

立法會
Legislative Council

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(These minutes have been
seen by the Administration)

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Finance Committee of the Legislative Council

Minutes of the 16th meeting
held at Conference Room 1 of the Legislative Council Complex
on Friday, 19 February 2021, from 3:00 pm to 5:36 pm

Members present:

Hon CHAN Kin-por, GBS, JP (Chairman)
Hon CHAN Chun-ying, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-yea, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, GBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Hon KWOK Wai-keung, JP
Hon Christopher CHEUNG Wah-fung, SBS, JP
Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, GBS, JP
Hon POON Siu-ping, BBS, MH

Dr Hon CHIANG Lai-wan, SBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Jimmy NG Wing-ka, BBS, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon SHIU Ka-fai, JP
Hon Wilson OR Chong-shing, MH
Hon YUNG Hoi-yan, JP
Dr Hon Pierre CHAN
Hon CHEUNG Kwok-kwan, JP
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon Vincent CHENG Wing-shun, MH, JP
Hon Tony TSE Wai-chuen, BBS, JP

Members absent:

Dr Hon Priscilla LEUNG Mei-fun, SBS, JP

Public officers attending:

Ms Alice LAU Yim, JP	Permanent Secretary for Financial Services and the Treasury (Treasury)
Mr Raistlin LAU Chun, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) 1
Miss CHAN Cheuk-yin, Jennie	Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch)
Mr Frank CHAN Fan, JP	Secretary for Transport and Housing
Mrs Sharon YIP LEE Hang-ye, JP	Deputy Secretary for Transport and Housing (Transport) 1
Miss Gillian LAM Yuk-ting	Principal Assistant Secretary for Transport and Housing (Transport) 5
Mr Jimmy CHAN Pai-ming, JP	Director of Highways
Mr Chris WONG Kin-por	Principal Government Engineer (Special Tasks), Highways Department

Mr LAM Yu-chau	Government Engineer, Highways Department
Mr CHUNG Siu-wing	Chief Engineer 6 (Major Works), Highways Department
Ms Stella LEE Yim-fong, JP	Assistant Commissioner for Transport (New Territories)
Mr Vic YAU Cheuk-hang, JP	Deputy Secretary for Development (Planning and Lands) 1
Ms Louisa YAN Mei-ling	Principal Assistant Secretary for Development (Planning and Lands) 2
Mr Terence LAM Tat-ming, JP	Principal Assistant Secretary for Development (Works) 5
Mr José YAM Ho-san	Principal Assistant Secretary for the Environment (Energy)
Mr Ricky LAU Chun-kit, JP	Director of Civil Engineering and Development
Mr Michael FONG Hok-shing, JP	Head of the Sustainable Lantau Office, Civil Engineering and Development Department
Mr Raymond IP Wai-man	Deputy Head of the Sustainable Lantau Office (Works), Civil Engineering and Development Department
Mr Alfred WONG Kwok-fai	Chief Engineer (Lantau 1), Civil Engineering and Development Department
Mr Tom YIP Chi-kwai	Assistant Director of Planning (New Territories)
Mr Barry CHU Kei-ming	Assistant Director of Electrical and Mechanical Services (Electricity and Energy Efficiency)
Mr YEUNG Chor-kee	Chief Engineer (Energy Efficiency C), Electrical and Mechanical Services Department
Dr CHOI Yuk-lin, JP	Under Secretary for Education
Mr Derek LAI Chi-kin	Principal Assistant Secretary for Education (Higher Education)
Mr Louis LEUNG Sze-ho	Deputy Secretary-General (1), University Grants Committee Secretariat
Mr Stephen IP Shing-tak	Chief Technical Adviser (Subvented Projects), Architectural Services Department

Other persons attending:

Professor Alfonso NGAN	Senior Advisor, The University of Hong Kong
Ms Jeannie TSANG	Registrar, The University of Hong Kong
Mr Eddie YIU	Senior Assistant Director (Estates Office), The University of Hong Kong
Mr Albert CHAN	Executive Director, Wong & Ouyang (HK) Ltd
Mr Eric NG Shu-pui	Vice-President (Administration) and University Secretary, The Chinese University of Hong Kong
Professor WONG Kam-bo	Director (School of Life Sciences), The Chinese University of Hong Kong
Mr FUNG Siu-man	Director (Campus Development Office), The Chinese University of Hong Kong
Mr LI Sing-cheung	Deputy Director (Campus Development Office), The Chinese University of Hong Kong

Clerk in attendance:

Ms Anita SIT	Assistant Secretary General 1
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Staff in attendance:

Miss Bowie LAM	Council Secretary (1)1
Mr Frankie WOO	Senior Legislative Assistant (1)3
Miss Yannes HO	Legislative Assistant (1)7

Action

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

2. In relation to the recommendations of the Public Works Subcommittee ("PWSC") to be considered at today's meeting, the Chairman declared that he was a Director and the Chief Executive Officer of Well Link Insurance Group Holdings Limited, and also a Director of Well Link General Insurance Company Limited and Well Link Life Insurance Company Limited, both under the Well Link Insurance Group.

**Item 1 — FCR(2020-21)89
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 20 JANUARY 2021**

PWSC(2020-21)27

HEAD 703 — BUILDINGS

Fitting-out — Others

**403IO — Fitting-out works for Government facilities associated
with Intermodal Transfer Terminal Project at Hong
Kong International Airport**

3. The Chairman advised that this item sought the approval of the Finance Committee ("FC") for the recommendation of PWSC made at its meeting on 20 January 2021 regarding PWSC(2020-21)27, i.e. the upgrading of 403IO "Fitting-out works for Government facilities associated with Intermodal Transfer Terminal Project at Hong Kong International Airport" to Category A at an estimated cost of \$341.1 million in money-of-the day ("MOD") prices. No member had requested that the recommendation be voted on separately at the FC meeting.

