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

**Minutes of the 19th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 10 June 2020, at 8:30 am**

Members present:

Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)
Hon Charles Peter MOK, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon Claudia MO
Hon 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
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick

Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon CHEUNG Kwok-kwan, JP
Hon HUI Chi-fung
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon 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:

Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Tanya CHAN

Public officers attending:

Mr Howard LEE Man-sing	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
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
Mr CHIU Kwong-kin	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works) (Acting)

Mr Michael HONG Wing-kit	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr Edward TSE Cheong-wo, JP	Project Director (3) Architectural Services Department
Ms Castle WONG Chee-kuen	Senior Project Manager 334 Architectural Services Department
Dr Teresa LI Mun-pik	Assistant Director of Health (Health Administration and Planning)
Ms Eugenia CHUNG Nga-chi, JP	Assistant Director of Home Affairs (2)
Mr Kenneth CHENG Kin, JP	District Officer (Kwai Tsing) Home Affairs Department
Mr Julian HO Kwok-sing	Chief Architect (1) Housing Department
Mr Aaron BOK Kwok-ming	Head of Civil Engineering Office Civil Engineering and Development Department
Mr Joseph LO Kwok-kuen	Deputy Head of Civil Engineering Office (Housing) Civil Engineering and Development Department
Mr SIT Fung-sing	Chief Engineer (Housing Projects)3 Civil Engineering and Development Department
Mr Dominic WONG Kwok-hing	Chief Architect (6) (Acting) Housing Department
Mr Peter MOK Pang-ching, JP	Deputy Head of Civil Engineering Office (Project and Environmental Management) Civil Engineering and Development Department

Mr LEUNG Chi-foon	Chief Engineer (Special Duties (Works)) Civil Engineering and Development Department
Ms Ann Mary TAM Kwai-yee	Chief Architect (2) Housing Department
Mr Victor CHAN Fuk-yiu	Principal Assistant Secretary for Development (Works)2
Mr Michael CHAN Tze-ming	Assistant Secretary for Development (Works Policies 2)3
Mr Ricky WONG Chi-pan, JP	Deputy Head of Civil Engineering Office (Port and Land) Civil Engineering and Development Department
Mr Brian CHOI Wing-hing	Chief Engineer (Land Works) Civil Engineering and Development Department
Mr Rudolf LEE Yun-cheung	Chief Civil Engineer (1) Housing 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 for Transport and Housing (Airport Expansion Project Coordination Office)
Mr Michael LI Kiu-yin	Project Director (2) Architectural Services Department

Mr FUNG Chi-fung	Chief Project Manager 203 Architectural Services Department
Dr Kenny HO Chin-ho	Principal Veterinary Officer Agriculture, Fisheries and Conservation Department
Ms NG Kit-ching	Assistant Commissioner (Boundary and Ports) Customs and Excise Department
Dr LEUNG Yiu-hong	Chief Port Health Officer Department of Health
Ms Sally CHEUNG Sau-yin	Assistant Director (Control) Immigration Department
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

Attendance by invitation:

Dr CHING Wai-kuen	Service Director (Primary & Community Health Care) Kowloon West Cluster Hospital Authority
Mr WONG Koi-hou	General Manager (Engineering, Third Runway) Airport Authority Hong Kong

Clerk in attendance:

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

Mr Raymond CHOW	Senior Council Secretary (1)10
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Ms Christina SHIU
Ms Christy YAU
Ms Clara LO

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

Action

The Chairman advised that there were 12 papers for discussion on the agenda for the meeting. Items 1 to 10 were funding proposals carried over from the previous meeting, while items 11 and 12 were new submissions from the Administration. The 12 funding proposals involved a total funding allocation of \$27,519.7 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to RoP 84 on voting in case of direct pecuniary interest.

Head 711 — Housing

- PWSC(2019-20)28 191GK Community hall, general outpatient clinic and maternal and child health centre at Ching Hong Road, Tsing Yi**
- 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

- 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**

2. The Chairman advised that the proposal (i.e. [PWSC\(2019-20\)28](#)) sought to upgrade 191GK, 795CL, 812CL, 666CL and part of 681CL to Category A at the estimated costs of \$1,033.2 million, \$4,571.3 million, \$1,823.3 million, \$48.2 million and \$264.3 million in money-of-the-day ("MOD") prices respectively. The Subcommittee had commenced deliberation on this proposal at the last meeting on 1 June 2020 and would now continue with the deliberation.

