

立法會
Legislative Council

LC Paper No. PWSC106/20-21
(These minutes have been seen
by the Administration)

Ref: CB1/F/2/1(12)B

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

**Minutes of the 12th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 24 March 2021, at 8:30 am**

Members present:

Hon Tony TSE Wai-chuen, BBS, JP (Chairman)
Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
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
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon Wilson OR Chong-shing, MH
Hon CHEUNG Kwok-kwan, JP
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Dr Hon CHENG Chung-tai
Hon Vincent CHENG Wing-shun, MH, JP

Public officers attending:

Mr Howard LEE Man-sing	Deputy Secretary for Financial Services and the Treasury (Treasury) ³
Mr LAM Sai-hung, JP	Permanent Secretary for Development (Works)
Ms Bernadette LINN, JP	Permanent Secretary for Development (Planning and Lands)
Ms Maisie CHENG Mei-sze, JP	Permanent Secretary for the Environment
Ms Margaret HSIA Mai-chi	Principal Assistant Secretary for Financial Services and the Treasury (Treasury)(Works)
Mr TSE Chin-wan, BBS, JP	Under Secretary for the Environment
Mrs Millie NG KIANG Mei-nei, JP	Deputy Director of Environmental Protection (2)
Mr Andy CHAN Siu-wing	Assistant Director of Environmental Protection (Environmental Infrastructure)
Mr Keith YEUNG Kwok-on	Principal Environmental Protection Officer (Landfills and Development) Environmental Protection Department
Mr Jemuel NG Kwok-fai	Principal Environmental Protection Officer (Waste Transfer and Development) Environmental Protection Department

Clerk in attendance:

Ms Connie HO	Chief Council Secretary (1) ²
--------------	--

Staff in attendance:

Mr Keith WONG	Senior Council Secretary (1)2
Miss Iris SHEK	Council Secretary (1)2
Ms Christina SHIU	Legislative Assistant (1)2
Ms Christy YAU	Legislative Assistant (1)8
Ms Clara LO	Legislative Assistant (1)9

Action

The Chairman advised that there were four papers for discussion on the agenda for the meeting, all of which were new funding proposals submitted by the Administration. The total funding allocation involved amounted to \$50,612.4 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council, they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 705 — Civil Engineering

PWSC(2020-21)36 165DR West New Territories landfill extension

2. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)36](#)) sought to upgrade part of 165DR to Category A at an estimated cost of \$44,277.8 million in money-of-the-day ("MOD") prices for the design, construction and restoration of the proposed West New Territories ("WENT") Landfill Extension. The Administration consulted the Panel on Environmental Affairs on the proposed works on 22 February 2021. Members had no objection to the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

"Deep bowl" design adopted for the proposed West New Territories Landfill Extension

3. Mr LEUNG Che-cheung and Dr Junius HO noted that the project cost of the proposed extension works of the WENT Landfill was as high as \$44,200 million. They requested the Administration to explain the reasons for the high project cost. Dr HO also requested the Administration to provide a supplementary paper setting out the cost breakdown of the proposed works. The Administration was also requested to seek more information from the consultants in order to provide members with the

construction costs of other landfill projects of the same type for reference and comparison.

4. Under Secretary for the Environment ("USEN") said that the Government planned to adopt a "deep bowl" design for the proposed WENT Landfill Extension. Under the "deep bowl" design, the construction cost of the landfill was about 50% higher than that of the North East New Territories ("NENT") Landfill Extension for each cubic metre of landfill capacity. However, the landfill capacity provided under the "deep bowl" design was approximately quadruple the design capacity of the NENT Landfill Extension. The Government considered that adopting the "deep bowl" design for the proposed landfill was preferable even though the construction cost was higher. He added that according to the Government's estimate of the escalation rate of construction costs, the cost of capital works was expected to increase by about 4% annually after 2030. As the construction period of the proposed works spanned up to 30 years, the project cost was estimated to be around \$44,200 million in MOD prices and around \$24,400 million in September 2020 prices.

5. Ms Alice MAK enquired whether the adoption of the "deep bowl" design for the proposed WENT Landfill Extension could help reduce the impact of the landfill on the surrounding environment in addition to increasing its landfill capacity.

