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

**Minutes of the 14th meeting
held in Conference Room 1 of the Legislative Council Complex
on Wednesday, 21 April 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
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

Member absent:

Hon Tommy CHEUNG Yu-yan, GBS, 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
Mr CHIU Kwong-kin	Principal Assistant Secretary for Financial Services and the Treasury (Treasury) (Works) (Acting)
Mr Thomas CHAN Tak-yeung	Principal Assistant Secretary for Development (Works) ³
Mr Kelvin LO Kwok-wah, JP	Director of Water Supplies
Ms Mable LAM Lai-hang	Chief Engineer (Consultants Management) Water Supplies Department
Mr HO Kai-ho	Chief Engineer (Design) Water Supplies Department
Mr NG Chou-keen	Chief Engineer (Project Management) (Acting) Water Supplies Department
Dr Christine CHOI Yuk-lin, JP	Under Secretary for Education
Mr Kasper NG Siu-kei	Principal Assistant Secretary for Education (Further Education)

Mr Stephen IP Shing-tak	Chief Technical Adviser (Subvented Projects) Architectural Services Department
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 Richard NG Chin-hung	Assistant Director of Highways (Development)
Ms Carrie LEUNG Kar-ye	Chief Traffic Engineer (New Territories West) Transport Department
Mr Michael HONG Wing-kit	Chief Civil Engineer (Public Works Programme) Transport and Housing Bureau
Mr Jacky WU Kwok-yuen, JP	Head of Civil Engineering Office Civil Engineering and Development Department
Mr Joseph LO Kwok-kuen	Deputy Head of Civil Engineering Office (Housing) Civil Engineering and Development Department
Mr Max WONG Chi-chung	Chief Architect (3) Housing Department
Ms Karen LEUNG Miu-yin	Chief Estate Surveyor (Acquisition Section) Lands Department
Mr Kepler YUEN Shing-yip	District Planning Officer (Tuen Mun and Yuen Long West) Planning Department

Attendance by invitation:

Dr Eric LIU	Deputy Executive Director Vocational Training Council
Ir Jimmy TANG Sek-man	Deputy Academic Director (Engineering) Vocational Training Council
Mr Philip SHUM Sai-wing	Head of Estates, Health and Safety Division Vocational Training Council
Mr Joel CHAN	Architect and Director P&T Architects and Engineers Ltd.

Clerk in attendance:

Ms Connie HO	Chief Council Secretary (1)2
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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 seven papers for discussion on the agenda for the meeting. The first to third funding proposals were items carried over from the last meeting held on 7 April 2021, while the fourth to seventh proposals were new submissions from the Administration. The seven funding proposals involved a total funding allocation of \$10,482.6 million. He reminded members that in accordance with Rule 83A of the Rules of Procedure ("RoP") of the Legislative Council ("LegCo"), they should disclose the nature of any direct or indirect pecuniary interests relating to the funding proposals under discussion at the meeting before they spoke on the proposals. He also drew members' attention to Rule 84 of RoP on voting in case of direct pecuniary interest.

Head 709 — Waterworks

PWSC(2021-22)1	365WF	Siu Ho Wan water treatment works extension
	54WS	Salt water supply to Sha Tin Area 52, Shui Chuen O
	55WS	Reclaimed water supply to Sheung Shui and Fanling

2. The Chairman advised that the proposal (i.e. [PWSC\(2021-22\)1](#)) sought to upgrade part of 365WF, 54WS and 55WS to Category A at the respective estimated costs of \$3,694.9 million, \$136 million and \$1,255.5 million in money-of-the-day ("MOD") prices. The Administration consulted the Panel on Development on the three projects on 23 February 2021. Members generally supported the submission of the three funding proposals to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Siu Ho Wan water treatment works extension

3. The Chairman drew members' attention to the joint submission from the chairman and two members of the Islands District Council ("DC") on Siu Ho Wan water treatment works ("SHW WTW") extension (i.e. [LC Paper No. PWSC86/20-21\(01\)](#)) (Chinese version only) that was submitted to the Subcommittee for consideration earlier.

