

立法會
Legislative Council

LC Paper No. CB(1)1313/18-19

(These minutes have been
seen by the Administration)

Ref : CB1/PL/DEV

Panel on Development

Minutes of meeting
held on Tuesday, 26 March 2019, at 2:30 pm
in Conference Room 1 of the Legislative Council Complex

Members present : Hon LEUNG Che-cheung, SBS, MH, JP (Chairman)
Hon Kenneth LAU Ip-keung, BBS, MH, JP (Deputy
Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon MA Fung-kwok, SBS, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, BBS, JP
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, BBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
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 Wilson OR Chong-shing, MH

Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS

Members attending : Hon Claudia MO
Hon Steven HO Chun-yin, BBS
Hon SHIU Ka-fai
Hon AU Nok-hin

Members absent : Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon HUI Chi-fung

Public officers attending : **Agenda item IV**

Mr Michael WONG Wai-lun, JP
Secretary for Development

Mr LAM Sai-hung, JP
Permanent Secretary for Development (Works)

Ms Doris HO Pui-ling, JP
Deputy Secretary (Planning & Lands)¹
Development Bureau

Mr Vincent MAK Shing-cheung, JP
Deputy Secretary (Works)²
Development Bureau

Mr Ricky LAU Chun-kit, JP
Director of Civil Engineering and Development
Department

Mr Michael FONG Hok-shing, JP
Head of the Sustainable Lantau Office
Civil Engineering and Development Department

Ms Ginger KIANG Kam-yin
Deputy Head of the Sustainable Lantau Office (Planning &
Conservation)
Civil Engineering and Development Department

Mr Robin LEE Kui-biu
Principal Project Coordinator
Civil Engineering and Development Department

Mr Ivan CHUNG Man-kit
Deputy Director of Planning/Territorial
Planning Department

Agenda item V

Mr Tony HO Ying-kit
Principal Assistant Secretary for Development (Works)4

Mr Alfred SIT Wing-hang, JP
Director of Electrical & Mechanical Services

Mr Raymond POON Kwok-ying
Assistant Director/Gas & General Legislation
Electrical and Mechanical Services Department

Mr Patrick CHEUNG Yuen-fong, JP
Assistant Director/2
Electrical and Mechanical Services Department

Agenda item VI

Mr CHAN Tak-yeung
Principal Assistant Secretary (Works)3
Development Bureau

Ms Irene PANG Oi-ling
Assistant Director/New Works
Water Supplies Department

Mr LEE Tai-on
Assistant Director/Mechanical & Electrical
Water Supplies Department

Mr TAM Wai-kwong
Chief Engineer/Project Management
Water Supplies Department

Mr LO Yu-bun
Chief Engineer/Design
Water Supplies Department

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

Staff in attendance : Mr Raymond CHOW
Senior Council Secretary (1)10

Mr Keith WONG
Council Secretary (1)2

Ms Christina SHIU
Legislative Assistant (1)2

Action

- I Confirmation of minutes**
(LC Paper No. CB(1)730/18-19 — Minutes of meeting on
27 November 2018

The minutes of the meeting on 27 November 2018 were confirmed.

- II Information paper(s) issued since the last meeting**
(LC Paper No. CB(1)610/18-19(01) — Administration's response
to the letter dated
28 January 2019 from
Hon Andrew WAN on
issues relating to the
chlorine generation plants
of the Water Supplies
Department [LC Paper No.
CB(1)546/18-19(01)]
LC Paper No. CB(1)652/18-19(01) — Referral memoranda on
issues raised at the meeting
between Legislative

Council Members and Central and Western District Council members on 4 May 2018 relating to the development of Kennedy Town (Restricted to Members))

2. Members noted that the above information papers had been issued since the last meeting.

III Items for discussion at the next meeting

(LC Paper No. CB(1)729/18-19(01) — List of outstanding items for discussion

LC Paper No. CB(1)729/18-19(02) — List of follow-up actions)

Regular meeting on 30 April 2019

3. Members agreed that the next regular meeting would be scheduled for Tuesday, 30 April 2019, from 2:30 pm to 5:00 pm to discuss the following items proposed by the Administration:

- (a) PWP Item No. 172CD (Part) — Rehabilitation of Underground Stormwater Drains — Stage 2;
- (b) PWP Item No. 7332CL (Part) — West Kowloon Reclamation — Main works (remainder) — Footbridge at the junction of Sham Mong Road and Hing Wah Street West in Sham Shui Po; and
- (c) Proposed Boardwalk underneath the Island Eastern Corridor.

Special meeting on 13 April 2019

4. Mr CHU Hoi-dick enquired about the arrangement for receiving public views on "Studies related to artificial islands in the central waters".

5. The Chairman advised that he had instructed the Clerk to Panel to seek members' views (vide LC Paper No. CB(1)731/18-19 issued on 20 March 2019) on the suggestion of some members on receiving public views on the said subject. Having considered members' views, the Chairman decided that a special meeting be held on Saturday, 13 April 2019 from 9:00 am to 6:00 pm to receive public views on the said subject.

Depending on the number of attending deputations, the Chairman might suitably adjust the end time of the special meeting.

(Post-meeting note: Members were informed vide LC Paper No. CB(1)847/18-19 that due to the large number of individuals/deputations attending the special meeting, the Chairman instructed that (a) the special meeting on 13 April 2019 be extended to end at 7:15 pm; and (b) an additional special meeting be held on Saturday, 27 April 2019, from 9:00 am to 7:15 pm to continue to receive public views on the above subject.)