6. USEN said that adopting the "deep bowl" design for the proposed WENT Landfill Extension helped increase the landfill capacity through increasing the depth of excavation. With such a design, the landfill extension area could be reduced from 200 hectares to about 100 hectares. In addition, a 30-metre-high (equivalent to the height of a 10-storey building) landscaped earth bund would be constructed along Nim Wan Road. The excavation and landfilling would then be carried out at the back of the landscaped earth bund. Such a design could more effectively control and contain potential nuisances such as odours, dust, wastewater and noise from the landfill.

7. Dr CHENG Chung-tai enquired whether the earth bund, which was nearly 10 storeys high, to be built next to the landfill would have the potential risk of slipping in the form of a landslide. He also asked how the landscaping of the earth bund would be carried out.

8. Assistant Director of Environmental Protection (Environmental Infrastructure) ("AD(EI)/EPD") said that the Government planned to provide green buffer zones of 10 to 30 metres in width and an earth bund at the boundary area of the proposed landfill extension. The greening works

would be initiated at the early stage of the extension works. Furthermore, trees would be planted on top of the earth bund under the proposed works to beautify the environment. He added that with Hong Kong's mature slope stabilization technology and the specific design of the earth bund being subject to the approval of the relevant works department(s), it was believed that the earth bund would not pose any safety concern.

9. Mr Michael TIEN enquired whether the Administration would consider increasing the excavation depth of the proposed WENT Landfill Extension to further reduce the area occupied by the landfill.

10. USEN replied that the proposed WENT Landfill Extension was located close to the coastline and the bottom of the landfill was very close to the groundwater table. An excavation depth bordering the level of the groundwater table would add to the complexity of the construction works. Any leakage from the landfill would also lead to environmental pollution problems beyond remedy. Having considered the risks associated with further increasing the excavation depth, the Administration considered that the excavation depth currently planned was more appropriate.

11. The Chairman noted that the Administration would proactively implement various waste reduction programmes and further develop waste-to-energy/resources facilities. Since the proposed WENT Landfill Extension would be operated and constructed simultaneously, its construction period would span up to 30 years or more. In this connection, the Chairman asked whether the Administration would implement the proposed landfill extension works in stages in the light of the amount of municipal solid waste ("MSW") collected in Hong Kong in the future.

12. AD(EI)/EPD said that the Government planned to carry out the excavation works of the proposed WENT Landfill Extension in phases using the "deep bowl" approach. Only after a landfill bowl had reached the capacity of 50% to 60% would the next phase of landfill bowl excavation be carried out. In such a way, the progressing pace of the excavation works would be adjustable in the light of the amount of MSW received by the landfill in the future.

13. Mr Holden CHOW pointed out that a large amount of debris would be generated from the excavation works of the proposed WENT Landfill Extension which adopted a "deep bowl" design. He opined that the debris generated should be put to good use in government projects, such as reclamation, so as to reduce the cost of fill materials in other projects. In this connection, he requested the Administration to provide supplementary information detailing the estimated amount and future use of debris expected

to be generated and the estimated value of such debris if it was sold at market price. Moreover, he enquired about the Administration's planning for the additional 100 hectares of land made available by reducing the area of the proposed landfill extension, such as whether consideration would be given to the development of community facilities to benefit the residents living close to the landfill as compensation.

14. USEN said that the debris generated from the proposed works would first be used at the landfill itself as the landfill contractor would need it for covering the tipping area at the end of the daily waste reception process. The remaining debris would be used in other government projects or sold by the landfill contractor on the private market with the revenue so generated going to the Government. He added that the Government had not yet come up with a plan for the use of the additional 100 hectares of land. Since the plot of land was close to the existing WENT Landfill, greening works of it would be carried out together with that of the WENT Landfill after completion of restoration works for the fully filled landfill. The Government would then explore the use of the plot of land and the restored landfill site.