Voting on FCR(2020-21)89

4. At 3:01 pm, the Chairman put item FCR(2020-21)89 to vote. The Chairman declared that the majority of the members present and voting were in favour of the item. The item was approved.

**Item 2 — FCR(2020-21)90
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 20 JANUARY 2021**

PWSC(2020-21)28

HEAD 703 — BUILDINGS

Health — Clinics

72MC — Enhancement of Public Health Laboratory Centre

5. The Chairman advised that this item sought the approval of FC for the recommendation of PWSC made at its meeting on 20 January 2021 regarding PWSC(2020-21)28, i.e. the upgrading of 72MC "Enhancement of Public Health Laboratory Centre" to Category A at an estimated cost of \$200.0 million in MOD prices. No member had requested that the recommendation be voted on separately at the FC meeting.

Voting on FCR(2020-21)90

6. At 3:02 pm, the Chairman put item FCR(2020-21)90 to vote. The Chairman declared that the majority of the members present and voting were in favour of the item. The item was approved.

**Item 3 — FCR(2020-21)91
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 27 JANUARY 2021**

PWSC(2020-21)30

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

Subventions — Miscellaneous

**3QR — Hong Kong-Zhuhai-Macao Bridge - funding support
for Main Bridge**

7. The Chairman advised that this item sought the approval of FC for the recommendation of PWSC made at its meeting on 27 January 2021 regarding PWSC(2020-21)30, i.e. to increase the approved project estimate ("APE") of 3QR "Hong Kong-Zhuhai-Macao Bridge - funding support for Main Bridge" by \$1,514.7 million from \$9,046.5 million to \$10,561.2 million (in MOD prices). PWSC had spent around one hour on scrutinizing the above recommendation.

Increasing the approved project estimate

8. Mr Tony TSE and Ir Dr LO Wai-kwok expressed support for increasing the APE of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") Main Bridge ("the Main Bridge"). They noted that, according to the workflow of project implementation in the Mainland, the project estimate of the Main Bridge project was compiled by the Ministry of Transport based on its preliminary design in 2010. Given the enormous scale of the project and its complexity, it was understandable and acceptable that various engineering challenges and variations encountered during the detailed design and construction stages could not be fully and accurately foreseen back then.

9. Mr YIU Si-wing was of the view that, though it was not desirable to increase the APE, but considering the importance of HZMB on the people's livelihood, economy and tourism in Hong Kong, etc., the funding proposal was still worthy of support. He also requested the Government to confirm whether additional funding would not be sought for the Main Bridge project

in future. As the additional funding sought was reduced only because part of the inflated costs were offset by the remaining balance of provision for contingencies under the original APE, Mr YIU enquired how the Government would deal with any additional expenditure that might still arise. Secretary for Transport and Housing ("STH") advised that account finalization of the Main Bridge project had reached the end stage, and the APE in question was the final expenditure item. Therefore, the Government no longer had to apply for additional funding from the Legislative Council. The Hong-Kong-Zhuhai-Macao Bridge Authority ("HZMB Authority") would deal with any additional costs in future by syndicated bank loan.

10. Dr CHENG Chung-tai advised that the accounts of two projects, i.e. "844TH-Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road" and "845TH-Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities-Reclamation and Superstructures" were yet to be finalized, and it was not sure whether the total expenditure would exceed the APEs of the projects concerned. According to Paper No. PWSC74/20-21(01), the Government advised that certain works contracts of the above two projects involved a large number of claims. Dr CHENG enquired about the progress in handling the claims and the amount involved; and whether the amounts claimed were proportionate to the total expenditures of the projects. He also enquired whether the Main Bridge project was also subject to any claims.

11. Director of Highways ("DHy") advised that both 844TH and 845TH were mega scale works projects which included more than 10 inter-related works contracts of different types. Certain contractors had already lodged claims against the Government which respectively involved around \$4.8 billion and \$8.3 billion in total. Considering that the nature and complexity of each works contract were not entirely identical, it was difficult to comment across the board whether the amounts or the proportion of the claims were reasonable. DHy added that the Highways Department ("HyD") and the project consultants were thoroughly reviewing and assessing these claim cases to ensure the claims were supported by concrete justifications, and would handle the claims with strict adherence to contract terms. Based on the current projection of the Government, the final expenditures of the two projects would not exceed their APEs. STH added that the additional funding sought for the Main Bridge project had already reflected the extra costs emerging from all factors (including claim cases).

12. At the request of Dr CHENG Chung-tai, the Administration would provide supplementary information on claims concerning 844TH and 845TH after the meeting, including the types of claims concerned.

[*Post-meeting note:* The supplementary information provided by the Administration was issued to members vide LC Paper No. FC128/20-21(01) on 23 March 2021.]

Usage and operating revenue and expenditure of the Hong Kong-Zhuhai-Macao Bridge

13. Mr Tony TSE considered that as part of the cost of the Main Bridge project was financed by the HZMB Authority through syndicated bank loans, the three governments of Guangdong, Hong Kong Special Administrative Region and Macao Special Administrative Region ("the three governments") should expeditiously study how to increase the usage of HZMB to increase its operating revenue for repaying the loans.