IV Studies related to artificial islands in the central waters, Lantau Conservation Fund and work progress of the Sustainable Lantau Office

- (LC Paper No. CB(1)729/18-19(03) — Administration's paper on studies related to artificial islands in the central waters, Lantau Conservation Fund and work progress of the Sustainable Lantau Office
- LC Paper No. CB(1)729/18-19(04) — Paper on the development of artificial islands in the central waters prepared by the Legislative Council Secretariat (Background brief))

Other relevant papers

- (LC Paper No. CB(1)709/18-19(01) — Submission from Peng Chau Reclamation Concern Group dated 13 March 2019
- LC Paper No. CB(1)725/18-19(01) — Submission from Save Lantau Alliance dated 15 March 2019
- LC Paper No. CB(1)725/18-19(02) — Submission from The Green Earth dated 16 March 2019

- LC Paper No. CB(1)725/18-19(03) — Submission from a member of the public (黃健菁) dated 16 March 2019
- LC Paper No. CB(1)731/18-19(01) — Joint letter from Members dated 18 March 2019
- LC Paper No. CB(1)750/18-19(01) — Submission from Friends of the Earth (HK) dated 20 March 2019
- LC Paper No. CB(1)756/18-19(01) — Submission from WWF-Hong Kong dated 19 March 2019)

6. With the aid of a powerpoint presentation, Deputy Secretary for Development (Works)², briefed the Panel on (a) the proposal to upgrade "768CL – Studies related to artificial islands in the central waters" to Category A at an estimated cost of \$550.4 million in money-of-the-day ("MOD") prices, for undertaking the studies related to the artificial islands in the central waters between Hong Kong and Lantau ("the Study"); (b) the proposal to set up a Lantau Conservation Fund ("LCF") of \$1,000 million to support conservation and related projects and minor local improvement works in Lantau; and (c) the progress of work made by the Sustainable Lantau Office of the Civil Engineering and Development Department ("CEDD"). He said that according to the Administration's ballpark estimate, the construction cost for the key projects under the Lantau Tomorrow Vision with studies planned to start in 2019 or 2020 was in the order of \$624 billion in September 2018 prices.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)793/18-19(01) by email on 27 March 2019.)

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

Cost and benefits of the Lantau Tomorrow Vision

8. Mr Gary FAN and Mr CHAN Chi-chuen expressed strong opposition against the Lantau Tomorrow Vision, and criticized the Administration for exaggerating the benefits whilst understating the

construction cost. Mr FAN worried that the very high construction cost would drain the fiscal reserve and create a financial burden to the future generations of Hong Kong. He considered that other land supply options, such as development of brownfields, should instead be pursued. Mr CHAN was disappointed that the Administration had neglected the potential financial risks, notwithstanding that the Financial Secretary had warned about the shrinking of the fiscal reserve in the coming five years.

9. Dr Helena WONG relayed the opposing views expressed by her students on the Lantau Tomorrow Vision. They considered that the huge cost incurred should rather be used for improving social welfare and healthcare. Also, they suggested going for other more cost-effective land supply options such as development of brownfields instead.

10. Dr Fernando CHEUNG suggested dismissing the Lantau Tomorrow Vision as it was completely absurd and irresponsible. He was disappointed that the Administration was quick to put up figures to justify the expensive Lantau Tomorrow Vision, but slacked in putting forward any vision regarding the better use of resources for enhancing social welfare and helping those vulnerable and needy persons. He also criticized the Administration for maintaining the high land price policy that resulted in expensive housing.

11. Secretary for Development ("SDEV") responded that, as pointed out by the Task Force on Land Supply ("TFLS"), no single option could adequately address the land shortage problem in Hong Kong. The Administration would also adopt a multi-pronged land supply strategy through concurrent implementation of various land supply options in the short, medium and long term. He further explained that as observed by TFLS, amongst the land supply options, reclamation was the only option that could create large parcels of new land to meet our housing, economic and other development needs. As regards the option of developing brownfields which the Administration was also pursuing, it should be noted that the active operations thereon were performing support functions for different industries in our economy. This option thus also posed its specific challenges. Experience so far had been shown that the development of New Development Areas ("NDAs") might also take a long time, involving issues such as rehousing and compensation, whilst incurring high costs for constructing transport infrastructure connecting with the urban areas.

12. Ms Claudia MO criticized the Lantau Tomorrow Vision for being unnecessarily costly, worrying that the final construction cost would far exceed the ballpark estimate of \$624 billion due to factors like inflation,

cost overruns and the soaring import price of marine sand for reclamation. She pointed out that the estimate had even missed out the cost for a possible rail link connecting the artificial islands to Mei Foo. SDEV said that the Transport and Housing Bureau ("THB") would commence territory-wide strategic studies on railways and major roads, which would consider the recommended strategic transport corridors in relation to the Lantau Tomorrow Vision.

13. Dr KWOK Ka-ki was deeply concerned about the spiraling cost of the Lantau Tomorrow Vision as the problem of serious cost overruns was not uncommon for large-scale public works projects. He queried that the ballpark estimate had omitted the cost of some related transport infrastructure, such as Route 11 connecting North Lantau and Yuen Long. Given the estimation of the Hong Kong Institute of Surveyors that the land sale revenue to be generated from the artificial islands around Kau Yi Chau ("KYC Artificial Islands") would be in the order of \$974 billion to \$1,143 billion, Dr KWOK worried that the private housing prices there would be as high as over \$20 million per unit, and the price of subsidized sale flats there would also not be low.

14. SDEV said that it was difficult to include the costs of all other on-going and planned transport infrastructure projects under the Lantau Tomorrow Vision. The construction of Route 11 had been taken forward as a separate public works project. As regards the prices of private housing on the KYC Artificial Islands, it was preliminarily estimated that the land value of private residential units would be in the order of \$10,000 to \$12,000 per square feet ("sq. ft."). Importantly, it was worth noting that 70% of the housing units on the KYC Artificial Islands were for public housing.

15. Mr Jeremy TAM opined that the average price of about \$10,000 to \$12,000 per sq. ft. for private residential units was not reasonably affordable to the general public, not to mention that the construction cost and the developers' profit returns had not yet been reflected. He queried if the costly KYC Artificial Islands would eventually be used for accommodating the inflow of one-way permit holders, and asked when the first population intake was expected. He worried that the high cost incurred would negatively impact on the public coffers, resulting in a reduction in the spending for other infrastructure developments.

16. SDEV emphasized that the Lantau Tomorrow Vision would be capable of providing a large number of housing, including public housing. The first population intake on the KYC Artificial Islands was expected in 2032, with the whole development expected to be completed in a couple of

decades thereafter. For private residential units, the estimated land value of about \$10,000 to \$12,000 per sq. ft. was rather conservative, as references had been drawn to the land value of private housing projects in Kai Tak or near MTR stations. He stressed that the construction costs, when spread over a span of around 10 to 15 years, would not create undue financial burden to the Administration.