Implications of the extension of West New Territories Landfill on the nearby areas

15. Ms Alice MAK, Mr LEUNG Che-cheung, Dr Junius HO and Dr CHENG Chung-tai were concerned that the Administration's further extension of the WENT Landfill would increase the road traffic in the vicinity of Lung Kwu Tan and aggravate the traffic congestion in the area. They enquired whether the views of residents in the Lung Kwu Tan area had been sought on the proposed plan.

16. USEN said that the Government had met the village representatives and residents of villages near the project area regarding the proposed works to explain to them the works content. It appreciated that the villagers were generally concerned whether the movement of refuse collection vehicles ("RCVs") delivering MSW to the landfill would increase the traffic load and pollute the environment in the area. He explained that currently more than 80% of the MSW delivered to the WENT Landfill was transported by sea and the proportion would be increased to 90% in the future. The rest of the MSW delivered to the landfill by RCVs was mainly collected from the nearby Tuen Mun District. In addition, the Government had required that livestock waste be delivered by enclosed RCVs to reduce the nuisance caused by dripping of leachate and emission of odours. As regards road improvement works, the Government had planned to upgrade Deep Bay Road,

Nim Wan Road (North) and Nim Wan Road (South) to a standard single two-lane carriageway and the related works would be implemented in stages.

17. In response to further enquiries from Ms Alice MAK, Mr LEUNG Che-cheung and Dr Junius HO, USEN said that it was understood that some residents of Lung Kwu Tan looked forward to the construction of a vehicular tunnel connecting the WENT Landfill to Tuen Mun/Yuen Long. However, the construction of such a tunnel was not a cost-effective endeavour in view of the estimated cost of more than \$10 billion and the current number of residents in the Lung Kwu Tan area. He added that studies were being conducted on reclamation at Lung Kwu Tan for development, under which the need and possible ways to improve the traffic infrastructure in the Lung Kwu Tan area would be explored. The Administration would use the studies as an opportunity to examine the feasibility of the proposal of constructing the vehicular tunnel.

18. Dr CHENG Chung-tai was concerned that after the extension of the WENT Landfill, the number of vessels delivering MSW would increase, posing risks to marine traffic. USEN explained that the arrangement of using two vessels for delivering MSW from each refuse transfer station to the WENT Landfill would remain in place. There would only be increase in the number of containers carried by each vessel in the future. Thus, there would not be any implications on marine traffic safety.

19. The Chairman and Mr LEUNG Che-cheung enquired whether blasting would be carried out frequently under the proposed extension works of the WENT Landfill, causing noise nuisance to residents nearby.

20. USEN replied that as the proposed extension works of the WENT Landfill would span about 30 years, excavation would be carried out in stages. Blasting was expected to be carried out a few times each month. As the Administration had profound experience in conducting blasting operations, such blasting works would not have significant impact on the nearby residents.

21. Mr LEUNG Che-cheung and Dr CHENG Chung-tai pointed out that the location of the WENT Landfill was separated from Shenzhen on the Mainland by only a stretch of sea. The operation of the landfill might cause odour nuisance to residents of Shenzhen. They asked whether the Administration had exchanged views with the Shenzhen Municipal Government on the proposed extension works of the WENT Landfill.

22. USEN said that environmental impact assessment ("EIA") had been conducted for the proposed extension of the WENT Landfill. The implications caused by the operation of the landfill on the surrounding environment were in compliance with the statutory standards and expected to have no impact on Shenzhen. The EIA report had been forwarded to the Shenzhen Municipal Government for reference.

Collection of landfill gas

Admin

23. Dr CHENG Chung-tai pointed out that facilities were currently installed at the WENT Landfill for collection of landfill gas, which was sold by the landfill contractor to power companies for power generation. In this connection, he requested the Administration to provide supplementary information detailing the ways in which the landfill gas generated from the proposed WENT Landfill Extension would be utilized and the selling arrangement of the landfill gas. In addition, the Administration was also requested to provide information on the total amount of landfill gas to be generated from the proposed landfill extension, the selling price level and the estimated revenue from the sale of such gas.

