

立法會
Legislative Council

LC Paper No. CB(1)880/19-20
(These minutes have been
seen by the Administration)

Ref : CB1/PL/DEV

Panel on Development

Minutes of meeting
held on Monday, 16 December 2019, at 9:00 am
in Conference Room 1 of the Legislative Council Complex

Members present : Hon Tony TSE Wai-chuen, BBS (Chairman)
Hon LUK Chung-hung, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, 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
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Dr Hon Junius HO Kwan-yiu, JP
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon Tanya CHAN

Hon CHEUNG Kwok-kwan, JP
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon Jeremy TAM Man-ho
Hon Vincent CHENG Wing-shun, MH, JP
Hon CHAN Hoi-yan

Member attending : Hon HO Kai-ming

Members absent : Hon Jeffrey LAM Kin-fung, GBS, JP
Hon HUI Chi-fung

Public officers attending : **Agenda item III**

Ms Bernadette LINN Hon-ho, JP
Permanent Secretary (Planning and Lands)
Development Bureau

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

Mr David LAM Chi-man
Principal Assistant Secretary (Planning & Lands)5
Development Bureau

Mr Andy LAM Siu-hong
Principal Assistant Secretary (Transport)3
Transport and Housing Bureau

Mr Ambrose CHEONG Siu-yau, JP
Project Manager (West)
Civil Engineering & Development Department

Ms LAU Yiu-yan, Joyce
Deputy Project Manager (West)
Civil Engineering & Development Department

Mr CHUNG Lok-chin
Chief Engineer/West 3
Civil Engineering & Development Department

Mr CHAN Tze-ho
Coordinator (Special Duties)
West Development Office
Civil Engineering & Development Department

Ms Lily CHIU Lee-lee
Chief Estate Surveyor/New Development Area
Lands Department

Agenda item IV

Mr LIU Chun-san, JP
Under Secretary for Development

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

Mr David LAM Chi-man
Principal Assistant Secretary (Planning & Lands)5
Development Bureau

Mr Ambrose CHEONG Siu-yau, JP
Project Manager (West)
Civil Engineering & Development Department

Ms LAU Yiu-yan, Joyce
Deputy Project Manager (West)
Civil Engineering & Development Department

Mr CHUNG Lok-chin
Chief Engineer/West 3
Civil Engineering & Development Department

Agenda item V

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

Mr Jacky WU Kwok-yuen
Principal Assistant Secretary (Works)5
Development Bureau

Mr Roger WONG Yan-lok
Assistant Director/Development
Water Supplies Department

Mr HO Yiu-kwong
Assistant Director/Operations & Maintenance
Drainage Services Department

Mr Raymond IP Wai-man
Chief Engineer/Hong Kong & Islands
Drainage Services Department

Mr WONG Kwok-hing
Deputy Commissioner
Correctional Services Department

Ms Michelle LAM Wai-yip
Assistant Director (Social Security)
Social Welfare Department

Ms Rosanna SHIU Fung-sze
Senior Social Security Officer (CSSS)2
Social Welfare Department

Mr Frank WONG Tak-choi, JP
Project Director 1
Architectural Services Department

Mr LAM Kwai-sang
Chief Project Manager 103
Architectural Services Department

Mr Kevin SUEN Chi-hang
Senior Project Manager 121
Architectural Services Department

Mr Simon CHAN Kwok-chiu
Senior Project Manager 137
Architectural Services Department

Agenda item VI

Mr Michael WONG Wai-lun, JP
Secretary for Development

Mr Maurice LOO Kam-wah, JP
Deputy Secretary for Development (Planning & Lands)²

Mr Francis CHAU Siu-hei, JP
Deputy Secretary for Development (Works)³

Ms Jasmine CHOI Suet Yung
Principal Assistant Secretary (Planning & Lands)³
Development Bureau

Mr WONG Chung Leung, JP
Director of Water Supplies

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

Mr Ken NG Kin-shing
Assistant Director/Mandatory Building Inspection
Buildings Department

Attendance by Invitation : Agenda item VI

Mr Sanford POON Yuen-fong
Assistant Director (Property Management)
Hong Kong Housing Society

Mr Daniel HO Chi-wai
Director, Building Rehabilitation
Urban Renewal Authority

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

Staff in attendance : Ms Ada LAU
Senior Council Secretary (1)2

Mr Raymond CHOW
Senior Council Secretary (1)10

Ms Christina SHIU
Legislative Assistant (1)2

Action

I Information paper(s) issued since the last meeting

Members noted that no information paper had been issued since the meeting on 26 November 2019.

II Items for discussion at the next meeting

(LC Paper No. CB(1)230/19-20(01) — List of outstanding items for discussion

LC Paper No. CB(1)230/19-20(02) — List of follow-up actions)

2. Members agreed that the next regular meeting would be scheduled for Monday, 20 January 2020, from 8:30 am to 11:30 am to discuss the following items proposed by the Administration:

- (a) PWP Item No. 767CL — Planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area;
- (b) PWP Item No. 782CL — Engineering study on Road P1 (Tai Ho — Sunny Bay Section) and work progress of the Sustainable Lantau Office; and
- (c) PWP Item Nos. 666CL and 681CL — Formation, roads and drains in Area 54, Tuen Mun — phases 1 & 2.

(Post-meeting note: Members were informed vide LC Paper No. CB(1)279/19-20 on 19 December 2019 that, on the instruction of the Chairman, the time of the meeting on 20 January 2020 was changed to start at 9:00 am and end at 12:00 noon.)

3. The Chairman sought members' views on the Administration's suggestion to delete the item on "Review of the system of ex-gratia zonal compensation used in the resumption of land in the New Territories" from the "List of outstanding items for discussion" ("the List") (the position updated as at 13 December 2019 was reflected in LC Paper No. CB(1)230/19-20(01)) on the ground that the Administration had already provided information on the ex-gratia zonal compensation system in the paper on the Land Sharing Pilot Scheme ("LSPS") (LC Paper No. CB(1)160/19-20(03)) which was discussed at the Panel meeting on 26 November 2019. Mr LAM Cheuk-ting did not agree to the suggested deletion. He considered that a separate discussion on the subject was necessary in view of the various planned/on-going New Development Area ("NDA") projects in the New Territories ("NT") that involved land resumption and the concerns of the affectees over the applicable compensation.

4. Separately, Mr Wilson OR called for an early discussion of the outstanding item of "Energizing Kowloon East" in the List.

5. The Chairman noted Mr LAM's and Mr OR's views.

6. On some members' earlier request for holding a special meeting to receive public views on LSPS, the Chairman advised that the Secretariat had issued a circular on 10 December 2019 to invite members' views on the suggestion, and all of the 13 members who had given their responses supported holding the said special meeting. As such, the Chairman decided that the special meeting be arranged in January 2020 and members would be informed of the meeting arrangement in due course.

(Post-meeting note: On the instruction of the Chairman, the special meeting to receive public views on LSPS was scheduled for Tuesday, 21 January 2020, from 2:45 pm to 4:45 pm. Members were informed of the meeting arrangement vide LC Paper No. CB(1)315/19-20 on 9 January 2020.)