17. Mr Andrew WAN and Ms Tanya CHAN considered that the ballpark estimate of \$624 billion was misleading as it was not based on MOD prices. Mr WAN worried that the excessive cost would wipe out Hong Kong's fiscal reserve. He called on the Administration to exercise due diligence in taking forward the Lantau Tomorrow Vision and be cautious against the risk of potential economic downturn in the long-term. The Administration should take heed of the public sentiment as reflected in a public opinion poll that about 55% of the respondents objected to the Lantau Tomorrow Vision. Ms CHAN worried that the mega-scale Lantau Tomorrow Vision would suffer from huge cost overruns just like many other large-scale infrastructure projects, including the Shatin-Central Link, Guangzhou-Shenzhen-Hong Kong Express Rail Link ("XRL"), and Hong Kong-Zhuhai-Macao Bridge, with the final costs more than doubling the original cost estimate.

18. SDEV said that the preliminary estimate of \$624 billion, in September 2018 prices, was indicative in nature. Subject to the findings of subsequent studies, design changes and construction price level adjustment, a more accurate estimate could be established in some time after the completion of the planning and engineering ("P&E") study. As the project would span over a couple of decades and move forward in phases, its costs would not pose undue financial burden to the Administration.

19. On the cost overruns of some previous infrastructure projects, SDEV agreed that there should be room for improvement. That said, he advised that while there was a 100% increase in the Civil Engineering Works Tender Price Index from 2007 to 2015, the index showed a drop of about 25% from 2015 to 2017. In 2018, the index remained rather stable.

20. Mr LAM Cheuk-ting asked how the Administration would initiate new measures to minimize cost overruns and guarantee the works quality in order to allay public concerns. As the reclamation works for the Lantau Tomorrow Vision would be carried out in the central waters, he worried that the works would involve more constraints, higher complexities and unforeseen circumstances, hence leading to cost overruns.

21. SDEV said that the Administration had taken forward various initiatives to enhance cost management and performance of public works projects, and support revitalization and development of the construction industry. Such initiatives included upgrading the Project Cost Management Office to Project Strategy and Governance Office, promulgating "Construction 2.0" to promote the use of innovation and technology in the construction industry, as well as allocating \$200 million in the 2019-2020 Budget to expand the Apprenticeship Scheme for the Construction Industry. As regards the challenges for the reclamation works in the central waters, they should be manageable. It was noteworthy that the water depth in the central waters near KYC was about 7 metres on average which was comparable to some near-shore reclamation sites.

22. Mr Michael TIEN suggested that instead of seeking funding approval in phases, the Administration should consider using a new approach to seek an upfront endowment through a one-off funding approval from Finance Committee ("FC") such that the amount of financial commitments for the Lantau Tomorrow Vision could be ascertained at an early stage. Mr Tony TSE expressed support for reclamation outside Victoria Harbour, while at the same time taking forward other land supply options under the multi-pronged land supply strategy. Meanwhile, he called on the Administration to learn from past problems of cost overruns of some railway projects and should not overlook the monitoring of railway projects entrusted to the MTR Corporation Limited. SDEV took note of the above suggestions and views.

23. Mr LAU Kwok-fan considered that the reclamation under the Lantau Tomorrow Vision could create large pieces of new land to meet the long-term housing and economic needs, whilst some other land supply options involving land resumption and relocation of affected parties might be subject to objections. The development of Lantau and Northwest New Territories would also help decentralize the new developments now cramped in the New Territories North. To gain public support, the Administration should illustrate clearly that the revenue to be generated would enable the projects to break even.

24. Dr Junius HO opined that the development of KYC Artificial islands might not be the best option, yet he would support the development if it was considered necessary for addressing the land shortage problem.

25. Miss Alice MAK supported the Lantau Tomorrow Vision, wishing that the Administration could then turn the tide against real estate hegemony and regain the initiative in land supply. To instill public

confidence, she called on the Administration to explore environmental friendly and cost effective means in the development, and take measures to ensure works quality and avoid cost overruns or delays. She considered it incumbent upon the Administration to defend the Lantau Tomorrow Vision against fallacious views such as those claiming that the development would result in a reduction of public medical resources, or dismissing it as not value for money. The Administration should also more clearly convey to the public about the need for a multi-pronged approach to address the land shortage problem, and that some options such as developing brownfields and more NDAs also had shortcomings or constraints.

26. SDEV said the Administration would step up efforts to clarify misunderstanding and canvass support. He added that the benefits of Lantau Tomorrow Vision included supplying land for building a large quantity of public housing units, enhancing the transport network not only for the artificial islands but also the New Territories, and creating employment opportunities. The expenditure needs of the project would mainly arise in 2027 and afterwards, given that the reclamation works would not start before 2025. The project would also not lead to less resources being devoted to the development of hospitals as already committed by the Administration.

27. Mr SHIU Ka-fai said that he did not see the reasons for opposing the Lantau Tomorrow Vision given the benefits it would bring about and that the cost would eventually be recouped through the land sale revenue. He asked whether it was the Administration's usual practice to provide the cost estimate in MOD prices at a later stage in the funding submission to FC. SDEV advised that cost estimate in MOD prices would be provided in due course when the details and development parameters had been firmed up.

28. Mr CHU Hoi-dick considered it necessary to set a clear and consistent target on the timing and amount of land required to address the land shortage in the short-, medium- and long-term, with a view to enabling more scientific assessment of whether the Lantau Tomorrow Vision would be the best land supply option to pursue given the high opportunity cost involved. As the development would take decades to complete, the Lantau Tomorrow Vision would not be a prompt remedy to address the short-term land shortage, yet there might be an excessive land supply in the long-term under the multi-pronged land supply strategy. In view that the projected expenditure on infrastructure in 2022-2023 would reach \$147 billion (i.e. close to 20% of the public recurrent expenditure), he worried that in case the land sale proceeds dropped, there would be a need for cutting down on public expenditure. He then asked about the overall land supply target, and whether the Study would adopt the "Norwegian

Proposal" approach to enable Members and the public to compare the merits and demerits of the various options in terms of cost and effectiveness.

29. SDEV reiterated that, as observed by TFLS, a multi-pronged strategy should be adopted to address the land shortage problem and it was necessary to build up a land reserve. Reclamation would be a very suitable and effective way to create large parcels of land. Meanwhile in the short- to medium-term, the Administration would take forward various other land supply options to increase land supply.

30. At the request of Mr CHU Hoi-dick and Mr Andrew WAN, the Administration would provide a written response on whether the concept of social return on investment would be used in the Study for measuring the extra-financial value of the proposed development of artificial islands in the central waters; if not, of the reasons why.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1088/18-19(01) on 21 May 2019.)

