

**立法會**  
***Legislative Council***

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by the Administration)

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

**Minutes of the 6<sup>th</sup> meeting  
held in Conference Room 1 of the Legislative Council Complex  
on Wednesday, 27 November 2019, at 8:30 am**

**Members present:**

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)

Hon Abraham SHEK Lai-him, GBS, JP

Hon Tommy CHEUNG Yu-yan, GBS, JP

Hon CHAN Hak-kan, BBS, JP

Dr Hon Priscilla LEUNG Mei-fun, SBS, JP

Hon Claudia MO

Hon Michael TIEN Puk-sun, BBS, JP

Hon Frankie YICK Chi-ming, SBS, JP

Hon WU Chi-wai, MH

Hon MA Fung-kwok, SBS, JP

Hon CHAN Chi-chuen

Hon CHAN Han-pan, BBS, JP

Hon LEUNG Che-cheung, SBS, MH, JP

Hon Alice MAK Mei-kuen, BBS, JP

Hon Christopher CHEUNG Wah-fung, SBS, JP

Hon Alvin YEUNG

Hon CHU Hoi-dick

Hon Junius HO Kwan-yiu, JP

Hon HO Kai-ming

Hon Holden CHOW Ho-ding

Hon Wilson OR Chong-shing, MH  
Hon Tanya CHAN  
Hon CHEUNG Kwok-kwan, JP  
Hon LUK Chung-hung, JP  
Hon LAU Kwok-fan, MH  
Hon Jeremy TAM Man-ho  
Hon Gary FAN Kwok-wai  
Hon AU Nok-hin  
Hon Vincent CHENG Wing-shun, MH, JP  
Hon Tony TSE Wai-chuen, BBS  
Hon CHAN Hoi-yan

**Member attending:**

Dr Hon KWOK Ka-ki

**Members absent:**

Hon Charles Peter MOK, JP (Deputy Chairman)  
Dr Hon Fernando CHEUNG Chiu-hung  
Dr Hon Helena WONG Pik-wan  
Hon HUI Chi-fung  
Dr Hon CHENG Chung-tai  
Hon KWONG Chun-yu

**Public officers attending:**

Mr Howard LEE Man-sing	Deputy Secretary for Financial Services and the Treasury (Treasury) <sup>3</sup>
Mr LAM Sai-hung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)
Ms Maisie CHENG Mei-sze, JP	Permanent Secretary for the Environment

Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works)
Mr Victor CHAN Fuk-yiu	Principal Assistant Secretary for Development (Works)2
Mr Stephen KWOK Chun-wai	Assistant Secretary for Development (Works Policies 2)1
Mr Michael LEUNG Chung-lap, JP	Project Manager (East) Civil Engineering and Development Department
Mr Sunny LO Sai-pak	Chief Engineer (East)1 East Development Office Civil Engineering and Development Department
Ms Sheri LEUNG Shun-yee	Senior Engineer (East)4 East Development Office Civil Engineering and Development Department
Mr Kevin CHOI, JP	Deputy Secretary for Transport and Housing (Transport)2
Mr Philip HAR Mung-fei	Principal Assistant Secretary for Transport and Housing (Transport)4
Mr Johnny CHAN Chi-ho	Chief Assistant Secretary for Development (Works)3
Mr Ricky WONG Chi-pan, JP	Deputy Head of Civil Engineering Office (Port and Land) Civil Engineering and Development Department
Mr Francis LEE Man-chow	Project Team Leader (Pier Improvement) Civil Engineering and Development Department
Mr Christopher CHIU Hak-pui	Principal Transport Officer (New Territories)1 Transport Department

**Clerk in attendance:**

Ms Doris LO

Chief Council Secretary (1)2

**Staff in attendance:**

Mr Keith WONG  
Ms Christina SHIU  
Ms Christy YAU  
Ms Clara LO

Council Secretary (1)2  
Legislative Assistant (1)2  
Legislative Assistant (1)8  
Legislative Assistant (1)9

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Action

The Chairman advised that there were four papers for discussion on the agenda for the meeting, all of which were funding proposals carried over from the meetings on 19 June, 6 November, 13 November and 20 November 2019. The four funding proposals involved a total funding allocation of \$1,815.3 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

