

立法會
Legislative Council

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(These minutes have been
seen by the Administration)

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Finance Committee of the Legislative Council

Minutes of the 41st meeting
held at Conference Room 1 of the Legislative Council Complex
on Friday, 10 July 2020, at 9:06 am to 10:42 am; and
3:10 pm to 6:43 pm

Members present:

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

Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Kenneth LEUNG
Hon Alice MAK Mei-kuen, BBS, JP
Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung, JP
Hon Dennis KWOK Wing-hang
Hon Christopher CHEUNG Wah-fung, SBS, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon IP Kin-yuen
Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, GBS, JP
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, SBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon Jimmy NG Wing-ka, BBS, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon SHIU Ka-fai, JP
Hon SHIU Ka-chun
Hon Wilson OR Chong-shing, MH
Dr Hon Pierre CHAN
Hon Tanya CHAN
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Vincent CHENG Wing-shun, MH, JP
Hon Tony TSE Wai-chuen, BBS
Hon CHAN Hoi-yan

Members absent:

Hon YUNG Hoi-yan, JP

Public officers attending:

Ms Alice LAU Yim, JP	Permanent Secretary for Financial Services and the Treasury (Treasury)
Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) 1
Mr Mike CHENG Wai-man	Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch)
Mr Michael HONG Wing-kit	Chief Civil Engineer (Public Works Programme), Housing Department
Mr HO Kwok-tim	Acting Regional Highway Engineer (Urban), Highways Department
Ms CHIM Sau-yi	Chief Architect (5), Housing Department
Mr Rudolf LEE Yun-cheung	Chief Civil Engineer(1), Housing Department
Mr WONG Hon-kwan	Chief Structural Engineer (3), Housing Department
Mr Edward TSE Cheong-wo, JP	Project Director (3), Architectural Services Department
Ms Castle WONG Chee-kuen	Senior Project Manager 334, Architectural Services Department
Mrs Doris FOK LEE Sheung-ling	Assistant Director (Leisure Services)1, Leisure and Cultural Services Department
Mr LAU Shing-cheong	Chief Engineer(Land Drainage), Drainage Services Department
Dr Raymond SO Wai-man, BBS, JP	Under Secretary for Transport and Housing
Mr Raymond CHENG Nim-tai	Head (Airport Expansion Project Coordination Office), Transport and Housing Bureau
Ms Alice YEUNG Lai-shan	Principal Assistant Secretary for Transport and Housing (Airport Expansion Project Coordination Office)
Mr Kelvin NG Wai-yip	Chief Assistant Secretary (Airport Expansion Project Coordination Office), Transport and Housing Bureau
Dr Kenny HO Chin-ho	Principal Veterinary Officer, Agriculture, Fisheries and Conservation Department
Ms Ida NG Kit-ching	Assistant Commissioner of Customs and Excise (Boundary and Ports)
Dr LEUNG Yiu-hong	Chief Port Health Officer, Department of Health

Ms Sally CHEUNG Sau-yin	Assistant Director of Immigration (Control)
Ms Alice LEE Nga-lai	Chief Superintendent of Police (Planning and Development), Hong Kong Police Force
Mr Adrian MA Wai-hing	District Commander (Airport District), Hong Kong Police Force
Mr Michael LI Kiu-yin	Project Director 2, Architectural Services Department
Mr FUNG Chi-fung	Chief Project Manager 203, Architectural Services Department

Other person attending:

Mr WONG Koi-hou	General Manager (Engineering, Third Runway), Airport Authority Hong Kong
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Clerk in attendance:

Ms Anita SIT	Assistant Secretary General 1
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Staff in attendance:

Ms Angel SHEK	Chief Council Secretary(1)1
Miss Bowie LAM	Council Secretary (1)1
Ms Alice CHEUNG	Senior Legislative Assistant (1)1
Miss Queenie LAM	Senior Legislative Assistant (1)2
Mr Frankie WOO	Senior Legislative Assistant (1)3
Miss Mandy POON	Legislative Assistant (1)1
Miss Yannes HO	Legislative Assistant (1)7
Ms Haley CHEUNG	Legislative Assistant (1)10

Action

The Chairman reminded members of the requirements under Rule 83A and Rule 84 of the Rules of Procedure.

2. The Chairman declared that he was an executive director and chief executive officer of Well Link Insurance Group Holdings Limited.

**Item 1 — FCR(2020-21)34
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 31 MAY 2019**

PWSC(2019-20)10

HEAD 709 — WATERWORKS

Water Supplies — Fresh water supplies

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

353WF — Upgrading of Sheung Wong Yi Au fresh water supply system

368WF — Improvement to Dongjiang water mains P4 at Sheung Shui and Fanling

Water Supplies — Combined fresh/salt water supplies

196WC — Implementation of Water Intelligent Network

3. The Chairman advised that this item sought the approval of the Finance Committee ("FC") for the recommendation made by the Public Works Subcommittee ("PWSC") at its meeting on 31 May 2019 vide PWSC(2019-20)10 regarding the following:

- (a) the upgrading of the remaining part of 181WF "In-situ reprovisioning of Sha Tin water treatment works (South Works)—main works" to Category A at an estimated cost of \$7,019.9 million in money-of-the-day ("MOD") prices;
- (b) the upgrading of part of 353WF as 369WF, entitled "Upgrading of Sheung Wong Yi Au fresh water supply system—stage 1", to Category A at an estimated cost of \$207.0 million in MOD prices;
- (c) the upgrading of 368WF "Improvement to Dongjiang water mains P4 at Sheung Shui and Fanling" to Category A at an estimated cost of \$1,071.4 million in MOD prices; and
- (d) the upgrading of the remaining part of 196WC "Implementation of Water Intelligent Network" to Category A at an estimated cost of \$1,236.0 million in MOD prices.

Voting on FCR(2020-21)34

4. At 9:08 am, the Chairman put item FCR(2020-21)34 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 21 members voted in favour of the item, while no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

Mr Jeffrey LAM Kin-fung	Ms Starry LEE Wai-king
Mr WONG Kwok-kin	Mr Frankie YICK Chi-ming
Mr WU Chi-wai	Mr MA Fung-kwok
Mr CHAN Chi-chuen	Mr LEUNG Che-cheung
Mr Christopher CHEUNG Wah-fung	Dr Fernando CHEUNG Chiu-hung
Mr IP Kin-yuen	Mr POON Siu-ping
Ir Dr LO Wai-kwok	Mr Andrew WAN Siu-kin
Mr SHIU Ka-fai	Mr Wilson OR Chong-shing
Mr CHAN Chun-ying	Dr CHENG Chung-tai
Mr KWONG Chun-yu	Mr Jeremy TAM Man-ho
Ms CHAN Hoi-yan	
(21 members)	

5. The Chairman declared that the item was approved.

Item 2 — FCR(2020-21)35

**RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 10 JUNE 2020**

PWSC(2019-20)28

HEAD 711 — HOUSING

Support — Others

191GK — Community hall, general outpatient clinic and maternal and child health centre at Ching Hong Road, Tsing Yi

Civil Engineering — Land development

795CL — Site formation and infrastructure works for public housing developments at Pok Fu Lam South

812CL — Site formation and infrastructure works for public housing developments at Pik Wan Road, Yau Tong

HEAD 707 — NEW TOWNS AND URBAN AREA DEVELOPMENT

Civil Engineering — Land development

**666CL — Formation, roads and drains in Area 54, Tuen Mun—
phase 1 stage 2**

**681CL — Formation, roads and drains in Area 54, Tuen Mun—
phase 2**

6. The Chairman advised that this item sought FC's approval for the recommendation made by PWSC at its meeting held on 10 June 2020 vide PWSC(2019-20)28 regarding the upgrading of 812CL "Site formation and infrastructure works for public housing developments at Pik Wan Road, Yau Tong" to Category A at an estimated cost of \$1,823.3 million in MOD prices.

7. Mr Jeremy TAM was pleased to note that the Administration had provided detailed explanations during its consultation with the Kwun Tong District Council ("DC") on the proposed works, thereby expediting the project's implementation. He urged the Administration to continue to step up communication with DCs when implementing other projects in future. He said that although individual projects had obtained DC's support, it was incumbent upon the Administration to address the concerns raised by DC as soon as possible. The Chairman requested the Administration to relay Mr TAM's views to the relevant departments.

Voting on FCR(2020-21)35

8. At 9:15 am, the Chairman put item FCR(2020-21)35 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 20 members voted in favour of the item, while no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

Ms Starry LEE Wai-king	Mr WONG Kwok-kin
Mr Frankie YICK Chi-ming	Mr WU Chi-wai
Mr MA Fung-kwok	Mr CHAN Chi-chuen
Mr LEUNG Che-cheung	Mr Christopher CHEUNG Wah-fung
Dr Fernando CHEUNG Chiu-hung	Mr IP Kin-yuen
Mr POON Siu-ping	Ir Dr LO Wai-kwok
Mr Andrew WAN Siu-kin	Mr SHIU Ka-fai
Mr Wilson OR Chong-shing	Mr CHAN Chun-ying
Dr CHENG Chung-tai	Mr KWONG Chun-yu
Mr Jeremy TAM Man-ho	Ms CHAN Hoi-yan
(20 members)	

9. The Chairman declared that the item was approved.

**Item 3 — FCR(2020-21)36
RECOMMENDATION OF THE ESTABLISHMENT
SUBCOMMITTEE MADE ON 17 JUNE 2020**

EC(2020-21)5

HEAD 25 — ARCHITECTURAL SERVICES DEPARTMENT

Subhead 000 Operational expenses

10. The Chairman advised that this item sought FC's approval for the recommendation made by the Establishment Subcommittee ("ESC") at its meeting held on 17 June 2020 vide EC(2020-21)5 regarding the creation of one supernumerary post of Government Architect (D2) in the Architectural Services Department to provide overall steer and supervise the implementation of the healthcare projects under the First Ten-year Hospital Development Plan.