Cost and scope of the studies related to artificial islands in the central waters

31. Mr Gary FAN pointed out that the cost estimate provided by the Administration in 2016 for "768CL – Strategic studies for artificial islands in the central waters" was only \$248.7 million in MOD prices, and he asked why the cost of the Study had increased to \$550.4 million and no detailed cost breakdown and expenditure by phases were given.

32. Permanent Secretary for Development (Works) ("PS/DEV(W)") explained that the cost breakdown and expenditure by phases for the Study would be provided in the funding submission to the Public Works Subcommittee ("PWSC"). The Study would cover mainly detailed P&E study, environmental impact assessment ("EIA") as well as public engagement exercise in relation to the formulation of development proposals.

33. Dr Helena WONG asked whether the scope of the Study would cover only the 1 000 hectares ("ha") KYC Artificial Islands or a broader area of 1 700 ha under the Lantau Tomorrow Vision or even more. She also opined that the Administration's estimation on the number of housing units to be provided in KYC Artificial Islands ranging from 150 000 to 260 000 units was imprecise and uncertain.

34. Ir Dr LO Wai-kwok considered it definitely necessary to create new land through strategic reclamation, and strongly supported conducting the Study. He considered that the scope of the Study should be expanded to cover the reclamation plan beyond the 1 000 ha KYC Artificial Islands.

35. SDEV indicated that the Study would focus on the 1 000 ha KYC Artificial Islands, but would also collect preliminary information relating to the possible artificial islands near Hei Ling Chau ("HLC") and Cheung Chau South for future reference in long-term planning.

36. The Deputy Chairman said that Heung Yee Kuk supported reclaiming new land to meet the long-term housing and economic needs, as well as strategically enhancing the transportation network for Lantau North and Northwest New Territories. For improving the traffic connections of Mui Wo, he asked about the planning for the possible rail link connecting Mui Wo to the urban areas via the possible artificial islands near HLC, as well as any plan for building new roads and improving the existing rural roads. He also mentioned that he had been following up on the improvement of traffic between Tung Chung and Tai O, but was advised by the Administration that conservation should be given priority in South Lantau.

37. SDEV reiterated that there was currently no concrete plan relating to the development of the possible artificial islands near HLC. On the overall development of Lantau, "Development in the North, Conservation for the South" had all along been the overarching principle of the Administration since the promulgation of the Sustainable Lantau Blueprint.

38. The Chairman asked whether the Study would be extended to cover the feasibility of developing land connection to Peng Chau. SDEV advised that the Study would not cover Peng Chau, although the development of artificial islands in the central waters and the rail and road links thereon might help to improve the travel convenience of Peng Chau residents through ferry links to these islands.

39. Dr Elizabeth QUAT asked whether the Study would look into the impacts of the reclamation on the environment, marine ecology and the fisheries industry, ascertain that the artificial islands created would be able to withstand impacts brought about by climate changes and extreme weather conditions, and explore the implementation of smart city initiatives on the new district on the artificial islands.

40. SDEV affirmed that relevant statutory EIAs adhering to the latest standard would be conducted. Smart city development was an important policy initiative under the Chief Executive's Policy Address 2018, and the Administration would explore using smart applications for the transport system on the artificial islands. SDEV undertook to refer members' concerns over the impact of the reclamation on the fisheries industry to the relevant policy bureau.

41. Mr LAU Kwok-fan asked about the timetable of the Study. SDEV advised that subject to the funding approval of FC, the Administration planned to commence the Study in the latter half of 2019 for completion in 42 months.

42. Mr Tony TSE hoped that the Study would not only focus on engineering feasibility but also look into people-oriented elements such as livability. SDEV said that the Study would be underpinned by multi-disciplinary involvement to cover not only engineering issues, but also various aspects including urban design, EIA, greening, conservation and smart city initiatives.

Planning for transport infrastructure development

43. Mr Michael TIEN welcomed the proposed development of the priority rail link under the Lantau Tomorrow Vision, which coincided with his idea advocated since 2014 for the development of a cross-sea rail link with similar alignment between the coastal areas of Tuen Mun, Lantau, the KYC Artificial Islands and the Hong Kong Island. He asked about the number of stations on this link and whether it would run in tunnels. He further asked whether the Lantau Tomorrow Vision would be a pre-requisite for taking this link forward.

44. SDEV noted that part of this link would be run in tunnel. In the Railway Development Strategy 2014, the Coastal Railway between Tuen Mun and Tsuen Wan was not recommended due to insufficient patronage in the middle section. Yet, with the new population intake expected to be brought about by the Lantau Tomorrow Vision, there would be stronger justifications for a link between Tuen Mun and the urban area. Director of Civil Engineering and Development ("DCED") supplemented that tentatively there might be about nine stations on this link.

45. The Chairman and Mr Andrew WAN queried why the Administration had sought to bundle up the transport infrastructure development with the Lantau Tomorrow Vision together. PS/DEV(W) said that the Administration accorded priority to transport infrastructure

development, and hence considered it necessary to include relevant transport planning as an integral part to dovetail with the planning and implementation of the Lantau Tomorrow Vision.

46. Dr CHENG Chung-tai referred to a recent media report on the plan of the Qianhai Authority for extending an express rail link to the proposed artificial islands in the central waters. He asked whether the Government of the Hong Kong Special Administrative Region was notified about the plan and whether the Lantau Tomorrow Vision was planned for complementing the development of the Greater Bay Area. He also asked whether the planning of Hong Kong-Shenzhen Western Express Link ("WEL"), which had been put on hold for a long time, would be resumed. Ms Claudia MO considered it not possible that the Administration was not aware of the above plan of the Qianhai Authority.

47. SDEV said that he had no prior knowledge of the above thinking of the Qianhai Authority until it was reported in the media. The Qianhai Authority had clarified that the plan was its own vision and had not yet been discussed by the planning authorities at provincial level. Notably, THB had made a statement clarifying that the Administration currently had no plan for an extension of express rail link. As regards WEL, SDEV said that the Lantau Tomorrow Vision had not been conceived with any assumption about the future WEL.

48. Mr CHAN Chi-chuen said that when he was speaking on Mr James TO's motion on "Increasing housing supply in the short- to medium-term to rectify the problem of public housing shortage" at a Council meeting in January 2019, he had already mentioned about a map displayed in a document of the Shenzhen Municipal Government showing a second express rail link connecting with the East Lantau town centre direct. He would not believe if SDEV did not know about this plan. He requested SDEV to confirm whether there would be a second express rail link. SDEV reiterated that he had no prior knowledge of the plan of the Qianhai Authority until it was reported by the media. Also, as clarified by THB, the Administration had currently no plan of extension of express rail link.