**Head 707 — New Towns and Urban Area Development**

**PWSC(2019-20)22 716CL Tseung Kwan O further development —  
infrastructure works for Tseung Kwan O  
Stage 1 landfill site**

2. The Chairman advised that the proposal, i.e. [PWSC\(2019-20\)22](#), sought to upgrade 716CL to Category A at an estimated cost of \$301.6 million in money-of-the-day ("MOD") prices for carrying out the remaining infrastructure works of "Tseung Kwan O further development — infrastructure works for Tseung Kwan O Stage 1 landfill site", which included the construction of a footbridge across the southern end of the Eastern Channel connecting Tseung Kwan O ("TKO") Area 68 and TKO Area 77 ("the proposed southern bridge"), sewerage facilities and other ancillary works. The Government had consulted the Panel on Development on the proposed works on 22 January 2019. Panel members had no objection to the submission of the funding proposal to the Subcommittee for

consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Proposed footbridge across the southern end of the Eastern Channel

*Suggestion of providing cycle tracks/dedicated cycle lanes on the proposed southern bridge*

3. Ms Tanya CHAN pointed out that cycle tracks were provided on the existing footbridge across the northern end of the Eastern Channel ("the northern bridge") and along both sides of the Eastern Channel, but not on the proposed southern bridge. As such, bicycle users reaching the southern bridge would not be able to get access to the other side of the Channel via the bridge on their bicycles in future, which would be inconvenient to them. Ms CHAN requested the Administration to explain the justifications for not providing cycle tracks on the proposed southern bridge, and whether the southern bridge, after completion, could ease the existing pedestrian flow of the northern bridge between TKO Area 68 and TKO Area 77.

4. Principal Assistant Secretary for Development (Works)2 ("PAS(W)2/DEVB") said that when designing the proposed southern bridge, the Administration had considered whether it was necessary to provide cycle tracks on it, but eventually adopted a design to make the footbridge a passive facility. He pointed out that bicycle users might travel between TKO Area 68 and TKO Area 77 using the cycle tracks on the northern bridge and along both sides of the Eastern Channel, and it took only about three minutes to travel between the proposed southern bridge and the northern bridge. Moreover, the Cross Bay Link, Tseung Kwan O ("CBL") was also provided with cycle tracks. For the sake of ensuring the safety of both pedestrians and cyclists, the deck of the proposed southern bridge would have to be widened should cycle tracks be included in the current design, and the construction cost would be increased as a result. He also pointed out that the pedestrian flow to be brought about by the recreational facilities and residential developments on both sides of the Channel had already been taken into account in the design of the proposed southern bridge.

5. Mr WU Chi-wai did not subscribe to the Administration's explanation for not providing cycle tracks on the proposed southern bridge. He opined that by simply designating part of the deck of the proposed southern bridge as a dedicated cycle lane, separation between pedestrians and cyclists could presumably be achieved, thereby ensuring the safety of both pedestrians and cyclists under a shared-use approach. Mr WU pointed out that there were many examples of adopting the shared-use approach for pedestrians and cyclists in overseas cities from which reference could be drawn. By contrast,

bicycle users in Hong Kong had always been subject to too many restrictions on road use.

6. Ms CHAN Hoi-yan pointed out that TKO had a high number of bicycle users as cycle tracks were provided near most of the housing estates in the district. The non-provision of cycle tracks on the proposed southern bridge might end up causing bicycle users, who wished to save the trouble of taking a longer route, to cross the bridge on their bicycles unlawfully. Mr Holden CHOW also opined that the Administration should allow some flexibility for taking necessary steps to cater for the future needs of the local residents.

7. Dr KWOK Ka-ki requested the Administration to pay heed to and adopt members' views by reconsidering the provision of cycle tracks or dedicated cycle lanes on the proposed southern bridge. Dr KWOK opined that the Administration should, before submitting the project to the Finance Committee ("FC"), provide a thorough explanation about whether or not to provide cycle tracks or designate dedicated cycle lanes on the proposed southern bridge. Also, the relevant officials of the Transport and Housing Bureau/Transport Department should attend the relevant FC meeting to respond to members' questions in this regard.