4. Mr Holden CHOW was concerned, subsequent to the launching of various development projects in North Lantau, whether SHW WTW would have sufficient water treatment capacity to cope with the increase in water demand in the North Lantau area after its extension and whether the Administration would make overall planning for the water demand in view of the future development of Lantau.

5. Principal Assistant Secretary for Development (Works)3 ("PAS(W)3/DEVB") said that there were currently two sources of raw water supply to SHW WTW, namely Tai Lam Chung Reservoir and Shek Pik Reservoir, which provided reliable fresh water supply for the North Lantau area (including the Hong Kong International Airport ("HKIA") and Tung Chung New Town). Subsequent to the launching of various development proposals in North Lantau (including the Three-Runway System at HKIA and Tung Chung New Town Extension), it was expected that SHW WTW would not be able to cope with the increase in water demand by 2028. Therefore, the Administration proposed to expand the water treatment capacity of SHW WTW from 150 000 cubic metres ("m³") per day

to 300 000 m³ per day and increase correspondingly the transfer capacity of the two aforesaid raw water supply systems. Upon completion of the extension works, SHW WTW would be able to cope with the water demand in the North Lantau area.

6. Mr Holden CHOW enquired whether the works of laying water mains along South Lantau Road would cause adverse effects on traffic and affect the movement of local residents.

7. In response, PAS(W)3/DEVB said that the proposed works included the laying of approximately 1.2 kilometres ("km") of water mains with diameters ranging from 1 200 millimetres ("mm") to 1 400 mm along South Lantau Road to increase the raw water transfer capacity from Shek Pik Reservoir to SHW WTW. Trenchless technologies would be deployed in carrying out the mains laying works to reduce the impact on road traffic. The remaining 0.6 km of water mains would have to be laid along South Lantau Road using a method that involved road excavation, resulting in the possible need to close one traffic lane on part of South Lantau Road. In view of the concern expressed by the local DC and residents over the traffic impact on South Lantau Road and in avoidance of delaying the construction progress, the Administration had excluded the laying works of the aforesaid 0.6 km of water mains from the main works for them to be dealt with separately under the remainder of the project. The Administration would explore the feasibility of carrying out the aforesaid mains laying works in conjunction with the widening works of the relevant section of South Lantau Road, so as to avoid repeated road opening and reduce the impact on traffic. The Islands DC and the LegCo Panel on Development would be informed of the relevant proposal at a later stage.

8. In this connection, Mr Holden CHOW enquired whether there would be implications on the whole SHW WTW extension project if the laying works of the said 0.6 km of water mains would not be carried out at this stage, and about the implementation schedule of the remaining works of the project.

9. Director of Water Supplies ("DWS") said that the laying works of the 0.6 km of water mains was integral to the whole process of WTW operation for fresh water supply, which comprised the conveyance of raw water from Shek Pik Reservoir to SHW WTW and Silvermine Bay WTW via water tunnels and the Pui O raw water pumping station. Regarding the works schedule, DWS said that the Administration would explore the possible ways of coordinating the implementation of the mains laying works and the widening works of South Lantau Road with the aspiration of having them carried out together as and where possible.

10. Dr CHENG Chung-tai enquired about the measures and new technologies adopted by the Administration to deal with the waste water that might be discharged during the water treatment process of WTWs.

11. DWS said that SHW WTW was a facility for treating raw water for supply of fresh water, not for treating sewage. Its raw water came from two sources (i.e. Tai Lam Chung Reservoir and Shek Pik Reservoir). Therefore, no waste water was discharged during the water treatment process. However, the residual water produced during the treatment process of raw water would flow back to the WTW intake for recycling and reuse. Meanwhile, the Administration took the opportunity of expanding SHW WTW to introduce a number of advanced water treatment technologies (including treatment of organic matter by biological filtration and ozone oxidation) for disinfection of drinking water and enhancement of water quality.

Salt water supply to Sha Tin Area 52, Shui Chuen O

12. Mr LEUNG Che-cheung expressed support for the proposed project. However, he was concerned about its long construction period, which spanned four years until its expected completion in 2027 despite the absence of engineering complexity, and sought the reasons for that.

13. PAS(W)3/DEVB replied that some mains of the salt water supply system to Sha Tin Area 52, Shui Chuen O, had to be laid at the location of busy roads. For that reason, works could only be carried out in low-traffic hours to avoid affecting the traffic flow. The construction period of 48 months was also set taking into account the potential extension of time due to inclement weather or other untoward events.