14. STH advised that according to the projection of the three governments during the planning stage of HZMB, the operating revenue of HZMB during the first 30 years after its commissioning would be sufficient for repaying the loans which financed the construction. Pointing out that there were around 80 000 vehicles in Guangdong, Hong Kong and Macao permitted to cross HZMB presently, coupled with the Government's efforts after the commissioning of the Tuen Mun-Chek Lap Kok Link Northern Connection to promote the "Quota-free scheme for Hong Kong private cars travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge" (i.e. allowing private vehicles with Hong Kong licence plates only to travel to the Guangdong Province via HZMB without quota and stay for no more than 30 consecutive days upon each entry and no more than 180 days within a year in aggregate), he believed this would further encourage Hong Kong residents' travel to the Mainland via HZMB. The Airport Authority Hong Kong also planned to develop automated car parks on the Hong Kong Boundary Crossing Facilities Island of HZMB for use by self-drive visitors from Guangdong and Macao who travelled to the Hong Kong International Airport ("HKIA") via HZMB for transit to overseas destinations, or for visiting Hong Kong. Moreover, the cooperation between Zhuhai Airport and HKIA would further boost the flows of goods and passengers between the two places and even the entire Greater Bay Area, which would also help stimulate the use of HZMB.

15. Mr YIU Si-wing enquired about the source of HZMB's operating revenue and the use allocation. STH advised that the HZMB Authority, established under the Mainland laws as a non-profit-making public institution legal person, was responsible for the construction, management and maintenance of the Main Bridge located in the Mainland waters, and operated on a self-financed basis, and the revenue of which included tolls

collected from vehicles using the HZMB Main Bridge, rents from ancillary facilities and advertising income, etc. The revenue would be used for repaying the loans on the construction of the Main Bridge and the expenses on recurrent expenditures, such as management and maintenance. As regards the Blue Dolphin Island tourism development project mentioned by Mr YIU, it would probably be handled by another legal person separately, and the relevant Mainland authorities would study and confirm the details.

Inheritance of engineering skills and experience

16. Ir Dr LO Wai-kwok advised that the Government should properly archive and preserve information related to the Main Bridge project, so that the skills and experience could be inherited. DHy advised that the Main Bridge project was complexed and challenging, which involved a lot of new technologies. The HZMB Authority had already properly compiled and shared relevant information/videos with the three governments. The three governments also had respectively archived information related to the works concerned for sharing within the sector in future. Certain HyD staff had also participated directly in the Main Bridge project and accumulated relevant experience; and they had exchanged and shared their experience in relation to the project within the Government. All these would be conducive to the inheritance of engineering and construction skills and experience. STH added that, apart from arrangements during the construction stage, the HZMB Authority had also studied in depth such technologies as the maintenance and distance monitoring of the Main Bridge in the course of operation, and the relevant information would converge into a valuable technological platform for follow-up and examination by researches from the three places. Ir Dr LO suggested the Government consider holding exhibitions or establishing a museum to introduce to the public and the trade information related to the HZMB project. The Administration noted the suggestion.

Voting on FCR(2020-21)91

17. At 3:33 pm, the Chairman put item FCR(2020-21)91 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 29 members voted in favour of and one member voted against the item, and no member abstained from voting. The votes of individual members were as follows:

For:

Mr Tommy CHEUNG Yu-yan
Mr WONG Ting-kwong
Mr WONG Kwok-kin

Mr Jeffrey LAM Kin-fung
Ms Starry LEE Wai-king
Mrs Regina IP LAU Suk-ye

Mr Michael TIEN Puk-sun	Mr Steven HO Chun-yin
Mr Frankie YICK Chi-ming	Mr YIU Si-wing
Mr CHAN Han-pan	Mr LEUNG Che-cheung
Ms Alice MAK Mei-kuen	Mr KWOK Wai-keung
Mr Christopher CHEUNG Wah-fung	Ms Elizabeth QUAT
Mr POON Siu-ping	Ir Dr LO Wai-kwok
Mr Jimmy NG Wing-ka	Mr Holden CHOW Ho-ding
Mr SHIU Ka-fai	Mr Wilson OR Chong-shing
Ms YUNG Hoi-yan	Dr Pierre CHAN
Mr CHEUNG Kwok-kwan	Mr LUK Chung-hung
Mr LAU Kwok-fan	Mr Kenneth LAU Ip-keung
Mr Tony TSE Wai-chuen	
(29 members)	

Against:

Dr CHENG Chung-tai
(1 member)

18. The Chairman declared that the item was approved.

**Item 4 — FCR(2020-21)88
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 13 JANUARY 2021**

**PWSC(2020-21)24
HEAD 707 — NEW TOWNS AND URBAN AREA
DEVELOPMENT**

**Civil Engineering — Land development
786CL — Tung Chung New Town Extension**

**HEAD 705 — CIVIL ENGINEERING
Civil Engineering — Land development
782CL — Engineering Study on Road P1 (Tai Ho - Sunny
Bay Section)**

**Civil Engineering — Multi-purpose
49CG — The District Cooling System for Tung Chung
New Town Extension (East)**

19. The Chairman advised that this item sought the approval of FC for the recommendation of PWSC made at its meeting on 13 January 2021 vide PWSC(2020-21)24 regarding:

- (a) the upgrading of part of 786CL "Tung Chung New Town Extension" as 859CL, entitled "Tung Chung New Town Extension - site formation and infrastructure works", to Category A at an estimated cost of \$19,332.9 million in MOD prices; and the retention of the remainder of 786CL in Category B;
- (b) the upgrading of 782CL, entitled "Engineering Study on Road P1 (Tai Ho - Sunny Bay Section)", to Category A at an estimated cost of \$130.2 million in MOD prices; and
- (c) the upgrading of 49CG, entitled "The District Cooling System for Tung Chung New Town Extension (East)("TCE")", to Category A at an estimated cost of \$3,918.2 million in MOD prices.

20. The Chairman advised that PWSC had spent around 1 hour and 21 minutes on the scrutiny of the above proposal. The Administration had also provided an information paper.

