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**Public Works Subcommittee of the Finance Committee
of the Legislative Council**

**Minutes of special meeting
held in Conference Room 1 of the Legislative Council Complex
on Tuesday, 4 December 2018, at 10:45 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon Claudia MO
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Dr Hon Helena WONG Pik-wan
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon HO Kai-ming
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH

Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS

Members absent:

Hon Starry LEE Wai-king, SBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Dr Hon Fernando CHEUNG Chiu-hung
Hon Alvin YEUNG
Dr Hon Junius HO Kwan-yiu, JP
Hon Tanya CHAN
Hon KWONG Chun-yu

Public officers attending:

Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr LAM Sai-hung, JP	Permanent Secretary for Development (Works)
Ms Doris HO Pui-ling, JP	Permanent Secretary for Development (Planning and Lands) (Acting)
Mr Donald TONG Chi-keung, JP	Permanent Secretary for the Environment

Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr John KWONG Ka-sing	Head of Project Cost Management Office Development Bureau
Mrs Sylvia LAM YU Ka-wai, JP	Director of Architectural Services
Mr Allen LEUNG Kin-tak	Chief Technical Adviser (Subvented Projects) Architectural Services Department
Mr Ricky LAU Chun-kit, JP	Director of Civil Engineering and Development
Mr Edwin TONG Ka-hung, JP	Director of Drainage Services
Mr Jimmy CHAN Pai-ming, JP	Director of Highways
Mr WONG Chung-leung, JP	Director of Water Supplies
Mr Harry LAI Hon-chung, JP	Deputy Director of Electrical and Mechanical Services (Regulatory Services)

Clerk in attendance:

Ms Doris LO	Chief Council Secretary (1)2
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Staff in attendance:

Mr Keith WONG	Council Secretary (1)2
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)7
Ms Clara LO	Legislative Assistant (1)8

Action

The Chairman advised that there was only one item on the agenda for the meeting, i.e. briefing by the Administration on the forecast of

submissions for the 2018-2019 legislative session for the Subcommittee's consideration.

Briefing on forecast of submissions for the 2018-19 Legislative Council Session

PWSCI(2018-19)7 — Forecast of submissions for the 2018-19 Legislative Council Session

2. The Chairman advised that the Administration had provided the Subcommittee earlier with an information note [PWSCI\(2018-19\)7](#), giving an overview of the listed 84 capital works projects submitted or forecast to be submitted to the Subcommittee in the 2018-2019 legislative session.

3. The Chairman reminded members that as the information note did not involve any funding requests, there were not any questions which required to be put to vote. Moreover, pursuant to the relevant decision he had made previously, the procedure for proposing motions under paragraph 32A of the Public Works Subcommittee Procedure did not apply to this agenda item. Members who had any views on the projects set out in the information note might write directly to the relevant bureaux or departments after the meeting, or raise their views at a relevant Panel.

4. The Chairman also pointed out that after the meeting, the Clerk to the Subcommittee would circulate the project list to relevant Legislative Council ("LegCo") Panels for members of these Panels to indicate which projects required detailed discussion at the relevant Panels before the related funding proposals were submitted to the Subcommittee. The Clerk would relay the Panels' views to the Administration so that appropriate consultation arrangements could be made.

Cost control of public works projects

5. Mr CHU Hoi-dick noted from paragraph 4 of the Government's information note that based on the price adjustment factors used by the Administration, the updated prices of public sector building and construction output were assumed to increase by 4% for 2018, 5% per annum from 2019 to 2023, 4.5% per annum from 2024 to 2026, and 4% for 2027 and 2028. However, according to a paper titled "Construction 2.0" published by the Administration, the Civil Engineering Works Tender Price Index ("CEWTPI") had been falling since 2015. In this connection, he enquired about the reasons behind the incongruity between the price adjustment factors used by the Administration and the trend of CEWTPI. In addition, Mr CHU

enquired about the total cost estimate of the 84 capital works projects forecast to be submitted to the Subcommittee for consideration in 2018-2019.

6. Deputy Secretary for Financial Services and the Treasury (Treasury)3 ("DS(Tsy)3/FSTB") advised that the price adjustment factors, which were updated annually by the Government Economist in the light of factors such as material and labour costs, were used in working out the cost estimates of capital works projects funded by the Capital Works Reserve Fund ("CWRF") in money-of-the-day ("MOD") prices. CEWTPI, on the other hand, reflected the past trend of tender prices for government projects and also served as a useful reference for the Government in estimating the costs of public works projects. The total cost estimate of the 84 capital works projects amounted to around \$180 billion.