14. Mr LEUNG Che-cheung noted that MOD prices were used in deriving the project cost estimate, while provision for price adjustment was also included in the works contract. This, coupled with the long construction period, might incur unforeseeable expenditure, resulting in the possibility of the project expenditure exceeding the funding being sought. Mr LEUNG enquired whether the same method of project cost calculation and the same contract terms were adopted in the contracts of other public works projects.

15. Permanent Secretary for Development (Works) and PAS(W)3/DEVB said that for public works projects of the Government in general, the final cost estimate to be adopted in the contract was calculated by conversion into MOD prices, while provision was made for price adjustment. In view of the construction period of the project which spanned up to 48 months, during

which the cost of building materials might increase, contingencies were provided under the cost estimate to avoid the eventual need to seek further funding from LegCo due to the project cost exceeding the approved estimate.

16. Dr CHENG Chung-tai said that over the years, residents of Shui Chuen O Estate had to use fresh water instead of salt water for toilet flushing as the Administration had not constructed the salt water supply system before the population intake of the housing estate. He enquired whether there were other public housing estates which had also been left without salt water flushing facilities until six to eight years after the population intake.

17. In response, DWS replied that the number of residents in Shui Chuen O Estate was relatively low in the initial phase of population intake, resulting in a relatively low usage of flushing water. If the salt water mains network had been laid in the initial phase of population intake, the salt water to be used for flushing would stay in the mains for a long time, resulting in deterioration of water quality. This would increase the maintenance cost of the facilities, in addition to the hygiene problems generated. Therefore, salt water supply facilities for housing estates were constructed only after the population had reached a certain level, while fresh water would be used for flushing in the initial phase of population intake.

Reclaimed water supply to Sheung Shui and Fanling

18. The Deputy Chairman expressed support for the proposed project. As fresh water was still being used for toilet flushing in landlocked areas in North East New Territories ("NENT") (e.g. Sheung Shui and Fanling), he opined that the Administration should commence the works as soon as possible to produce reclaimed water through further processing of effluent for non-potable uses in NENT. The project was also of high environmental education value, as it could enhance public awareness of the sustainable use of water resources. Noting that the proposed works included the laying of about 24.1 km of distribution mains in the northeastern part of Sheung Shui and Fanling and the associated mains connection works, which covered an extensive area, the Deputy Chairman expressed concern about the potential impact of the works on the local traffic.

19. DWS said that the Administration had carried out a traffic impact assessment ("TIA") for the proposed works. With the implementation of appropriate traffic management measures, the works would not cause significant impact on traffic. At road junctions with heavier traffic (e.g. Jockey Club Road, San Wan Road and Sha Tau Kok Road), the contractor

would employ the trenchless excavation method for the mains laying works to minimize the impact on traffic.

20. The Deputy Chairman enquired about the Administration's plan for supplying salt water for flushing purpose throughout the territory. DWS said that Hong Kong's salt water supply covered about 85% of the population, while the coverage was being extended gradually. The Water Supplies Department ("WSD") was working closely with the Civil Engineering and Development Department in taking the Tung Chung New Town Extension project as an opportunity to extend the salt water supply network, thereby providing more people with access to salt water supply for flushing purpose.

21. Mr LAU Kwok-fan expressed support for the proposed project. Mr LAU said that he was always concerned about the development of reclaimed water for non-potable uses. He was of the view that reclaimed water should be used more extensively in different districts. Mr LAU enquired about the comparison of the per m³ cost between reclaimed water and fresh water and asked whether it was less costly to use reclaimed water than fresh water for flushing.

22. DWS said that in the process of producing reclaimed water, the Drainage Service Department ("DSD") needed to convert effluent into purified water in accordance with the requirements under the environmental permit for its effluent polishing plants, and then convey it to the water reclamation plants of WSD for further processing into reclaimed water. For the treatment process undertaken by WSD, the current cost of reclaimed water was about \$7 per m³, which was lower than the cost of about \$11 per m³ for fresh water. Therefore, it was less costly to use reclaimed water than fresh water for flushing. Moreover, WSD was working closely with DSD to explore the feasibility of producing reclaimed water jointly with Yuen Long Water Polishing Plant.