Tung Chung New Town Extension

Compensation to people affected by clearances

21. Mr SHIU Ka-fai noted that the Tung Chung New Town Extension ("TCNTE") would be implemented in phases. He enquired how the Administration would compensate those affected by the First Phase development, including private landowners, households and business undertakings.

22. Deputy Secretary for Development (Planning and Lands) 1("DS(PL)1/DEVB") and Head of the Sustainable Lantau Office, Civil Engineering and Development Department advised that, for the First Phase development, the Government would resume about eight hectares of private land in TCNTE(West)("TCW"), which involved 441 private lots, and would clear about 51 hectares of government land within the area of TCNTE. The land resumption and clearance would affect two households with three persons in total and about 15 business undertakings. As TCNTE would be implemented under a new town development mode, the Government would compensate private landowners with the rate of ex-gratia compensation for Zone A agricultural land. Moreover, the Government would compensate affected households and business undertakings as appropriate in accordance with the general ex-gratia compensation and rehousing arrangements to be

offered to eligible domestic occupants in squatters and to business undertakings affected by government development clearance exercises (set out in LC Paper No. FCR(2018-19)48) as approved by FC in 18 July 2018. These compensation measures were enhanced when compared to those offered in the past. Affected households might take the means-tested option to wait for an allocation of public rental housing, or opt for non-means tested rehousing in dedicated rehousing estates to be built and operated by the Hong Kong Housing Society. The compensation offered to affected business undertakings would also benefit those business undertakings operating in the open air or from squatter structures, involving sectors such as car park, workshop and vehicle repair operations.

Housing supply

23. Mr SHIU Ka-fai expressed concern over the Administration's plan to adjust the public/private housing split in TCNTE to 72:28, and considered that this would further inflate the price of private residential properties.

24. DS(PL)1/DEVB responded that the Government would allocate land for housing development in light of the circumstances of respective new development projects, using the public/private housing split of 70:30 as the indicator. The proposed public/private housing split in TCNTE was similar to the indicator above.

25. Mr YIU Si-wing advised that the development of Lantau would drive up the number of visitors to the region, while employment opportunities would increase too. He suggested the Administration allocate land for the construction of quarters for commuters to the airport, so as to alleviate the pressure on public transport arising from cross district employment.

26. DS(PL)1/DEVB replied that TCNTE involved an increase in the supply of public and private properties in the district, offering an option for accommodation and property purchase to those working in the airport. However, the existing policy had no specific measure for building quarters in the district for those working in the airport.

Ancillary transport facilities in Tung Chung district

27. Referring to the busy traffic along Tat Tung Road and the full commissioning of Tuen Mun - Chek Lap Kok Link ("TM-CLKL"), Mr Holden CHOW was concerned that road network in the Tung Chung district would be further overstretched upon the first population intake of the public housing development in TCE in 2024. He suggested Tat Tung Road be replanned. Dr CHENG Chung-tai expressed similar concern, and was

of the view that the Administration's current proposal to step up efforts in managing traffic and arrangements such as removal of certain planters, relocation of motorcycle and disabled parking spaces and the widening of carriageway would not be sufficient for meeting the extra transport demand generated in future by TCNTE, Hong Kong International Airport and the North Lantau Hospital after expansion.

28. Ir Dr LO Wai-kwok expressed support for the whole funding proposal. He commended the plan to introduce a sustainable urban drainage system and other novel facilities in TCNTE, but was disappointed that the transport infrastructure was unable to complete before first population intake. He urged the Administration to accord priority to infrastructure development when implementing new development area projects in future.

29. DS(PL)1/DEVB advised that the Government acknowledged the heavy traffic at Tat Tung Road on weekdays, and the presence of illegal parking. The funding proposal submitted included the construction of the proposed Road P1 (the Section from Tung Chung to Tai Ho)("Tung Chung - Tai Ho Section") and the associated junction/road improvements (including the improvement works at junctions of Ying Tung Road/Ying Hei Road; Yi Tung Road/Tung Chung Waterfront Road; Shun Tung Road/Tat Tung Road (west); Shun Tung Road/Yu Tung Road; and Yu Tung Road/Chung Yan Road). After the population intake of public housing development projects in Area 99 and Area 100, Tung Chung, in 2024, residents could travel to and from Tung Chung via the proposed Roads L3 and L4, as well as the proposed public transport interchange in the vicinity. Regarding the Tung Chung Line Extension of the MTR Corporation Limited ("MTRCL") (i.e. the construction the TCE Station and TCW Station), DS(PL)1/DEVB added that the Civil Engineering and Development Department ("CEDD") would endeavour to speed up the relevant advance works and complete the project concerned in tandem with MTRCL as early as practicable. In the period between the first resident intake and the commissioning of TCE and TCW Stations, the Transport Department would closely monitor the situation and carry out appropriate measures to handle the additional transport demand arising from the new population.

Facilities in Tung Chung New Town Extension (West)

30. Mr Tony TSE enquired about the respective costs of the proposed first phase of River Park, the open space in Area 29A in TCW, sustainable urban drainage system and the water intelligent network. He commended the adoption of smart and green city concepts in these proposed facilities, and suggested that the selection of plant species for the first phase of River

Park should be people-oriented, taking into account the ornamental value, but not merely the convenience in maintenance.

31. Director of Civil Engineering and Development ("DCED") replied that the Tung Chung Stream in Tung Chung Valley had high ecological value. While a section of the existing Tung Chung Stream at its downstream in the northeast of Shek Lau Po was channelized, the Government intended to restore the ecological connection between upstream and downstream by revitalizing this channelized section (about 600 m long) to its natural setting and developing a section (about 415 m long) into a River Park to promote water-friendly culture and activities. A visitor centre would also be set up in the River Park. He agreed to Mr TSE's suggestion and advised that, to enhance greening of leisure facilities and the ornamental value, the Government planned to plant more native flowing plants in leisure facilities within TCNTE, including *Terminalia mantaly* and *Terminalia catappa*, *Tabebuia chrysantha*, *Cinnamomum burmannii* and *Bischofia javanica*.