8. PAS(W)2/DEVB and Project Manager (East), Civil Engineering and Development Department ("PM(E)/CEDD") explained that in fact, the proposed southern bridge had a clear width (i.e. excluding structures such as the parapets on both sides) of just 4.5 metres, rendering it difficult to include cycle tracks in the current design. As for providing a shared-use path for pedestrians and cyclists, the Government would, having regard to the premise of road user safety, explore the feasibility of such suggestion with an open mind. Permanent Secretary for Development (Works) said that a shared-use path for pedestrians and cyclists was provided at the Kwun Tong Promenade under a pilot project. After consolidating the experience gained from the pilot project, the Government would discuss with the relevant bureaux/departments to explore the feasibility of adopting a shared-use concept for pedestrians and cyclists at other locations.

Admin

9. The Chairman, Dr KWOK Ka-ki, Mr WU Chi-wai and Mr Alvin YEUNG requested the Administration to provide supplementary information on its considerations in deciding whether to provide cycle tracks or dedicated cycle lanes on the proposed southern bridge, and the details and progress of its current pilot project of providing shared-use paths for pedestrians and cyclists. Pointing out that such matters were related to the Government's transport policy on bicycle management, the Chairman also

suggested that members might follow up on these matters at a relevant Panel.

*Design and facilities of the proposed southern bridge*

10. Pointing out that flooding had occurred in various areas of TKO during the onslaught of super typhoon Mangkhut in Hong Kong in 2018, Mr Holden CHOW expressed concern about the proposed southern bridge's capability to withstand strong winds. Mr CHAN Chi-chuen also enquired whether the proposed southern bridge would be flooded when the water level of the Eastern Channel rose under typhoon-driven storm surges in TKO South.

11. PM(E)/CEDD said that the Civil Engineering and Development Department ("CEDD") had conducted wind tunnel testing for the design of the proposed southern bridge, which confirmed that the southern bridge was capable to withstand a wind force up to 360 kilometres per hour. It was expected to be structurally safe even if TKO was under the attack of a typhoon as strong as Mangkhut (i.e. with a wind speed up to 220 kilometres per hour). As regards the water level, the maximum water level of TKO was 7.3 metres above Principal Datum ("mPD") during the onslaught of Mangkhut in Hong Kong. Having a deck height between 8.6 and 11.5 mPD, the proposed southern bridge was expected to be flood-free even during the onslaught of typhoons.

12. Ms Tanya CHAN and Mr AU Nok-hin enquired whether the proposed southern bridge hung high enough above the water surface of the Eastern Channel for vessels to pass through, including whether sufficient headroom was allowed for holding dragon boat activities or races. Mr AU also enquired whether illumination systems would be provided under the proposed southern bridge to facilitate night-time navigation of the Eastern Channel.

13. PM(E)/CEDD said that in view of the fact that the Eastern Channel was currently used by some vessels for navigation and mooring, the Government had allowed sufficient headroom in the design of the proposed southern bridge. As the bridge would hang about seven metres above the water surface of the Eastern Channel, there would be sufficient headroom for 6.1-metre-high vessels and dragon boats. Moreover, illumination systems would be provided under the bridge to facilitate night-time navigation of the Eastern Channel.

14. Pointing out that the proposed southern bridge had a total length up to 150 metres, Ms CHAN Hoi-yan and Mr Holden CHOW opined that benches/seats should be provided thereon for the public to take a rest.

15. PM(E)/CEDD said that the proposed southern bridge had a total width of six metres, and a clear width of 4.5 metres after excluding structures such as the parapets on both sides. To ensure that there would be enough room for pedestrians to pass through, benches were not included in the current design. PAS(W)2/DEVB supplemented that the Government would further explore the possibility of providing benches/seats on the proposed southern bridge.

Admin

16. Mr AU Nok-hin noted from the artist's impression on Sheet 3 of Enclosure 1 to the Government's submission that the proposed southern bridge would be connected to TKO Area 68 to the west by a ramp, and to TKO Area 77 to the east by both a ramp and stairs. He enquired why stairs were not provided at the western end of the proposed southern bridge as well for connecting to the ground level. The Chairman and Mr LEUNG Che-cheung also requested the Administration to review the possibility of adding stairs to the ramp connecting the proposed southern bridge to TKO Area 68.

17. PM(E)/CEDD explained that the proposed southern bridge, hanging quite high above the ground, had to be provided with relatively long ramps at both its eastern and western ends for connecting to the ground level. As there was not enough space for construction of stairs at the western end of the proposed southern bridge (i.e. where it was connected to TKO Area 68), only a ramp would be provided.