Voting on FCR(2020-21)36

11. At 9:21 am, the Chairman put item FCR(2020-21)36 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 22 members voted in favour of the item, while no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

Dr Priscilla LEUNG Mei-fun	Mr WONG Kwok-kin
Ms Claudia MO	Mr Frankie YICK Chi-ming
Mr WU Chi-wai	Mr CHAN Chi-chuen
Mr LEUNG Che-cheung	Mr Christopher CHEUNG Wah-fung
Dr Fernando CHEUNG Chiu-hung	Mr IP Kin-yuen
Mr POON Siu-ping	Ir Dr LO Wai-kwok
Mr Andrew WAN Siu-kin	Mr SHIU Ka-fai
Mr Wilson OR Chong-shing	Mr CHAN Chun-ying
Mr LUK Chung-hung	Dr CHENG Chung-tai
Mr KWONG Chun-yu	Mr Jeremy TAM Man-ho
Mr Vincent CHENG Wing-shun	Ms CHAN Hoi-yan
(22 members)	

12. The Chairman declared that the item was approved.

**Item 4 — FCR(2020-21)37
RECOMMENDATION OF THE ESTABLISHMENT
SUBCOMMITTEE MADE ON 17 JUNE 2020**

**EC(2020-21)6
HEAD 158 — GOVERNMENT SECRETARIAT : TRANSPORT AND
HOUSING BUREAU (TRANSPORT BRANCH)
Subhead 000 Operational expenses**

13. The Chairman advised that this item sought FC's approval for the recommendation made by ESC at its meeting held on 17 June 2020 vide EC(2020-21)6 regarding the creation of two permanent non-civil service positions of one Chief Accident and Safety Investigator (equivalent to the rank of D2) and one Deputy Chief Accident and Safety Investigator (equivalent to the rank of D1); and one supernumerary post of Assistant Director-General of Civil Aviation (D2) in the Transport Branch of the Transport and Housing Bureau to lead the independent Air Accident Investigation Authority under a permanent set-up in order to comply with the on-going and binding requirement of the International Civil Aviation Organization.

Voting on FCR(2020-21)37

14. At 9:27 am, the Chairman put item FCR(2020-21)37 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 21 members voted in favour of and 3 members voted against the item, and no member abstained from voting. The votes of individual members were as follows:

For:

Dr Priscilla LEUNG Mei-fun	Mr WONG Kwok-kin
Ms Claudia MO	Mr Frankie YICK Chi-ming
Mr Charles Peter MOK	Mr CHAN Chi-chuen
Mr LEUNG Che-cheung	Dr Fernando CHEUNG Chiu-hung
Mr IP Kin-yuen	Mr POON Siu-ping
Ir Dr LO Wai-kwok	Mr Holden CHOW Ho-ding
Mr SHIU Ka-fai	Mr SHIU Ka-chun
Mr Wilson OR Chong-shing	Mr CHAN Chun-ying
Mr LUK Chung-hung	Dr CHENG Chung-tai
Mr Jeremy TAM Man-ho	Mr Vincent CHENG Wing-shun
Ms CHAN Hoi-yan	
(21 members)	

Against:

Mr WU Chi-wai

Mr Andrew WAN Siu-kin

Mr KWONG Chun-yu

(3 members)

15. The Chairman declared that the item was approved.

**Item 5 — FCR(2020-21)38
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2020**

**PWSC(2020-21)2
HEAD 708 — CAPITAL SUBVENTIONS AND MAJOR SYSTEMS
AND EQUIPMENT**

Universities

The Hong Kong Polytechnic University

29EK — Library extension and revitalisation

16. The Chairman advised that the item sought FC's approval for the recommendation made by PWSC at its meeting on 24 June 2020 vide PWSC(2020-21)2 regarding the upgrading of 29EK "Library extension and revitalisation" to Category A at an estimated cost of \$406.6 million in MOD prices.

Concern over the Government's earlier withdrawal of the project relating to university facilities

17. Dr Fernando CHEUNG said that the campus of the Hong Kong Polytechnic University ("PolyU") was affected by the social events that took place last year with many on-campus facilities (including the library) damaged. Subsequently, the Administration decided in November last year to temporarily withdraw the works project relating to PolyU's campus expansion. He held that the Administration had considered the funding relating to university facilities from a political perspective. Dr CHEUNG urged the Administration to respect the regime of institutional autonomy.

18. Dr Priscilla LEUNG and Mr SHIU Ka-fai opined that members should not relate this item with political factors, and they should focus on discussing the current agenda item. Dr LEUNG pointed out that during the period when social events took place last year, security problems had arisen in PolyU, such as petrol bombs were found all over the campus and facilities damaged, posing serious threats to the safety of teachers, students, security staff and members of the public. Mr SHIU said it was

understandable that the Administration had to reassess the relevant works project given the damage caused to facilities in PolyU and make every effort to lobby for members' support of the proposed project.

19. Given PolyU's proximity to the entrance/exit of the Cross-Harbour Tunnel, Mr WONG Kwok-kin urged the Administration to prudently consider how to properly deal with the impacts caused by the occupation of the footbridge connecting PolyU and Hung Hom MTR station and of the Cross-Harbour Tunnel on the traffic network in the vicinity.

20. Mr Holden CHOW said that rioters had occupied PolyU's campus as their base and paralyzed the traffic of the region during the social events, thereby seriously affecting people's living. While he expressed support for the extension and revitalization of the main library of PolyU, he urged PolyU to enhance its security arrangement to avoid similar incidents in future.

21. Mr IP Kin-yuen pointed out that no extensive improvement works on the PolyU library had been conducted over the past 40-odd years. Although members had divergent views on the social events, he hoped that they would support the proposed works project so as to improve the facilities and quality of Hong Kong's higher education.

Meeting arrangement

22. Mr CHU Hoi-dick enquired about the list of agenda items scheduled for submission to FC for scrutiny before the end of the current legislative session. The Chairman advised that FC would hold meetings on 13, 14 and 17 July 2020. The Secretariat would issue circulars and agendas later today to inform members about the relevant meeting arrangements.

23. Ms Claudia MO asked whether the Administration had planned to submit the item on the studies related to artificial islands in the central waters to FC for scrutiny; if so, whether the Administration would place that item at a higher position on the agenda. The Chairman advised that according to his understanding, the Administration would put that item on the agenda and place it at a lower position.

24. Mr Andrew WAN opined that the Administration should withdraw controversial agenda items so that members could make good use of the time to deliberate on other livelihood-related financial proposals. He asked the Chairman to relay his opinion to the Administration. The Chairman noted Mr WAN's opinion, but considered that FC would unlikely complete the scrutiny on the item concerning the studies related to artificial

islands in the central waters before the end of the current legislative session.

Vote on FCR(2020-21)38

25. At 9:42 am, the Chairman put item (2020-21)38 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 24 members voted in favour of and 1 member voted against the item, and no member abstained from voting. The votes of individual members were as follows:

For:

Dr Priscilla LEUNG Mei-fun	Ms Claudia MO
Mr Frankie YICK Chi-ming	Mr WU Chi-wai
Mr MA Fung-kwok	Mr Charles Peter MOK
Mr CHAN Chi-chuen	Dr Fernando CHEUNG Chiu-hung
Mr IP Kin-yuen	Ms Elizabeth QUAT
Mr POON Siu-ping	Ir Dr LO Wai-kwok
Mr Alvin YEUNG	Mr Andrew WAN Siu-kin
Mr CHU Hoi-dick	Mr Holden CHOW Ho-ding
Mr SHIU Ka-fai	Mr SHIU Ka-chun
Dr Pierre CHAN	Mr CHAN Chun-ying
Dr CHENG Chung-tai	Mr KWONG Chun-yu
Mr Jeremy TAM Man-ho	Ms CHAN Hoi-yan
(24 members)	

Against:

Dr Junius HO Kwan-yiu
(1 member)

26. The Chairman declared that the item was approved.

Item 6 — FCR(2020-21)39

**RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE AT ITS MEETING ON 24 JUNE 2020**

PWSC(2020-21)4

**HEAD 708 — CAPITAL SUBVENTIONS AND MAJOR SYSTEMS
AND EQUIPMENT**

Education Subventions

**95EB — Partial redevelopment and conversion of the Hong Kong
Chinese Women's Club College at 2B, Tai Cheong
Street, Sai Wan Ho**

27. The Chairman advised that the item sought FC's approval for the recommendation made by PWSC at its meeting on 24 June 2020 vide PWSC(2020-21)4 regarding the upgrading of 95EB "Partial redevelopment and conversion of the Hong Kong Chinese Women's Club College at 2B, Tai Cheong Street, Sai Wan Ho" to Category A at an estimated cost of \$285.3 million in MOD prices.