32. DCED added that, with a view to improving the water quality of Tung Chung Stream, CEDD would construct a series of sustainable urban drainage system in TCW, including stormwater attenuation and treatment ponds, bioswales and permeable pavements to control the amount of surface runoff to be discharged into Tung Chung Stream and improve water quality. He advised that the Government applied the concept of "Sponge City" in the construction of drainage facilities of a new development area for the first time, and introduced the proposed sustainable urban drainage system at the cost of around \$150 million, which covered a service area of about 36 hectares. As regards the cost of water intelligent network, supplementary information would be provided after the meeting.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC137/20-21(01) on 16 April 2021.]

33. Mr Holden CHOW enquired about the number of parking spaces to be provided in TCE. DCED replied that TCE and TCW could provide around 12 500 parking spaces in total. DS(PL)1/DEVB advised that parking spaces would also be provided in retail facilities and public housing development in TCE, such as projects in Area 99 and Area 133, Tung Chung. The number of new parking spaces would comply with the requirements of the Hong Kong Planning Standards and Guidelines.

34. Mr LUK Chung-hung enquired about the facilities in the proposed open space in Area 29A, TCW. DS(PL)1/DEVB advised that the proposed

open space would be located near Shun Tung Road, and while preserving the natural setting of the environment, the Administration also planned to provide a range of facilities for better public enjoyment, which included upgrading the walking trails, provision of multi-purpose activity area, exercise corner, pet garden and look-out points, as well as construction of a boardwalk along the coastal area, so as to facilitate residents' travel between Tung Chung Town Centre and the area surrounding Ma Wan Chung.

Road P1

35. Mr Holden CHOW said that first population intake of the public housing development in TCE would take place in 2024, but the proposed Tung Chung - Tai Ho Section project would not complete before 2026 at the earliest. Mr CHOW enquired whether the Administration could expedite the completion of the Tung Chung - Tai Ho Section.

36. Concerned about whether the North Lantau Highway ("NLH"), TM-CLKL and the proposed Road P1 had sufficient capacity for the transport demand generated by Lantau development in future, Mr YIU Si-wing suggested the Administration consider strengthening marine transport facilities for the convenience of public transport between Tung Chung and the urban areas.

37. DS(PL)1/DEVB advised that, upon full commissioning, Road P1 would run parallel to the NLH, which would help divert traffic between Tung Chung and the urban areas while easing the pressure on TCE interchange. It would also serve as an alternative route in case of traffic incident on NLH. After the full completion of TCNTE in 2030, the above road network would have the capacity to meet the transport demand of residents. In the case of Tung Chung, it was more appropriate to fulfil the travel needs of residents through land transport facilities rather than marine transport facilities.

38. Mr LUK Chung-hung enquired why the Administration was unable to commence the engineering study on Tai Ho - Sunny Bay Section simultaneously during the planning of TCNTE, so that the infrastructure concerned would fit the timing of population intake. He was also concerned whether delays in infrastructure planning would affect the cost of the infrastructure project concerned.

39. DCED replied that the Government would implement the development of infrastructure facilities as necessary in due course. While conducting a traffic impact assessment, the Government had already taken into account the demand for transport infrastructure facilities arising from TCNTE, SKYCITY development project at the airport and development

artificial islands in the central waters. It was estimated in the assessment outcome that, with the progressive implementation of the planned development projects in North Lantau, the traffic congestion of the NLH would worsen during peak hours starting from 2031. In the light of the above traffic impact assessment, the Government had to commence the engineering study on Road P1 (Tai Ho - Sunny Bay Section) as soon as possible to determine the alignment, overall layout, preliminary design proposal and land requirement of the project. The Government expected that Tai Ho - Sunny Bay Section would be completed in 2030, and Road P1 would fully come into service by then, thus relieving the traffic pressure on NLH.

40. Mr Michael TIEN was of the view that the effectiveness of Road P1 in easing the congestion of NLH would depend on whether the Administration had plans to construct other trunk roads connecting Lantau and the urban areas, and to link them up with Road P1. Mr TIEN considered it feasible to connect Road P1 with the Stonecutters Bridge or the proposed Kau Yi Chau Artificial Islands ("KYC Artificial Islands"); however, the Stonecutters Bridge proposal would hinge on whether Route 11 could be completed between 2036 and 2037. Therefore, the proposal of connecting the KYC Artificial Islands was more straightforward. He enquired whether the Administration could speed up the construction of KYC Artificial Islands.

41. Mr Tony TSE said that while it took 42 months to complete the study on artificial islands in the central waters, it seemed that the 30-month duration of the engineering study on Tai Ho - Sunny Bay Section was too long. Mr TSE enquired how to ensure the consultants would conduct the study independently and utilize resources effectively if the same consultants were engaged for the relevant study and the works.

42. DS(PL)1/DEVB advised that the feasibility study on Route 11 (section between Yuen Long and North Lantau) included the study on whether the construction of a trunk road between Tsing Yi and Lantau ("Tsing Yi-Lantau Link") would be feasible; if the Tsing Yi-Lantau Link was confirmed feasible, the Government would commence relevant works as soon as practicable for its commissioning in 2036. Moreover, the studies related to artificial islands in the central waters would also cover the priority road link between Hong Kong Island, KYC Artificial Islands and Lantau. Depending on the outcome of the studies related to the artificial islands in the central waters, the priority road link might complete in 2034 at the earliest. Between the full commissioning of Road P1 and the completion of Tsing Yi-Lantau Link and the priority road link connecting the artificial islands in the central waters, users of Road P1 to the urban areas had to take

the Lantau Link. He advised that, if the road projects concerned were finalized, the Government would endeavour to expeditiously implement the construction so that these transport infrastructure facilities would be put into service earlier.