18. Mr LEUNG Che-cheung suggested that the Administration should plant more trees in the open space where the proposed southern bridge was connected to TKO Area 68, so as to promote green surroundings. PAS(W)2/DEVB said that the view of Mr LEUNG would be considered.

#### *Construction cost of the proposed southern bridge*

19. Citing from the Administration's supplementary information paper for the Panel on Development (i.e. [LC Paper No. CB\(1\)1123/18-19\(01\)](#)), Mr Gary FAN and Mr CHAN Chi-chuen pointed out that according to the comparison of construction costs adjusted to September 2018 prices between the proposed southern bridge and other similar footbridges in TKO, the construction cost per square metre of the proposed southern bridge was similar to that of other footbridges. However, since the construction of the proposed southern bridge was expected to be completed in the second half of 2022, they opined that a comparison of the costs adjusted to 2018 prices could not reflect the actual situation.



20. PM(E)/CEDD explained that the Government had compared the estimated construction cost of the proposed southern bridge with the construction costs of two other footbridges in TKO that were also built with steel, namely the elevated walkway between Tong Ming Street and Tong Tak Street ("TMS bridge") and the footbridge across Po Yap Road ("PYR bridge"). It was found that the construction cost per square metre of the proposed southern bridge was similar to that of TMS bridge, and was lower than that of PYR bridge (PYR bridge was more costly to build due to its short length that failed to achieve economies of scale, as well as the need of temporary protection measures to shield the connecting private properties from the effects caused during works implementation). PAS(W)2/DEVB supplemented that due to the different completion times of the proposed southern bridge, TMS bridge and PYR bridge, the Government had provided a comparison of their construction costs adjusted to September 2018 prices in its supplementary information paper (i.e. [LC Paper No. CB\(1\)1123/18-19\(01\)](#)), which it believed was a more objective representation of the costs concerned.

21. Mr CHAN Chi-chuen enquired about the progress of inviting tenders for the construction works of the proposed southern bridge. As the Government's submission (i.e. [PWSC\(2019-20\)22](#)) was prepared in June 2019, which was some time ago, he enquired whether the cost estimate set out thereunder was still applicable.

22. PAS(W)2/DEVB said that the cost estimate set out under the funding submission was still applicable. The Government was inviting tenders for the construction works of the proposed southern bridge, and would commence works as soon as possible once FC's funding approval was obtained.

Admin

23. Mr Alvin YEUNG requested the Administration to provide supplementary information on why the construction cost of the ramps of the proposed southern bridge stood as high as \$52.1 million, and provide the cost information of other similar ramps of footbridges for members' reference.

24. PM(E)/CEDD explained that the eastern and western ends of the proposed southern bridge would be connected by ramps to TKO Area 77 and TKO Area 68 respectively. As it was found out through geotechnical investigation that the bedrock under the ramps at both ends of the bridge sat as deep as 40 metres under the ground, piling works up to 40 metres in depth were required for construction of the ramps, hence resulting in a higher construction cost. He added that the current cost estimate for constructing

the ramps of the proposed southern bridge was also worked out with reference to the construction cost of similar ramps of CBL.

Construction of a sewage pumping station, sewage rising mains and associated sewage pipes at LOHAS Park Road

25. Mr MA Fung-kwok requested the Administration to elaborate on the works to construct a sewage pumping station, sewage rising mains and associated sewage pipes ("the sewerage facilities") at LOHAS Park Road.

26. PAS(W)2/DEVB said that TKO Area 77 was planned for recreational development. Facilities thereat included the existing Jockey Club Hong Kong Football Association Football Training Centre and a water sports centre under planning. The proposed sewerage facilities would be used to collect sewage from these recreational developments.

27. Ms Tanya CHAN was concerned whether the implementation of the works of the sewerage facilities at TKO Area 77 would cause leakage of wastewater or underground off-site gas migration from the landfill.

28. PAS(W)2/DEVB said that works would be carried out with great care within the landfill boundary, and relevant assessments would be conducted to ensure that no leakage of wastewater or off-site gas migration would be resulted from the implementation of the works.

Progress of works implementation and consultation

29. Mr LEUNG Che-cheung pointed out that phase 1 of the infrastructure works for TKO stage 1 landfill site was completed in 2012. He enquired why the Administration had not pursued the remaining works until now, and whether there had been any delay in the project planning.