7. Mr Gary FAN was concerned whether the Project Cost Management Office ("PCMO") would be involved and advise on the project design, construction materials, etc., when examining the cost estimates of the 84 capital works projects so as to keep down the cost estimates.

8. Head of Project Cost Management Office, Development Bureau, advised that PCMO would examine all the funding proposals for public works projects to be submitted to the Subcommittee. In the course of examination, PCMO would offer its views on project design and construction materials, as well as project implementation arrangements, through meeting with the bureaux or departments responsible for the projects, with a view to reducing the cost of works and ensuring that the public works projects fulfilled the objectives of being "fit for purpose" and "no frills".

9. Mr LUK Chung-hung pointed out that the Administration usually worked out the cost estimate of a public works project before seeking LegCo's funding approval and inviting tenders. Contractors could then submit their bids by referring to the project cost estimate of the Government, and their tender prices were often higher than the Government's estimate. He suggested that the Administration might instead consider commencing the tender exercise before seeking LegCo's funding approval, so that the project cost estimate could be made with reference to the tenders received and thus better aligned to the actual market price. DS(Tsy)3/FSTB replied that the Government would consider Mr LUK's suggestion.

Funding mechanism for public works projects

10. Mr CHU Hoi-dick pointed out that in its funding submissions provided for the Subcommittee, the Administration presented the estimated cost breakdown of public work projects in MOD prices without setting out

the amount of provision for price adjustment for the overall project. He opined that such a new presentation method failed to reflect the cost estimates in constant prices at the time when the funding was obtained, making it difficult for members to compare the cost estimates of different projects. He suggested that the Administration should provide both the estimated cost breakdown in MOD prices and information on the amount of provision for price adjustment.

11. DS(Tsy)3/FSTB replied that the Government would consider providing members with the overall cost estimates of public works projects in constant prices in the light of Mr CHU's suggestion. However, the provision of the estimated cost breakdown would involve more complicated calculations.

12. Mr AU Nok-hin and Mr CHU Hoi-dick pointed out that at the special meeting of the Finance Committee ("FC") on 28 November 2017, members requested the Administration to review the block allocations mechanism under CWRP, including considering separately controversial projects funded under CWRP subheads. They enquired how the Administration would review and improve the existing mechanism in the light of members' views.

13. DS(Tsy)3/FSTB said that after reviewing the block allocations mechanism under CWRP, the Government found it more appropriate to adhere to the existing system, as considering separately controversial projects funded under CWRP subheads ran contrary to the original intention of establishing the block allocations mechanism and was also impractical. He added that at the special meetings of FC last year, a majority of members expressed understanding of the Administration's adherence to the existing funding mechanism and agreed that the mechanism should be maintained.

14. Mr CHU Hoi-dick suggested that the Administration should provide the Subcommittee with information on public works projects in Categories B, C and D that were pending upgrading to Category A, so that members could comment on whether those projects should be upgraded to Category A.

15. DS(Tsy)3/FSTB said that public works projects in Categories B and C were, in general, projects being planned by the Government. As a consensus had yet to be reached within the Government on their way forward, it was not the right time to release any information on these projects.

16. The Chairman advised that under the Public Works Subcommittee Procedure, the terms of reference of the Subcommittee included considering submissions from the Administration on upgrading projects to Category A of the Public Works Programme and projects graded below Category A were out

of scope. Members might consider following up on projects graded below Category A at a relevant Panel.

Concerns raised by members on individual projects

5768CL — Studies related to Artificial Islands in the Central Waters

17. Ms Claudia MO pointed out that given the general concern about depletion of government reserves for constructing artificial islands in the central waters, the Administration was obliged to provide the public with a detailed account of the studies related to artificial islands in the central waters ("the artificial island studies") at this stage (including the scope and timetable of the studies), so as to address public concern.

18. Director of Civil Engineering and Development ("DCED") said that the artificial island studies would look into the reclamation around Kau Yi Chau for construction of artificial islands in the central waters. The scope of study covered, among other things, the reclamation extent, possible land uses and transport links, port operations and marine traffic and safety, and traffic and environmental impact assessments. In addition, the Government would also make reference to the report of the Task Force on Land Supply ("TFLS"), which was scheduled to be submitted in end-December 2018, before finalizing the details of the artificial island studies. The Government planned to consult the Panel on Development on the artificial island studies in the first or second quarter of 2019. Subject to the funding approval by FC, the studies were scheduled for commencement in the fourth quarter of 2019 and completion in the fourth quarter of 2023. He added that the artificial island studies allowed the Government to formulate development proposals for constructing artificial islands in the central waters and consult public views. The Government would seek LegCo's funding approval for implementing the reclamation works before the relevant works formally commenced.