III Funding Applications for Hung Shui Kiu/Ha Tsuen New Development Area — (a) Works for First Phase Development; (b) Special Ex-gratia Cash Allowance for First Phase Development; (c) Detailed Design for Works for Second Phase Development and Related Studies

(LC Paper No. CB(1)230/19-20(03) — Administration's paper on Funding Applications for

Hung Shui Kiu/Ha Tsuen
New Development
Area — (a) Works for
First Phase Development;
(b) Special Ex-gratia
Cash Allowance for First
Phase Development;
(c) Detailed Design for
Works for Second Phase
Development and Related
Studies)

7. At the invitation of the Chairman, Permanent Secretary (Planning and Lands), Development Bureau ("PS(P&L)/DEVB"), made introductory remarks on the proposed Hung Shui Kiu/Ha Tsuen ("HSK/HT") NDA project. With the aid of a powerpoint presentation, Deputy Secretary (Planning and Lands)1, Development Bureau, briefed members on the funding proposals for:

- (a) upgrading 7787CL (part) and 7796CL to Category A, at an estimated cost totaling \$1,630.2 million in money-of-the-day ("MOD") prices, for site formation and engineering infrastructure works under Advance Works Phases 1 and 2 and Stage 1 Works respectively to support the First Phase development of HSK/HT NDA;
- (b) upgrading 7787CL (part) and 7829CL (part) to Category A, at an estimated cost totaling \$612.5 million in MOD prices, for undertaking detailed design and carrying out site investigation for site formation and engineering infrastructure works under Advance Works Phase 3 and Stage 2 Works respectively to support the Second Phase development of HSK/HT NDA, and for conducting related studies for the overall NDA development; and
- (c) allocating a funding of \$2.4 million at maximum to Subhead 38CA under Head 701 — Land Acquisition for payment of the Special Ex-gratia Cash Allowance to eligible domestic households affected by the clearance for the First Phase development of HSK/HT NDA.

(Post-meeting notes:

- A soft copy of the powerpoint presentation materials (Chinese version only) was circulated to members vide LC Paper No. CB(1)266/19-20(01) by email on 16 December 2019; and
- two submissions on the subject (Chinese version only) received from deputations (受發展影響漁農戶聯會 and 古洞北村民聯盟) were tabled at the meeting and circulated to members vide LC Paper Nos. CB(1)263/19-20(01) and (02) by email on 16 December 2019.)

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

Implementation progress

9. The Deputy Chairman urged the Administration to expedite the First Phase development by all means, including speeding up the site formation and engineering infrastructure works and the construction of the dedicated rehousing estate ("DRE") for accommodating the households affected by the clearance exercise for later phases in a timely manner. Mr LEUNG Che-cheung asked if the construction schedule of DRE could be further compressed to facilitate the rehousing arrangement. Miss Alice MAK asked whether the completion time of the First Phase development could dovetail with the clearance exercise of the Second Phase development if the relevant funding proposals could be approved by the Finance Committee ("FC") in time. Mr Holden CHOW raised a similar enquiry.

10. PS(P&L)/DEVB replied that subject to the funding approval of FC within 2020, the Administration targeted at completing part of the DRE site for handing over to the Hong Kong Housing Society ("HKHS") for its construction of about 1 300 flats under the First Phase development for first population intake in 2024, with a view to meeting the rehousing need arising from the clearance exercise for the Second Phase development of the HSK/HT NDA project starting from end-2024/early-2025. Yet, there was little room for further compression of the works programme for DRE under the First Phase development which had been shortened to only four years. The Administration would study ways to expedite the

construction works of the Second Phase development to deliver about 30 900 housing units (including about 20 000 public housing flats).

11. Mr Holden CHOW noted that DRE would be developed in phases, and he asked about the delivery schedule of the remaining 800 flats under the Second Phase development. PS(P&L)/DEVB advised that the expected completion of these remaining flats would be around 2029.

Rehousing/resettlement and compensation arrangements for the affectees

Brownfield operations affected by the development

12. The Deputy Chairman called on the Administration to draw up an overall industrial policy with measures to support the Government's plan to create about 150 000 jobs in HSK/HT NDA, such as encouraging enterprises to relocate their offices to the NDA, promoting the development of innovation and technology, and constructing purpose-built multi-storey buildings ("MSBs") for affected brownfield operations. Expressing concerns that the rent level of MSBs developed by private developers would likely be high, the Deputy Chairman urged the Administration to take the initiative to develop affordable MSBs for brownfield operations.

13. Mr LEUNG Che-cheung asked if the Administration would consider developing MSBs through public-private partnership in order to lower the development cost and hence the rent level. Ir Dr LO Wai-kwok was concerned whether MSBs could be developed in a timely manner to accommodate brownfield operations displaced by the HSK/HT NDA project. Miss Alice MAK enquired if the brownfield operations affected by the First Phase development would be properly resettled, and any incentives would be provided by the Administration to attract displaced brownfield operations to relocate to MSBs despite higher rents.

14. PS(P&L)/DEVB advised that with the availability of MSBs and other economic floor space starting from end-2027, it was expected that about 150 000 jobs would progressively be created in HSK/HT NDA, including respectively about 75 000, 61 000 and 14 000 jobs in the industrial, commercial and community services sectors upon full development. The Administration was making preparations to launch a market sounding exercise shortly to ascertain the market interest towards developing and operating MSBs for key brownfield businesses under different scenarios involving different contractual requirements and

tender conditions (e.g. tenant selection and rental requirements). The market sounding exercise would also explore ways to attract displaced brownfield operations to relocate their businesses to MSBs. The Administration hoped to brief the Panel sometime within 2020 on the findings and way forward.

15. PS(P&L)/DEVB further said that as some brownfield operations in Wang Chau, HSK/HT NDA and Kwu Tung North/Fanling North ("KTN/FLN") NDA would be displaced before the completion of the first batch of MSBs in 2027, the Administration had made strenuous efforts in identifying temporary Government land suitable for use by affected brownfield operations under short term tenancy. The Administration would also consider how to channel brownfield operations to suitable locations through land use planning work.

16. Mr CHU Hoi-dick expressed disappointment that the Administration had yet to put forward a specific implementation plan for MSBs to accommodate affected brownfield operations so that their encroachment into countryside beyond HSK/HT NDA could be avoided.

17. PS(P&L)/DEVB said that the Administration had adopted a multi-pronged approach to address issues relating to brownfield operations. The measures being implemented included undertaking enforcement actions against unauthorized development, redevelopment of brownfield sites through Government land resumption for NDA development or public projects, and studying the feasibility of consolidating brownfield operations in MSBs.

18. Mr Kenneth LAU declared that he and his family members owned parcels of land in HT. He expressed that brownfield operations had significant economic contributions in Hong Kong and provided employment opportunities to local population, therefore the Administration should ensure that affected brownfield operations could be resettled in the same district and before clearance. Given that there were currently about 323 hectares ("ha") of brownfield sites in HSK/HT NDA and Yuen Long South ("YLS") Development but only about 72 ha of land had been reserved in these development projects to accommodate affected brownfield operations, Mr LAU queried if it was the Government's intention to phase out some of these operations.

19. PS(P&L)/DEVB responded that the Government's policy is to provide monetary compensation for eligible displaced operators to assist them financially in making their own relocation arrangements in the open

market. While pending implementation of MSBs, the Administration had been taking steps to assist brownfield operators affected by clearances in search of alternative sites for their business, such as identifying suitable Government land for temporary use, and rendering advisory and facilitation services from the planning and lands perspective in the search for suitable private land. Further, as the plot ratio of the land for developing MSBs ranged from 5 to 7, the industrial floor space so generated would help compensate for the reduction in land area due to development of brownfield sites.

20. Ir Dr LO Wai-kwok indicated that brownfield operations were an important component of the local production chain. Pointing out that some brownfield operations, such as those involving the storage of heavy construction machineries, were not suitable for relocation to MSBs, Ir Dr LO enquired about the measures to facilitate their continued operation at open-air sites. Mr Kenneth LAU expressed similar concern.

21. PS(P&L)/DEVB advised that the findings of the recently completed study on existing profile and operations of brownfield sites in NT provided the Administration with a comprehensive snapshot on the distribution of brownfield sites and hence enabled better land use planning, such as channelling brownfield operations to other suitable locations. In addition, the proposed Lung Kwu Tan reclamation could also provide space to consolidate brownfield operations.

Households and farmers affected by the development

22. Mr CHU Hoi-dick expressed great concerns over the rehousing/resettlement and compensation issues for the affected farmers and households in various Government development projects. He pointed out that the conditions under the Special Agricultural Land Rehabilitation Scheme were too harsh for affected farmers to continue their farming activities. For instance, limited area of agricultural land had been made available for application and the application time was too short. Moreover, he was worried that many farmers would be evicted from their farmlands by their landlords before commencement of the land resumption exercise in the Second Phase and Remaining Phase developments in 2024 and onward. He also considered it unfair that under the prevailing policy, any affected households that had enjoyed any form of subsidized housing benefits before, regardless of whether they were in possession of property now, would become ineligible for rehousing and compensation.