Voting on FCR(2020-21)39

28. At 9:48 am, the Chairman put item FCR(2020-21)39 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 25 members voted in favour of the item, while and no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

Ms Claudia MO	Mr Frankie YICK Chi-ming
Mr WU Chi-wai	Mr MA Fung-kwok
Mr Charles Peter MOK	Mr CHAN Chi-chuen
Dr Fernando CHEUNG Chiu-hung	Mr IP Kin-yuen
Ms Elizabeth QUAT	Mr POON Siu-ping
Ir Dr LO Wai-kwok	Mr Alvin YEUNG
Mr Andrew WAN Siu-kin	Mr CHU Hoi-dick
Dr Junius HO Kwan-yiu	Mr Holden CHOW Ho-ding
Mr SHIU Ka-fai	Mr SHIU Ka-chun
Dr Pierre CHAN	Mr CHAN Chun-ying
Dr CHENG Chung-tai	Mr KWONG Chun-yu
Mr Jeremy TAM Man-ho	Mr Vincent CHENG Wing-shun
Ms CHAN Hoi-yan	
(25 members)	

29. The Chairman declared that the item was approved.

Item 7 — FCR(2020-21)40

**RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2020**

PWSC(2020-21)7

HEAD 703

— BUILDINGS

Environmental Hygiene

— Others

187GK

— Animal Management and Animal Welfare
Building Complex in Kai Tak
Development

30. The Chairman advised that the item sought FC's approval for the recommendation made by PWSC at its meeting held on 24 June 2020 vide PWSC(2020-21)7 regarding the upgrading of 187GK "Animal Management and Animal Welfare Building Complex in Kai Tak Development" to Category A at an estimated cost of \$881.9 million in MOD prices.

Voting on FCR(2020-21)40

31. At 9:53 am, the Chairman put item FCR(2020-21)40 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 25 members voted in favour of the item, while no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

Ms Claudia MO	Mr Frankie YICK Chi-ming
Mr WU Chi-wai	Mr MA Fung-kwok
Mr Charles Peter MOK	Mr CHAN Chi-chuen
Mr KWOK Wai-keung	Dr Fernando CHEUNG Chiu-hung
Mr IP Kin-yuen	Ms Elizabeth QUAT
Mr POON Siu-ping	Ir Dr LO Wai-kwok
Mr Alvin YEUNG	Mr Andrew WAN Siu-kin
Mr CHU Hoi-dick	Dr Junius HO Kwan-yiu
Mr Holden CHOW Ho-ding	Mr SHIU Ka-fai
Mr SHIU Ka-chun	Mr CHAN Chun-ying
Dr CHENG Chung-tai	Mr KWONG Chun-yu
Mr Jeremy TAM Man-ho	Mr Vincent CHENG Wing-shun
Ms CHAN Hoi-yan	
(25 members)	

32. The Chairman declared that the item was approved.

**Item 8 — FCR(2020-21)41
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2020**

PWSC(2020-21)8

HEAD 703 — BUILDINGS

Transport — Footbridges/pedestrian tunnels

184TB — Construction of a footbridge with lift tower to connect the Ap Lei Chau Wind Tower Park and the Ap Lei Chau Estate

Recreation, Culture and Amenities — Mixed amenity packages
69RG — Amenity complex in Area 103, Ma On Shan

Recreation, Culture and Amenities — Sports Facilities
69RG — Redevelopment of Kowloon Tsai Swimming Pool Complex

Recreation, Culture and Amenities — Open spaces
428RO — Open Space at Hoi Fai Road, Tai Kok Tsui

33. The Chairman advised that the item sought FC's approval for the recommendation made by PWSC at its meeting held on 24 June 2020 vide PWSC(2020-21)8 regarding the following:

- (a) the upgrading of 184TB "Construction of a footbridge with lift tower to connect the Ap Lei Chau Wind Tower Park and the Ap Lei Chau Estate" to Category A at an estimated cost of \$112.4 million in MOD prices;
- (b) the upgrading of part of 69RG "Amenity complex in Area 103, Ma On Shan" as 70RG, entitled "Amenity complex in Area 103, Ma On Shan—pre-construction activities", to Category A at an estimated cost of \$74.3 million in MOD prices; and the retention of the remainder of 69RG in Category B;
- (c) the upgrading of 280RS "Redevelopment of Kowloon Tsai Swimming Pool Complex" to Category A at an estimated cost of \$1,120 million in MOD prices; and
- (d) the upgrading of 428RO "Open Space at Hoi Fai Road, Tai Kok Tsui" to Category A at an estimated cost of \$104 million in MOD prices.

Voting on FCR(2020-21)41

34. At 10:00 am, the Chairman put item FCR(2020-21)41 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 27 members voted in favour of the item, while no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

Mr LEUNG Yiu-chung	Ms Claudia MO
Mr Frankie YICK Chi-ming	Mr WU Chi-wai
Mr Charles Peter MOK	Mr CHAN Chi-chuen
Mr KWOK Wai-keung	Dr Fernando CHEUNG Chiu-hung
Mr IP Kin-yuen	Ms Elizabeth QUAT
Mr POON Siu-ping	Dr CHIANG Lai-wan
Ir Dr LO Wai-kwok	Mr Alvin YEUNG
Mr Andrew WAN Siu-kin	Mr CHU Hoi-dick
Dr Junius HO Kwan-yiu	Mr Holden CHOW Ho-ding
Mr SHIU Ka-fai	Mr SHIU Ka-chun
Mr CHAN Chun-ying	Mr HUI Chi-fung
Dr CHENG Chung-tai	Mr KWONG Chun-yu
Mr Jeremy TAM Man-ho	Mr Vincent CHENG Wing-shun
Ms CHAN Hoi-yan	
(27 members)	

35. The Chairman declared that the item was approved.

Item 9 — FCR(2020-21)45

**RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2020**

PWSC(2020-21)13

HEAD 705

**Recreation, Culture and Amenities
444RO**

— **CIVIL ENGINEERING**
— **Open spaces**
— **Lei Yue Mun Waterfront
Enhancement Project —
construction of a public landing
facility**

HEAD 703

**Recreation, Culture and Amenities
409RO**

— **BUILDINGS**
— **Open spaces**
— **Lei Yue Mun Waterfront
Enhancement Project —
development of a waterfront
promenade and related
improvement works**

36. The Chairman advised that the item sought FC's approval for the recommendation made by PWSC at its meeting held on 24 June 2020 vide PWSC(2020-21)13 regarding the following:

- (a) the upgrading of 444RO "Lei Yue Mun Waterfront Enhancement Project—construction of a public landing facility" to Category A at an estimated cost of \$164.9 million in MOD prices; and
- (b) the upgrading of 409RO "Lei Yue Mun Waterfront Enhancement Project—development of a waterfront promenade and related improvement works" to Category A at an estimated cost of \$103.2 million in MOD prices.

Voting on FCR(2020-21)45

37. At 10:06 am, the Chairman put item FCR(2020-21)45 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 28 members voted in favour of the item, while no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

- | | |
|------------------------------|------------------------|
| Mr LEUNG Yiu-chung | Ms Claudia MO |
| Mr Frankie YICK Chi-ming | Mr WU Chi-wai |
| Mr Charles Peter MOK | Mr CHAN Chi-chuen |
| Ms Alice MAK Mei-kuen | Mr KWOK Wai-keung |
| Dr Fernando CHEUNG Chiu-hung | Dr Helena WONG Pik-wan |
| Mr IP Kin-yuen | Ms Elizabeth QUAT |
| Mr POON Siu-ping | Dr CHIANG Lai-wan |
| Ir Dr LO Wai-kwok | Mr Alvin YEUNG |
| Mr Andrew WAN Siu-kin | Mr CHU Hoi-dick |
| Dr Junius HO Kwan-yiu | Mr SHIU Ka-fai |
| Mr SHIU Ka-chun | Mr CHAN Chun-ying |
| Mr HUI Chi-fung | Dr CHENG Chung-tai |
| Mr KWONG Chun-yu | Mr Jeremy TAM Man-ho |
| Mr Vincent CHENG Wing-shun | Ms CHAN Hoi-yan |
- (28 members)

38. The Chairman declared that the item was approved.

**Item 10 — FCR(2020-21)47
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2020**

PWSC(2020-21)6

HEAD 706 — HIGHWAYS

Transport — Roads

875TH — Noise enclosures at Gascoigne Road Flyover

853TH — Widening of Castle Peak Road—Castle Peak Bay

850TH — New Wang Tong River Bridge

Transport — Footbridges and pedestrian tunnels

190TB — Retrofitting of escalators for footbridge across Castle Peak Road — Kwai Chung near MTR Tai Wo Hau Station Exit B

39. The Chairman advised that the item sought FC's approval for the recommendation made by PWSC at its meeting held on 24 June 2020 vide PWSC(2020-21)6 regarding the following:

- (a) the upgrading of 875TH "Noise enclosures at Gascoigne Road Flyover" to Category A at an estimated cost of \$482.4 million in MOD prices;
- (b) the upgrading of 853TH "Widening of Castle Peak Road—Castle Peak Bay" to Category A at an estimated cost of \$755.2 million in MOD prices;
- (c) the upgrading of 850TH "New Wang Tong River Bridge" to Category A at an estimated cost of \$99.7 million in MOD prices; and
- (d) the upgrading of 190TB "Retrofitting of escalators for footbridge across Castle Peak Road—Kwai Chung near MTR Tai Wo Hau Station Exit B" to Category A at an estimated cost of \$49 million in MOD prices.