3. Mr Tony TSE expressed support for the funding proposal, and appreciated that the reason for the Administration to include the above five projects in a single agenda item for them to be discussed jointly by the

Subcommittee was to expedite the implementation of the works concerned and thereby providing the necessary community and infrastructure facilities for the related public housing developments. Mr CHAN Chi-chuen opined that given the multiple number of projects under the agenda item, members should be given sufficient time to examine the details of individual projects.

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

4. Mr CHAN Chi-chuen noted that the cost breakdown of 795CL included a high cost of \$2,489.7 million for site formation works and geotechnical works and \$698.7 million for road works. He sought details of the works concerned.

5. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), and Head of Civil Engineering Office, Civil Engineering and Development Department ("H(CEO)/CEDD"), explained that 795CL comprised the followings: (a) site formation works for five government sites with a total area of about eight hectares in Pok Fu Lam South for provision of about 8 900 public housing units; (b) construction of an about 230-metre-long and about 10.3-metre-wide single two-lane carriageway, footpaths and lay-bys, including an elevated road, for connecting the Kai Lung Wan North Site with the junction of Pok Fu Lam Road and Victoria Road; (c) road improvement works at the junction of Pok Fu Lam Road and Victoria Road, and road widening works for a section of Victoria Road connecting to the junction; (d) construction and modification of lay-bys and footpath widening works, including the construction of a covered footpath, at Shek Pai Wan Road; (e) construction of two footbridges with associated lifts across Shek Pai Wan Road; and (f) road improvement works at Wah Lok Path, Wah King Street, Wah Fu Road and near World Fair Court.

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

6. Mr CHAN Chi-chuen noted that the cost of site formation works and retaining structures under 812CL amounted to \$912.6 million. He sought a specific breakdown of the above cost and asked whether the average unit cost in respect of the area of the land formed was higher than that of similar projects. Mr CHAN also enquired about the specific breakdown of the cost of the walkway systems and associated lift towers which stood at \$379.7 million and the details of the works concerned.

7. H(CEO)/CEDD said that 812CL included the site formation works for two sites with a total area of about 2.5 hectares at Pik Wan Road, Yau Tong. As the various works sites differed significantly in altitude (Lei Yue Mun Road, Ko Chiu Road and Pik Wan Road were about 30, 45 and 80 metres above Principal Datum respectively), the site formation works involved a large amount of excavation and were expected to generate a total of about 285 400 tonnes of construction waste, including about 60 000 tonnes of hard rock. In addition, the construction of retaining walls with an approximate total length of 400 metres involved the installation of some 400 piles measuring 610 or 800 millimetres in diameter at depths between six and 30 metres. As a result, the cost of site formation works and retaining structures was relatively high. Moreover, the Administration would construct two footbridges equipped with a total of six large lifts (with two of the lift towers up to 30 metres tall) to connect Lei Yue Mun Road, Ko Chiu Road and the proposed housing estates at Pik Wan Road, which differed quite significantly in altitude. The construction involved the installation of some 100 piles.

8. Mr Jeremy TAM pointed out that the Administration had stated at the last meeting of the Subcommittee that the Kwun Tong District Council ("DC") had no objection to the design of footbridges under 812CL. However, some Kwun Tong DC members had relayed to him that they were opposed to the Administration's plan to provide the landing point of a proposed footbridge on the eastern footpath of Lei Yue Mun Road. In this connection, Mr TAM enquired whether the Administration had seriously communicated with local DC members on the proposed project and whether it would consider further extending the proposed footbridge to make it straddle Lei Yue Mun Road.