43. DCED explained that the engineering study on Road P1 (Tai Ho - Sunny Bay Section) would cover impact assessment on such areas as technical study, traffic, marine, environment and fisheries, as well as the impact of the proposed works on the Chinese White Dolphins. Moreover, the engineering study would also cover site investigation works, including ocean coring and undersea investigations, in order to determine soil conditions of the site area and the preliminary design. It was reasonable to project a 30-month duration to complete the above study. As the studies related to the artificial islands in the central waters would cover the detailed planning and engineering study on the KYC Artificial Islands, as well as involving a number of studies on transport infrastructure facilities, the duration would be longer than that of the engineering study on Road P1 (Tai Ho - Sunny Bay Section). If the funding proposal was approved, qualified consultants would be invited to participate in the tendering. The Government would consider the technical proposals submitted by the consultants, including the manpower and other resources to be deployed, and would ensure fairness and impartiality of the assessment process.

The District Cooling System for Tung Chung New Town Extension (East)

44. Mr Kenneth LAU enquired about the tariff level of the District Cooling System ("DCS") in TCE and reference factors in determining the tariff. Mr YIU Si-wing enquired about service targets and scope of the DCS. Principal Assistant Secretary for the Environment (Energy) ("PAS(E)/EN") advised that the Government would determine the tariff level of DCS on the basis of recovering the capital and operating costs of the system over the project life of 30 years, and drawing reference from the capital and cooling costs of individual water-cooled air-conditioning systems using cooling towers. The principle was the same as the one behind the tariff of the DCS in Kai Tak Development Area. After approval of the funding proposal by FC, Electrical and Mechanical Services Department would propose amending the District Cooling Services Ordinance (Cap. 624) to announce the tariff level of the proposed DCS in TCE.

45. PAS(E)/EN advised that the proposed DCS would provide air-conditioning for non-domestic buildings and public facilities in TCE. The system could serve up to 700 000 sq m of air-conditioned gross floor areas. As the construction of DCS required extensive laying of underground pipes in the proposed service area for distributing chilled water to buildings within

the district, new development areas would be in a better position to implement a DCS and achieve higher cost-effectiveness.

Other concerns of Lantau residents

46. Mr Kenneth LAU advised that the road infrastructure of Pak Mong, Ngau Kwu Long and Tai Ho (collectively known as "Three Villages") near Tung Chung Town Centre was obsolete, and was not even able to provide access for emergency vehicles. He enquired how the Administration would improve the transport infrastructure of the Three Villages.

47. DS(PL)1/DEVB advised that District Office conducted a site visit to the Three Villages with Members and the Fire Services Department earlier to assess whether the road on site was able to allow entry of light ambulance. Relevant road widening and improvement works were conducted subsequently, and were scheduled to complete this year. He added that the Three Villages were not covered by TCNTE. After the completion of Tung Chung - Tai Ho Section and Tai Ho interchange, residents in the Three Villages could enter Tai Ho interchange via the existing Cheung Tung Road and travel to TCNTE and the urban areas.

Voting on FCR(2020-21)88

48. At 4:47 pm, the Chairman put item FCR(2020-21)88 to vote. At the request of members, the Chairman ordered a division. The Chairman declared that 29 members voted in favour of and 1 member voted against the item, and no member abstained from voting. The votes of individual members were as follows:

For:

Mr Tommy CHEUNG Yu-yan	Mr Jeffrey LAM Kin-fung
Mr WONG Ting-kwong	Ms Starry LEE Wai-king
Mr WONG Kwok-kin	Mrs Regina IP LAU Suk-ye
Mr Michael TIEN Puk-sun	Mr Steven HO Chun-yin
Mr Frankie YICK Chi-ming	Mr YIU Si-wing
Mr LEUNG Che-cheung	Ms Alice MAK Mei-kuen
Mr KWOK Wai-keung	Mr Christopher CHEUNG Wah-fung
Ms Elizabeth QUAT	Mr Martin LIAO Cheung-kong
Mr POON Siu-ping	Ir Dr LO Wai-kwok
Mr Jimmy NG Wing-ka	Dr Junius HO Kwan-yiu
Mr Holden CHOW Ho-ding	Mr SHIU Ka-fai
Ms YUNG Hoi-yan	Mr CHAN Chun-ying
Mr CHEUNG Kwok-kwan	Mr LUK Chung-hung

Mr LAU Kwok-fan
Mr Tony TSE Wai-chuen
(29 members)

Mr Kenneth LAU Ip-keung

Against:
Dr CHENG Chung-tai
(1 member)

49. The Chairman declared that the item was approved.

**Item 5 — FCR(2020-21)92
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 20 JANUARY 2021**

**PWSC(2020-21)26
HEAD 708 — CAPITAL SUBVENTIONS AND MAJOR SYSTEMS
AND EQUIPMENT**

Universities

The Chinese University of Hong Kong

**56EF — Centralised General Research Laboratory Complex
(Block 2)**

The University of Hong Kong

56EG — Redevelopment of No. 2 University Drive (Building 1)

64EG — Information Technology Building at University Drive

50. The Chairman advised that this item sought the approval of FC for the recommendation of PWSC made at its meeting on 20 January 2021 regarding PWSC(2020-21)26, i.e. (a) upgrading of **56EF** - The Chinese University of Hong Kong ("CUHK") - "Centralised General Research Laboratory Complex (Block 2)" ("Laboratory Complex Block 2"); (b) **56EG** - the University of Hong Kong ("HKU") - "Redevelopment of No. 2 University Drive (Building 1)" ("Building 1"); and (c) **64EG** - HKU - "Information Technology Building at University Drive" ("IT Building") to Category A at an estimated cost of \$1,416.1 million, \$599.9 million and \$486.9 million in MOD prices respectively.