Voting on FCR(2020-21)47

40. At 10:12 am, the Chairman put item FCR(2020-21)47 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 29 members voted in favour of the item, while no member voted against the item or abstained from voting. The votes of individual members were as follows:

For:

Mr LEUNG Yiu-chung	Ms Claudia MO
Mr Frankie YICK Chi-ming	Mr WU Chi-wai
Mr MA Fung-kwok	Mr Charles Peter MOK
Mr CHAN Chi-chuen	Ms Alice MAK Mei-kuen
Dr Fernando CHEUNG Chiu-hung	Dr Helena WONG Pik-wan
Mr IP Kin-yuen	Mr POON Siu-ping
Dr CHIANG Lai-wan	Ir Dr LO Wai-kwok
Mr Alvin YEUNG	Mr Andrew WAN Siu-kin
Mr CHU Hoi-dick	Dr Junius HO Kwan-yiu
Mr Holden CHOW Ho-ding	Mr SHIU Ka-fai
Mr SHIU Ka-chun	Mr CHAN Chun-ying
Mr HUI Chi-fung	Mr LAU Kwok-fan
Dr CHENG Chung-tai	Mr KWONG Chun-yu
Mr Jeremy TAM Man-ho	Mr Vincent CHENG Wing-shun
Ms CHAN Hoi-yan	
(29 members)	

41. The Chairman declared that the item was approved.

**Item 11 — FCR(2020-21)43
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2020**

**PWSC(2020-21)11
HEAD 711 — HOUSING
Transport — Footbridges and pedestrian tunnels
194TB — Transport infrastructure works for development at
Diamond Hill**

**Recreation, Culture and Amenities — Open spaces
472RO — Water feature park and landscaped walk at Diamond
Hill**

42. The Chairman advised that this item sought FC's approval for the recommendation made by PWSC at its meeting held on 24 June 2020 vide PWSC(2020-21)11 regarding:

- (a) the upgrading of 194TB "Transport infrastructure works for development at Diamond Hill" to Category A at an estimated cost of \$1,850.4 million in MOD prices; and

- (b) the upgrading of 472RO "Water feature park and landscaped walk at Diamond Hill" to Category A at an estimated cost of \$615.9 million in MOD prices.

Transport infrastructure works

Footbridges

43. Mr WU Chi-wai asked why the proposed footbridge FB1 would not be directly connected to Plaza Hollywood. Mr Jeremy TAM asked whether the owner of Plaza Hollywood would build a link to connect footbridge FB1 with Plaza Hollywood, and if so, when the link would be built. In response, Chief Civil Engineer (Public Works Programme), Housing Department advised that according to the land lease conditions, the owner of Plaza Hollywood would be responsible for building a link to connect footbridge FB1 with Plaza Hollywood. The Government would follow up on the timetable for building the link in due course. Chief Architect (5), Housing Department supplemented that in designing footbridge FB1, room for connecting the link with Plaza Hollywood had been reserved. Since Plaza Hollywood was a private development project, improvement works (including the construction of the above-mentioned link) should be carried out according to the land lease conditions. The Housing Department would relay the views of members and residents to the Lands Department for reference.

44. Mr Jeremy TAM said that residents of Galaxia were very concerned about the management and maintenance responsibilities of the common areas of Plaza Hollywood (including the 24-hour pedestrian link). Chief Civil Engineer (Public Works Programme), Housing Department advised that according to the land lease conditions, the 24-hour pedestrian link of Plaza Hollywood must be retained. With the completion of the public housing development in the Diamond Hill Comprehensive Development Area ("CDA"), it was expected that the owner of Plaza Hollywood would build the link to connect footbridge FB1 with Plaza Hollywood in due course.

Public Transport Interchange

45. Mr WU Chi-wai expressed concerns about the likely traffic impact on the nearby road network (including Choi Hung Road) caused by the Government's proposed closure of the existing public transport terminus at Sze Mei Street and construction of a public transport interchange ("PTI") under the proposed works project. Since traffic was currently very heavy

at Choi Hung Road, he suggested the Government to consider designating more bus-only lanes at Choi Hung Road and diverting traffic to Prince Edward Road East via Sze Mei Street.

46. Chief Civil Engineer (Public Works Programme), Housing Department advised that the existing public transport terminus at Sze Mei Street would be replaced by the proposed PTI with bays and stands for buses, minibuses, taxis, etc. It was envisaged that the replacement would not cause any traffic impact on Choi Hung Road. Chief Civil Engineer(1), Housing Department supplemented that the proposed works project included widening the road surface of Choi Hung Road. According to the traffic impact assessment, it was expected that traffic from Choi Hung Road to Lung Cheung Road would generally be smooth after the completion of the works in 2026.

Works Schedule

47. Mr KWONG Chun-yu expressed concerns about the works schedule, including why the completion date had been postponed and how the Administration would ensure that the works would be completed in 2023-2024 as scheduled. Ms Claudia MO was concerned whether the proposed works had been endorsed by Wong Tai Sin District Council ("WTSDC"). In response, Chief Civil Engineer (Public Works Programme), Housing Department advised that since 2013, the Government had consulted WTSDC on several occasions on the proposed Diamond Hill CDA and a community engagement workshop had been held. After the Town Planning Board approved the master layout plan of the Diamond Hill CDA in May 2016, the Administration had consulted WTSDC on the design of the project a number of times. When the Administration consulted WTSDC again on the revised proposal in January 2019, WTSDC did not raise any objection. Subsequently, the Government had submitted the proposal to the relevant panel of the Legislative Council ("LegCo") as soon as possible. Mr KWONG Chun-yu asked the Administration to maintain close communication with WTSDC.

Water feature park and landscaped walk

Water feature park

48. Mr WU Chi-wai noted that the Government would implement greening works along the concerned roads of the boundaries of the water feature park and the landscaped walk, including alternate planting with trees, shrubs and groundcovers, etc. He opined that the landscape design

should focus on planting trees because planting shrubs was neither aesthetic nor appropriate. Chief Civil Engineer (Public Works Programme), Housing Department noted Mr WU's views and undertook to review the species of trees to be planted.

49. Ms Claudia MO asked the Administration to explain the reasons for using the words "water feature". As the scope of the proposed works project would include reinstating three historic buildings of the former Tai Hom Village at the water feature park, namely the Old Pillbox (Grade II historic building), the Former Royal Airforce Hangar ("the Hangar") (Grade III historic building) and the Stone House (former residence of the late actor, Mr Roy CHIAO), Ms MO opined that the name of the park should reflect the historic value of the buildings in the park.

50. Chief Civil Engineer (Public Works Programme), Housing Department advised that the vision of the Diamond Hill CDA included public housing development with public open spaces, religious facilities, a PTI, a water feature park and a landscaped walk. The development concept of a "water feature park" came from the source of Kai Tak River. Assistant Director (Leisure Services)1, Leisure and Cultural Services Department supplemented that water feature park was only a project name. When the construction works were close to completion, the Leisure and Cultural Services Department ("LCSD") would consult the DC concerned on the name of the park.

Hangar, Old Pillbox and Stone House

51. Mr KWONG Chun-yu asked the Administration how it would leverage on the above-mentioned historic buildings to showcase and preserve, in the mode of conservation, the past and present cultural facets of Diamond Hill.

52. Chief Architect (5), Housing Department advised that:

- (a) the Former Hangar, Old Pillbox and Stone House had been dismantled earlier and stored temporarily. As most of the metal structural parts of the Hangar were rusty and in a derelict condition, they were not suitable to be used as the main structure. Thus, the Hangar would be reinstated with a new structure, drawing reference from its original size. Parts with conservation value would be showcased in the Hangar so that visitors could learn about and appreciate the history concerned (the site plan and the artist's impression of the Hangar were set

out respectively at Annex 2 and Annex 3 to Enclosure 2 of the information paper);

- (b) the Old Pillbox and Hangar would be reinstated in the park, with their original parts showcased as exhibits; and
- (c) the original parts of the Stone House would be reused to construct the park and LCSD would embellish the stones.

53. At 10:42 am, the Chairman declared that the morning session of the meeting ended.

54. The meeting resumed at 3:10 pm. The Deputy Chairman presided over the meeting.

Voting on FCR(2020-21)43

55. At 3:11 pm, the Deputy Chairman put FCR(2020-21)43 to vote. The Deputy Chairman declared that the majority of the members present and voting were in favour of the item. The item was approved.

Item 12 — FCR(2020-21)46

**RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 24 JUNE 2020**

PWSC(2020-21)1

HEAD 703 — BUILDINGS

Law and Order — Police

**278LP — Provision of Police facilities to support the
Three-Runway System at Hong Kong International
Airport**

Fitting-out — Others

**402IO — Provision of facilities and accommodation for various
government departments to support the Three-Runway
System at Hong Kong International Airport**

56. The Deputy Chairman advised that this item sought FC's approval for the recommendation made by PWSC at its meeting held on 24 June 2020 vide PWSC(2020-21)1 regarding:

- (a) the upgrading of 278LP "Provision of Police facilities to support the Three-Runway System at Hong Kong International Airport" to Category A at an estimated cost of \$1,866.6 million in MOD prices; and
- (b) the upgrading of 402IO "Provision of facilities and accommodation for various government departments to support the Three-Runway System at Hong Kong International Airport" to Category A at an estimated cost of \$2,624.5 million in MOD prices.

57. The Deputy Chairman advised that PWSC had spent about 3 hours and 19 minutes on scrutinizing the above proposal.

58. The Deputy Chairman declared that he was an advisor of the Bank of China (Hong Kong) Limited.

Concerns about the Law of the People's Republic of China on Safeguarding National Security in the Hong Kong Special Administrative Region

59. Referring to the Law of the People's Republic of China on Safeguarding National Security in the Hong Kong Special Administrative Region ("the National Security Law") formally passed by the Standing Committee of the National People's Congress ("NPCSC"), Mr HUI Chi-fung, Mr Kenneth LEUNG, Dr Helena WONG, Mr James TO and Ms Claudia MO expressed the following concerns:

- (a) whether the Hong Kong Police Force ("HKPF") would use the proposed District Operational Base ("proposed OB") or facilities and accommodation for various government departments to enforce the National Security Law;
- (b) whether space had been reserved in the proposed facilities (including police facilities) and accommodation for various government departments for use by the Committee for Safeguarding National Security of the Hong Kong Special Administrative Region ("the National Security Committee"), the Office for Safeguarding National Security of the Central People's Government in the Hong Kong Special Administrative Region ("the National Security Office") or the National Security Department of HKPF;
- (c) whether personnel of the National Security Committee and the National Security Office had asked the Administration to

reserve office accommodation at the proposed OB or facilities for various government departments; and

- (d) whether the police facilities of the Three-Runway System ("3RS") would be managed by officers of HKPF's National Security Department.