24. USEN and AD(EI)/EPD said that the landfill gas collected from the existing WENT Landfill amounted to 7 400 cubic metres per hour and was arranged to be sold to CLP Power Hong Kong Limited by the landfill contractor. The proposed WENT Landfill Extension would also be equipped with landfill gas collection facilities. The requirement that the landfill gas generated shall be offered for sale on the market by tender, as well as the apportionment arrangement of the revenue so generated, would be stipulated under the service contract of the landfill extension signed between the Government and the contractor. They added that although a power company had laid pipelines for collecting landfill gas in the area of the existing WENT Landfill, the company was still required to participate in the tendering process in accordance with the contractual requirements if it was interested in purchasing the landfill gas generated from the proposed landfill extension.

Blueprint on municipal waste disposal

25. The Deputy Chairman, Dr CHENG Chung-tai and Dr Junius HO opined that the Administration, while seeking the Legislative Council's funding approval for implementing the proposed extension works of the WENT Landfill, should also explain to the public thoroughly its plan or blueprint on reducing the overall amount of MSW in Hong Kong and

providing more waste-to-energy facilities in the long run with a view to reducing society's reliance on landfills for MSW disposal.

26. USEN said that the Government announced the Waste Blueprint for Hong Kong 2035 ("the Blueprint") in February 2021, which set out the vision of "Waste Reduction · Resources Circulation · Zero Landfill". Under the Blueprint, the Government's medium-term goal was to gradually reduce the per capita MSW disposal by approximately 40% to 45% and raise the recovery rate through implementing MSW charging. The long-term goal was that by developing adequate waste-to-energy facilities, Hong Kong would no longer need to rely on landfills for direct waste disposal. By then, only a small amount of waste that was non-combustible and could not be recycled or reused (e.g. waste containing asbestos) would have to be disposed of at landfills. It was the Government's aspiration that after the commissioning of the proposed WENT Landfill Extension, Hong Kong's need to construct new landfills would be obviated once and for all.

27. Mr Michael TIEN and Dr CHENG Chung-tai said that they were Members representing the New Territories West geographical constituency. Mr Michael TIEN was concerned whether the Administration's goal to obviate the need to construct new landfills would mean the need to construct at least one more new waste incineration plant by 2035 for MSW disposal. Mr TIEN doubted the possibility of attaining the aforesaid goal and requested the Administration to undertake that new incineration plant would not be built in New Territories West. Dr CHENG Chung-tai also objected to the construction of a new incineration plant in New Territories West.

28. USEN said that the Government had the plan to construct a new incineration plant in the future, but no decision had been made on its location. A consultancy study would be conducted later and it was inappropriate to make any undertaking about the location of the incineration plant at this stage. He added that after finalizing the plan of constructing the new incineration plant, the Government would endeavour to explain to the public the relevant arrangement and seek their support. The Government was confident that the new incineration plant could be built for use by 2035.

29. The Chairman opined that the amount of waste required to be landfilled would decrease if the Administration could provide more waste-to-energy facilities in Hong Kong. Dr Junius HO also urged the Government to adopt advanced waste-to-energy technologies, so that more waste could be treated by waste-to-energy facilities.

30. USEN said that the Government aspired to enhance the efficiency of recovering and treating the more than 3 000 tonnes of food waste generated

locally on a daily basis by developing more Organic Resources Recovery Centres and continuing with the food waste/sewage sludge anaerobic co-digestion schemes at various sewage treatment works. He also said that the Government would stay proactive in adopting advanced and well-developed waste-to-energy technologies.

Voting on PWSC(2020-21)36

31. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)36](#) to vote. At the request of members, the Chairman ordered a division. Thirteen members voted for the proposal, two members voted against it and no member abstained. The votes of individual members were as follows:

For:

Ir Dr LO Wai-Kwok (Deputy Chairman)	Mr Tommy CHEUNG
Dr Priscilla LEUNG	Mr Frankie YICK
Mr MA Fung-kwok	Mr CHAN Han-pan
Mr LEUNG Che-cheung	Mr Holden CHOW
Mr Wilson OR	Mr CHEUNG Kwok-kwan
Mr LUK Chung-hung	Mr LAU Kwok-fan
Mr Vincent CHENG	
(13 members)	

Against:

Mr Michael TIEN	Dr CHENG Chung-tai
(2 members)	

Abstained:

(0 member)

32. The Chairman declared that the item was endorsed by the Subcommittee. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of the Finance Committee ("FC"). Mr Michael TIEN requested that the item (i.e. [PWSC\(2020-21\)36](#)) be voted on separately at the relevant meeting of the FC.