51. Mrs Regina IP enquired whether FC would vote separately on the above-mentioned three projects. The Chairman advised that some members had made this request to him before today's meeting. Therefore, he would put the above-mentioned three projects to vote one by one.

Cost of the proposed three projects

52. Ms YUNG Hoi-yan enquired why the cost of Laboratory Complex Block 2 of CUHK was far higher than that of Building 1 and IT Building of HKU. She highlighted that the external works of the former would cost as much as over \$58 million while the latter two would only cost \$2.2 million and \$3.8 million respectively; in terms of soft landscaping, the former would cost \$5.8 million while the latter two would cost only \$1.1 million and \$400,000. Ms YUNG considered that Laboratory Complex Block 2 might not need too many landscaping and greening projects.

53. Director (Campus Development Office), The Chinese University of Hong Kong (D (CDO), CUHK) explained that the specifications of Laboratory Complex Block 2 were similar to those of hospitals. It was necessary to install a negative pressure system and fulfil requirements such as floor vibration and electromagnetic interference. More than 80% of spaces in the Complex Block would be used as wet laboratories with higher requirements in fitting out works and equipment. Compared with dry laboratories or general teaching laboratories, the cost per sq m could probably double. D (CDO), CUHK added that the cost of external works of Laboratory Complex Block 2 included the works of a link bridge to adjoining Laboratory Complex Block 1. The cost also covered the establishment of an outdoor car park and other greening features. Therefore, it would involve more construction activities than those of the two buildings of HKU. He stressed that the cost and specifications of Laboratory Complex Block 2 had been approved by relevant departments such as the Architectural Services Department. The design, specifications, requirements and other details of the building had also been set out in the tendering documents. The current tender price received was similar to the original estimate.

Tendering arrangement for the proposed two projects of the University of Hong Kong

54. Mr Tony TSE enquired whether a single contract arrangement was adopted for the tendering of the two projects of HKU and the reasons for adopting such tendering arrangement.

55. Senior Assistant Director (Estates Office), the University of Hong Kong advised that HKU had bundled the two projects for tendering. The proposed works included the construction of access links to connect Building 1 and IT Building. The two buildings would be jointly operated and managed after completion. Therefore, it was more appropriate to

bundle the two projects for tendering. Subject to FC's funding approval today, the works would start as soon as possible.

Facilities and users of Centralised General Research Laboratory Complex Block 1 and Block 2 of The Chinese University of Hong Kong

56. Ir Dr LO Wai-kwok enquired whether Laboratory Complex Block 1 and Block 2 of CUHK would be used by the School of Biomedical Sciences and the School of Life Sciences respectively. He also asked about the main laboratories that the two Schools had had and the new laboratories/scientific research facilities to be set up.

57. Vice-President (Administration) and University Secretary, The Chinese University of Hong Kong ("VP (Administration) and US, CUHK") said that the School of Biomedical Sciences was under the Faculty of Medicine. Laboratory Complex Block 1, where the School was located, was completed and came into service 10 years ago; Laboratory Complex Block 2 would be delivered to the School of Life Sciences after completion.

58. Director (School of Life Sciences), The Chinese University of Hong Kong ("Director (SLS), CUHK") advised that the main users of Laboratory Complex Block 2 would be scientists, professors and experiment teams in the field of life sciences. The School of Life Sciences had already established a state key laboratory, which mainly studied food security issues, including joint studies with State units on growing soybeans or different plants in arid areas. A floor of Laboratory Complex Block 2 would be allocated to expand the aforementioned laboratory. The School had been committed to popularizing science, including collaborating with secondary schools to promote science, technology, engineering and mathematics ("STEM") education. There would be a herbarium on one floor of Laboratory Complex Block 2. It was believed that the completion of the Complex Block would be conducive to the long-term development of the School of Life Sciences. VP (Administration) and US, CUHK added that CUHK currently had five state key laboratories, three of which were under the Faculty of Medicine and the other two were under the Faculty of Science. CUHK had sufficient experience to manage these laboratories.

59. Ir Dr LO Wai-kwok enquired about the location where teaching was conducted in the School of Life Sciences. Director (SLS), CUHK advised that undergraduate teaching of the School would take place in the existing classrooms of the CUHK main campus, while the laboratories and other scientific research facilities would be moved to Laboratory Complex Block 2. VP (Administration) and US, CUHK added that the close proximity of undergraduate teaching location of the School of Life Sciences

to the class location of medical students would hopefully achieve synergy in teaching; senior students of the School of Life Sciences who needed to conduct research might receive training in Laboratory Complex Block 2 and have more exposure to knowledge in scientific research.

Admin

60. Ir Dr LO Wai-kwok requested CUHK to provide supplementary information on Laboratory Complex Block 1 and Block 2 in relation to the overall planning (e.g. whether they would mainly be used for teaching or scientific research) and facilities.

61. Mrs Regina IP enquired whether users of Laboratory Complex Block 2 were mainly postgraduates and the main places of origin of postgraduates of the School of Life Sciences.

62. Director (SLS), CUHK advised that the main users of Laboratory Complex Block 2 included postgraduates, doctoral students and visiting scholars. Although postgraduates mostly comprised non-local students, there were also outstanding local students. Taking the laboratories of which he was in charge as examples, the ratio of local and non-local students was about 50:50.

Admin

63. Mrs Regina IP requested CUHK to provide details of would-be users of Laboratory Complex Block 2, including the subjects of study in CUHK, the ratio of postgraduate to undergraduate students, and countries or regions of origin of these postgraduates. VP (Administration) and US, CUHK said that relevant information would be provided.