9. H(CEO)/CEDD and Deputy Head of Civil Engineering Office (Project and Environmental Management), CEDD, responded that the Administration had consulted the Housing Committee of the Kwun Tong DC on the proposed project in May 2018. Some DC members had suggested that the proposed footbridge be further extended to straddle Lei Yue Mun Road. The authorities had explained that since the western footpath of Lei Yue Mun Road was narrow, footpath widening works, alteration to the alignment of Lei Yue Mun Road, cutting of the eastern slope and construction of additional lift towers would have to be carried out if the landing point of the proposed footbridge was to be provided on the western footpath of Lei Yue Mun Road. That would have profound impact on the traffic and landscape in the vicinity, in addition to being costly. After balancing various factors, the current design was adopted. Users of the proposed footbridge might cross Lei Yue Mun Road using the at-grade signalized crossings nearby after reaching the landing point on the eastern footpath. In response to the request for better pedestrian connectivity raised

by the Housing Committee of the Kwun Tong DC, the Administration had also revised the original plan in order to provide two footbridges. A consultation paper detailing the revised plan was provided to the said committee for circulation in July 2018 and no objection against the revised plan was received from local DC members. Moreover, the road works under the proposed project were gazetted in November 2018 and no written objection was received.

10. Mr WU Chi-wai enquired whether pedestrian walkways would also be built between various buildings of the public housing developments at Pik Wan Road, Yau Tong, in addition to the proposed footbridges; and whether the caverns excavated under the proposed works would be utilized for other development purposes.

11. CCE(PWP)/THB said that the site at Pik Wan Road, Yau Tong, would be used for public housing development and the location was not suitable for cavern excavation for development purpose. Pedestrian walkways would be built between various buildings of the public housing developments.

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

12. Dr CHENG Chung-tai enquired about the transplanting arrangement of the important trees that were affected by 666CL, including where they would be transplanted. Principal Assistant Secretary for Development (Works)² and Deputy Head of Civil Engineering Office (Port and Land), CEDD, replied that the affected important tree was an *Aquilaria sinensis* tree. It would be transplanted to a location near the works site.

Other works arrangements

13. Mr WU Chi-wai enquired whether the Administration would, for the purpose of utilizing the limited space, formulate policies requiring that enabling works be carried out under public works projects, so as to allow for flexibility for future expansion, such as providing connection points at roads for future connection to other roads and reserving extra foundation load for government structures to allow addition of more floors in the future.

14. Permanent Secretary for Development (Works) and CCE(PWP)/THB responded that the Administration could hardly formulate a set of unified policy on enabling works because implementation of such works should depend on factors such as the need of future expansion, the cost effectiveness of individual enabling works and the degree of engineering complexity. In addition, flexibility would be allowed as far as possible in the planning and

design of a works project. For instance, connection points were provided during the construction of footbridges given that addition of such connection points after completion of the footbridges would have profound effects on their operation. On the other hand, addition of floors to a structure was a matter that entailed consideration in many aspects, such as the extra foundation load to be reserved, the design of fire escapes and lifts, as well as the ventilation arrangement. Under the current agenda item, four out of the five projects were site formation works, etc., except for 191GK which was about the construction of community and healthcare facilities. Given that the planning and design of these community and healthcare facilities were the outcome of coordination among various parties, further expansion was unlikely.

Voting on PWSC(2019-20)28

15. Mr Jeremy TAM requested that the five projects under [PWSC\(2019-20\)28](#) be voted on separately. After confirming that the Administration had no objection to the arrangement, the Chairman put the five projects to vote one by one.

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

16. The Chairman put 191GK to vote. The project was voted on and endorsed.

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

17. The Chairman put 795CL to vote. The project was voted on and endorsed.

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

18. The Chairman put 812CL to vote. The project was voted on and endorsed.

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

19. The Chairman put 666CL to vote. The project was voted on and endorsed.

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

20. The Chairman put 681CL (part) to vote. The project was voted on and endorsed.

21. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of the Finance Committee ("FC"). Mr Jeremy TAM requested that 812CL be voted on separately at the relevant FC meeting.

[Post-meeting note: Members were informed vide LC Paper No. PWSC182/19-20 on 23 June 2020 that Mr Jeremy TAM had decided to withdraw his request that 812CL — Site formation and infrastructure works for public housing developments at Pik Wan Road, Yau Tong, be voted on separately at the relevant FC meeting.]

Head 703 — Buildings

PWSC(2020-21)1 278LP Provision of Police facilities to support the Three-Runway System at Hong Kong International Airport

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

22. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)1](#)) sought to upgrade 278LP and 402IO to Category A at the estimated costs of \$1,866.6 million and \$2,624.5 million in MOD prices respectively. The Government had consulted the Panel on Economic Development on the proposed works on 10 December 2019. A report on the gist of the Panel's discussion was tabled at the meeting.