23. Mr CHAN Chi-chuen expressed concern that many households affected by the KTN/FLN NDA project had not yet been rehoused, whilst the clearance deadline (i.e. end-December of 2019) was drawing near. Miss Alice MAK also asked if the households affected by the First Phase development of KTN/FLN NDA had been properly rehoused.

24. PS(P&L)/DEVB replied that as the general ex-gratia compensation and rehousing arrangements for government development clearance exercises were significantly enhanced in 2018, including the introduction of a non-means-tested rehousing option and enhancement to the rates of cash compensation, the Administration had no plan to review the arrangements again at this stage. That said, the Administration would continue to accumulate experience for necessary refinements in the implementation of the arrangements. Regarding those affected households who had previously benefited from various subsidized home ownership schemes and had disposed of the property concerned, it was the Government's overall housing policy that these ex-beneficiaries could not enjoy further subsidized housing benefits. Notwithstanding this, ex-beneficiaries with special circumstances could apply for uplifting the said debarment in accordance with the established mechanism, and each case would be considered on its own merit by the Administration, with the assistance of the Social Welfare Department as appropriate. The same applies to rehousing arrangements arising from government development clearance. Regarding the rehousing arrangements of households affected by the KTN/FLN NDA project, PS(P&L)/DEVB clarified that end-December of 2019 was the date of reversion of the affected private land to the Government whilst the departure deadlines for the affected households ranged from the first half of 2020 to 2022. The Administration had been maintaining closed communication with the affected households and they were notified of their respective departure deadlines. A few hundred households affected by the KTN/FLN NDA project (including both the First Phase and the Remaining Phase) had already been allocated with rehousing units. Meanwhile, the Administration would continue to process outstanding rehousing applications.

25. Dr CHENG Chung-tai pointed out that in the case of the KTN/FLN NDA development, many affected households had to be temporarily relocated to other public rental housing ("PRH") estates as a transitional rehousing arrangement before the completion of DRE at Pak Wo Road in Fanling despite the pledge for "rehousing before clearance", and with regard to the HSK/HT NDA project, he asked

whether the Administration had devised a contingency rehousing plan for the affectees in case of any delay in the delivery of DRE flats.

26. PS(P&L)/DEVB advised that as the the first batch of DRE flats under the First Phase development would be completed in 2024, sufficient rehousing units could be provided in time to accommodate the larger number of eligible households affected by the clearance of the Second Phase development starting around the same time, so as to better address the public expectation of "rehousing before clearance" in the HSK/HT NDA project. As for the six households to be cleared under the First Phase development, if they were eligible for rehousing, they would be provided with transitional accommodation before the completion of DRE. The Administration estimated that about 1 000 households would be cleared during the Second Phase development.

27. Dr CHENG Chung-tai expressed further concerns that as those affected by the NDA projects were mostly people in need, including the grassroots, the elderly and people with chronic diseases, they could not afford the higher rents chargeable at prevailing Group B standard of HKHS if rehoused to its DREs. Dr CHENG hence urged the Administration to offer them housing allowances at a rate equivalent to the rent difference between Group A (chargeable at lower rents) and Group B standards (chargeable at higher rents). Mr Holden CHOW also asked about the assistance to be offered to those tenants who could not afford the higher rents chargeable at HKHS's Group B standard.

28. PS(P&L)/DEVB advised that DREs were built to rehouse affected households opting for non-means tested rehousing and HKHS would charge rents at the level of its Group B rental units. The Government acknowledged that some affected households, though capable of passing the means test, had opted for DREs in order to live close to their neighbours/relatives. The Administration was discussing with HKHS on the arrangement of allowing these households to pay concessionary rents in DRE comparable to Group A rent subject to their passing of a means test. The progress was positive. The Administration would promulgate the details of the arrangement when they were finalized, hopefully before the intake of DRE. On the other hand, if those households rehoused in HKHS's rental estates encountered short-term financial difficulties, they might apply for rent reduction under HKHS's prevailing Rent Assistance Scheme.

29. Mr Holden CHOW asked about the number of households affected by the clearance of the Second Phase development of HSK/HT NDA that

were eligible for rehousing. PS(P&L)/DEVB replied that about 1 000 households would be cleared during the Second Phase development and not all of them would be eligible for rehousing according to past experience. The around 1 300 DRE flats to be provided under the First Phase development should be sufficient to rehouse these households.

Animals affected by the development

30. Mr CHAN Chi-chuen said that in the case of the KTN/FLN NDA project, there had been concerns over the arrangements for dealing with over 300 dogs with a valid licence as well as other rural animals affected by the development. Apart from undertaking to set up animal adoption centres to provide temporary shelters for the displaced animals, Mr CHAN called on the Administration to take a more proactive approach in preventing these animals from being euthanized. For the HSK/HT NDA project, Mr CHAN enquired if the Administration had conducted statistical surveys on the affected animals and whether any animal resettlement programmes similar to those in KTN/FLN (e.g. the establishment of animal adoption centres) would be put in place.

31. PS(P&L)/DEVB responded that for the KTN/FLN NDA project, households to be rehoused at PRH estates could apply for keeping their service/companion dogs and a few applications were approved/being processed by the Hong Kong Housing Authority. A non-profit-making organization had also successfully applied for government funding to set up an animal adoption centre on Government land and the centre was expected to commence service within 2020. The Administration would follow the same practice in handling those animals affected by the HSK/HT NDA project.

Supply of housing flats and designation of commercial area

32. Mr LEUNG Che-cheung sought confirmation if the Administration would adopt the newly adjusted public/private split of 70:30 for the supply of housing flats in HSK/HT NDA. In light of the social and economic problems entailed with the development of Tin Shui Wai ("TSW") North which had a high proportion of public housing, Mr LEUNG urged the Administration to consider carefully if the adoption of a higher ratio of public housing was considered suitable in HSK/HT NDA.

33. PS(P&L)/DEVB advised that the split of public/private housing supply in HSK/HT NDA was originally set at around 50:50, such that the

overall public/private housing supply ratio in TSW and HSK/HT NDA taken together would be around 70:30. However, in view of the shortage of public housing supply, the proposed studies to be carried out under the current funding proposals would include reviewing the ratio of public/private housing in HSK/HT NDA by taking into account relevant factors, including infrastructural capacity and a balanced housing mix. The ratio of public/private housing after review would not necessarily be 70:30, although that would be a reference ratio for the review.

34. Mr Michael TIEN welcomed the proposal of providing about 2 000 000 square metres ("sq m") of commercial floor area in HSK/HT NDA in order to create job opportunities for the local residents. Mr TIEN enquired whether the Administration would provide the commercial land lots in HSK/HT NDA in smaller size to enable small- to medium-sized developers to take part in the development and hence more diversified commercial developments.

35. PS(P&L)/DEVB confirmed that the Administration would study the feasibility of sub-dividing the commercial land lots in HSK/HT NDA in smaller size and set out the revised development parameters of the land lots concerned in the outline development plan. Mr Michael TIEN requested the Administration to provide a response on his enquiry in the funding proposal to be submitted to the Public Works Subcommittee ("PWSC").

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)499/19-20(01) on 31 March 2020.)

Transport infrastructure developments

36. The Deputy Chairman relayed the concerns of local residents over the proposed removal of Tin Ying Road, which had been providing a quick road link between TSW and other areas, and was glad to note that the Administration would conduct a review on the possibility of reprovisioning Tin Ying Road. He urged the Administration to consult the local communities on the review results as early as possible. Mr LEUNG Che-cheung expressed similar views.