19. Mr LUK Chung-hung opined that the artificial island studies, which were expected to take four years to complete, offered no quick solution to the land shortage problem. Furthermore, the construction cost would have increased significantly with the rise in price level over time when the works formally commenced.

20. DCED said that it would take time to complete the entire artificial island studies, which covered an extensive study scope and involved statutory procedures such as environmental impact assessment, town planning and reclamation works. The artificial island studies currently planned could tie in with the preliminary schedule of commencing the first phase of

reclamation works in the central waters in 2025. He added that the reclamation works which were being carried out in Tung Chung took about six to seven years from preliminary studies to works commencement.

21. Ms Claudia MO and Mr CHU Hoi-dick pointed out that according to the Administration, internal studies related to construction of artificial islands in the central waters were conducted in mid-2018. They requested the Administration to make public the scope and findings of those studies. Mr CHU also enquired why the Administration was not required to seek funding support from LegCo for conducting the internal studies.

22. DCED said that the concept of East Lantau Metropolis ("ELM") was mentioned in the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" ("HK2030+") study, as well as the public engagement exercise conducted by TFLS. In mid-2018, the Government deployed internal resources to conduct a preliminary broad technical review on the reclamation area around Kau Yi Chau and Hei Ling Chau in the central waters. Further studies were required to ascertain the exact extent of reclamation. The Administration would process the applications from the public for access to the information of the internal studies in accordance with the Code on Access to Information. As the studies were conducted with the Government's internal resources, it was not necessary to seek LegCo's funding support.

23. Mr AU Nok-hin requested the Administration to make public the full text of the final report of the "Technical Study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis" ("the Kennedy Town study") so that the public would be given to know whether Hong Kong Island West had the capacity to accommodate the additional traffic arising from the artificial islands in future. DCED said that the executive summary of the Kenney Town study was released in 2017. It was expected that the final report could also be made public in early 2019.

24. Mr Holden CHOW expressed support for conducting the artificial island studies. He pointed out that in announcing the Lantau Tomorrow Vision in the 2018 Policy Address, the Chief Executive stated that studies would be carried out on construction of a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the central waters and the traditional business centre in Hong Kong Island North with roads and railways. He enquired whether the Administration would consider first developing the connecting transport infrastructure for Lantau to cope with the traffic demand before commencing the reclamation works in the central waters.

25. DCED said that given the proximity of Kau Yi Chau to Hong Kong Island, artificial island development around it offered the opportunity to develop new traffic and transport infrastructure connecting Lantau, the coastal areas of Tuen Mun and Hong Kong Island. Under this strategy, the Administration would explore the development of transport infrastructure connecting Lantau to Hong Kong Island via the artificial islands in the long run.

26. Mr AU Nok-hin questioned if the Administration would implement and take forward its plan of constructing artificial islands in the central waters regardless of the findings of the artificial island studies.

27. DCED stressed that the artificial island studies were preliminary studies aimed at formulating and putting forward proposals for constructing artificial islands in the central waters for public consultation. In view of the findings of the relevant technical analyses made previously and the severe land shortage in Hong Kong, it was necessary to conduct the artificial island studies for the sake of increasing the long-term land supply in Hong Kong.

28. Dr KWOK Ka-ki said that the general public had reservation about the reclamation plan for artificial island development. He questioned why it was not necessary for the Administration to consult the public on the reclamation proposals before commencing the artificial island studies. In addition, he requested the Administration to make known its other plans to increase housing supply, including whether it would develop the brownfield sites in the New Territories and the site of Fanling Golf Course.

29. DCED said that the concept of ELM was mentioned in the HK2030+ study, as well as the public engagement exercise conducted by TFLS. ELM was similar to the artificial islands around Kau Yi Chau in area. Permanent Secretary for Development (Planning and Lands) (Acting) ("PS(PL)(Atg)/DEVB") said that the Government was actively studying ways to increase housing supply, including a plan of rezoning 210 sites for housing development. However, the Government had to consider other proposals for increasing land supply, including the proposed artificial island development in the central waters, in order to meet the mid- and long-term housing demand. Regarding brownfield sites, the Government had explored how these sites would be developed in the context of new town planning. Moreover, TFLS was considering, in the light of public views, whether development of the site of Fanling Golf Course should be an option for increasing land supply. The Home Affairs Bureau had also advised on the long-term land use planning of the site of Fanling Golf Course from the perspective of sports development.