23. The Chairman declared that he was a member of the Board of the Airport Authority Hong Kong ("AAHK"). He said that the proposed works were government facilities to support the operation of the Three-Runway System ("3RS") at the Hong Kong International Airport ("HKIA") and were not projects of AAHK. Being the Chairman of the Public Works Subcommittee, he would not take part in voting pursuant to paragraph 39 of the Public Works Subcommittee Procedure.

Location and manpower arrangement of the proposed Airport District Operational Base

24. Mr WU Chi-wai enquired about respective manpower establishment of the existing Airport Police Station ("APS") and the proposed Airport District Operational Base ("the proposed OB"), and whether the Administration would adjust the manpower provision of the two aforesaid police facilities in a timely manner in view of economic changes and airport usage. Given that under the current planning, a dual-base approach would be adopted with APS and the proposed OB covering the southern and northern sides of the airport island respectively, Mr WU opined that the Hong Kong Police Force ("HKPF") should construct a new police complex at a location closer to the centre of the airport island instead, so as to concentrate the manpower and enhance efficiency, and to better utilize the land resources of the airport island.

25. Mr CHAN Chi-chuen enquired about the Administration's justification for increasing the staff number by 250 at the proposed OB and the respective numbers of police officers and civilian staff among them. He also enquired about the details and construction costs of the training facilities at the proposed OB (e.g. the indoor firing range and the tactics training centre).

26. Under Secretary for Transport and Housing ("USTH") said that the dual-base approach was adopted mainly out of consideration of the security and counter-terrorism needs of HKIA, an important aviation hub. The dual-base approach that comprised the existing APS and the proposed OB would cover both the southern and northern sides of the airport island. In addition, the proposed OB's access to waterborne transport would enable it to provide more comprehensive, effective and efficient protection to HKIA in the event of emergency incidents. Project Director (2), Architectural Services Department, said that information about the construction costs of various facilities within the proposed OB could not be provided at this stage because the detailed design of OB had not yet been carried out.

27. Head (Airport Expansion Project Coordination Office), Transport and Housing Bureau ("H(AEPCO)/THB"), and Chief Superintendent (Planning and Development), Hong Kong Police Force ("CSP(P&D)/HKPF"), supplemented that at present, about 500 staff members (including police officers and civilian staff) were stationed at APS. Upon the commissioning of 3RS in 2024, the area of HKIA would increase by 50%. The proposed OB was designed with a capacity to house about 250 staff members, including police officers and civilian staff. As regards the actual manpower provision at the proposed OB in the future, HKPF would assess the need for

additional manpower nearer the time having regard to actual policing needs, the prevailing global landscape (including the potential threat of terrorist attacks), operational challenges and the overall establishment of HKPF at the time. If necessary, additional manpower resources would be sought in accordance with the established mechanism.

28. Mr Jeremy TAM was concerned whether the per-capita net operating floor area ("NOFA") calculated based on the number of officers accommodated was different between APS and the proposed OB, and requested the Administration to provide information on the respective total construction floor areas, total NOFAs, NOFAs of officers' premises and per-capita NOFAs calculated based on the number of officers accommodated in the two police facilities mentioned above, as well as NOFAs of various facilities (e.g. the indoor firing range and the tactics training centre).

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC179/19-20\(01\)](#) on 22 June 2020.)

29. Given that the Administration had stated in [PWSC\(2020-21\)1](#) that the dual-base approach was also adopted at the Charles de Gaulle Airport in Paris and the Ben Gurion Airport in Israel to maintain airport security, Mr Andrew WAN requested the Administration to provide further information, including the area occupied by the two airports mentioned above, their volume of flight movements, the area occupied by their police facilities and whether indoor firing ranges and tactics training centres were provided thereat, so as to facilitate members' comparison of their cases with the police facilities and arrangement at HKIA. Mr WAN also sought information of the security arrangement of more major airports overseas, including the airports that adopted the single-base and dual-base approaches and the background to their adoption of different security approaches. Mr CHAN Han-pan opined that it was reasonable for the airports of different places to adopt the necessary security arrangements with regard to their own conditions.