37. PS(P&L)/DEVB responded that a review on the possibility of reprovisioning Tin Ying Road around its current location would be included in the consultancy for the detailed design of the works for the Second Phase development of HSK/HT NDA. The Administration's

latest thinking was that while Tin Ying Road still had to be demolished as its embankment design would pose an obstacle to the connectivity of HSK/HT NDA and TSW, it would be re-provisioned around its current location to maintain the connectivity of the said two districts.

38. Mr Michael TIEN expressed concerns that with a new population of over 170 000 in HSK/HT NDA and a new West Rail station at HSK, the overcrowding problem of the West Rail Line ("WRL") during peak hours would deteriorate, and asked whether the Administration would undertake to provide a new rail link connecting Tuen Mun and the urban areas, either by constructing a new railway linking up Tuen Mun and MTR Mei Foo/Nam Cheong Station or implementing the proposed coastal rail link between the coastal areas of Tuen Mun, the artificial islands in the Central Waters and the Hong Kong Island under the Lantau Tomorrow Vision.

39. PS(P&L)/DEVB and Principal Assistant Secretary (Transport)3, Transport and Housing Bureau, explained that while the planning and engineering study for HSK/HT NDA did not recommend the construction of a new railway for the NDA concerned, the Lantau Tomorrow Vision had put forward a proposal of developing a new rail link between NT Northwest, the artificial islands in the Central Waters and the Hong Kong Island. Mr Michael TIEN requested the Administration to provide a response to his view in the funding proposal to be submitted to PWSC.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)499/19-20(01) on 31 March 2020.)

Public consultation

40. Mr CHU Hoi-dick, Dr CHENG Chung-tai and Mr CHAN Chi-chuen opined that the Panel should hold a special meeting to receive public views on the funding proposals relating to the HSK/HT NDA project.

41. PS(P&L)/DEVB replied that there had been a long discussion in the community on the HSK/HT NDA project which could be dated back to as early as 1997 and the current focus was on the implementation details of the First Phase which was relatively small in scale. Larger-scale development would only take place during the Second Phase development, details of which would be worked out in the proposed

detailed design and related studies under discussion. After such details were firmed up, the Administration would consult stakeholders including the local communities before the funding proposal in respect of the main works of the Second Phase development was submitted to LegCo for approval. There would be adequate opportunity for stakeholders to make known their views as the Administration was taking forward the development. Nevertheless, the bureau would respect the decision of the Chairman and the Panel on the matter of public hearing.

Motion proposed by a member

42. The Chairman advised that he had received a motion proposed by Mr CHU Hoi-dick. He considered that the proposed motion was directly related to the agenda item under discussion. Members agreed that the motion be proceeded with at the meeting.

43. Mr CHU Hoi-dick read out his proposed motion:

(Translation)

"This Panel requests the authorities to ensure that in taking forward the development in HSK, legal brownfield operators can be accommodated in MSBs as well as sites which can be used lawfully for brownfield operations within or outside the district, so as to avoid the situation where brownfield operators are forced to move to agricultural land to operate unlawfully, thereby resulting in the failure to achieve a balance between development and conservation."

44. The Chairman put the motion to vote. The Chairman announced that six members voted for, no member voted against the motion and two members abstained. The Chairman declared that the motion was carried.

(Post-meeting note: The wording of the motion passed was circulated to members vide LC Paper No. CB(1)268/19-20(01) by email on 16 December 2019. The Administration's response to the motion was circulated to members vide LC Paper No. CB(1)497/19-20(01) on 26 March 2020.)

Submission of the funding proposals to the Public Works Subcommittee

45. The Deputy Chairman, Mr Kenneth LAU, Mr Holden CHOW, Ir Dr LO Wai-kwok and Miss Alice MAK expressed support for the funding proposals. Mr Michael TIEN stated that he supported in principle the submission of the funding proposals to PWSC and how he would vote at PWSC depended on the Administration's response to his concerns raised at the Panel meeting. Mr CHU Hoi-dick and Dr CHENG Chung-tai had reservation on the funding proposals. Mr CHAN Chi-chuen said that he objected to the funding proposals. The Chairman concluded that a majority of members supported the Administration to submit the funding proposals to PWSC for its consideration.

IV Feasibility Study on Environmentally Friendly Transport Services in Hung Shui Kiu/Ha Tsuen New Development Area and adjacent areas — Stage 1 Public Consultation

(LC Paper No. CB(1)230/19-20(04) — Administration's paper on Feasibility Study on Environmentally Friendly Transport Services in Hung Shui Kiu/Ha Tsuen New Development Area and adjacent areas — Stage 1 Public Consultation)

46. At the invitation of the Chairman, Under Secretary for Development ("USDEV") gave an overview of the proposed Environmentally Friendly Transport Services ("EFTS") in HSK/HT NDA and adjacent areas. With the aid of a powerpoint presentation, Chief Engineer/West 3, Civil Engineering & Development Department ("CE(W3)/CEDD"), briefed members on the findings and recommendations of Stage 1 of the Feasibility Study on EFTS ("the Study").

(Post-meeting note: A soft copy of the powerpoint presentation materials (Chinese version only) was circulated to members vide LC Paper No. CB(1)266/19-20(02) by email on 16 December 2019.)

Public consultation on the Environmentally Friendly Transport Services

47. Ms Tanya CHAN asked about the number of rounds of public consultation conducted/to be conducted under the Study and timetable of the public consultation.

48. CE(W3)/CEDD advised that the Study was conducted in two stages. Stage 1 public consultation was currently underway to gauge the public and members' views on the three shortlisted green public transport modes for EFTS, i.e. automated people mover ("APM"), green bus system ("GBS") and modern tram. The views collected in Stage 1 public consultation would be duly considered in Stage 2 of the Study. The Stage 2 public consultation would then be carried out in 2021 tentatively to consult public on the overall findings and recommendations of Stage 2 of the Study.

49. Noting that Stage 1 public consultation had been extended to 14 January 2020, Mr CHAN Chi-chuen urged the Administration to consult members of the new-term District Councils ("DCs") formed on 1 January 2020 so that their views on EFTS could be heard.

50. USDEV said that a public forum would be held on 4 January 2020 and members of the new-term DCs would be invited to attend the forum.

51. Ms Tanya CHAN enquired whether members would be consulted on their preferences of the three shortlisted green public transport modes or could only indicate whether they supported the green public transport mode recommended by the Administration during Stage 2 of the Study. Mr CHU Hoi-dick suggested that the Administration should seek the views of members on the three modes during Stage 2 of the Study before determining a recommended EFTS scheme.

52. Mr Andrew WAN observed that the Administration appeared to have preference towards modern tram over APM and GBS in the paper submitted to the Panel. For instance, the Administration indicated in its paper that modern tram had higher station accessibility but lower visual impact than GBS. Mr WAN urged the Administration to conduct further assessments on the three shortlisted green public transport modes and consult the Panel on the three modes again in the Stage 2 of the Study before determining a recommended EFTS scheme.

53. USDEV replied that during Stage 2 of the Study, the Administration would narrow down the shortlisted green public

transport modes with due consideration of public views and then carry out an in-depth assessment to determine the recommended EFTS scheme. LegCo would be consulted in Stage 2 of the Study. The Administration would also consider collecting further information of other green public transport modes during Stage 2 of the Study for members' reference.

Three shortlisted green public transport modes

54. Mr Michael TIEN considered that among the three shortlisted green public transport modes, APM should be taken out given its high capital cost and visual impact, low station accessibility and routing flexibility and comparable overall journey time with the other two shortlisted green public transport modes. Mr TIEN appreciated the idea of developing a dedicated bus corridor and track for green bus and modern tram respectively as the design could avoid repeating the same problem of the Light Rail which had to share road space with other road users, and he requested that EFTS should be grade separated from vehicular traffic at busy road junctions.

55. Ir Dr LO Wai-kwok also opined that the Administration should learn the lesson from the Light Rail and separate EFTS from vehicular and pedestrian traffic as far as possible. Mr Andrew WAN sought details on the grade-separated arrangements for EFTS and vehicular traffic.