Head 705 — Civil Engineering

PWSC(2020-21)37 184DR Refurbishment and upgrading of West Kowloon transfer station

185DR Refurbishment and upgrading of Island West and Island East transfer stations

33. The Chairman advised that the proposal (i.e. [PWSC\(2020-21\)37](#)) sought to upgrade 184DR and 185DR to Category A at the respective estimated costs of \$2,625.6 million and \$2,079.9 million in MOD prices. The Government consulted the Panel on Environmental Affairs on the two projects on 22 February 2021. Members had no objection to the submission of the two funding proposals to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Effectiveness of the proposed projects

34. Mr Michael TIEN noted that the two proposed projects, which mainly involved the replacement and enhancement of facilities, cost up to \$4,600 million in total. He enquired whether the proposed projects could enhance the handling capacity of the refuse transfer stations ("RTSs") in question and reduce their odour emission.

35. Under Secretary for the Environment ("USEN") replied that the RTSs in question had been in operation for over 20 years by now. As most of the facilities of RTSs were ageing and in severe wear and tear, the operational reliability, safety and environmental performance of the RTSs would be directly affected if their aged mechanical equipment remained in use without timely replacement. Upon completion of the proposed improvement works, the RTSs in question would have their waste handling efficiency comprehensively improved and their environmental performance further enhanced in various aspects, such as the more effective ventilation systems, upgraded air-scrubbing units, better vehicle washing facilities, replacement of waste container vessels with new energy-saving and low-emission models, and enhanced visual quality. For West Kowloon Transfer Station ("WKTS"), the daily average amount of municipal solid waste ("MSW") that could be received would increase from the current 2 550 tonnes to 3 000 tonnes after completion of the works.

36. Mr Michael TIEN enquired about the indicators adopted by the Administration in measuring odours. In response, USEN said that the Administration currently followed the international practice of engaging personnel to conduct assessment at the boundary area of the RTSs, with odour intensity divided into levels from 0 (not detected) to 4 (extreme). In this connection, the assessment conducted earlier showed that no odour was

detected for 94% of the time, while slight odour was detected for 6% of the time. USEN said that upon completion of the improvement works, odour leakage was expected to see significant improvement, with no odour detected for 97% of the time and slight odour for 3% of the time.

Project cost

37. Dr CHENG Chung-tai noted that the costs of the two proposed projects totalled around \$4,600 million. For refurbishment and upgrading of Island West Transfer Station and Island East Transfer Station, the works included replacement and upgrading of waste container vessels with four energy-saving and low-emission vessels at a cost of about \$1,200 million. Dr CHENG enquired about the reference and basis used for working out the cost estimate.

38. USEN said the cost of the vessels under the proposed project was calculated pro rata by referring to the cost of two cargo vessels of the same type built for the Drainage Services Department ("DSD") in 2015 for sludge delivery, each with a capacity of 75 containers and costing around \$180 million, and factoring in the inflation. Based on the above, the four waste container vessels under the proposed project with a per vessel capacity of 120 containers were estimated to cost around \$300 million each.

184DR—Refurbishment and upgrading of West Kowloon Transfer Station

Odour management

39. Mr Vincent CHENG expressed support for the proposed project. Mr CHENG pointed out that WKTS had been in operation for more than 20 years and most of its facilities were ageing. Meanwhile, WKTS was an important waste management facility that received MSW from Kowloon, Kwai Tsing, Tsuen Wan and their neighbouring areas every day, making the proposed project necessary. He was concerned about the nuisance caused by odours along the coast of West Kowloon to the residents of neighbouring areas (including Sham Shui Po, Lai Chi Kok and Mei Foo). In this connection, Mr CHENG asked whether the Administration would introduce odour control systems and apply the relevant new technologies in the proposed project to improve the current situation. In addition, Mr CHENG considered it necessary to improve the existing refuse collection vehicle ("RCV") washing facilities, so as to minimize the possibility of odour emission from RCVs by ensuring that they had been thoroughly cleaned before leaving the RTS.