30. CSP(P&D)/HKPF replied that the Charles de Gaulle Airport handled about 76 million passengers and about 500 000 air traffic movements in 2019, which were slightly higher than the numbers of HKIA. Moreover, the Charles de Gaulle Airport and the Ben Gurion Airport were provided with one and two firing ranges respectively. However, the police authorities of the two places had not provided further information on the police facilities and manpower deployment at the two airports. HKPF was given to understand that the Singapore Police Force was also considering constructing a second police station at Terminal 5 in the Changi Airport. In many

overseas airports, the military had a role to play in counter-terrorism work, while HKIA relied solely on HKPF to perform the duties concerned (including the internal security of the airport). Therefore, security considerations of other overseas airports were not entirely the same as those of HKIA and direct comparison could hardly be made.

31. Referring to the Administration's response ([LC Paper No. PWSC160/19-20\(01\)](#)) to Mr Jeremy TAM's enquiries about the proposed works ([LC Paper No. PWSC137/19-20\(01\)](#)) (Chinese version only), Mr CHU Hoi-dick enquired why no information was provided on whether firing ranges and tactics training venues would be provided at the proposed police facilities in Kong Nga Po. Mr Jeremy TAM also enquired why HKPF did not provide the indoor firing range and the tactics training centre required for the training of the Airport Security Unit ("ASU") at the proposed police facilities in Kong Nga Po or other locations close to the airport island (e.g. Tung Chung), so that the precious land formed by reclamation could be released for the purpose of aviation development.

32. Mr CHU Hoi-dick and Mr Jeremy TAM opined that HKPF's proposition of obviating the need of ASU officers to travel a long way to firing ranges and tactics training venues located outside the airport island to undergo training could not fully justify the provision of such training facilities at the proposed OB. Mr TAM remarked that HKPF should determine the location of the proposed indoor firing range and the tactics training centre based on the actual training needs and the availability of alternative locations. Mr CHAN Chi-chuen and Mr Alvin YEUNG expressed similar views. Mr YEUNG also enquired why the Administration did not allocate funds in its budget to address the problem if the utilization rates of HKPF's training facilities were reaching their limits.

33. CSP(P&D)/HKPF responded that for the sake of optimizing land uses and unleashing the land development potential of the Kwu Tung North and Fanling North New Development Areas ("NDAs"), the Administration planned to re-provision the existing police facilities (including the weapons training facility at Fan Garden in Fanling, the Ma Tso Lung Firing Range and the Lo Wu Firing Range) currently located within the scope of the NDAs concerned at a site in Kong Nga Po. As the utilization rates of the three existing firing ranges capable of providing the training specific to ASU (including high velocity ammunition training, dynamic training and moving target training) and the two existing tactics training venues had reached their limits, HKPF was required to provide the indoor firing range and the tactics training centre at the proposed OB on the airport island in order to meet the specific training needs of ASU and ensure ASU's discharge of security duties at the airport in a professional, precise and expeditious manner. In the event

of major emergency incidents and even terrorist attacks, ASU officers could deliver immediate and appropriate response. Staff members under training or standing by were also ready to be called to action and provide support in emergency incidents. Therefore, provision of the indoor firing range and the tactics training centre at the proposed OB could in effect enhance ASU's overall responsiveness, mobility to handle incidents and flexibility of command. CSP(P&D)/HKPF then made a presentation on the current training regime of ASU on the airport island with the aid of a video and pointed out that each ASU officer had to undergo training for at least three days every month and on-going improvement was required. Therefore, it was necessary to provide the training venues at the proposed OB on the airport island for the purpose of strengthening the relevant training.

Uses of the proposed Airport District Operational Base

34. Mr CHU Hoi-dick pointed out that the National People's Congress ("NPC") had passed the Decision of the National People's Congress on Establishing and Improving the Legal System and Enforcement Mechanisms for the Hong Kong Special Administrative Region to Safeguard National Security ("the Decision"), which included entrusting the Standing Committee of NPC to formulate relevant laws on establishing and improving the legal system and enforcement mechanisms for the Hong Kong Special Administrative Region ("HKSAR") to safeguard national security ("the National Security Law"), in order to effectively prevent, stop and punish acts and activities that seriously endangered national security, such as organizing and carrying out terrorist activities. It was learnt that HKPF was considering setting up a dedicated unit for enforcement of the National Security Law. Mr CHU enquired, given that operational facilities for counter-terrorism related units would be provided at the proposed OB, whether HKPF would use the OB concerned for enforcement of the National Security Law or provide facilities thereat for the purpose.