60. Head (Airport Expansion Project Coordination Office), Transport and Housing Bureau ("Head(AEPCO)/THB") said that the proposed police facilities as well as the facilities and accommodation for various government departments would be used to support the operation of 3RS. As the Government finalized the scope of works of 3RS several years ago (i.e. before the passage of the National Security Law by NPCSC), it had not reserved space in the proposed police facilities, as well as in the facilities and accommodation for various government departments for use by personnel responsible for enforcing the National Security Law. The Transport and Housing Bureau ("THB") also had never received such a request.

61. Mr James TO expressed his concern that the Administration might in future circumvent FC and provide, through internal deployment, the facilities required for enforcing the National Security Law at the Hong Kong International Airport ("HKIA"). Head(AEPCO)/THB advised that after getting FC's approval, THB had to carry out the proposed project in accordance with the approved scope and estimated cost. If the proposed project had cost overruns or if changes in project scope were required, THB would make a submission to FC in due course in accordance with the established mechanism.

62. Mr HUI Chi-fung requested the Administration to undertake not to allow personnel of the National Security Office or the National Security Committee to set up designated office and detention facilities, etc., in the facilities and accommodation for various government departments at HKIA. If the Administration received such a request, it should disclose the relevant information to the public in a timely manner.

63. Head(AEPCO)/THB stressed that the proposed facilities for various government departments were essential for providing the necessary security control at HKIA, so as to meet the future operational needs of 3RS. The proposed facilities would be handed over to the relevant department(s) for management in future. At present, there was no information indicating that the proposed facilities and accommodation for various government departments were related to the enforcement of the National Security Law.

64. Mr SHIU Ka-chun asked whether the Airport Security Unit ("ASU") or the National Security Law enforcement personnel would be responsible for conducting counter-terrorism operations relating to the National Security Law within the precincts of HKIA. Chief Superintendent of Police, Planning and Development Branch of Hong Kong Police Force ("CSP/HKPF") said that the Police would act in accordance with the relevant law to properly handle terrorist acts (such as passenger aircraft hijacking and explosive threats).

65. Dr Fernando CHEUNG enquired about the procedures that National Security Office personnel were required to undergo when entering/leaving Hong Kong. The Administration undertook to provide supplementary information after the meeting.

[Post-meeting note: The supplementary information (Chinese version) provided by the Administration was circulated to members vide LC Paper No. FC304/19-20(01) on 12 October 2020.]

66. Dr Helena WONG cited a media report that the Central People's Government intended to deploy about 200 to 300 People's Armed Police Force ("APF") officers to station in Hong Kong as "observers". She asked whether these APF officers would carry weapons and conduct joint law enforcement actions with the counter-terrorism units of HKPF in Hong Kong where necessary. Dr WONG also asked whether these APF officers would use the proposed OB for shooting training.

67. Head(AEPCO)/THB replied that the proposed OB would be mainly used by ASU to cope with the increased policing needs of the Airport District upon the commissioning of 3RS. In response to Dr Helena WONG's further enquiry on whether APF officers could take enforcement action within the precincts of HKIA, CSP/HKPF said that she could not comment on hypothetical or speculative questions.

68. Dr Helena WONG requested the Head of the National Security Office, the Secretary for Security and the Secretary General of the National Security Committee to attend the relevant FC meetings to respond to questions raised by members relating to the item FCR(2020-21)46. The Deputy Chairman said that officials attending the meeting had already tried their best to respond to members' questions. Although some members were dissatisfied with the replies given by the officials, he considered it inappropriate to request all the relevant officials to attend the meetings to respond to questions raised by individual members (especially enquiries related to rumours).

Police facilities of Three-Runway System

The design, location and manpower arrangements of the proposed Airport District Operational Base

69. Ms Tanya CHAN asked about:

- (a) the development parameters of police facilities relating to 3RS, including whether expansion would be carried out in future and the criteria for expansion;
- (b) the height and number of storeys of the proposed police facilities; and
- (c) the entrance and exit locations of the relevant facilities, and whether other road users (such as drivers and pedestrians) would be affected.

70. Project Director 2, Architectural Services Department ("PD2/ArchSD") said that the proposed OB had seven storeys. Head(AEPCO)/THB explained that the maximum height of the proposed OB was about 45 metres above the Hong Kong Principal Datum. Given the height restriction at HKIA, the Government would not carry out any expansion works involving the construction of additional floors above the proposed OB.

[*Post-meeting note:* The Buildings Department corrected that the proposed OB had eight storeys but not seven storeys as mentioned at the meeting.]

71. Dr KWOK Ka-ki said that since last year's disturbances arising from the opposition to the proposed legislative amendments and the COVID-19 epidemic, there were adjustments in the passenger volume of HKIA; furthermore, the Government was now facing tremendous financial pressure. Noting that the existing Airport Police Station ("APS") located at Catering Road West comprised an eight-storey Office Block and a five-storey Barrack Block, he asked whether the Administration would consider utilizing the space of the existing APS, for example, constructing additional floors to accommodate the increasing number of police officers. He also suggested the Administration to consider setting up police posts at the Third Runway Passenger Building ("TRPB"), so as to save the costs for constructing the relevant police facilities (including the proposed OB).

72. CSP/HKPF responded that:

- (a) the existing APS was commissioned in 1998 when there were only one passenger building and two runways at HKIA. Over the past 20 years, the passenger and cargo volumes and aircraft movements at HKIA had increased significantly. Despite the continuous expansion in establishment of the Airport District over the years, the accommodation area did not increase correspondingly. The existing APS had insufficient space to cope with the growth in policing needs upon the commissioning of 3RS;
- (b) according to the International Standards and Recommended Practices of the International Civil Aviation Organization, the airport rescue teams should be able to achieve a response time not exceeding two minutes to any point of each operational runway, and a response time not exceeding three minutes to any building within the precincts of HKIA. When an aircraft made a landing due to occurrence of incidents, the escape time for passengers was only about 90 seconds ; and
- (c) in the event of an aircraft emergency incident, HKPF's emergency response team must arrive at the scene as soon as possible. Any undue delay would not only endanger aviation security and safety of passengers, aviation personnel and other airport stakeholders, but also undermine the reputation of Hong Kong as an international and regional aviation hub.

73. Head(AEPCO)/THB supplemented that the establishment of police officers stationed at APS had increased from 433 in the earlier years to the present level of around 500 (including both police officers and civilian staff). Technically, the present foundation and building structure of the Office Block of APS did not support the construction of additional floors for expansion.

74. Ms Tanya CHAN enquired about the number of people working at the proposed OB. Dr Helena WONG asked about the proportion of police officers and civilian staff to be housed at the proposed OB. Mr CHU Hoi-dick pointed out that despite the significant increase in passenger throughput and aircraft movements at HKIA over the past 20 years, the number of officers stationed at APS had only increased by around 16% from the initial establishment of 433 to 500 at present. Judging from this rate of growth, it would not be justified for the proposed OB to house up to 250 police officers. Mr CHU requested the Administration to provide information on the establishment of ASU from 1998 to 2030.

75. In response to members' concerns and suggestions above, Head(AEPCO)/THB and CSP/HKPF advised that:

- (a) the proposed OB had a capacity to house about 250 personnel (including police officers and civilian staff); among them, civilian staff accounted for about 10%. As for the actual establishment of the proposed OB, HKPF would take into account a basket of factors, including the actual policing needs, the prevailing global landscape and risk assessment, crime trend and HKPF's overall establishment at the time. Additional manpower resources would be sought where appropriate;
- (b) as the area occupied by HKIA would increase by about 50% upon the commissioning of 3RS, the passenger and cargo volumes and aircraft movements would also increase correspondingly. On the other hand, the reports received by the Airport District had increased threefold in 2018 from about 8 000 reports in 1998. It was expected that the demand for policing service would increase proportionately upon the commissioning of 3RS; and
- (c) due to tactical deployment consideration, HKPF was not in a position to disclose the actual establishment of ASU.

76. Mr Kenneth LEUNG asked if the proposed OB could allow more police officers to station at HKIA. CSP/HKPF said that the proposed OB would mainly accommodate ASU members and police officers responsible for intelligence and traffic at APS. HKPF would, depending on the circumstances, deploy police officers flexibly and conduct tactical planning at the proposed OB, so as to provide appropriate and effective protection at HKIA. Mr LEUNG further enquired if a Provisional Police Command Post would be set up by HKPF at HKIA should major incidents or terrorist attacks occur. CSP/HKPF advised in the affirmative.

77. Mr Andrew WAN opined that it would be more cost-effective to build the proposed OB (including the indoor firing range) in areas in the vicinity of the Airport Island (such as Tung Chung, Lantau Island) instead of using the precious land obtained from reclamation.