40. USEN said that under the proposed project, the Administration would enhance the air-scrubbing units and upgrade the odour control systems at WKTS. For treatment of air, negative pressure would be maintained inside the RTS to ensure that the exhaust would have been purified by the odour removal units at the RTS prior to discharge, thereby minimizing the possibility of odour emission. Regarding the washing of RCVs, USEN advised that RCV washing facilities would be upgraded under the proposed projects, including the installation of shutters and drying system and introduction of automated management to ensure that RCVs would not leave the RTS before completing the whole washing process.

41. Mr CHAN Han-pan enquired about the technology adopted for filtering the exhaust prior to discharge following the air treatment process under the negative pressure system to prevent impacts on nearby residents.

42. USEN responded that upon completion of the proposed works, WKTS would be equipped with five machines for proper treatment of air prior to discharge, with which the exhaust would be purified and have 90% to 95% of odours removed by way of chemical scrubbing aided by the activated carbon system. Furthermore, the proposed project also included enhancement of waste handling mechanical systems to ensure that the whole waste compacting and treatment process would not begin before the main entrance to the tipping hall had been completely closed, thereby preventing the escape of odours through the entrances and windows.

43. Regarding the use of activated carbon, which was easily exhausted of its filtering power, Mr CHAN Han-pan enquired about the frequency of replacement and the cost of maintenance associated with the use of activated carbon, and whether new technologies could be used in place of activated carbon.

44. USEN explained that the future odour control systems at WKTS relied mainly on chemical scrubbing for air purification, while the activated carbon only played a supporting role to further filter out the remaining odours. Generally speaking, activated carbon had a specified length of time for use. Since the project was still at the planning stage for inviting tenders, information on the necessary maintenance cost was not available for the time being. As for the technology that might be used in place of activated carbon, USEN said that invitation of innovative technical solutions from contractors would be included in the tender documents.

45. Mr Frankie YICK expressed support for the proposed project. He considered that the existing facilities at WKTS were ageing and the service capacity of WKTS had reached its limit, making the refurbishment necessary.

Mr YICK pointed out that the tankers delivering grease trap waste from restaurants and food processing establishments to the grease trap waste collection and treatment facility at WKTS were often made to wait for excessively long time before they could enter the facility, during which the odours would have the possibility to be emitted from the vehicles. He was of the view that the Administration needed to improve the operation in addition to hardware enhancement, so as to reduce the waiting time required for the tankers concerned to enter WKTS.

46. USEN explained that the proposed works would enhance the grease trap waste treatment facility at WKTS and increase its capacity in recovering oil and grease. Currently, the tankers carrying the grease trap waste unloaded the waste using the on-vehicle pump. However, due to the limited operating speed of the on-vehicle pump, tankers were made to wait for over an hour before they could start unloading the waste. Through implementing the proposed works, the operating procedure would be improved by elevating the unloading position of tankers. In the future, waste could be unloaded into the grease trap waste treatment facility directly without using the on-vehicle pump, thereby reducing the waiting time of tankers and the possibility of odour emission.

47. On management, Mr Vincent CHENG suggested that the Administration should impose more stringent management measures to improve operation to ensure that the waste compacting device would not be activated before the main entrance to the tipping hall had been completely closed, so as to prevent the emission of odourous gas during the process due to the incomplete closure of the main entrance. Furthermore, Mr Vincent CHENG and Dr CHENG Chung-tai were concerned about the relatively long construction period of the proposed works, which might affect the service of WKTS in the event of the works being mishandled or problems with the construction progress.

48. USEN responded that upon completion of the proposed project, the waste handling mechanical systems at WKTS would be enhanced to ensure that the waste compacting device would not be activated before the main entrance to the tipping hall had been completely closed. Regarding the arrangement of construction works, some facilities would be reprovioned at other locations for continuous operation during the construction period. The sequence of works implementation would also be arranged in the light of the day-to-day operational needs of the RTS to ensure that service would not be affected during construction.