35. Dr Fernando CHEUNG enquired, given that it was stipulated under the Decision that relevant national security organs of the Central People's Government would set up agencies in HKSAR when needed, whether such agencies could use the police facilities within HKIA (including the proposed OB).

36. The Chairman said that the content of the National Security Law had not yet been made public. Moreover, the duties of ASU to maintain security of HKIA would not be changed by changes in the law. Members should focus their discussion on matters related to the proposed works.

37. Mr Holden CHOW said that the proposed OB served to support the operation of 3RS at HKIA. Other members should not make groundless speculations of the uses of OB and demonize the National Security Law. Mr Abraham SHEK and Mr CHAN Han-pan expressed support for constructing the proposed OB to meet security and counter-terrorism needs and pointed out that it was an obligation of HKSAR to safeguard national security.

38. H(AEPCO)/THB and CSP(P&D)/HKPF replied that construction of the proposed OB and internal alteration works to the existing APS were planned some years ago when the 3RS project was pursued (i.e. before the Decision was passed by NPC), so as to fulfil the increased policing demand (including security and counter-terrorism work) upon commissioning of 3RS. These police facilities also served to protect HKIA's operation of passenger and cargo services, safeguard the safety of stakeholders and aviation personnel using the airport and ensure the handling of major or emergency incidents or even terrorist attacks in a professional, precise, expeditious and reliable manner. At present, not any arrangements were made to indicate that the proposed OB was related to the enforcement of the National Security Law. The proposed OB was not an ordinary police station. To enhance operational efficiency, ASU, which was one of the counter-terrorism units based in the existing APS, would be relocated to the new OB. APS was about 10.5 kilometres from the westernmost end of the third runway, while the proposed OB was only about 5.8 kilometres from the point. Hence, swift response could be mounted to tackle emergency incidents or terrorist attacks as the time needed for police officers to reach the scene would be substantially shortened.

39. Noting that the police facilities of Hong Kong (including the proposed OB) were originally designed to guard against foreign terrorist attacks, Mr CHAN Han-pan was concerned whether HKPF had put in place any measures to address the threats associated with the emergence of local terrorism.

40. CSP(P&D)/HKPF responded that some 10 cases involving explosives and firearms were detected in the past 10 months, which were alarming in terms of both destructive power and quantities. These cases were similar to overseas terrorist activities in terms of their modus operandi, showing signs of the emergence of local terrorism in Hong Kong that posed risks to national security. In view of this, HKPF was required to arrange for ASU officers ad hoc training and joint-unit training dedicated to the latest terrorist trends at the proposed OB, during which the tactics they employed would be reviewed and updated in order to cope with the risk of terrorist attacks upon commissioning of 3RS.

Project and management costs of the proposed Airport District Operational Base

41. Mr Holden CHOW noted that an on-cost amounting to \$221.5 million was payable by the Administration to AAHK for the proposed OB, which accounted for 16.5% of the construction cost. He enquired about the criteria adopted by the Administration in pitching the on-cost at 16.5% of the construction cost and whether the facilities would be handed over to AAHK for management at a management fee payable to AAHK after their completion.

42. H(AEPCO)/THB said that costs of design, project management, insurance, construction support and airport on-costs were payable to AAHK, which as it would be entrusted by the Administration to undertake the design and construction of the proposed OB. Upon completion, the maintenance of OB would be undertaken by the Architectural Services Department, so the Administration was not required to pay the relevant fee to AAHK. Moreover, the Administration had explained the reasons for pitching the on-cost at 16.5% of the construction cost in the supplementary information paper it provided ([LC Paper No. PWSC293/17-18\(01\)](#)) in response to members' request when the Subcommittee examined the funding proposal for the air traffic control facilities, aviation weather services facilities and fire services facilities to support 3RS at HKIA (i.e. [PWSC\(2018-19\)25](#)) in June 2018.

[At 9:57 am, the Chairman declared that the meeting be suspended until 10:00 am.]

[At 10:00 am, the Chairman declared that the meeting be resumed.]

43. The Chairman said that the Subcommittee would continue to discuss this item at the next meeting. The meeting ended at 10:30 am.