56. USDEV replied that it was the Administration's intent to have the selected green public transport mode be designed as grade separated from the vehicle road system at major road junctions.

57. With regard to the findings of Stage 1 of the Study, the Deputy Chairman enquired why (a) footbridges had to be constructed at certain road sections of frequent bus services if GBS option was adopted, but no footbridge would be required if modern tram option was pursued; and (b) the preliminary capital cost estimate of developing GBS (i.e. about \$20 to \$25 billion) would be close to that of developing modern tram (about \$25 to \$30 billion) given that the cost of developing GBS would be mainly on the purchase of electric buses and construction of electric vehicle charging facilities but less on the construction of other station facilities.

58. CE(W3)/CEDD explained that owing to the higher passenger carrying capacity per modern tram, it could run at a stable and lower frequency of about 2.5-minute intervals, and hence passengers could have

more time to cross the at-grade crossings. In contrast, GBS had to run more frequently at about 1.5-minute intervals given its lower capacity per bus which made the provision of footbridges for crossing necessary. The capital cost of developing GBS and modern tram mainly involved the construction of infrastructure, including viaducts at grade-separated busy road junctions. The capital cost for developing modern tram was higher for the laying of track and provision of associated control system.

59. Dr CHENG Chung-tai asked how EFTS would achieve the objective of zero carbon emission and whether the latest technologies would be adopted for its development. Ir Dr LO Wai-kwok requested the Administration to keep up with the technological developments of green public transport, including catenary-free and trackless modern trams.

60. USDEV indicated that the Administration aimed at providing a green and efficient transport service to foster the HSK/HT NDA development and cultivate a pleasant environment, and all the three shortlisted green public transport modes would be powered by electricity and would not generate roadside emission during operation. Project Manager (West), Civil Engineering & Development Department ("PM(W)/CEDD"), supplemented that while the Administration would base on the current technology standards in determining the technologies when assessing the shortlisted green public transport modes for the recommended EFTS scheme, it would pay attention to the developing new technologies where applicable, such as autonomous driving technology for GBS, trackless modern tram, etc..

61. Mr CHU Hoi-dick expressed that the Administration should be more proactive in promoting green buses in other areas of Hong Kong. He also enquired whether the Administration would take the opportunity of conducting Stage 2 of the Study to examine the feasibility of adopting the latest technology applicable to EFTS to improve the existing Light Rail system. USDEV responded that the high patronage of the Light Rail system posed constraints to revamp the Light Rail line.

62. Ms Tanya CHAN and Mr Andrew WAN opined that the information provided by the Administration in its paper and powerpoint presentation materials was not sufficient to enable members to evaluate the various green public transport modes. Ir Dr LO Wai-kwok and Mr Wilson OR expressed similar views. The Chairman, Ms Tanya CHAN and Ir Dr LO Wai-kwok requested the Administration to provide a detailed breakdown of the preliminary capital cost estimate

of the three shortlisted green public transport modes (i.e. APM, GBS and modern tram), including a cost comparison of the three modes in terms of length and/or cost of respective sections at ground level (at-grade), below ground level (depressed) and above ground level (elevated).

Implementation of the project

63. Mr Michael TIEN suggested exploring the feasibility of providing EFTS free of charge, making reference to the free tram services in certain areas of the city centre in Melbourne, Australia.

64. The Deputy Chairman asked about the financing arrangement of EFTS, including whether the Government or the operator would finance its development. He was also concerned about how EFTS would complement the Light Rail system and WRL, including whether free EFTS/West Rail interchange service would be available. Ms Tanya CHAN enquired about the operation mode of EFTS and when such details would be available for public consultation.

65. USDEV advised that during Stage 2 of the Study, the Administration would carry out further assessments for the recommended EFTS scheme, including financing arrangement, fare level, operation mode, station arrangement and alignment. USDEV further advised that while the suggestion of providing a free EFTS interchange service with other public transport systems would be considered in Stage 2 of the Study, the proposed arrangement would have adverse impact on the financial viability of EFTS.

66. Mr Wilson OR enquired if the Administration could advance the commencement of Stage 2 public consultation. He also enquired about the schedule of the follow-up work required for the Study after the completion of Stage 2 public consultation. Mr CHAN Chi-chuen asked about the implementation timetable of the EFTS project.

67. CE(W3)/CEDD said that it would take time for the Administration to carry out the technical and financial assessments and analyze the public views received during Stage 1 public consultation on EFTS. Moreover, the consultancy for the detailed design of the works for the Second Phase development of HSK/HT NDA, under the funding proposals discussed in the previous agenda item, would include a review on the possibility of re-provisioning Tin Ying Road around its current location and the review would have interfaces with the alignment of EFTS. At this stage, the Administration could not provide a concrete

implementation timetable for EFTS as it depended on the findings of Stage 2 of the Study.

68. Mr LAU Kwok-fan was concerned whether the development of the EFTS network could dovetail with the phased development of HSK/HT NDA. USDEV responded that phased implementation of the EFTS would be considered to tie in with the phased development of HSK/HT NDA and YLS Development.

69. Given the high cost required for the EFTS project, Mr CHAN Chi-chuen asked how the Administration could convince the public that it was worth to take forward the project and whether the Administration had taken into account the implications of the possible circumstances in future (wide use of electric vehicles in future, a possible ban of diesel vehicles, etc.) on the EFTS development. USDEV stressed that unlike electric vehicles which were only used by individuals for commuting, EFTS would provide an efficient and high capacity public transport service.

Alignment of the Environmentally Friendly Transport Services

70. Ir Dr LO Wai-kwok said that green public transport modes with higher flexibility should be considered in order to dovetail with the phased development of HSK/HT NDA and enable its connection with other public transport systems/extension to other districts. Mr Andrew WAN suggested the transportation arrangement of HSK/HT NDA including Tin Ying Road and the extension of EFTS to TSW North should be studied as a whole.

71. USDEV said that the Administration would consider the flexibility in phased implementation and extension to TSW North in recommending the EFTS scheme, and study the transportation arrangement as a whole. Land had been reserved in HSK/HT NDA and YLS Development for the EFTS development. However, it would be difficult to extend EFTS to Tuen Mun, Yuen Long and TSW New Towns as these districts had limited space available for developing a new public transport system.

The proposed Environmentally Friendly Linkage System for Kowloon East

72. Mr Wilson OR said that the proposed Environmentally Friendly Linkage System ("EFLS") for Kowloon East had been under discussion for years but a consensus was not yet reached in the community due to

public concern over the high project cost. He hoped that EFLS could be taken forward as early as possible and the EFTS development would not encounter the same problem as EFLS. Mr CHAN Chi-chuen expressed similar concern over the long delay in implementing EFLS.

73. USDEV replied that a feasibility study on EFLS was underway and many technical difficulties were identified. The Administration undertook to put forward an EFLS proposal for public consultation as early as practicable.

V Water Supplies Department Headquarters with Hong Kong and Islands Regional Office and Correctional Services Department Headquarters Building in Chai Wan, and Drainage Services Department Office Building at Cheung Sha Wan Sewage Pumping Station

(LC Paper No. CB(1)230/19-20(05) — Administration's paper on Water Supplies Department Headquarters with Hong Kong and Islands Regional Office and Correctional Services Department Headquarters Building in Chai Wan, and Drainage Services Department Office Building at Cheung Sha Wan Sewage Pumping Station)

74. At the invitation of the Chairman and with the aid of a powerpoint presentation, Principal Assistant Secretary (Works)3, Development Bureau ("PAS(W)3/DEVB") and Principal Assistant Secretary (Works)5, DEVB ("PAS(W)5/DEVB") briefed the Panel on the funding proposals for upgrading:

- (a) 3129KA to Category A, at an estimated cost of \$4,184.45 million in money-of-the-day ("MOD") prices, for taking forward the construction works of Water Supplies Department ("WSD") Headquarters with Hong Kong & Islands Regional Office and Correctional Services Department ("CSD") Headquarters Building ("WSD/CSD Building") in Chai Wan; and

- (b) 3133KA to Category A, at an estimated cost of \$2,157.5 million in MOD prices, for taking forward the construction works of Drainage Services Department ("DSD") Office Building ("DSD Building") at Cheung Sha Wan Sewage Pumping Station ("CSWSPS").