Mitigating the odour problem of Sham Shui Po District

49. Mr Vincent CHENG urged the Administration to implement pollution control measures expeditiously to mitigate the odour problem of Sham Shui Po District. That included completing the construction of the eight dry weather flow interceptors ("DWFIs") in Tsuen Wan and West Kowloon in three to four years, clearance of underground sewers, and applying "odour-control hydrogel" at the outlets of box culverts in the district. Mr CHENG also suggested that the Administration invite members of the local communities to participate in the odour assessment in order to raise the recognition of the odour mitigation measures adopted at the RTS.

50. USEN said that the Administration had drawn up a concrete timetable for implementing the pollution control measures with a view to improving the environment of the vicinity of WKTS as soon as possible. The installation of all DWFIs and the rehabilitation of ageing underground sewers were expected to be completed in 2022 and 2024 respectively. The clearance of box culverts and application of "odour-control hydrogel" would be regularized, and the substance would be applied at more locations. USEN added that consideration would be given to engaging local organizations to invite members of the local communities to participate in the odour assessment in order to raise the recognition of the assessment results.

51. Mr Frankie YICK said that in recent years, odours along the coasts near Stonecutters Bridge had become less serious than before. In this connection, the Administration had to explain to the public the odour management measures taken which alleviated the odour problem.

52. USEN explained that the Administration enhanced the odour management along the coasts near Stonecutters Bridge on three fronts. The DSD had enhanced the odour control measures of the Stonecutters Island Sewage Treatment Works. Apart from fully covering and dealing with the odour sources (including sedimentation tanks and other associated facilities), new and fully enclosed containers were used across the board for transporting sludge, in addition to the installation of multiple deodorizing devices in the newly constructed sludge treatment facility to enhance the odour management measures. To address the air pollution caused by RCVs passing by, the compaction-type RCVs entering RTSs were all equipped with metal tailgate covers and proper waste water sump tanks to prevent the RCVs from causing hygiene problems to the surrounding environment. To enhance the quality of nearshore waters of Victoria Harbour and the overall environment, DSD was also implementing a series of pollution control measures, among which the construction and modification of DWFIs to intercept pollutants in Tsuen Wan and West Kowloon (including Sham Shui

Po District) had been completed progressively. The measures mentioned above, together with the upgraded odour control systems and RCV washing arrangement under the proposed works at WKTS, were expected to significantly alleviate the odour problem in the West Kowloon area by 2026.

Other views and concerns

53. The Deputy Chairman expressed support for the proposed projects and opined that Hong Kong's waste treatment and waste-to-energy development was nascent. Hong Kong should learn from other more experienced places (such as Guangdong Province, Japan and Europe), where waste treatment and waste-to-energy facilities could be provided within the community without arousing local opposition, thanks to their sophisticated technologies for managing waste facilities. The Deputy Chairman urged the Administration to acquire the relevant technologies as soon as possible, so as to implement in earnest its long-term plan of turning waste to energy.

54. Dr CHENG Chung-tai pointed out that as the handling capacity of some RTSs had reached their limits, many of them were at one time unable to handle the large amount of trees fallen during the onslaught of typhoon Mangkhut on Hong Kong in 2018, resulting in service interruption. Dr CHENG enquired whether the refurbishment of the RTSs in question, after completion, could increase their waste handling capacity, so that service would not be interrupted in future typhoon strikes in Hong Kong.

55. USEN said that the handling capacity of the RTSs in question would increase after completion of the refurbishment work, which would help cope with the additional waste caused by typhoon strikes. However, WKTS would not handle yard waste. The relevant government departments would coordinate among themselves to arrange the delivery of yard waste generated in the wake of typhoon strikes to designated locations for temporary stockpiling. The waste would then be transferred to Y-PARK for recycling and turning into energy.

Voting on PWSC(2020-21)37

56. There being no further questions from members on the item, the Chairman put [PWSC\(2020-21\)37](#) to vote.

57. The item was voted on and endorsed. The Chairman consulted members on whether the item would require separate voting at the relevant meeting of FC. No member raised such a request.

58. The meeting ended at 10:26 am.

Council Business Division 1
Legislative Council Secretariat
27 April 2021