30. Mr WU Chi-wai and Mr Andrew WAN pointed out that there was nearly 60 hectares of idle land surrounding the Hong Kong Disneyland. The reclamation at Sunny Bay, after completion, could also provide a lot of land that could be used for housing development. However, instead of developing housing on such land, the Administration planned to construct the artificial islands in the central waters and caused much controversy. They requested the Administration to explain whether it had considered developing housing on such readily available land for housing development.

31. PS(PL)(Atg)/DEVB said that in view of the severe shortage of land supply, the Government adopted a multi-pronged strategy to increase land supply by planning artificial island development as well as pursuing actively new development area projects in the New Territories. Regarding the some 60 hectares of reclaimed land surrounding the Hong Kong Disneyland, the Government had signed an agreement with the Walt Disney Company under which the site would be reserved for the possible Phase 2 development of the Hong Kong Disneyland. She added that the reclaimed land was not suitable for housing development given its geographical location and infrastructural support.

32. The Chairman reminded members that they should focus on the relevant content of the agenda paper when speaking. Matters related to the ways to increase the long-term land supply in Hong Kong should be discussed at a relevant Panel.

8003QR — Hong Kong—Zhuhai—Macao Bridge — funding support for Main Bridge

33. Mr CHAN Chi-chuen and Ms Claudia MO requested the Administration to provide supplementary information on the method and basis adopted by the Administration in calculating its estimated contribution of about RMB¥2 billion for the cost overrun of the Hong Kong—Zhuhai—Macao Bridge ("HKZMB"), and when the Administration was required to pay its contribution. They also enquired how the Administration would pay the additional cost of HKZMB if the relevant funding proposal was rejected by FC or the Administration was unable to effect the payment, and the consequences or liabilities that would arise.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC69/18-19\(01\)](#) on 4 January 2019.)

34. Director of Highways ("DHy") said that although HKZMB had commenced operation, the accounts for the project were yet to be finalized.

Under the agreement among the governments of Hong Kong, Macao and Zhuhai, the governments of the three places should contribute their respective shares of the project cost of the Main Bridge, including the cost overrun. He added that the contribution of about RMB¥2 billion to be borne by the Government for the cost overrun was only a preliminary estimate. The Government would seek LegCo's funding approval after verifying the relevant financial information, such as the funding details and justifications.

*7785TH — Trunk Road T2 and Cha Kwo Ling Tunnel — construction and
7823TH — Tseung Kwan O—Lam Tin Tunnel — remaining works*

35. Mr HO Kai-ming was concerned about the complaints of some residents about the cracks in their squatter structures nearby resulted from the strong vibration caused by the excavation works of Tseung Kwan O—Lam Tin Tunnel ("TKO-LTT"). However, the affected squatter residents were denied compensation. He requested the Administration to explain how it would ensure that the excavation works of the two tunnels would not affect the structure of buildings in the vicinity, and whether it would compensate the affected residents.

36. DCED said that in implementing the excavation works for Cha Kwo Ling Tunnel, non-blasting excavation methods would be used in respect of a 200-metre section which was close to residential dwellings so as to minimize the effects on residents. As regards the construction of TKO-LTT, residents would be notified well in advance before blasting procedure was carried out by the contractor. The contractor had also monitored the effects of works on the surrounding buildings. He added that the Government had received complaints from some residents about the vibration caused by tunnel excavation works. Some residents had also filed compensation claims. Follow-up actions had been taken regarding these cases.

*9357WF — Design and construction for first stage of desalination plant at
Tseung Kwan O — main works*

37. Dr CHENG Chung-tai pointed out that the construction of the desalination plant, though proposed by the Administration as early as in 2013, was expected to be completed no earlier than 2022. He considered the progress too slow and enquired whether the Administration could expedite the commissioning of the desalination plant by speeding up the tender process.

38. Director of Water Supplies ("DWS") said that the desalination plant was a new technology in Hong Kong. It therefore took time to complete the preliminary technical studies, such as those on the suitability of Hong Kong

waters for desalination and the impact of the brine discharge on the surrounding environment. The tender process for construction of the desalination plant had commenced. Owing to the engineering complexity, more time was required for tender evaluation. Upon LegCo's approval of the funding proposal, construction works were expected to commence in mid-2019 for completion in three years or so.