78. Head (AEPCO)/THB said that police officers undergoing training at the proposed OB were reserve manpower, and they could provide timely reinforcement in the event of major incidents or terrorist attacks at HKIA. In reply to Mr Andrew WAN's further enquiry, Head(AEPCO)/THB said that upon the commissioning of 3RS, HKPF would adopt a dual-base

approach whereby APS and the proposed OB would form a dual base covering the northern and southern sides of the Airport Island to allow for more comprehensive, effective and efficient response in the event of aircraft emergency incident.

79. Dr KWOK Ka-ki asked the time needed to reach the western end of the third runway from APS. CSP/HKPF replied that upon the commissioning of 3RS, the area occupied by HKIA would increase by about 50% of the existing Airport Island. The western end of the third runway would become the farthest point, which was around 10.5 km from APS, and it would take some 15 minutes to reach the western end of the third runway from APS. The proposed OB would be located at a strategic location of the Eastern Support Area, which allowed the time needed for police officers to reach the western end of the third runway to be substantially shortened by 50%, thereby responding swiftly to emergency incidents.

80. Mr Steven HO declared that he was a member of the Board of the Airport Authority Hong Kong ("AAHK"). Regarding Mr Andrew WAN's suggestion, Mr HO considered it inappropriate to build the proposed OB in Tung Chung as it was far away from the Airport Island. Given that 3RS would be an integral part of Hong Kong's future economic lifeline, Mr HO opined that the proposed OB should provide better protection to HKIA, including minimizing the risk of terrorist attack. He also cited the sectional drawing of the proposed OB at Annex 5 to Enclosure 1 of the discussion paper, and asked whether HKPF would, in the event of major incidents, exercise flexibility as appropriate in the use of various facilities of the proposed OB (including the indoor carpark on the first floor, the ancillary facilities on the rooftop and ground floor, as well as the area from the third floor to the rooftop); if so, the rank of police officers responsible for the deployment.

81. CSP/HKPF said that the ancillary facilities of the proposed OB (such as the operation room for tactical planning and preparation of equipment) were very important for the support of ASU, including simulation training for police officers, preparation prior to operations, acceptance of standby instruction, discussion of tactics, etc. Assistant Commissioner of Police (Operations) would, depending on the actual needs or the seriousness and nature of the incidents, exercise flexibility in deploying the facilities and resources of the proposed OB.

Indoor firing range and tactics training centre

82. Mr SHIU Ka-chun and Dr KWOK Ka-ki queried the Administration's justifications for proposing to provide an indoor firing

range at the proposed OB to support 3RS. Mr SHIU pointed out that as HKPF would assess the need for additional manpower in due course, arrangement could be made for ASU officers to receive training outside. Dr KWOK asked about the number of additional indoor firing ranges expected to be provided by HKPF throughout the territory.

83. CSP/HKPF said that:

- (a) as the skills and firearms of ASU officers were entirely different from those of general beat police officers, ASU officers had to use firing ranges that provided specific firearm training;
- (b) at present, ASU officers generally spent four hours (excluding the time for preparing the equipment before and after training) to receive training outside, and coupled with the time spent on travelling to and from the airport, a whole day was generally required. When some ASU officers were receiving training outside, HKPF had to maintain sufficient police capacity at HKIA to handle emergency situations;
- (c) the utilization rate of training facilities outside HKIA had reached their limits. Also, there were at present no purpose-built facilities that simulated the airport environment for tactical training of ASU. Hence, the relevant training facility could only be temporarily built inside the existing firing range; and
- (d) the proposed OB would provide fit-for-purpose and scenario-based training facilities to ASU for combating emergency incidents and terrorist attacks at HKIA and providing better protection to HKIA.

84. In response to Mr SHIU Ka-chun's further enquiry, CSP/HKPF pointed out that each ASU officer had to undergo regular training, as well as ad hoc training and joint-unit training. Therefore, in the past few years, HKPF had to deploy police officers to complement the manpower requirement when some ASU officers were receiving training outside.

85. Mr SHIU Ka-chun asked whether HKPF would adopt the United Nations (Anti-Terrorism Measures) Ordinance (Cap. 575) or the National Security Law as the legal basis for providing the relevant training to ASU. He also asked whether HKPF would appoint local or Mainland legal professionals to provide training to ASU.

86. CSP/HKPF responded that:

- (a) the Commissioner of Police would draw up the Commissioner's Operational Priorities each year to set out the key operational areas which the Police Force would accord priority to during the year, included strengthening counter-terrorism capability. In view of the increasing threat of terrorist attacks in various places across the globe in the past few years, the Commissioner of Police had continued to ask the Police Force to strengthen its work in the following four areas, namely prevention, preparedness, response and recovery; and
- (b) Hong Kong laws should not be cited to regulate the training contents of the Police Force. The Police had to review the global trends and strategies against terrorist attacks and the risks to HKIA, and strengthen the relevant training of police officers.

Provision of facilities and accommodation for various government departments to support the Three-Runway System

Project scope and capital costs

87. Mr CHAN Chi-chuen asked the Administration to provide information on the police facilities set out in item (a)(iii) of the first paragraph in Enclosure 2 of the discussion paper and state whether HKPF currently had similar facilities at HKIA; if so, provide the total construction floor area ("CFA") taken up respectively by these facilities and their construction unit cost (if available); and compare such information with the relevant information on the corresponding facilities set out in item (a)(iii).

[*Post-meeting note:* The supplementary information (Chinese version) provided by the Administration was issued to members vide LC Paper No. FC304/19-20(01) on 12 October 2020.]

88. PD2/ArchSD indicated in reply that based on the current initial design, the total CFA in relation to the proposed fitting out works for government premises/facilities located inside AAHK's buildings was about 22 233 square metres ("sq m"). A breakdown of the floor area taken up by individual government departments was as follows:

<u>Government departments</u>	<u>CFA (sq m)</u>
The Agriculture, Fisheries and Conservation Department ("AFCD")	191
The Civil Aviation Department	438
The Customs and Excise Department ("C&ED")	11 151
The Department of Health ("DH")	857
The Immigration Department ("ImmD")	7 559
HKPF	2 037

89. Head(AEPCO)/THB added that as shown by the legends in Annexes 3 to 12 to Enclosure 2 of the discussion paper, the areas taken up by the relevant police facilities, office and operation areas (marked in blue) in either the expanded Terminal 2 ("T2") or the Third Runway Passenger Building ("TRPB") were far smaller than those taken up by other government departments, such as ImmD and C&ED. As the layouts of various police facilities in Terminal 1 ("T1") and Midfield Concourse were not the same, it was difficult to directly compare the proposed police facilities with the existing facilities.

90. On Mr CHAN Chi-chuen's question about whether the proposed facilities and accommodation for various government departments would include facilities for police dogs, Head(AEPCO)/THB responded that the scope of works for the above facilities included the construction of C&ED's Customs Dog Base while dog kennels of HKPF would be located at the proposed OB.

91. Dr Fernando CHEUNG asked about the total floor areas of (a) the logistics areas required for aviation services; (b) the logistics areas required by law enforcement agencies; and (c) the logistics areas required for other services, and a comparison of these areas with the total floor areas for public use.

92. Head(AEPCO)/THB replied that the total CFA of T2 was about 300 000 sq m. Most of the government-related facilities (including immigration and security inspection facilities) were located in T2, taking up a CFA of about 15 925 sq m, i.e. about 5.3%. As regards the government facilities located in TRPB, they would be fewer in number and would take up a smaller proportion of the total CFA.

93. Mr WU Chi-wai noted that the estimated construction unit cost of project 278LP, represented by the building and building services costs, was about \$53,655 per sq m of the estimated CFA in MOD prices, while the estimated construction unit cost of project 402IO, represented by the building and building services costs, was about \$34,543 per sq m in MOD prices. In this connection, he queried why there was a significant difference in the construction costs of the two projects and whether the Administration and AAHK would share the construction costs of the expanded T2 and TRPB on a pro rata basis according to floor areas. He also asked the Administration to give an account of the total CFA and construction costs of TRPB and the expanded T2.

94. Head(AEPCO)/THB advised that:

- (a) project 278LP was mainly related to the construction of the proposed OB, including foundation works, building structure, building services and related works; while project 402IO was mainly related to fitting out works for the government premises/facilities located inside AAHK's buildings. Due to the difference in nature of works, the construction unit costs of the two projects were different; and
- (b) AAHK had not charged the Government for the expansion works of T2 and the construction of TRPB.

95. Referring to project 125KA (i.e. Joint-user Government Office Building in Area 67, Tsueng Kwan O), Mr WU Chi-wai pointed out that the estimated construction unit cost of the building was \$34,908 per sq m of CFA in MOD prices, while the estimated construction unit cost of the proposed project 402IO (mainly for carrying out fitting out works for the government premises/facilities located inside AAHK's buildings) was about \$34,543 per sq m in MOD prices. Mr WU queried why the construction cost of this project was similar to the cost of project 125KA. He asked the Administration to provide examples of similar projects for reference and explain the differences in the scope and nature of the two projects.

96. PD2/ArchSD explained that:

- (a) ArchSD had made reference to project 401IO (i.e. fitting-out works for government facilities associated with Midfield Expansion Project at HKIA), the funding of which was approved by LegCo in 2012. Taking into account the nature

and complexity of the project, the estimated construction unit cost (\$34,543 per sq m) of the proposed project was similar to the construction unit cost of similar projects undertaken on the Airport Island;

- (b) the coverage of 3RS was very extensive with various government facilities scattering at different locations of the areas covered by 3RS and having to interface with each other. For example, given that the government facilities in the expanded T2 and TRPB were widely scattered, the trunking and cables connecting various facilities had to be longer than those in ordinary buildings. In addition, the estimated construction cost had taken into account the requirement that works carried out at HKIA should avoid disrupting airport operation and the special restrictions on transporting materials, plants and equipment by land and sea; and
- (c) the construction unit cost of project 125KA and this project mainly involved the costs on building and building services, without involving the expenses on foundation works. As 125KA involved the construction of a building in Tseung Kwan O, the communication cable and associated works within the building were relatively simpler than this project, and given the more convenient transport in the urban area than on the Airport Island, the costs of transporting building materials were also lower.