Voting on PWSC(2021-22)1

23. There being no further questions from members on the item, the Chairman put [PWSC\(2021-22\)1](#) to vote.

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

**Head 708 — Capital Subventions and Major Systems and Equipment
PWSC(2021-22)2 21EM Development of the Vocational Training
Council Aviation and Maritime Education
Centre at Tsing Yi**

25. The Chairman advised that the proposal (i.e. [PWSC\(2021-22\)2](#)) sought to upgrade 21EM to Category A at an estimated cost of \$862.2 million in MOD prices. The Government consulted the Panel on Education on the proposed works on 8 January 2021. Members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Declaration of interest

26. The Deputy Chairman declared that he was the Chairman of the Engineering Discipline Advisory Board of the Vocational Training Council ("VTC") and a Board member of the Airport Authority Hong Kong ("AAHK").

Site selection and potential traffic implications

27. Mr CHAN Han-pan expressed support for the proposed project. He noted that after completion of the Aviation and Maritime Education Centre ("AMEC"), VTC would, through programme and class reshuffling, ensure that the planned student intake figures of Hong Kong Institute of Vocational Education (Tsing Yi) ("IVE (Tsing Yi)") would remain at the 2020 level, i.e. 7 500 students.. In this connection, Mr CHAN enquired about the justifications for developing AMEC, given that the number of students would not see substantial increase after its completion, indicating that the existing facilities of the institute were able to meet the demand of students and education programmes.

28. Deputy Executive Director, Vocational Training Council ("DED/VTC"), replied that there was currently a lack of training facilities in Hong Kong for students of aircraft maintenance programmes to fulfill the practical training requirements for the issuance of an Aircraft Maintenance Licence by the Civil Aviation Department ("CAD") (including 826 hours of practical training and 354 hours of maintenance practice). Students had to attend a majority part of their practical training on the premises of the outsourced training providers in Guangzhou and Xiamen and maintenance companies in Hong Kong in order to meet the training hour requirements of CAD. The proposed AMEC would provide state-of-the-art facilities for training, such as the aero engine and aircraft system repair training workshop and maritime engineering laboratories. They were aimed at preparing

graduates to become holders of the basic Aircraft Maintenance Licence issued by CAD or the Local Vessel Engine Operator Certificate of Competency issued by the Marine Department ("MD").

29. Ms Alice MAK expressed support for the proposed project. Mr CHAN Han-pan and Ms MAK were concerned that the proposed AMEC was seven storeys high and was located close to Mayfair Gardens and The Grand Marine under construction. Residents in the vicinity were concerned about blocking of their view after completion of AMEC. In this connection, Mr CHAN enquired about the shortest distance between AMEC and Mayfair Gardens and which floor of Mayfair Gardens was at the approximately same level as the roof floor of AMEC.

30. Under Secretary for Education ("USED") said that VTC consulted the Planning and District Facilities Management Committee of the Kwai Tsing DC on the project in May 2020 to receive the views of members of the local community. To avoid causing unwarranted implications on the view of nearby residents, the height of AMEC would be no more than 63.2 metres above Principal Datum, i.e. not more than seven storeys high. Architect and Director, P&T Architects and Engineers Ltd. ("A&D/P&T Ltd."), supplemented that the roof garden was the part of AMEC that was closest to Mayfair Gardens. At a distance of about 30 metres, it was at the approximately same level as the seventh to eighth floor of Mayfair Gardens. The curved and setback design of AMEC would effectively make it less imposing to the neighbouring buildings.

31. Ms Alice MAK and Dr CHENG Chung-tai said that Sai Shan Road was the future access road to AMEC, Fairview Gardens and The Grand Marine to be used by nearby residents and staff and students of IVE (Tsing Yi). However, Sai Shan Road was narrow and might have difficulties coping with an increase in user volume. Ms MAK and Dr CHENG asked the Administration to give an account of the impacts on the traffic congestion and public transport services during construction and after completion of AMEC and The Grand Marine, and advise whether consideration would be given to widening Sai Shan Road.