9368WF — Improvement to Dongjiang water mains P4 at Sheung Shui and Fanling

39. Dr Helena WONG sought details of the proposed mains improvement works and enquired whether the Administration had planned to replace all Dongjiang water mains with more durable steel pipes.

40. DWS said that water mains involved in the improvement works to the Dongjiang water mains P4 at Sheung Shui and Fanling, which were about five kilometres in length, were made of fibre-reinforced plastic. They had been in use for nearly 40 years and two burst incidents took place in 2016. After inspection, the Water Supplies Department ("WSD") found that those mains were in poor conditions. Pipe distortion and dislocated connections were identified, and replacement was thus required. He added that at present, except for the five-kilometres of mains in question and another shorter segment which were made of fibre-reinforced plastic, all the remaining Dongjiang water mains were made of steel.

41. Dr CHENG Chung-tai and Dr Helena WONG were concerned that according to the data obtained from a recent visit by the Advisory Committee on Water Supplies to examine Dongjiang water, the E. coli level in Dongjiang water far exceeded the standard limit on certain days. They enquired about the Administration's plan to improve the quality of Dongjiang water.

42. DWS explained that river water containing domestic sewage flowed into the Shenzhen reservoir when water was being discharged from Shawan River in Shenzhen earlier due to heavy rainstorms, resulting in the excessive amount of E. coli in Dongjiang water supplied to Hong Kong for a short period of time. In this connection, the Shenzhen authorities had completed the interception works at the river channels concerned to prevent domestic sewage from entering Shawan River. The water quality of Shawan River had seen improvement after completion of these works. He stressed that even though excessive E. coli had been detected in Dongjiang water for a short period of time, the quality of the water supplied to Hong Kong was up to standard and suitable for public consumption after being treated by WSD.

4172CD — Rehabilitation of underground stormwater drains

43. Dr Helena WONG was concerned that the roadside drains in some old districts, such as Sham Shui Po, often emitted foul odours. She enquired whether the rehabilitation works concerned could help address the foul odours and the discharge of sewage to stormwater drains due to improper connections, and how the pipes to be upgraded under the works programme were chosen. She urged the Administration to tackle the problem at root by tracing the source of sewage leaking into stormwater drains.

44. Director of Drainage Services said that the Drainage Services Department ("DSD") adopted a multi-pronged approach to address the odour problem. The rehabilitation of underground stormwater drains, which would include works to rehabilitate underground stormwater drains and the associated manholes, could mitigate the foul odours emitted from stormwater drains caused by sewage leakage from ageing pipes. DSD also had plans to upgrade the sewers in old districts to prevent sewage leakage which led to odour problem. He added that DSD had been working with the Environmental Protection Department to deal with suspected illegal connections. Some cases of foul odours emitted from stormwater drains were related to improper connection of sewers of subdivided flats in old districts. DSD, together with the Buildings Department, would follow up on these cases to identify the source of sewage. In selecting the pipes for upgrading works, DSD would review and consolidate the relevant records, including the number of years for which the pipes had been in use, inspection records and complaint records, in order to identify the pipes that required to be accorded priority.

9196WC — Implementation of Water Intelligent Network, remaining works

45. Dr Helena WONG enquired whether the entire Water Intelligent Network ("WIN") system would be considered complete and ready for full operation upon completion of the the remaining works of implementing WIN. She also enquired how the Administration would follow up on the pipe upgrading works at various "hot spots" of water main bursts on a continuous basis.

46. DWS said that upon completion of the remaining works of implementing WIN, District Metering Areas ("DMAs") would be established across the territory for monitoring the fresh water distribution network. Should water loss be detected in DMAs, WSD could deploy its staff to take follow-up actions according to priority. He added that WSD was following up on the pipe improvement works at various "hot spots" of water main

bursts and would improve expeditiously some ageing pipes that were more vital to the water supply system.

3130KA — Immigration Headquarters in Tseung Kwan O

47. Mr AU Nok-hin pointed out that the Revenue Tower and the Immigration Tower that were currently part of the Wan Chai Government Offices Compound would be relocated to new buildings in Kai Tak and Tseung Kwan O respectively. However, the project cost of the new Immigration Headquarters in Tseung Kwan O was nearly double that of the Inland Revenue Tower in Kai Tak. He enquired about the reasons behind the significant cost difference between the two projects.