49. Mr AU Nok-hin said that as a LegCo Member from the Hong Kong Island constituency, he had strong reservation about the development of artificial islands in the central waters as the future road and rail links from which to Kennedy Town would exert increased pressure on the traffic condition, population and the community of Kennedy Town. He asked whether there would be reclamation near Kennedy Town for building the relevant links, and if so, whether the Administration had conducted assessment on the reclamation, including assessing whether the reclamation

works would contravene the Protection of the Harbour Ordinance (Cap. 531). He also asked why some parts of the report on the "Technical Study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis" he obtained from the Administration earlier were redacted.

50. SDEV said redacting, where required, had been done in compliance with the Code on Access to Information. As regards the redacted parts in the aforesaid report, he undertook to check and revert to Mr AU after the meeting. He said that the Administration had consulted the Central and Western District Council, and noted their concerns over any other potential impact of the project might have on local traffic. To address their concerns, the Administration would conduct detailed traffic assessments in the Study, with a view to ensuring that impact on local traffic, where any, would be properly managed. DCED supplemented that it was currently assessed that only temporary reclamation would be needed near Kennedy Town.

Lantau conservation and development

51. Mr Gary FAN was disappointed that the Administration was seeking to first obtain funding approval from FC on the proposed LCF before drawing up the operational details, hence in a way pre-empting FC's consideration of these details. Given that the Administration proposed to divide LCF into two parts of \$500 million each for conservation and related projects and minor local improvement works respectively, he considered that the Administration should submit separate funding proposals for the two parts for FC's approval.

52. SDEV advised that the Administration would collect further views from the public and local communities when finalizing the details of the scheme; and that it was reasonable for the proposed LCF to have two composite parts.

53. The Chairman opined that the amount of \$500 million for carrying out minor local improvement works was not adequate. SDEV advised that minor local improvement works would be subject to a cost limit of \$30 million for each project, and the Administration would review in due course whether the capital works expenditure of \$500 million for carrying out such works was sufficient.

54. Mr CHAN Chi-chuen asked why LCF only covered conservation on land but had ignored marine conservation. SDEV advised that LCF did not focus on marine conservation. In fact, there were other on-going/

planned marine conservation initiatives such as the establishment of marine parks, being implemented by the Administration.

55. The Deputy Chairman supported implementing LCF to take forward minor local improvement works to enhance the accessibility and facilities in rural Lantau. He asked how long LCF was expected to last. Mr Tony TSE asked whether the scope of LCF would be confined to supporting only projects relating to the conservation of South Lantau.

56. Deputy Head of the Sustainable Lantau Office (Planning & Conservation), CEDD advised that there was not a fixed duration for implementing LCF. SDEV added that how long LCF would last would partly depend on the responses from the community. It was tentatively considered that an upper limit would be set for individual projects, such as roughly \$2 to \$3 million each for projects on community engagement and public education, and around \$10 million each for conservation projects. LCF would be used to support projects for the whole Lantau region.

57. Dr Junius HO supported the "Development in the North, Conservation for the South" approach. At his request, the Administration would provide a written response on whether it would holistically plan for the progressive development of Lantau, including planning for more resources for conservation of South Lantau and improvement of eco-tourism facilities (e.g. hiking trails) there, and exploring the feasibility of developing an island-wide road network by phases.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)1088/18-19(01) on 21 May 2019.)

Motions proposed by members

58. The Chairman advised that he had received four motions proposed by Mr Andrew WAN, Ms Tanya CHAN, Mr LAU Kwok-fan and Mr Gary FAN respectively. The Chairman considered that all of the proposed motions were directly related to the agenda item under discussion. Members agreed that the motions be proceeded with at the meeting. The Chairman then ordered that the voting bell be rung for five minutes.

Motion proposed by Mr Andrew WAN

59. Mr Andrew WAN read out his proposed motion:

(Translation)

"This Panel opposes the Government's proposal to carry out the studies related to artificial islands in the central waters and the 'Lantau Tomorrow Vision' project and requests the Government to increase housing land supply through the following means, including:

- 1) developing land in the New Territories under the new development area approach and invoking the Lands Resumption Ordinance to resume private agricultural land, idle land and derelict land in such development areas;
- 2) expediting the development of brownfield sites in the New Territories;
- 3) resuming suitable sites under Private Recreational Leases (including the entire 172-hectare site of the Fanling Golf Course);
- 4) developing idle government land and government premises as well as vacant school premises in various districts;
- 5) studying the development of Village Type Development sites reserved for the development of small houses in the New Territories; and
- 6) discussing and studying with the Central Government the resumption of some of the military sites with low utilization rates,

as alternatives to the implementation of the 'Lantau Tomorrow Vision' project which is prohibitively costly, so as to utilize public funds more effectively and ensure that there will be sustainable supply of housing land for Hong Kong."

60. The Chairman put the motion to vote. At members' request, the Chairman ordered a division. 11 members voted for, and 14 members voted against the motion. One member abstained. The votes of individual members were as follows:

For:

Mr CHAN Chi-chuen
Dr Fernando CHEUNG

Dr KWOK Ka-ki
Dr Helena WONG

Mr Alvin YEUNG
Mr CHU Hoi-dick
Ms Tanya CHAN
Mr Gary FAN
(11 members)

Mr Andrew WAN
Mr LAM Cheuk-ting
Dr CHENG Chung-tai

Against:

Mr Kenneth LAU (Deputy Chairman)	Mr Tommy CHEUNG
Mr Frankie YICK	Mr MA Fung-kwok
Miss Alice MAK	Dr Elizabeth QUAT
Ir Dr LO Wai-kwok	Dr Junius HO
Mr HO Kai-ming	Mr Holden CHOW
Mr Wilson OR	Mr LAU Kwok-fan
Mr Vincent CHENG	Mr Tony TSE
(14 members)	

Abstain:

Mr Paul TSE
(1 member)

61. The Chairman declared that the motion was negatived.

Motion proposed by Ms Tanya CHAN

62. Ms Tanya CHAN read out her proposed motion:

(Translation)

"This Panel opposes the proposal to conduct the studies related to artificial islands in the central waters in view of the following reasons:

1. As the cost estimation of the construction works of the 'Lantau Tomorrow Vision' project is not based on 'money-of-the-day prices', it has resulted in a seriously underestimated figure that may have misled the public;
2. The Administration has not provided comprehensive information on the 'preliminary traffic and transport impact assessment' of the artificial islands and the ways to cope with the vehicular flow arising from Route 11;

3. The Administration has not yet conducted any public consultation on the reclamation of 1 700 hectares under the 'Lantau Tomorrow Vision' project;
4. Conservation work on Lantau Island can be carried out immediately by the Government and should not be bundled with the 'Lantau Tomorrow Vision' project;
5. As the excessively high prices of the land created under the 'Lantau Tomorrow Vision' project in future will be far beyond the affordability of the public, the housing problems in Hong Kong cannot be resolved by such a project;
6. The Government has not provided details of the 'possible reclamation in longer term' in Enclosure 4 of the paper on the 'Lantau Tomorrow Vision'; and
7. The Hong Kong Government has not publicly pledged that it will not take forward any local or cross-boundary railway projects in accordance with the planning undertaken by the relevant authorities of Qianhai, including the project of the Express Rail Link extension running through the Kau Yi Chau Artificial Islands, as displayed in the Qianhai Exhibition Center."

63. The Chairman put the motion to vote. At members' request, the Chairman ordered a division. 11 members voted for, and 14 members voted against the motion. No member abstained. The votes of individual members were as follows:

For:

Mr CHAN Chi-chuen
Dr Fernando CHEUNG
Mr Alvin YEUNG
Mr CHU Hoi-dick
Ms Tanya CHAN
Mr Gary FAN
(11 members)

Dr KWOK Ka-ki
Dr Helena WONG
Mr Andrew WAN
Mr LAM Cheuk-ting
Dr CHENG Chung-tai

Against:

Mr Kenneth LAU (Deputy Chairman)
Mr Frankie YICK
Miss Alice MAK
Ir Dr LO Wai-kwok
Mr HO Kai-ming

Mr Tommy CHEUNG
Mr MA Fung-kwok
Dr Elizabeth QUAT
Dr Junius HO
Mr Holden CHOW

Mr Wilson OR
Mr Vincent CHENG
(14 members)

Mr LAU Kwok-fan
Mr Tony TSE

Abstain:
(0 member)

64. The Chairman declared that the motion was negatived.

Motion proposed by Mr LAU Kwok-fan

65. Mr LAU Kwok-fan read out his proposed motion:

(Translation)

"The artificial islands for the Lantau Metropolis can provide a large piece of land with an area of about 1000 hectares in the medium-to-long term and resolve the problem of scarcity of developable land in Hong Kong. With the development of the new core business district thereon, the situation of uneven distribution of population and job opportunities can be rationalized. Besides, it is expected that the planned provision of the new strategic transport infrastructure, in particular the traffic and transport corridor running from Northwest New Territories to the Metro Area through the artificial islands, will alleviate the traffic congestion at/crowdedness of Tuen Mun Road and West Rail.

As such, this Panel supports in principle the proposal to carry out the studies related to artificial islands in the central waters, and urges that in conducting the aforesaid studies, detailed data and information be collected to further explain to the society about the impacts of the reclamation plan for the artificial islands on the environment, marine ecology and the fisheries industry as well as the relevant remedial measures; and ascertain that the artificial islands will be able to withstand impacts brought about by climate changes and extreme weather conditions, and that the revenue generated from the reclaimed land will enable the project to break even and thus avoid creating financial burden for Hong Kong, so as to address public concern about the plan."

66. The Chairman put the motion to vote. At members' request, the Chairman ordered a division. 15 members voted for, and 11 members voted against the motion. No member abstained. The votes of individual members were as follows:

For:

Mr Kenneth LAU (Deputy Chairman)	Mr Tommy CHEUNG
Mr Paul TSE	Mr Frankie YICK
Mr MA Fung-kwok	Miss Alice MAK
Dr Elizabeth QUAT	Ir Dr LO Wai-kwok
Dr Junius HO	Mr HO Kai-ming
Mr Holden CHOW	Mr Wilson OR
Mr LAU Kwok-fan	Mr Vincent CHENG
Mr Tony TSE	
(15 members)	

Against:

Mr CHAN Chi-chuen	Dr KWOK Ka-ki
Dr Fernando CHEUNG	Dr Helena WONG
Mr Alvin YEUNG	Mr Andrew WAN
Mr CHU Hoi-dick	Mr LAM Cheuk-ting
Ms Tanya CHAN	Dr CHENG Chung-tai
Mr Gary FAN	
(11 members)	

Abstain:

(0 member)

67. The Chairman declared that the motion was carried.

(Post-meeting note: The wording of the motion passed was circulated to members on 27 March 2019 vide LC Paper No. CB(1)802/18-19(01). The Administration's response to the motion was circulated to members on 9 April 2019 vide LC Paper No. CB(1)869/18-19(01).)

Motion proposed by Mr Gary Fan

68. Mr Gary FAN read out his proposed motion:

(Translation)

"As the Government will soon complete the feasibility study report on brownfield sites, this Panel requests that the feasibility study report on brownfield sites be released as soon as possible, and that priority should be accorded to the development of brownfield sites prior to the commencement of the studies related to artificial islands in the central waters."

69. The Chairman put the motion to vote. At members' request, the Chairman ordered a division. 11 members voted for, and 14 members voted against the motion. One member abstained. The votes of individual members were as follows:

For:

Mr CHAN Chi-chuen
Dr Fernando CHEUNG
Mr Alvin YEUNG
Mr CHU Hoi-dick
Ms Tanya CHAN
Mr Gary FAN
(11 members)

Dr KWOK Ka-ki
Dr Helena WONG
Mr Andrew WAN
Mr LAM Cheuk-ting
Dr CHENG Chung-tai

Against:

Mr Kenneth LAU (Deputy Chairman)
Mr Paul TSE
Mr MA Fung-kwok
Dr Elizabeth QUAT
Mr HO Kai-ming
Mr Wilson OR
Mr Vincent CHENG
(14 members)

Mr Tommy CHEUNG
Mr Frankie YICK
Miss Alice MAK
Ir Dr LO Wai-kwok
Mr Holden CHOW
Mr LAU Kwok-fan
Mr Tony TSE