30. PAS(W)2/DEVB said that the Government had proceeded with the development of sitting-out and recreational facilities at TKO Area 68 and TKO Area 77 in a step-by-step manner. As the recreational developments at TKO Area 77 would be completed and commissioned one after another, the timing was right for implementing the works of the proposed southern bridge and the sewerage facilities in order to enhance the pedestrian connectivity amongst the residential developments at TKO Town Centre South and LOHAS Park and collect sewage from the recreational developments at TKO Area 77. He added that the Government had started proceeding with the necessary procedures required of the remaining works when phase 1 of the infrastructure works for TKO stage 1 landfill site was being carried out.

Moreover, it took time for the Government to deal with the technical issues related to the construction of the proposed southern bridge, including conducting wind tunnel tests on its design.

31. Ms Tanya CHAN and Dr KWOK Ka-ki pointed out that following the District Council ("DC") election, a number of new members elected into DCs would take office for the new DC term on 1 January 2020. They asked whether the Administration would consult Sai Kung DC afresh on the proposed works. Ms CHAN also suggested that the Administration should consult the new-term DCs afresh on the funding proposals for other controversial local projects.

32. PAS(W)2/DEVB said that the Government would maintain communication with the new-term Sai Kung DC and receive Sai Kung DC members' views regarding the implementation of the proposed works.

#### Other issues

33. Mr CHAN Chi-chuen and Mr WU Chi-wai pointed out that the Administration had recently withdrawn a funding proposal that had been endorsed by the Subcommittee from the agenda of FC on the grounds that concerns were received from individual members. They were discontent with the Administration's way of handling the matter.

#### Voting on PWSC(2019-20)22

34. There being no further questions from members on the item, the Chairman put [PWSC\(2019-20\)22](#) to vote.

35. The item was voted on and endorsed. The Chairman asked members whether the item needed to be voted on separately at the relevant FC meeting. Ms Tanya CHAN requested that the item, i.e. [PWSC\(2019-20\)22](#), be voted on separately at the relevant FC meeting.

*[At 9:58 am, the Chairman announced that the meeting be suspended. The meeting resumed at 10:01 am.]*

**Head 705 — Civil Engineering****PWSC(2019-20)21 51TF Reconstruction of Pak Kok Pier on Lamma Island**

36. The Chairman advised that the proposal, i.e. [PWSC\(2019-20\)21](#), sought to upgrade 51TF to Category A at an estimated cost of \$72.4 million in MOD prices for the reconstruction of Pak Kok Pier on Lamma Island ("Pak Kok Pier"). The Government had consulted the Panel on Transport on the proposed works on 17 May 2019. Panel members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Facilities of Pak Kok Pier after reconstruction

37. Mr MA Fung-kwok expressed support for the proposed project and his wish that the works could be completed as soon as possible. He enquired why the proposed catwalk connecting the new pier and the existing pier was not provided with a roof cover. Mr Holden CHOW also asked the Administration to consider providing the catwalk with a roof cover.

38. Deputy Secretary for Transport and Housing (Transport)2 ("DS(T)2/THB") said that the Government had considered extending the roof cover of the proposed new pier to the catwalk as well. However, it had eventually decided not to provide the catwalk with a roof cover after considering the additional loads (including the wind loads) to be brought about by the roof cover structure, which would necessitate the construction of more piles to support the catwalk from below, causing the project cost to increase and possible implications on marine ecology. Deputy Head of Civil Engineering Office (Port and Land), Civil Engineering and Development Department ("DH(CEO)(P&L)/CEDD") believed that the roof cover to be provided at the proposed new pier would suffice when it came to providing a comfortable waiting environment for ferry passengers.

39. Mr Holden CHOW enquired why a barrier-free access was provided only on one side (western side) of the proposed new pier, but not on the other side, for passengers to embark or disembark.

40. DS(T)2/THB explained that the eastern side of Pak Kok Pier would be more prone to rough sea conditions. After considering a host of factors including the safety of passengers (especially the elderly and passengers with disabilities) when boarding and alighting, the usage rate and the construction cost, the Administration proposed to construct ramps only at the western side of the proposed new pier. If there were wheelchair-users or other people in need among ferry passengers that made the use of barrier-free accesses

necessary for embarkation or disembarkation, the vessel operator would make arrangement for the ferry to berth on the western side of the pier.