48. Director of Architectural Services ("DArchS") said that the difference in the construction cost of the new Inland Revenue Tower in Kai Tak and the new Immigration Headquarters in Tseung Kwan O attributed to the differences between the two buildings in terms of facilities and construction area. Moreover, the design of the new Inland Revenue Tower in Kai Tak was similar to common office buildings in nature. The new Immigration Headquarters in Tseung Kwan O, on the other hand, would be used as the headquarters of disciplined services in which training facilities and necessary security facilities would be provided.

3278LP — Provision of police facilities to support the Three-Runway System at Hong Kong International Airport

49. Dr CHENG Chung-tai said that the Administration had just sought LegCo's funding approval in mid-2018 for provision of air traffic control facilities, aviation weather services facilities and fire services facilities to support the Three-Runway System ("3RS") at the Hong Kong International Airport ("HKIA"). He enquired why the Administration had not sought the funding approval for the construction works of the police facilities on the same occasion. Moreover, he requested the Administration to provide specific information on the funding proposals for the remaining government facilities to support 3RS other than "3278LP — Provision of police facilities to support 3RS at HKIA", including the amount of funding involved.

(*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC96/18-19\(01\)](#) on 22 January 2019.)

50. DS(Tsy)3/FSTB said that the project for provision of police facilities to support 3RS was expected to be ready for submission to the Subcommittee

for consideration in 2019. He added that for public works projects in general, the Government would decide the timing of their submission for the Subcommittee's consideration having regard to the readiness of different projects.

3272ES — A 30-classroom secondary school at Site KT2e, Development at Anderson Road, Kwun Tong

51. Mr Jeremy TAM pointed out that population intake of the new housing estates in the area of Development at Anderson Road had been taking place. However, as the secondary school on Anderson Road would only be completed in 2022, newly moved in students could not go to schools in the same area for the following few years. He requested the Administration to provide supplementary information on the detailed arrangements of the Education Bureau ("EDB") for constructing primary and secondary schools at new development areas, including whether it would ensure that new primary and secondary schools would be completed and commenced operation before the completion of development and population intake of the community concerned.

(*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC59/18-19\(01\)](#) on 24 December 2018.)

52. PS(PL)(Atg)/DEVB said that in general, the Government would decide whether it was necessary to reserve sites for constructing new schools taking into account the increase in student population in individual districts. In response to Mr Jeremy TAM's questions, EDB would provide further information in writing in due course.

3190GK — Flight Simulator Training Centre of the Government Flying Service

53. Mr Jeremy TAM enquired about the aircraft model to be flown by the pilots who would receive training at the Flight Simulator Training Centre ("FSTC") of the Government Flying Service ("GFS"). He also enquired whether the Administration would consider renting out the flight simulators for use by other commercial carriers.

54. DArchS said that the Architectural Services Department was responsible for the construction of FSTC, and the types of flight training to be provided for pilots at FSTC were decided by GFS. The Chairman suggested that Mr Jeremy TAM might ask the Administration about the details of FSTC when the project was discussed at a relevant Panel.

6190TB — Retrofitting of escalators for footbridge across Castle Peak Road—Kwai Chung near MTR Tai Wo Hau Station Exit B

55. Mr Andrew WAN welcomed the retrofitting of escalators for the footbridge at MTR Tai Wo Hau Station Exit B. He enquired about the temporary measures to be put in place during construction to ensure that pedestrians could use the footbridge as they normally did. DHy said that a new staircase would be provided to ensure that pedestrians could use the footbridge as usual. Meanwhile, a temporary pedestrian access connecting to the footbridge would also be provided. The existing staircases would then be demolished to make way for installation of escalators.

Other public works projects

56. Mr CHU Hoi-dick said that the project of the elevated pedestrian corridor in Yuen Long Town connecting with Long Ping Station which had been submitted to the Subcommittee for consideration, as well as the Pier Improvement Programme for which the Panel on Development had been consulted, were not included in the project list provided by the Administration. He enquired whether the Administration would not submit these two projects to the Subcommittee for consideration within the 2018-2019 legislative session.

57. DS(Tsy)3/FSTB said that the relevant government departments needed time to sort out the works details of the elevated pedestrian corridor in Yuen Long Town connecting with Long Ping Station and the Pier Improvement Programme. As such, the Administration had no plans, for the time being, to submit the two funding proposals to FC and the Subcommittee respectively within the 2018-2019 legislative session.

58. The Chairman advised that the Subcommittee would consider the funding proposals for the works projects submitted by the Administration at the next meeting scheduled for 12 December 2018. The special meeting ended at 12:45 pm.