Abstain:

Dr Junius HO
(1 member)

70. The Chairman declared that the motion was negated.

Submission of the funding proposals to the Public Works Subcommittee and/or the Finance Committee

71. Mr LAU Kwok-fan, Miss Alice MAK, and Ir Dr LO Wai-kwok respectively said that members respectively belonging to the Democratic Alliance for the Betterment and Progress of Hong Kong ("DAB"), the Hong Kong Federation of Trade Unions and the Business and Professionals Alliance for Hong Kong supported the funding proposals. Mr SHIU Ka-fai relayed the support of members of the Liberal Party on the funding proposals. Mr Tony TSE and Mr Junius HO expressed support for the funding proposals. Mr Michael TIEN said that he would support the funding proposals if the Administration went for a one-off funding approval from FC for the Lantau Tomorrow Vision. Mr Gary Fan, Dr

Helena WONG, Dr KWOK Ka-ki, Dr CHENG Chung-tai, Mr Andrew WAN, Ms Tanya CHAN, Mr Jeremy TAM, Dr Fernando CHEUNG and Mr CHAN Chi-chuen said that they objected to funding proposals.

V Proposed creation of two permanent posts of Chief Electrical and Mechanical Engineer in the Electrical and Mechanical Services Department

(LC Paper No. CB(1)729/18-19(05) — Administration's paper on proposed creation of two permanent posts of Chief Electrical and Mechanical Engineer in the Electrical and Mechanical Services Department)

72. At the invitation of the Chairman, Principal Assistant Secretary for Development (Works)⁴ briefed members on the proposed creation of two permanent Chief Electrical and Mechanical Engineer ("CEME") (D1) posts in the Electrical and Mechanical Services Department ("EMSD"), one in the Gas and General Legislation Branch ("GGLB") to strengthen the administration and study of lift and escalator safety and the other in the Engineering Services Branch 2 ("ESB2") to strengthen the provision of hospital engineering services for the implementation of the Hospital Authority's Hospital Development Plans ("HDPs"). Director of Electrical & Mechanical Services ("DEMS") then briefed members on the details of the staffing proposals.

Proposed creation of a permanent post of Chief Electrical and Mechanical Engineer in the Gas and General Legislation Branch

73. Ir Dr LO Wai-kwok opined that with the launch of the \$2.5 billion Lift Modernization Subsidy Scheme ("LIMSS") starting from Financial Year 2019-2020 to promote lift modernization in the community through the provision of financial incentive, the proposed new CEME in GGLB should help enhance the public's understanding of LIMSS to facilitate the implementation of the Scheme. He also expressed appreciation towards the effort of EMSD in actively engaging the industry to implement the Scheme. Mr Andrew WAN welcomed the launch of LIMSS that could address the public's demand for enhancing the safety of aged lifts.

74. DEMS stressed that the Administration had attached great importance to lift safety. He indicated that preparatory works for the launch of LIMSS had been carried out, coupled with related publicity

campaign to enhance the understanding of the building owners in need about the application details of the Scheme.

75. Mr HO Kai-ming welcomed the provision of financial incentive under LIMSS to promote lift modernization. However, some building owners had relayed to him that they were misled by some lift maintenance contractors into believing that it was compulsory for aged lifts to install modernization items (e.g. double brake system), which might cost as high as \$300,000 per lift. As such, Mr HO urged the Administration to clearly convey the correct message to the public that the lift modernization works were not mandatory.

76. DEMS advised that the Administration had formulated short-term, medium-term and medium- to long-term measures to enhance the safety of aged lifts. The short-term measures included requiring contractors under the existing Lifts and Escalators Ordinance (Cap. 618) to step up the maintenance of aged lifts, in particular those components which might affect the safe operation of lifts (e.g. inspecting the brake system twice a year), whereas the implementation of LIMSS was a medium-term measure. The cap of subsidy under LIMSS was set at \$500,000 per lift, taking into account the cost of installing modernization items for an aged lift which would be in the region of \$300,000 or more. In the medium- to long-term, EMSD would study the feasibility of mandating lift modernization works.

77. Mr Wilson OR enquired how and how effective (with quantitative indicators) the proposed creation of two permanent CEME (D1) posts could expedite the implementation of LIMSS and HDPs, and whether the proposed creation of the two posts would reduce the need for EMSD to engage consultancy services.

78. DEMS replied that following the two serious lift incidents in 2018, the Administration had expedited to roll out LIMSS, which would be open for application in late March 2019. The proposed new CEME in GGLB and his team would ensure that the lift modernization works under LIMSS would be carried out orderly without compromising the quality of works or resulting in a surge in costs of the relevant works. Furthermore, the proposed new CEME in ESB2 and his team would ensure that the engineering systems in the existing hospitals would not be affected during the hospital redevelopment. He added that EMSD had conducted about 15 000 inspections on maintenance works of lifts and escalators in 2018. Given that the inspection rate was not high when compared with the number of lifts and escalators in Hong Kong (i.e. about 68 000 lifts and 9 700 escalators as at end 2018), EMSD had undertaken to increase the number of inspection to 28 900 in 2019. While EMSD's internal staff

would be tasked with the regulatory work, it was still necessary to engage external consultants in some other tasks where appropriate on the premise of optimizing the use of resources.

Proposed creation of a permanent post of Chief Electrical and Mechanical Engineer in the Engineering Services Branch 2

79. In view of the time-limited nature of HDPs, Mr Tommy CHEUNG enquired why it was necessary to create a permanent CEME (D1) post in ESB2. DEMS explained that HDPs were made up of two Ten-year plans, involving 35 hospital projects, and professional engineering services would continue to be required after completion of these hospital projects for the on-going hospital renovation works to ensure that the provision of health services could keep pace with the latest requirements. As such, a permanent CEME (D1) post had to be created to take up the said duties.

80. Ir Dr LO Wai-kwok opined that a direct connection between hospitals and MTR stations should be provided to facilitate access to the hospitals by patients, children and the elderly, and urged the relevant policy bureaux and works departments to provide full support for the development of these connections. DEMS said that Ir Dr LO's view would be relayed to the relevant government departments for consideration.

Concluding remarks

81. Mr Tommy CHEUNG and Mr Wilson OR respectively stated that members belonging to the Liberal Party and DAB supported the staffing proposals. Ir Dr LO Wai-kwok and Mr HO Kai-ming held the same stance. Mr Andrew WAN said that members belonging to the Democratic Party supported in principle the staffing proposals but they would decide how to vote only after the item was discussed at the meeting(s) of the Establishment Subcommittee ("ESC"). The Chairman concluded that members supported the submission of the staffing proposals to ESC for consideration.