97. In response to Mr WU Chi-wai's concern about the construction costs of communication cable and associated works, Head(AEPCO)/THB explained that:

- (a) the underground cable duct systems and communication cable and associated works mentioned in paragraph 13(h) and (i) in Enclosure 2 of the discussion paper covered the construction of cable ducts and communications cables, mainly for linking the proposed government premises/facilities with the existing premises/facilities on the Airport Island. The building services works mentioned in paragraph 13(b) in Enclosure 2 of the discussion paper referred to the connection of different installations inside a building; and
- (b) as the runway of the 3RS project was about 3 800 metres long, longer cable ducts were required for connection, hence the estimated expenditures would be higher.

98. Mr WU Chi-wai remained unconvinced of the Administration's explanation. In response to Mr WU's concern, the Administration undertook to provide further information after the meeting, including:

- (a) a breakdown of the costs of works under building and external works of this project (paragraph 13(a) and (d) in Enclosure 2 of the discussion paper), and the criteria considered by the Administration and/or the unit price of the works items when working out the construction costs of this project; and comparison between the estimated costs and coverage of trunking and cable facilities involved in building works with the relevant information on communication cable and associated works (paragraph 13(i) in Enclosure 2 of the discussion paper); and
- (b) given the Administration's allegation that undertaking the relevant works on the Airport Island would have impacts on the construction costs, stating the factors affecting the construction costs that were related to the Airport Island.

[*Post-meeting note:* The supplementary information (Chinese version) provided by the Administration was issued to members vide LC Paper No. FC304/19-20(01) on 12 October 2020.]

Underground cable duct systems

99. Mr CHU Hoi-dick and Dr Fernando CHEUNG asked why C&ED, ImmD and HKPF had to set up dedicated communication cables and underground cable duct systems, and did not consider instead sharing of communication-related hardware equipment and transmission systems. Dr CHEUNG considered that providing different departments with dedicated communication cables was a waste of resources.

100. Head(AEPCO)/THB and Chief Assistant Secretary (Airport Expansion Project Coordination Office), THB replied that owing to operational needs and security considerations, government departments could not share communication cables for transmission purpose. However, the Administration would try to arrange the laying of cable ducts and communication cables for different departments at the same location to be carried out concurrently, so as to save the expenditure on the works.

101. Assistant Director of Immigration (Control) said that the cable ducts of ImmD would be connected to T1, the expanded T2 and TRPB. The facilities of ImmD (including closed circuit television systems) were

mainly installed in T1 and the expanded T2. ImmD could, through the closed circuit television systems, monitor the flow of people at HKIA's arrivals/departures halls, thereby making flexible manpower deployment. CSP/HKPF pointed out that the radio communications cables for HKPF were particularly important for transmitting voice and data. The cables would cover the entire Airport Island so as to maintain a reliable communication network for daily policing work.

102. Mr CHU Hoi-dick further asked why the underground cable ducts for HKPF had to be constructed around the entire third runway, but such requirement was not made for the existing South Runway. Head(AEPCO)/THB explained that the discussion paper only contained illustrations of the proposed project scope. In fact, underground cable ducts were laid for the existing South Runway and North Runway.

Testing arrangements

103. Mr Jeremy TAM and Mr SHIU Ka-chun noted that DH would manage the health screening rooms, client waiting rooms, consultation rooms, anterooms, isolation rooms and other office and operational areas in TRPB and the expanded T2. Given that all inbound travellers arriving at HKIA must proceed to the Temporary Specimen Collection Centre at AsiaWorld-Expo for collection of deep throat saliva samples, Mr TAM asked whether the Administration would review and revise the design of various airport/port health control facilities in the light of the COVID-19 pandemic, so that COVID-19 rapid tests could be conducted on inbound travellers. Mr SHIU was also concerned about the adequacy of these facilities to combat the pandemic. Mr TAM asked whether DH would consider setting up isolation facilities at the airport.

104. Chief Port Health Officer, DH advised that when designing the proposed health screening rooms, client waiting rooms, consultation rooms, anterooms and isolation rooms etc., DH had drawn reference from past experiences in combating severe acute respiratory syndrome (commonly known as "SARS") and the swine flu epidemic. Although the passenger terminal buildings would have two isolation rooms, it was difficult for DH to collect deep throat saliva samples from a large number of passengers there. Nevertheless, DH had been in close contact with AAHK to identify suitable places within the precincts of HKIA to conduct quarantine measures.

105. Head(AEPCO)/THB added that the Administration was exploring the feasibility of building a transit hotel in TRPB for transit passengers. The Administration still had to conduct further discussion with AAHK on

this proposal. Regarding Mr Jeremy TAM's proposal of collecting deep throat saliva samples from inbound passengers in TRPB and the expanded T2, Head(AEPCO)/THB said that since the relevant facilities had to occupy a larger area of land, it was not feasible to set up such facilities in the passenger terminal building. The AsiaWorld-Expo, being more spacious, was suitable for the provision of such facilities.

Air navigation services

106. Mr Jeremy TAM noted that the Civil Aviation Department required the installation of air navigation service equipment in TRPB and the expanded T2. He enquired about the details of the relevant equipment.

107. Chief Assistant Secretary (Airport Expansion Project Coordination Office), THB replied that air navigation service equipment included radio communications systems, and the Advanced Surface Movement and Guidance Control System. etc.

Quarantine services

108. Mr CHU Hoi-dick noted that AFCD required inspection rooms, operational areas and associated facilities in the expanded T2 for conducting inspections to animals, plants and related parts and derivatives carried by travellers. He sought elaboration on the meanings of related parts and derivatives.

109. Principal Veterinary Officer, AFCD said that apart from enforcing regulations on the control of import and export of animals and plants, AFCD also controlled endangered species of animals and plants as well as their derivatives, such as ivory articles.

Dogs serving at the airport and related facilities

110. Ms Claudia MO noted that the Police Dog Unit of HKPF would be stationed at the proposed OB. She raised concerns about the following issues:

- (a) the total number of dogs from various departments currently serving at HKIA, the specific scope of work of the 15 police dogs serving at HKIA, the unit responsible for the custody and care of the police dogs, and the number of police dogs to serve at the proposed OB in future;

- (b) whether the Hong Kong Fire Services Department ("FSD") had search dogs serving at HKIA; and
- (c) the facilities provided at HKIA by different government departments for the working dogs.

111. In response, CSP/HKPF and Head(AEPCO)/THB remarked that:

- (a) there were currently about 26 working dogs from different departments serving at HKIA, including 15 police dogs of APS. Upon the commissioning of 3RS, HKPF would decide whether there was a need to increase the number of police dogs in the light of the actual needs, the number of cases, the risk of global terrorist attack, etc. HKPF would provide dog kennels at the proposed OB for police dogs to take rest;
- (b) apart from assisting the Police Force in narcotics detection, the 15 police dogs also assisted in other aspects of work, such as patrols and bomb searches. Officers of the Airport District were responsible for the custody and care of these police dogs; and
- (c) funding for the fire services facilities to support 3RS was approved by FC on 18 July 2018. FSD had not requested the construction of facilities for search dogs under the current item being scrutinized.

112. Mr Jeremy TAM enquired about the number of additional detector dogs requested by C&ED under 3RS, the number of detector dogs currently serving at HKIA, whether the detector dogs had to work at HKIA for life, and their average years of service. Assistant Commissioner of Customs and Excise (Boundary and Ports) advised that there was a Customs Dog Base at HKIA. Currently, 11 detector dogs were serving at HKIA. C&ED planned to have more than 10 additional detector dogs upon the commissioning of 3RS. As the utilization rate of the existing Customs Dog Base had already reached its limit, and there was no room nearby for expansion, C&ED required another Customs Dog Base at the Eastern Support Area of HKIA. The detector dogs stationed at HKIA would only serve within the precincts of the airport, so as to avoid their work performance being affected by having to travel around. Generally speaking, detector dogs served until they were eight years old. Some detector dogs would be adopted by members of C&ED upon their retirement.

113. In reply to Mr Jeremy TAM's enquiries about the reasons for setting up facilities such as veterinarian office cum surgical room at the Customs Dog Base, and the proportion of veterinarians, Assistant Commissioner of Customs and Excise (Boundary and Ports) advised that there was currently a lack of facilities such as veterinarian office at HKIA. Having regard to the greater number of detector dogs and the need to improve the healthcare services for detector dogs, C&ED considered it necessary to set up facilities such as veterinarian office and surgical room at the Detector Dog Base, so that arrangements could be made for AFCD's veterinarians to visit the Base to examine and treat the detector dogs when necessary.

On-cost payable to the Airport Authority Hong Kong

114. Mr CHAN Chi-chuen noted that the Administration had to pay on-costs of \$186.1 million and \$221.5 million respectively to AAHK for projects 402IO and 278LP. He queried why the Administration needed to pay AAHK on-costs, and asked the Administration to explain the details of these two on-cost items, including how the costs were determined. He further enquired whether AAHK would claim additional on-costs from the Government should there be any delay or cost overruns for projects entrusted by the Administration to AAHK.