41. Mr Jeremy TAM enquired whether the Administration had conducted the relevant engineering assessment to determine if it was necessary to remove the seabed rocks in the vicinity of Pak Kok Pier in order to calm the sea currents and facilitate berthing.

42. DS(T)2/THB pointed out that upon completion of the reconstruction works, vessels might berth on the western side of the new pier where it would be less prone to rough sea conditions. DH(CEO)(P&L)/CEDD supplemented that the water at the location of the landing facilities of the new pier was three metres deep, which was more than the current depth of 1.5 metres at the existing pier. The new pier would help improve the berthing condition, including making it possible for larger vessels (e.g. vessels of Marine Police and fire-fighting vessels) to berth. In response to Mr Jeremy TAM's further enquiries, DS(T)2/THB said that apart from ferry operators, private vessels were also allowed to berth at and use the facilities of Pak Kok Pier, which was a public pier.

43. Mr Holden CHOW and Mr Jeremy TAM enquired whether bicycle parking spaces would be provided at the new pier after its reconstruction. DH(CEO)(P&L)/CEDD said that space was reserved near the proposed new pier for provision of about 10 bicycle parking spaces.

44. Mr Jeremy TAM enquired whether residents on Lamma Island could use the proposed new pier in their village vehicles (commonly known as "VVs"). DH(CEO)(P&L)/CEDD pointed out that as some residents on Lamma Island would need to enter the pier in their VVs for transportation of goods, the proposed catwalk would have a width up to 3.5 metres, which was sufficient for VVs to travel through and enter the new pier area. At the request of Mr TAM, the Administration would provide supplementary information on the number of VVs on Lamma Island and whether there would be enough manoeuvre space for these vehicles at Pak Kok Pier after its reconstruction.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC36/19-20\(01\)](#) on 3 December 2019.)*

45. Mr CHU Hoi-dick, Mr CHAN Chi-chuen and Ms Claudia MO noted that solar panels would be installed at the proposed new pier. They enquired about the cost of installing the solar panels and the arrangement for their

maintenance, and whether the power so generated could fully meet the electricity demand of the pier.

46. DH(CEO)(P&L)/CEDD said that the Administration planned to install about 10 solar panels at the proposed new pier, which cost around \$60,000 each. The power generated could fully meet the electricity demand of the pier after its reconstruction. He added that solar panels were currently installed at many piers on outlying islands. Since the solar panels were laid horizontally on roof tops of the piers, they were not highly exposed to winds and had sustained no damages even during the onslaught of super typhoon Mangkhut in 2018. At the request of Mr CHAN Chi-chuen, the Administration would provide supplementary information setting out the existing public piers currently provided with solar panels and the respective numbers of solar panels at these public piers.

*(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC36/19-20\(01\)](#) on 3 December 2019.)*

47. Mr CHU Hoi-dick and Ms Tanya CHAN suggested that the Administration should provide public toilets at the proposed new pier, and install water dispensers or stations selling clean drinking water for island residents or hikers using the pier to fill their own bottles.

48. DS(T)2/THB said that the proposed new pier would be provided with a water dispenser. Regarding the provision of public toilets, as there was a public toilet nearby (only 400 metres away from the proposed new pier), the proposed new pier would not be provided with public toilets in order to save the cost for water mains and sewerage connection works. He also added that the Government had received views of hikers' organizations regarding the facilities to be provided at the proposed new pier.

49. Ms Claudia MO requested the Administration to ensure that during the proposed reconstruction of Pak Kok Pier, the service of the existing pier would not be affected and no nuisance would be caused to nearby residents.

50. DS(T)2/THB said that the reconstruction works of Pak Kok Pier (including piling works) were carried out mainly in the sea area off the existing pier, and the service of which would not be affected.

Usage rate of the new Pak Kok Pier

51. Ms Tanya CHAN and Ms Claudia MO noted that according to the Transport Department's survey in 2018, around 21 vessels used the existing Pak Kok Pier daily, and the daily passenger throughput was around 400. They enquired whether the new Pak Kok Pier was expected to be used by more vessels and passengers after completion of the reconstruction works.