VI Improvement of water supply in Shatin, Sheung Wong Yi Au, Sheung Shui and Fanling, and implementation of Water Intelligent Network

(LC Paper No. CB(1)729/18-19(06) — Administration's paper on improvement of water supply facilities in Shatin, Sheung Wong Yi Au, Sheung Shui and Fanling,

and implementation of
Water Intelligent
Network)

82. At the invitation of the Chairman, Principal Assistant Secretary (Works)3, Development Bureau ("PAS(W)3/DEVB"), briefed members on the funding proposals for upgrading (a) the remaining part of 181WF to Category A, at an estimated cost of \$7,019.9 million in MOD prices, for the main works of the in-situ reprovisioning of the South Works of the Sha Tin water treatment works ("WTW"); (b) part of 353WF to Category A, at an estimated cost of \$207.0 million in MOD prices, to carry out Stage 1 uprating works for the Sheung Wong Yi Au fresh water supply system to cope with the increase in fresh water demand in Tai Po South; (c) 368WF to Category A, at an estimated cost of \$1,071.4 million in MOD prices, to replace sections of glass reinforced plastic pipes of the Dongjiang ("DJ") water mains P4 in Sheung Shui and Fanling; and (d) the remaining part of 196WC to Category A, at an estimated cost of \$1,236.0 million in MOD prices, to implement the remaining works of Water Intelligent Network ("WIN").

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

181WF — In-situ reprovisioning of Sha Tin water treatment works (South Works) — main works

84. Ir Dr LO Wai-kwok asked about the impact of the suspension of operation of the South Works of the Sha Tin WTW during the proposed reprovisioning project on the water supply to the districts concerned, and whether its North Works, commissioned in stages from 1973, would be due for renovation as well.

85. PAS(W)3/DEVB advised that the water supply network of the Sha Tin WTW and the Tai Po WTW had been integrated to serve a combined supply zone. In 2013, the Administration carried out expansion works at the Tai Po WTW to increase its treatment capacity from 400 000 cubic metres ("m³") per day to 800 000 m³ per day and the works were substantially completed in 2018, hence sufficient to make up for the reduced treatment capacity of Sha Tin WTW during the reprovisioning project. After completion of the reprovisioning project, the treatment capacity of the South Works would be uprated to 550 000 m³ per day to meet the increasing water demand within the supply zone. As regards the

North Works of the Sha Tin WTW, they were in normal operation and necessary maintenance works had been carried out to maintain their normal operation.

86. Mr Gary FAN enquired about the expected serviceable lifespan of the South Works after reprovisioning and with technological advancement. He also asked if the new administration building to be constructed under the proposed reprovisioning project could meet the increasing operational needs, as well as about the work arrangements for the operational staff in the Sha Tin WTW during the construction of the new administration building. Mr FAN also asked about the rationale for the Administration to include 181WF and 196WC, which were of different nature, in one discussion paper for discussion by the Panel, and whether it was the Administration's practice of including different waterworks projects in one discussion paper in the past.

87. PAS(W)3/DEVB replied that generally speaking, the service life of civil engineering works and electrical and mechanical equipment was about 50 years and 25 years respectively. That said, suitable regular maintenance and repair works would be required to keep the facilities functioning properly. Moreover, to ensure the smooth operation of the North Works of the Sha Tin WTW during the reprovisioning project, the Administration, with the approval of FC, had carried out advance works to construct a new logistics centre in the Sha Tin WTW for relocating a number of existing WTW facilities with their original sites freed up to pave the way for the reprovisioning project, and the logistics centre was nearly completed.

88. Dr Junius HO suggested that to enhance public education on water resources, the Water Supplies Department ("WSD") should make reference to examples like T · PARK, the sludge treatment facility in Tuen Mun, to open up the facilities in the Sha Tin WTW after reprovisioning for public visit. Mr Gary FAN concurred with Dr HO's suggestion.

89. PAS(W)3/DEVB advised that WSD had undertaken measures to promote public education on water resources, such as arranging public visits to the Sha Tin WTW and developing a new water resources education centre in Tin Shui Wai.

196WC — Implementation of Water Intelligent Network

90. Noting that some 1 760 District Metering Areas ("DMAs") and Pressure Management Areas ("PMAs") had been established or being established, Mr Gary FAN enquired whether the WIN project implemented

so far could serve its intended purpose, and if not, whether adjustment of the design of the proposed project to establish the remaining of about 640 DMAs and PMAs would be required. Ir Dr LO Wai-kwok also asked about the effectiveness of the WIN project implemented so far.

91. PAS(W)3/DEVB replied that WSD targeted to establish about 2 400 DMAs and PMAs across the territory in phases with monitoring and sensing equipment installed in each DMA and PMA. Among them, 1 263 DMAs and PMAs were in operation, 497 were under construction and 640 were proposed to be established. While WIN had yet to be fully implemented, WSD was able to use a number of established DMAs and PMAs to identify water mains leakage in discrete areas (such as those in the metropolitan areas like Tseung Kwan O and the Eastern District as well as those in the village areas like Ping Che in Fanling) by means of manual monitoring. By incorporating all 2 400 DMAs and PMAs into an intelligent network management system, WIN would eventually be established to enable a more effective monitoring of the entire water distribution network in the territory.

Drinking water safety

92. At the request of the Deputy Chairman, PAS(W)3/DEVB undertook to provide supplementary information on the work and measures of WSD in monitoring the risk of microplastics in drinking water with a view to safeguarding public health, including whether it had assessed the levels of microplastics in the water source of DJ, local reservoirs and tap water.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)926/18-19(01) on 18 April 2019.)

Concluding remarks

93. The Deputy Chairman and Dr Junius HO indicated support for the funding proposals. Mr Gary FAN also expressed support in principle for the funding proposals. Ir Dr LO Wai-kwok said that members belonging to the Business and Professionals Alliance for Hong Kong supported the funding proposals. The Chairman concluded that members had no objection to the Administration's submission of the funding proposals to PWSC for consideration.

VII Any other business

94. There being no other business, the meeting ended at 5:56 pm.

Council Business Division 1
Legislative Council Secretariat
13 August 2019