75. PAS(W)3/DEVB explained that the above works items were among the replacement building projects being implemented to accommodate the bureaux/departments to be relocated from the Wan Chai Government Offices Compound ("WCGOC") site, which would be used for the development of convention and exhibition venues, hotel facilities and Grade A offices.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)266/19-20(03) by email on 16 December 2019.)

(At 11:23 am, the Deputy Chairman took the chair during the temporary absence of the Chairman. The Chairman resumed the chair at 11:33 am.)

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

Proposed Water Supplies Department Headquarters with Hong Kong & Islands Regional Office and Correctional Services Department Headquarters Building in Chai Wan

Correctional Services Department facilities

77. Mr CHAN Chi-chuen considered the Administration's paper too brief and lacking some detailed information, such as the respective floor areas of WSD and CSD facilities at the twin-tower office building. Mr Andrew WAN observed the same. Mr CHAN further enquired about the details of CSD's staff mess cum staff canteen in the new WSD/CSD Building, including its location at the building and construction cost, as well as the services and facilities to be provided there. Pointing out that there was currently a three-storey CSD staff recreational facility at Lai Chi Kok providing catering services, snookers,

swimming pools, sauna bath and barbecue sites, etc., Mr CHAN asked whether the new staff mess cum staff canteen would replace the existing staff recreational facility, or would be an additional facility for CSD.

78. PAS(W)3/DEVB advised that the net operational floor area ("NOFA") of the proposed CSD/WSD Building was about 37 000 square metres ("sq m"), and WSD and CSD would take up about 21 000 sq m and 15 000 sq m respectively. The area of the proposed staff mess cum staff canteen of CSD would be about 300 sq m. Deputy Commissioner, CSD indicated that the proposed staff mess cum staff canteen would not replace the existing CSD staff club and canteen at Lai Chi Kok, but would be a replacement for the existing CSD staff mess at WCGOC. At the suggestion of the Chairman, the Administration undertook to provide supplementary information on details of the facilities to be accommodated at the proposed two office buildings, including the floor areas and construction costs of the respective facilities.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)591/19-20(01) on 5 May 2020.)

Government dental clinic

79. Mr CHAN Chi-chuen asked whether the proposed government dental clinic at the WSD/CSD Building would serve only civil servants. He suggested the Administration consider providing free emergency dental services to the public (in particular the elderly) through designated sessions there, as for some other government dental clinics.

80. PAS(W)3/DEVB explained that the proposed government dental clinic at the WSD/CSD Building, with an area of about 530 sq m, would provide service to serving and retired civil servants and their eligible dependents. He advised that with an increase in the number of civil servants in recent years, it was necessary for the Administration to provide more government dental clinics to meet their service demand. PAS(W)3/DEVB undertook to relay Mr CHAN's above suggestion to the relevant bureau/department, and provide supplementary information in this regard.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)591/19-20(01) on 5 May 2020.)

Podium

81. Mr Andrew WAN enquired about the use of the podium at the WSD/CSD Building, and whether the Administration would carry out greening works there and open it as a roof garden for public use. PAS(W)3/DEVB and Project Director 1, Architectural Services Department ("PD1/ASD") advised that greening facilities would be provided at the podium, which would be accessible to the public as well as the staff at the WSD/CSD Building.

Proposed Drainage Services Department Office Building at Cheung Sha Wan Sewage Pumping Station*Suggestion of providing social welfare facilities at the proposed building*

82. Mr Vincent CHENG opined that given the limited land resources in particular in the urban districts, it was paramount for the Administration to optimize the use of the new DSD Building site. Mr CHENG asked about the difference in NOFA of the DSD Headquarters and its divisions/offices after relocation from WCGOC to the proposed DSD Building, and NOFA of the Central Case-file Depository ("CCD") of the Social Welfare Department ("SWD") to be relocated there. Expressing concern over the inadequate provision of social welfare facilities in Sham Shui Po District to meet the increasing demand arising from rapid urban redevelopment in the district, Mr CHENG asked whether some floor area at the DSD Building could be used for providing social welfare facilities. While expressing support to two works projects in principle, Mr CHENG called on the Administration to provide more detailed information when submitting the funding proposals to Public Works Subcommittee ("PWSC") for its consideration. The Chairman urged the Administration to heed members' view in this regard.

83. Dr Helena WONG shared similar concern over the keen demand for social welfare facilities in the densely populated Sham Shui Po District, where there were many primary and secondary schools, public housing estates including Fu Cheong Estate and Wing Cheong Estate, transitional social housing and other on-going housing projects. Given the convenient location of the proposed DSD Building site, Dr WONG opined that the space set aside for CCD should better be used for providing infant, child and elderly care services instead, whereas CCD might be relocated to a less densely populated district.

84. PAS(W)5/DEVB advised that the proposed DSD Building would be shared among DSD and SWD. The NOFA for DSD facilities was about 14 000 sq m. To meet the prevailing standards for office accommodation, the NOFA for DSD facilities was about 8% higher than the existing provision. PAS(W)5/DEVB and PD1/ASD further indicated that based on the requirements set out in the relevant Outline Zoning Plan, the Planning Department ("PlanD") advised DSD that the reference plot ratio for the proposed site was 3.56. Taking into account the development in the district, PlanD agreed that the height of the proposed DSD Building should be set at 100 metres above Principal Datum ("mPD"). With a view to maximizing the usage of the available floor areas, the Government Property Agency ("GPA") had participated in identifying suitable department to share the use of the proposed DSD Building with DSD. PAS(W)5/DEVB stressed that the Administration had optimized the land use in the instant case.

85. Assistant Director (Social Security), SWD added that SWD had well noted the keen demand for social welfare facilities in Sham Shui Po District and had been identifying suitable premises for such purpose. There were different ongoing planning projects to meet the service needs in Sham Shui Po District, including child care and elderly services, etc. The relocation of the CCD from leased premises to the proposed DSD Building as matched by GPA was considered suitable. At the suggestion of the Chairman, the Administration undertook to provide supplementary information about the justifications for putting CCD of SWD at the proposed DSD Building.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)591/19-20(01) on 5 May 2020.)

Construction cost

86. Mr Vincent CHENG noted that the estimated total project cost of the proposed 21-storey DSD Building, i.e. \$2,157.5 million in MOD prices, was on average about \$100 million per storey. He enquired whether the Project Strategy and Governance Office ("PSGO") was consulted to ascertain the cost-effectiveness of this works project.

87. PAS(W)5/DEVB advised that PSGO had been consulted for the estimated total project cost. PD1/ASD supplemented that the construction cost for the proposed DSD Building was on a par with other

similar works projects implemented recently, such as the Immigration Headquarters in Tseung Kwan O.

Provision of car parking spaces in the proposed works projects

88. Ir Dr LO Wai-kwok expressed support for the two proposed works projects, which set good examples of adopting the "single site, multiple use" model in multi-storey developments on "Government, Institution or Community" ("GIC") sites. Ir Dr LO noted that the proposed WSD/CSD Building would provide a public carpark with 150 parking spaces, and asked whether this provision could make up for the number of parking spaces now available in the temporary carpark at the proposed project site, and whether the number of public parking spaces could be further increased to meet the keen demand for parking spaces in the area. While noting that no public parking spaces would be provided at the DSD Building, Ir Dr LO, Mr Andrew WAN and Dr Helena WONG asked about the reasons for that as well as any constraints involved.