115. In response, Head(AEPCO)/THB remarked that the supplementary information on the justifications for and details of the on-costs payable to AAHK (i.e. LC Paper Nos. PWSC293/17-18(01) and FC311/17-18(01)) had been provided to LegCo's PWSC and FC respectively by THB in 2018 when it applied for funding from LegCo for the construction of the first batch of government facilities. He explained that:

- (a) the Government planned to entrust the design and construction of the proposed projects to AAHK, and thus paid AAHK the on-cost for managing the entrusted works, including the costs of the design, project management, insurance, and construction support and airport on-costs;
- (b) in relation to project 278LP, due to the constraints of the unique geographical setting of HKIA, the on-cost for managing the entrusted works was 16.5% of the construction cost of the project, which was higher than the on-cost for managing the entrusted works payable to other public organizations (such as the Hong Kong Housing Authority) (12.5% of the construction cost of the project). As the construction works of the 3RS project were carried out at an operating airport, and having considered factors such as the

scale, risks and complexity of the works, it would be very difficult and costly for individual contractors to procure Third Party Liability Insurance on their own. In this connection, the on-cost for managing the entrusted works had covered the special charge for the procurement of the "Owner Controlled Insurance Programme in Construction Contracts" for the project, which was about 1.3% of the construction cost of the project, so as to ensure that all works contracts under the 3RS project could be adequately insured;

- (c) as the construction works of the 3RS project were mainly carried out in the new reclamation area, the transportation of construction materials and workers going into and out of the works sites during construction would rely on marine transport. Therefore, AAHK had to provide a range of ancillary transport facilities, including temporary piers and marine transport facilities. In addition, AAHK would also provide an array of supporting infrastructures (such as canteens and clinics) for its contractors to support the 3RS construction works. AAHK would incur additional expenditure and on-cost in the operation and management of the aforesaid supporting facilities. Therefore, the "construction support and airport on-costs" (about 2.7% of the construction cost of the project) had also to be included in the on-cost for managing the entrusted works, so as to ensure that all works contracts under the 3RS project could be provided with adequate construction support;
- (d) the proposed on-cost payable to AAHK in respect of project 402IO was 15.5% of the construction cost of the project. This was applicable to the proposed works on the expanded T2 where the construction support facilities for marine transportation of materials, plants and equipment were not required, while the on-cost for the proposed works on the remaining area was 16.5%, which was the same as that for project 278LP; and
- (e) if the project incurred extra expenditure, the Government would review the reasons before deciding whether or not to pay AAHK additional on-costs.

Budget and settlement problem of the Three-Runway System project

116. Mr KWONG Chun-yu was concerned whether AAHK could implement the 3RS project within the budget of \$141.5 billion. He was worried that the 3RS reclamation works would experience cost overruns due to the marine sand supply problem. Also, citing a media report, he asked the Administration to explain the details of AAHK's intent to raise a loan of \$20 billion from a third party.

117. In response, Head(AEPCO)/THB remarked that AAHK was still implementing the 3RS project (including the relevant reclamation works) within budget. AAHK had signed a five-year loan agreement of \$35 billion with local and international lending banks, including a term loan and a revolving credit facility both amounting to \$17.5 billion. AAHK had originally planned to raise a loan of \$20 billion, but it decided to increase the loan amount to \$35 billion by taking into account the future demand for funds.

118. Dr Fernando CHEUNG enquired whether the Administration had to bear the costs for the reclamation works and foundation works of 3RS. Head(AEPCO)/THB replied that apart from the construction cost of the foundation works of the proposed OB to be met by the Government, AAHK had not passed on the costs for the reclamation works of the 3RS project, the expansion works of T2, the construction works of TRPB, etc., to the Government.

119. Citing the Hong Kong-Zhuhai-Macao Bridge as an example, Mr KWONG Chun-yu asked the Administration to undertake that the 3RS project would not have ground settlement problem in future. Head(AEPCO)/THB advised that according to AAHK's investigation findings, the settlement of the reclaimed land of 3RS was within the reasonable level of the range forecast.

120. Mr KWONG Chun-yu further enquired about the data on the extent of ground settlement of the 3RS reclamation works. General Manager (Engineering, Third Runway), AAHK replied that AAHK would report regularly the relevant monitoring results to the Geotechnical Engineering Office. Overall speaking, the ground settlement of the reclamation was within the range forecast, with the settlement level not more than 100 mm at this stage. Meanwhile, AAHK was carrying out the backfilling works.

121. Mr Andrew WAN enquired about the reclamation cost of the 3RS project per hectare or per square metre. Head(AEPCO)/THB advised that

the 3RS project involved the formation of about 650 hectares of land at an estimated cost of around \$50 billion. As the Deep Cement Mixing ("DCM") method was extensively adopted in the 3RS reclamation works, the cost incurred was higher than the dredged reclamation method of removing marine mud and soft ground from the seabed. Head(AEPCO)/THB further remarked that the DCM method was to inject cement slurry into the soft ground on the seabed, which not only could minimize the impact on marine ecology, but could also compact the soft ground to form a stable base for the subsequent land formation.

Other concerns

122. Mr Kenneth LEUNG enquired whether airline companies were presently required to provide ImmD or HKPF with passengers lists upon the landing of civilian passenger aircrafts at HKIA; if so, what the details were; if not, whether the Administration would consider implementing the relevant arrangement. Assistant Director of Immigration (Control) advised that under the Immigration Ordinance (Cap. 115), airline companies had to provide ImmD with passenger lists.

123. Ms Tanya CHAN enquired whether there was a ceiling on the number of airside vehicles, and whether the number of airside vehicles was expected to increase upon the commissioning of 3RS and what the relevant arrangements were. She was also concerned about the traffic and people flow to be brought by the proposed OB.

124. PD2/ArchSD and Head(AEPCO)/THB replied that as illustrated in Appendix 1 to Annex 1 of the discussion paper, the site of the proposed OB (the area framed by the red line) was located in the east of 3RS and was adjacent to the operational area of the Airport Restricted Area. As other vehicles rarely travelled there, it was expected that the traffic volume near the site would not be high.

125. Mr SHIU Ka-chun mentioned an incident that happened in March this year. A police car parked in the restricted area of the apron was impounded by staff of AAHK. Later, when AAHK learnt that the police car parked there for discharging official duties, it immediately made changes to its practice and listed the location as designated parking spaces for HKPF and ImmD. Mr SHIU enquired whether the police cars running on the apron in future would park in the newly built indoor carpark or in the parking spaces on the apron. He further enquired whether the designated parking spaces in the apron for HKPF and ImmD would be cancelled.

126. CSP/HKPF replied that AAHK had all along not reserved parking spaces on the apron for HKPF and ImmD to carry out standby duties. It was not until April this year that AAHK started to provide designated parking spaces on the apron for police officers to carry out patrols and operations. The indoor carpark at the proposed OB was mainly for use by officers of ASU and Airport District, as well as for the parking of emergency vehicles in case of incidents.

127. At 5:06 pm, the Deputy Chairman announced that the meeting be suspended. The meeting resumed at 5:16 pm.

128. At 6:13 pm, the Deputy Chairman left the conference room, and the Chairman took the chair for the rest of the meeting.

Motion proposed under paragraph 37A of the Finance Committee Procedure

129. At 6:33 pm, members voted on whether the motion proposed by Mr CHAN Chi-chuen under paragraph 37A of the Finance Committee Procedure ("FCP 37A motion") should be proceeded with forthwith. The Chairman put to vote the question that the FCP 37A motion should be proceeded with forthwith. At the request of members, the Chairman ordered a division. The Chairman declared that the question on proceeding with the motion forthwith was negatived.

Voting on FCR(2020-21)46

130. At 6:38 pm, the Chairman put item FCR(2020-21)46 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 26 members voted in favour of and 20 members voted against the item, and no member abstained from voting. The votes of individual members were as follows:

For:

Mr Tommy CHEUNG Yu-yan	Mr Jeffrey LAM Kin-fung
Mr WONG Ting-kwong	Ms Starry LEE Wai-king
Mr CHAN Hak-kan	Mrs Regina IP LAU Suk-yee
Mr Paul TSE Wai-chun	Mr Frankie YICK Chi-ming
Mr MA Fung-kwok	Mr LEUNG Che-cheung
Ms Alice MAK Mei-kuen	Mr KWOK Wai-keung
Mr Christopher CHEUNG Wah-fung	Ms Elizabeth QUAT
Mr Martin LIAO Cheung-kong	Mr POON Siu-ping
Ir Dr LO Wai-kwok	Mr CHUNG Kwok-pan

Mr SHIU Ka-fai
Mr LUK Chung-hung
Mr Kenneth LAU Ip-keung
Mr Tony TSE Wai-chuen
(26 members)

Mr CHAN Chun-ying
Mr LAU Kwok-fan
Mr Vincent CHENG Wing-shun
Ms CHAN Hoi-yan

Against:

Mr James TO Kun-sun
Ms Claudia MO
Mr Charles Peter MOK
Mr Kenneth LEUNG
Dr Helena WONG Pik-wan
Mr Alvin YEUNG
Mr CHU Hoi-dick
Mr SHIU Ka-chun
Mr HUI Chi-fung
Mr KWONG Chun-yu
(20 members)

Mr LEUNG Yiu-chung
Mr WU Chi-wai
Mr CHAN Chi-chuen
Dr Fernando CHEUNG Chiu-hung
Mr IP Kin-yuen
Mr Andrew WAN Siu-kin
Mr LAM Cheuk-ting
Dr Pierre CHAN
Dr CHENG Chung-tai
Mr Jeremy TAM Man-ho

131. The Chairman declared that the item was approved.
132. The meeting ended at 6:44 pm.