more information to the Public Works Subcommittee ("PWSC") on the detailed breakdown of the total capital cost and a detailed implementation timetable of the proposed works, including the capital costs and expected completion dates of the three new sewage pumping stations respectively. The Administration undertook to provide the requested information to PWSC.

*Traffic and environmental impacts arising from the proposed works*

29. Ir Dr LO Wai-kwok and Mr Kenneth LAU expressed support for the proposed works. Ir Dr LO enquired whether the five-year construction time frame of the proposed works (i.e. from the third quarter of 2018 to the fourth

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quarter of 2023) could be compressed, and the views of the Tai Po District Council ("DC") about the potential traffic impact arising from the proposed works on the local community. Mr LAU and Mr Steven HO urged the Administration to mitigate the traffic impact, taking into account in particular the heavier traffic flow during weekends when more people commuted to Tai Mei Tuk and other countryside areas via Ting Kok Road. Mr HO further enquired whether the proposed works involved conversion of two-way two-lane single carriageway to one-lane carriageway for two-way traffic, and if so, the measures to ensure road safety and smooth traffic flow under such temporary traffic management measure.

30. AD(P&D)/DSD responded that to minimize traffic impacts arising from the proposed works, the associated rising mains and gravity sewers would mostly be laid under footpaths rather than carriageways where feasible, and it would take about three years to complete the laying works in carriageways. DSD had also taken into account the views of Tai Po DC when devising the relevant temporary traffic management measures with the Transport Department and the Hong Kong Police Force ("the Police"). For instance, at the suggestion of Tai Po DC, manually operated temporary traffic signs would be used where appropriate for the signing of temporary traffic arrangements. Besides, trenchless method would be adopted for works at road sections with high traffic volume. During construction, DSD would maintain close communication with Tai Po DC and local residents through a community liaison group to be set up for the proposed works, with a view to minimizing the traffic impact, as well as shortening the construction time frame as far as practicable.

31. AD(P&D)/DSD supplemented that for road works on single two-lane carriageway with one lane closed, the traffic would be controlled by means of manually operated "Stop/Go" signs. Such temporary traffic arrangements would be implemented daily (except Saturdays, Sundays and public holidays) from 10:00 am to 4:00 pm. The trenches at the affected traffic lane would be decked over outside working hours for traffic to resume. The resident site staff would monitor works progress and ensure proper implementation of the temporary traffic management measures and operation of the temporary traffic signs. Further, the Police would closely monitor traffic conditions and alert the contractors if any problems were identified in the temporary traffic arrangements. Mr Steven HO urged the Administration to exercise supervision over the above operation, in particular to ensure timely decking/undecking of trenches.

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32. In response to the Chairman's enquiries, AD(P&D)/DSD further advised that:

- (a) as only about 100 m of the existing cycle track along Ting Kok Road would be affected by the proposed works, the impact on cyclists should be limited. Moreover, the trenches would be decked over outside working hours to allow pedestrian/cycling traffic to resume on the affected sections of the cycle track;
- (b) works in relation to construction of the new TKRSPS No. 5 and the laying of associated rising mains/sewers, etc. would not be carried out at the entrance/exit of the Tai Po East Fire Station nearby; and
- (c) some car parking spaces that would be affected by the construction works for the new TKRSPS No. 8 would be re-provisioned within the Tai Mei Tuk public car park before commencement of works.

33. The Chairman requested the Administration to ensure that the temporary decking on cycle track concerned would be secured in position to avoid protrusion or uneven surface and to provide signage to alert cyclists of any decked trench. The Administration took note of the Chairman's suggestions.

34. Mr Kenneth LAU relayed the concerns of villagers neighbouring Ting Kok Road about the potential noise and air pollution caused by the proposed works. He urged the Administration to implement mitigation measures to minimize such impacts.

35. AD(P&D)/DSD advised that the works contractor would be required to implement environmental mitigation measures during construction, in accordance with the requirements set out in the relevant works contracts. Among other measures, the contractor would make use of low-noise plant and equipment to minimize noise impact, and spray water to the construction sites regularly to minimize emission of fugitive dust.

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36. At the request of the Chairman, the Administration agreed to provide supplementary information to PWSC on its assessment of the traffic and environmental impacts arising from the proposed works, including the odour and noise impacts, if any, on the Tai Po East Fire Station, the impact on the existing cycle track along Ting Kok Road (such as any changes to the alignment and width of the cycle track), and the number of affected car

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parking spaces, as well as the relevant mitigation measures to address all the above issues.

*Projected increase in sewage flow*

37. Mr CHU Hoi-dick enquired about the coverage of the new developments in the Shuen Wan and Tai Mei Tuk areas to be served by the three new TKRSPSs for projecting the population growth.

38. The Assistant Director (Water Policy), Environmental Protection Department advised that based on the information provided by the Planning Department regarding the new and potential development areas in Shuen Wan and Tai Mei Tuk areas, and the projected increase in the ultimate population of these areas from 34 500 to 64 000, it was estimated that the capacity of the existing sewerage system serving these areas should be increased to 22 000 m<sup>3</sup> per day by 2036. Upon completion of the proposed works, the catchment areas of the Ting Kok Road sewerage system would cover the vicinity of Ting Kok Road, Yim Tin Tsai, Sam Mun Tsai, etc., serving a number of villages such as San Tau Kok Tsuen, Po Sam Pai Tsuen, Ting Kok Tsuen and Lung Mei Tsuen, as well as Tai Mei Tuk seafront facilities. At the request of Mr CHU Hoi-dick, the Administration agreed to provide information to PWSC on the following:

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- (a) the methodology and parameters for projecting an increase in the ultimate population of the Shuen Wan and Tai Mei Tuk areas to 64 000 and hence the increase in the capacity of the existing sewerage system serving these areas to 22 000 m<sup>3</sup> per day by 2036; and
- (b) the delineation or geographical coverage of the catchment areas to be served by the three new TKRSPSs, with details of the potential developments in the areas contributing to the projected population growth to 64 000.

39. In response to the enquiries from the Chairman and Ir Dr LO Wai-  
kwok, AD(P&D)/DSD supplemented that:

- (a) DSD would monitor the actual volumes of sewage flow from the three new TKRSPSs with a view to detecting sewer leakage, if any, to facilitate prompt repair works; and
- (b) there was no planning at this stage for construction of more sewage pumping stations along Ting Kok Road in the near future after completion of the proposed works.

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*Other issues*

40. In reply to Mr CHU Hoi-dick's enquiry, USEN explained the land resumption mechanism and pointed out that while the Government could resume land in the public interest for development purpose in accordance with the established mechanism, such authority had to be exercised reasonably. Since new sewerage systems were for serving the needs of villagers concerned and it would be necessary for them to take action to connect their village houses to the system upon completion of the works, the Administration would strive to take into account their views/suggestions and obtain their support on the proposed sewer alignment as far as practicable before proceeding with the project, so as to ensure a smooth implementation.

41. Mr CHU Hoi-dick asked whether the water quality of the artificial bathing beach at Lung Mei would improve upon completion of the proposed works. USEN advised that improvement of the water quality of Lung Mei and the bathing beach in question was being dealt with separately by other ongoing works. As observed, more than 90 per cent of the dwellings in these areas had been connected to public sewers by now and the water quality of Lung Mei had shown marked improvement.

Conclusion

42. Concluding the discussion, the Chairman said that members had no objection to the Administration's submission of the proposal to PWSC for consideration.

**VI. Any other business**

43. There being no other business, the meeting ended at 4:17 pm.