89. Mr Andrew WAN was however dissatisfied that the Government was implementing its "single site, multiple use" policy only on a limited scale. With regard to the provision of more car parking spaces, Mr WAN called on the Administration to explore more innovative solutions, such as three-dimensional parking and underground carparks. Dr Helena WONG echoed Mr WAN's suggestions. Mr Andrew WAN also considered that even more public parking spaces should be provided in the proposed WSD/CSD Building. Noting that 130 parking spaces would be provided at the proposed WSD/CSD Building for departmental use, whereas only 36 parking spaces would be provided at the proposed DSD Building for departmental use, Mr WAN enquired about the reasons for such a big difference.

90. PAS(W)3/DEVB advised that having taken into account the public demand, the project scope and the technical feasibility, the Administration considered that it was technically viable for providing a public carpark with 150 parking spaces at the proposed WSD/CSD Building which were comparable to the average number of parking spaces being used in the existing temporary carpark at the proposed project site.

91. PD1/ASD supplemented that the 10 carparks within 500 metres of the proposed WSD/CSD Building have a total of about 340 public car parking spaces currently being available. As the project site of the proposed WSD/CSD Building was close to the harbourfront with

relatively high underground water table, it would incur complications to the construction works of building a basement. Hence the current proposed underground space could not be enlarged, and it can only accommodate the essential plant rooms. Also, the floor area of the proposed WSD/CSD Building could not be further increased to accommodate more facilities, since the project site is under the helicopter flight path of the Eastern Hospital and is subject to a height restriction of 70 mPD. Given these limitations, the 150 public parking spaces and 130 parking spaces for departmental use would be accommodated at the podium floors.

92. As regards the proposed DSD Building, PAS(W)5/DEVB indicated that the Administration had been actively pursuing the "single site, multiple use" initiative in this works project. He and PD1/ASD said that the proposed project site facing Ying Wa Street would be about 1 700 sq m in size. It was located within the existing CSWSPS, which had been in service for 30 years and operating round the clock. The existing buildings as well as the underground utilities including large dimensions of pipes and ducts at the site posed a constraint for the development of the underground carpark. As for the provision of parking spaces for departmental use, PAS(W)5/DEVB advised that taking into account the parking spaces at other DSD facilities, such as maintenance depots, the number of such parking spaces to be provided at the proposed DSD Building was more or less the same as that currently used by DSD. Further, the relevant offices of DSD would not provide services which would attract many public visitors. Moreover, the location of the proposed DSD Building was accessible by various means of public transportation including buses, minibuses and MTR, and it took about six to eight minutes' walk to/from the nearest MTR station.

93. Dr Helena WONG pointed out that the proposed site for the DSD Building was close to the West Kowloon Law Courts Building, which was frequented by members of the public. Due to the acute shortage of parking spaces, illegal parking had been quite serious in the district. Dr WONG considered that the Government should make full use of government buildings and public facilities to provide the parking spaces required by the public, instead of putting forth excuses like an anticipated small number of visitors, etc. Dr WONG urged the Administration to re-visit the issue critically before submitting the works project of the DSD Building to PWSC.

94. The Administration undertook to re-visit the feasibility for the provision of public parking spaces at the proposed DSD Building; if so, the details; if not, the reasons for that; and the number and distribution of public parking spaces in the Sham Shui Po District.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)591/19-20(01) on 5 May 2020.)

VI Proposed funding injections for enhancing three existing subsidy schemes relating to building repair and safety, namely "Operation Building Bright 2.0", "Lift Modernisation Subsidy Scheme", and "Building Maintenance Grant Scheme for Elderly Owners"; and launching of a new subsidy scheme, the "Water Safety Plan Subsidy Scheme"

(LC Paper No. CB(1)230/19-20(06) — Administration's paper on assistance schemes on building safety and rehabilitation

LC Paper No. CB(1)230/19-20(07) — Paper on proposed funding injections and enhancements to Operation Building Bright 2.0, Lift Modernisation Subsidy Scheme, and Building Maintenance Grant Scheme for Elderly Owners prepared by the Legislative Council Secretariat (Background brief)

LC Paper No. CB(1)230/19-20(08) — Paper on drinking water safety initiatives prepared by the Legislative Council Secretariat (Background brief))

95. At the invitation of the Chairman, Secretary for Development ("SDEV") gave an introductory remark on the proposed funding injections and enhancements to Operation Building Bright 2.0

("OBB 2.0"), Lift Modernisation Subsidy Scheme ("LIMSS"), and Building Maintenance Grant Scheme for Needy Owners ("BMGSNO") (which would replace the existing Building Maintenance Grant Scheme for Elderly Owners), and the proposed allocation of funds to launch the new Water Safety Plan Subsidy Scheme ("WSPSS"). SDEV said that the Administration planned to seek funding approval from LegCo in the context of the Appropriation Bill 2020.

96. With the aid of a powerpoint presentation, Deputy Secretary for Development (Planning & Lands)², Director of Electrical & Mechanical Services ("DEMS"), and Director of Water Supplies ("DWS") briefed the Panel on the details of the proposals on the four assistance schemes.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)266/19-20(04) by email on 16 December 2019.)

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

Partnership with the Urban Renewal Authority

98. Mr Vincent CHENG declared that he was a non-executive director of the Urban Renewal Authority ("URA"). Mr CHENG expressed support for the proposed funding injection into the three existing assistance schemes, namely OBB 2.0, LIMSS and BMGSNO. While the Administration had been partnering with URA in launching various building safety and rehabilitation schemes, Mr CHENG enquired whether any additional resources would be provided to URA by the Government in view of the increasing workload of URA.

99. SDEV indicated that the financial position of URA had so far been sound; when the need arose, the Administration would provide resources as appropriate to enable URA to continue carrying out its urban renewal mission.

Operation Building Bright 2.0

100. Mr Vincent CHENG and Dr Priscilla LEUNG welcomed the proposed relaxation of the eligibility criteria in the second round of applications of OBB 2.0 to accept also applications from younger

buildings, i.e. those residential and composite buildings aged between 40 to 49 with outstanding Mandatory Building Inspection Scheme ("MBIS") notice(s) for the common parts of the buildings not yet complied with.

Lift Modernisation Subsidy Scheme

101. Mr Vincent CHENG welcomed the proposed expansion of LIMSS to cover more aged lifts. Noting the Administration's proposal to set aside about \$290 million under LIMSS for the provision of outreach social services, including meal delivery, procurement of daily supplies and provision of stair-climber services, Mr CHENG asked whether the provision would cover more services, such as temporary accommodation for the needy elderly during the course of lift modernization works.

102. DEMS advised that URA had engaged a non-governmental organization ("NGO") to take forward a consultancy study to identify the outreach social services required for the needy residents by means of questionnaire surveys and focus group meetings. It was understood that the major concern of those needy residents were the availability of stair-climber services and delivery of basic necessities. The study was expected to be completed by the first quarter of 2020, and the Administration would make reference to the findings and arrange to provide suitable services to meet the needs of the residents concerned as far as practicable.

103. Dr Priscilla LEUNG called on the Administration to include some younger buildings under LIMSS to help more elderly residents who might not be able to afford the cost of lift modernization works, given that the safety level of the lifts of younger buildings with higher rateable values might not necessarily be more acceptable. Dr LEUNG also expressed concerns over the adequacy of workforce to meet the service demand arising from the implementation of LIMSS.

104. SDEV said that the details of various schemes were different. There was a building age requirement for OBB 2.0. Under LIMSS, the private residential or composite buildings with lifts which had not been installed with all the essential safety devices and met the requirement of the average rateable value would be eligible for application.

105. DEMS supplemented that the Administration had considered the industry capacity in the implementation of the scheme. To avoid inflating market prices and affecting works quality due to the additional

lift modernization works, the Administration would continue to roll out LIMSS in an orderly manner by granting subsidies in batches over seven years starting from 2019-2020. In parallel, the Administration would collaborate with the Construction Industry Council ("CIC") to arrange an appropriate training scheme to attract new blood to join the lift industry to meet the workforce demand of the modernisation works. In fact, the CIC had commenced the related recruitment exercise for the lift trade recently. The Administration anticipated that about 60 general workers would be engaged through such training scheme every year, and hence there would be an additional supply of around 360 general workers in total in the coming six years.