52. DS(T)2/THB said that the existing Pak Kok Pier was used mainly by ferries plying between Aberdeen and Lamma Island (i.e. the Aberdeen—Yung Shue Wan (via Pak Kok Tsuen) route), which served mainly the residents on the northern part of Lamma Island and hikers, and the passenger throughput had always been on the low side. The Government expected that upon completion of the reconstruction works of Pak Kok Pier, more visitors would be attracted to use the pier with its better environment and facilities. Moreover, as the Aberdeen—Yung Shue Wan (via Pak Kok Tsuen) route was included under the Special Helping Measures provided for outlying island ferry routes through the latest extension of the scheme, the pressure of fare increase was reduced significantly and it was expected to help attract more passengers. The Government would compile statistics to learn whether there was any increase in passenger throughput after completion of the reconstruction works of Pak Kok Pier, and would discuss with ferry operators the need to enhance ferry service frequency when necessary.

Implementation of Pier Improvement Programme

53. Mr Gary FAN pointed out that in July 2018, the Administration had briefed the Panel on Development on the Pier Improvement Programme ("PIP"), and proposed that approval be sought from FC to create a new block allocation subhead under the Capital Works Reserve Fund for implementing the improvement works for piers under PIP. However, some members stated their opposition to creating a new block allocation subhead. He enquired whether the Administration had given up its plan of implementing the pier improvement works under PIP (including the proposed reconstruction of Pak Kok Pier) by creating a new block allocation subhead.

54. Chief Assistant Secretary for Development (Works)3 ("CAS(W)3/DEVB") said that the Government took note of the views put forward by members at the aforesaid meeting of the Panel on Development. The Administration proposed at the time the implementation of PIP by creating a new block allocation subhead with the hope of fast-tracking and allowing more flexibility in the implementation of pier improvement works. After reviewing various feasible approaches of implementing PIP, the

Government would now adopt the approach of launching projects once they were ready, or consolidate several projects with synergy effects (such as those with similar implementation progress, location and scale of works) in one funding submission to seek FC's approval, with the aim of completing the 10 pier improvement projects under the first phase of PIP as soon as possible for the public to enjoy.

*[At 10:26 am, the Chairman asked members if they agreed to extend the meeting for 15 minutes to 10:45 am. No member raised any objection.]*

55. Mr Alvin YEUNG pointed out that the improvement works of another public pier on Lamma Island (i.e. Yung Shue Wan Public Pier) were also included under the first phase of PIP. He enquired why the improvement works of Yung Shue Wan Public Pier and that of Pak Kok Pier were not carried out concurrently. Mr CHU Hoi-dick also enquired about the implementation time of the improvement works of Yung Shue Wan Public Pier.

56. CAS(W)3/DEVB and DH(CEO)(P&L)/CEDD replied that the proposed reconstruction project of Pak Kok Pier was created as early as in 2015, and was upgraded to Grade B in 2016. On the other hand, the improvement project of Yung Shue Wan Public Pier was created in 2017. Upon the recent completion of the feasibility study and preliminary design for the project, preparation was underway for the detailed design work to commence. Funding would be sought from LegCo and tenders would be invited after completion of the detailed design and statutory procedures. Works were currently expected to commence in 2022. As the two projects were not synchronized in pace, the Government would now implement the proposed reconstruction of Pak Kok Pier first under the principle of launching projects once they were ready.

57. Mr Frankie YICK expressed support for the Administration's expeditious implementation of various projects under PIP. Moreover, he requested the Administration to thoroughly consult the operators of the ferry services concerned when implementing PIP, and provide pier facilities that would help operators with their operation of ferry services as far as practicable. DS(T)2/THB undertook that the Government would pay full heed to the views of ferry operators when implementing PIP.



Other comments

58. Mr Frankie YICK said that he had received complaints from ferry operators about the large number of street-sleepers lodging outside Kwun Tong Pier and the nuisances caused to ferry passengers. He requested the Administration to follow up on the issue proactively.

59. DS(T)2/THB and Principal Transport Officer (New Territories)1, Transport Department said that they would follow up on the issue raised by Mr YICK. The Transport Department would normally work with the relevant departments, such as the Food and Environmental Hygiene Department, the Social Welfare Department, the Home Affairs Department and the Lands Department, to follow up on the issue of street-sleepers at public piers. Assistance would also be sought from the Police when necessary.

60. The Chairman said that the Subcommittee would continue to discuss this item at the next meeting. The meeting ended at 10:45 am.