Governance and security of The Chinese University of Hong Kong

Security of laboratories

64. Mr Holden CHOW and Ms Elizabeth QUAT noted that a State Key Laboratory of Agrobiotechnology for research in climate-smart agriculture would be set up in Laboratory Complex Block 2. They considered this an indication of the State's trust in Hong Kong, thus allowing Hong Kong to participate in the scientific research in this field. However, Mr CHOW and Ms QUAT were concerned about the incessant outbreak of violence in CUHK during a series of social incidents in the past, and the campus was even occupied by protesters at one time. They were worried about a repeat of similar incidents and enquired about the measures CUHK would take to protect the laboratory.

65. VP (Administration) and US, CUHK advised that CUHK expressed regret for the social incidents that occurred in the second half of 2019.

Learning from the experience, the University had already strengthened security around the campus and various key buildings (such as laboratories), including strengthening the blockade of No. 2 Bridge which was occupied back then, and would work closely with law enforcement authorities to promptly respond to and handle security incidents. VP (Administration) and US, CUHK added that the CUHK campus covered an area of more than 137 hectares with 170 buildings, and subject to land lease conditions, the campus had to provide public access. All of the above posed challenges to campus security. Nevertheless, the University had engaged security consultants and further strengthened security, and was studying the feasibility of revising the land lease conditions concerned.

Expenditure on repairing vandalized facilities on campus

66. Mr Tony TSE was concerned that facilities in many universities were vandalized during the disturbances arising from the opposition to the proposed legislative amendments, and, in particular, the campus of CUHK was once occupied by protesters. He enquired the University about the expenditure related to repairing such facilities and the subsequent enhancement of security measures.

67. VP (Administration) and US, CUHK advised that the repairs cost about \$50 million, of which around 70% was spent on repairing the damaged school buses, and the remaining 30% was used for repairing other places/facilities (including laboratories). He continued that the University had avoided as far as possible using resources from the University Grants Committee ("UGC") on the aforementioned repair cost.

68. The Under Secretary for Education added that as independent and autonomous bodies, universities had the responsibility to ensure campus security. Under the existing mechanism, universities would deploy their existing resources to handle daily repair and maintenance of campuses. In addition to government funding, universities' funding sources also included tuition fees, donations or other investment incomes, and universities could flexibly utilize the resources concerned in response to their needs. According to the UGC Notes on Procedures, universities might apply for UGC funding for projects of \$2 million or above that required utilization of government resources.

Disciplinary procedures against students violating laws/university regulations

69. Mr Holden CHOW and Ms YUNG Hoi-yan were concerned that some university students were involved in illegal incidents, such as

involvement in violent incidents, holding banners of Hong Kong independence on campus and committing acts that undermined national sovereignty. They urged the University to strictly deal with these cases as appropriate. Mr Tony TSE enquired about the follow-up actions or sanctions taken by CUHK against students who violated laws/university regulations.

70. VP (Administration) and US, CUHK stated that if relevant incidents involved criminal offences, the University would wish to initiate disciplinary procedures only after the completion of relevant legal procedures, otherwise it might be unfair to the students involved; if the incidents only involved violating university regulations or committing unruly or disrespectful behaviour (e.g. the one-off incident involving students bullying security guards earlier), the University would initiate disciplinary procedures. He stressed that while universities were not law enforcement agencies, they had the responsibility to cooperate with such agencies.

Admin

71. Mr Tony TSE requested CUHK to illustrate the disciplinary procedures initiated against students who violated laws/university regulations since the eruption of the disturbances arising from the opposition to the proposed legislative amendments, together with relevant information. VP (Administration) and US, CUHK undertook to provide the supplementary information.

Moral and national security education

72. Ms Elizabeth QUAT criticized that some university students in Hong Kong had distorted values in considering violence as a solution to problems or in the belief of "justice lawbreaking". She enquired how CUHK would strengthen students' law-abiding awareness and promote national security education.

73. Mrs Regina IP stated that some university staff relayed to her that local students were unwilling to meet other cultures and refused to reach out to mainland or international students. Mrs Regina IP and Ir Dr LO Wai-kwok were concerned that since the social incidents in 2019, local students had increasingly targeted against mainland students. They enquired how CUHK would deal with the resulting conflicts and confrontations, as well as the measures taken to promote and facilitate inclusion.

74. VP (Administration) and US, CUHK responded that:

- (a) Article 10 of the Law of the People's Republic of China on Safeguarding National Security in the Hong Kong Special

Administrative Region stipulated that "The Hong Kong Special Administrative Region shall promote national security education in schools and universities". CUHK would keep in line with relevant requirements of the Education Bureau and UGC, and was currently conceiving how to strengthen moral and national security education in the curriculum; and

- (b) CUHK started implementing a diversity and inclusion policy in mid-2020 and encouraged staff and students to respect different cultures and concepts in a polite and inclusive manner. The policy pronounced a zero-tolerance attitude towards all illegal acts, as well as words and deeds that contravened the principle of diversity and inclusion.

75. Ms Elizabeth QUAT questioned whether CUHK could implement the above-mentioned moral and national security education (including whether it would make the programmes concerned mandatory and credit-bearing), and enquired about punishments against students whose words and acts jeopardized diversity and inclusion.

76. VP (Administration) and US, CUHK stated that CUHK set up the Diversity and Inclusion Office on 1 July 2020. The office was responsible for promoting diversity and inclusion policy and related education work, as well as receiving complaints of policy violations. In case of violations against the diversity and inclusion policy, the university would handle the cases concerned in accordance with existing complaint mechanism and disciplinary procedures.

77. The meeting ended at 5:36 pm.