106. Mr Jeremy TAM pointed out that the average amount of funding per lift under the expansion of LIMSS was higher than that of the original LIMSS, and according to the estimated cash flow requirements as given in Appendix I to Annex B to the Administration's paper (LC Paper No. CB(1)230/19-20(06)), the average amount of funding per lift in some financial years was comparatively higher than that of other financial years under the expansion of the LIMSS. Mr TAM requested for a clarification in this regard.

107. SDEV and DEMS said that under the expansion of LIMSS, the additional funding injection also included the expenses for the provision of training and outreach social services in the amount of about \$53 million and \$288 million respectively. Also, by taking the number of lifts to be modernized and the related inflation over the years into account, the average amount of funding per lift for the expansion of LIMSS would be different from that for the original LIMSS. Regarding the yearly estimated cash flow, DEMS explained that individual cost items (such as provision of training scheme and outreach social services) would be reflected in the cash flow requirements in different years, and hence the year-on-year difference might fluctuate. DEMS emphasized that the Administration would flexibly arrange the financial resources to ensure smooth implementation of the whole scheme.

108. The Administration agreed to provide supplementary information about a breakdown of the additional funding in the estimated cash flow requirements from 2020-2021 to 2025-2026 to show the respective funding for (a) subsidy for lift modernization and the consultants' fees, (b) administration fee of URA, (c) expenses for provision of supporting services to URA, (d) expenses for the training scheme for increasing industry capacity, and (e) expenses of outreach social services.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)423/19-20(01) on 12 March 2020.)

Building Maintenance Grant Scheme for Needy Owners

109. Mr HO Kai-ming expressed his support for the additional funding injections into the three existing schemes and their enhanced features. In particular, Mr HO appreciated the proposal to increase the maximum amount of grant under BMGSNO from \$40,000 to \$80,000 per case to more adequately cover the expenses for the essential repair and maintenance works for complying with MBIS notices. As some Home Ownership Scheme ("HOS") flat owners reaching 65 years old might choose to transfer the ownership of their flats to their children but continue to live in the property, Mr HO enquired whether the Administration would consider expanding the scope of beneficiaries under BMGSNO to cover these elderly occupiers of HOS flats who had transferred the ownership of their HOS flats to their children by reason of old age (i.e. 65 years old or above) with the implementation of appropriate measures to ensure that the scheme would not be abused under the expanded scope. SDEV said that a written response to Mr HO's above question would be provided.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)423/19-20(01) on 12 March 2020.)

Water Safety Plan Subsidy Scheme

Selection criteria

110. Mr Vincent CHENG noted that in contrast to the three existing assistance schemes that selected the eligible beneficiaries on a risk-based approach, the proposed WSPSS operated on a first-come-first-serve basis provided that the criterion of the applicable average rateable value ceiling was met. Mr CHENG was concerned that the quota might be taken up by buildings with well-organized owners' corporations that had already been testing drinking water quality voluntarily. Dr Helena WONG expressed a similar concern that with the proposed financial commitment at \$440 million intending to cover only 5 000 buildings, many private buildings with genuine need might be crowded out. Given that WSD had been collecting water samples from consumers' taps at various districts, Mr CHENG and Dr WONG urged the Administration to adopt a

risk-based approach under WSPSS and accord priority to buildings with drinking water quality that was undesirable or worth immediate attention based on the sampling results.

111. Dr Helena WONG also noted that the participation rate for Water Safety Plan for Buildings ("WSPB") among private buildings had been low. Dr Helena WONG urged the Administration to step up its territory-wide water sampling and testing exercise, and notify buildings with non-conforming water sampling test results, in particular those three-nil buildings, of the implementation of WSPSS, so that eligible buildings with the imminent need to enhance drinking water safety could be benefited from the scheme.

112. SDEV said that at present, the participation in the Enhanced Water Quality Monitoring Programme for collection of water samples at consumers' taps for testing the six metals was voluntary and not all of the randomly selected premises were willing to participate. The objective of the programme was to collect data in a systematic manner for reviewing the Hong Kong Drinking Water Standards. Nonetheless, the premises with water samples collected would be informed of the water sampling test results. On the other hand, WSPB aimed to build up good management practice for the internal plumbing system for ensuring water safety in buildings. SDEV and DWS believed that with the launch of WSPSS, there would be more and more buildings implementing WSPB as exemplars. Public awareness on the importance of properly managing and maintaining the buildings' internal plumbing systems and willingness to implement WSPB would thus increase with time, thereby enhancing the water safety in buildings in Hong Kong.

113. DWS said that the Administration had reached out to various property management companies, The Real Estate Developers Association of Hong Kong, etc. to promote the implementation of WSPB. When rolling out the WSPSS, the Administration would launch publicity programmes to increase public awareness of the WSPSS and WSPB.

Scope of subsidies

114. Dr Helena WONG noted that the subsidy under WSPSS for formulation of WSPB including water safety risk assessment, and that for the audit of the implementation of WSPB and subsequent review of WSPB during the first cycle of implementation, were respectively capped at \$10,000 and \$5,000 per building. Noting that there were some 400 qualified persons ("QPs") who could perform the roles required

under WSPB, Dr WONG enquired about the details of the tasks to be performed, the number of man-hours involved in and the prevailing market prices for the relevant tasks, as well as an assessment on how far the subsidies provided under WSPSS could cover the respective costs. Given the little information available at present on the market prices of the services, track record of QPs, etc., the public might not be able to make an informed decision in engaging a QP, and QPs might make excessive profits due to WSPSS yet the number of buildings benefited from WSPSS might be lower than anticipated.

115. Further, Dr Helena WONG noted that the Administration also proposed to subsidize under WSPSS the specific checking by QP, and regular maintenance (including cleansing of water tanks) for the internal plumbing system as required in WSPB during the first and second cycle of implementation. Dr WONG considered that as such items were required to be carried out routinely for up keeping the internal plumbing system of buildings, the relevant cost should not be borne by the Government in the long-run.

116. DWS advised that WSD had conducted market surveys on the price levels of the services of QPs for the various tasks in the formulation and implementation of WSPB in setting the proposed subsidy levels for the respective items under WSPSS. The Administration considered that the subsidies capped at \$10,000 and \$5,000 for formulation of WSPB and audit of the implementation of the WSPB and its subsequent review respectively would cover the relevant costs in general. In order to prevent overcharging by the QPs, WSD would publish on its website the indicative cost levels of the services of QPs for the various tasks in the formulation and implementation of WSPB for reference by property owners. The Administration expected that with the currently over 400 trained QPs and more training courses to be provided on WSPB, there would be adequate QPs available in the market for formulation and implementation of WSPB, and they would offer competitive prices for their services.

Other issues related to enhancing drinking water safety

117. Dr Priscilla LEUNG referred to a recent incident in which unclaimed chemicals were placed in the vicinity of a local reservoir, and raised concern about how the Administration would strengthen measures in safeguarding drinking water safety, including more frequent water sampling and testing.

118. In response, SDEV said that in the wake of the above-mentioned incident, the relevant bureau/departments had stepped up the necessary security measures for waterworks facilities against the possible threats. Due to the operational considerations, it was not suitable to disclose the details to the public.

119. Ir Dr LO Wai-kwok expressed his support for the funding proposal of the four assistance schemes. While implementing WSPSS, Ir Dr LO opined that it was also important for the Administration to promote WSPB and educate the public, especially property management companies. Ir Dr LO Wai-kwok noted that the Administration had stepped up its effort in safeguarding the drinking water safety in the wake of the incidents of excess lead found in drinking water, including the territory-wide water sampling from consumers' taps. Ir Dr LO urged the Administration to make bigger progress in making necessary amendments to the relevant ordinances.

(At 12:14 pm, the Chairman directed that the meeting be extended for 15 minutes.)

VII Any other business

120. There being no other business, the meeting ended at 12:44 pm.