32. In response, USED said that despite the new programmes to be launched at the proposed AMEC, VTC would, through programme reshuffling, ensure that the total number of students attending programmes at IVE (Tsing Yi) after completion of the proposed AMEC would remain at a level similar to the existing level. Therefore, the potential adverse impacts of the project on the environment and traffic were rather insignificant. Meanwhile, VTC would also make special arrangements during construction to reduce the impact of the works on road traffic.

33. A&D/P&T Ltd. added that VTC engaged a traffic specialist consultant in 2020 to conduct a TIA for the project to evaluate the impact of the commissioning of AMEC on the traffic capacity and pedestrians. The results indicated that all key junctions and footpaths in the vicinity would operate satisfactorily during the peak hours, while the overall TIA concluded that the proposed AMEC would not create adverse impacts on traffic, pedestrian networks and public transport services. Moreover, the proposed works would commence only after the construction works of The Grand Marine had been completed, and the scale of the proposed works was also smaller than that of The Grand Marine. The proposed works would therefore not add further load to the local traffic.

34. Dr CHENG Chung-tai commented that there would be additional burden on local traffic if all users of AMEC had to use public transport for their daily commute to AMEC. Dr CHENG enquired whether a car park would be provided at AMEC and how the Administration would lessen the traffic burden brought about by AMEC. Head of Estates, Health and Safety Division, Vocational Training Council, replied that no car parks would be provided within the proposed AMEC. He further supplemented that students attending classes at AMEC travelled in opposite directions to that of nearby residents during peak hours. For example, students would access AMEC to attend classes in the morning when nearby residents left the area for work, and vice versa. Therefore, the proposed AMEC would not create adverse impacts on traffic in the area.

35. Dr CHENG Chung-tai was concerned that in conducting the TIA, the traffic consultant had based its analysis on the data of 2016 but not the latest data of 2020. Dr CHENG sought the reasons for that.

36. In response, A&D/P&T Ltd. said that the vehicular flow on roads dropped significantly last year as many people adopted an online mode to conduct their daily business due to the rampant COVID-19 epidemic. Using the data of 2020 as the basis of TIA analysis might result in underestimation of the traffic volume and prevent an accurate projection. Therefore, the traffic consultant had derived the traffic flow projection for 2028, which was after the commissioning of AMEC, based on the data of 2016.

Aviation and maritime-related programmes

37. The Deputy Chairman expressed support for the proposed project and remarked that cultivation of talents was important for consolidating Hong Kong's status in the aviation and maritime industries in the long run.

The Deputy Chairman enquired how AMEC would take on board the views of the industries in designing its programmes to ensure that the programme content and the facilities of AMEC would suit the needs of the industries.

38. Deputy Academic Director (Engineering), Vocational Training Council ("DAD(E)/VTC"), said that for the sake of stepping up VTC's cooperation with the industries, the relevant teams would maintain close liaison with government departments and relevant stakeholders (such as CAD, MD, aircraft engineering companies, airlines, air transport associations and the Hong Kong International Aviation Academy ("HKIAA")). Such liaison work might even include holding regular meetings to discuss matters such as programme content and resources utilization to ensure that AMEC's future programmes and training facilities would suit the needs of the industries.

39. Mr Holden CHOW enquired whether VTC would provide aviation-related programmes jointly with HKIAA of AAHK to achieve synergy. Mr CHOW was also of the view that VTC should step up publicity of its programmes steeped in skill training to incentivize young people to enroll in them. DED/VTC said that VTC had been working closely with HKIAA. There was clear division of responsibilities between the two institutes in the planning of training programmes to meet the various needs of the industries. For example, HKIAA mainly targeted in-service practitioners and provided programmes on airport security, aviation management, etc., while AMEC mainly provided students with programmes on aircraft maintenance, etc.

40. Mr LUK Chung-hung expressed support for the proposed project. As the student intake of the relevant programmes would increase to 1 500 in the 2025-2026 academic year upon completion of the proposed AMEC, he enquired if these 1 500 students would attend classes at IVE (Tsing Yi) or the proposed AMEC.

41. DED/VTC said that in the 2025-2026 academic year, most students enrolled in aviation and maritime-related programmes would receive practical training at AMEC in IVE (Tsing Yi), while the students of other programmes might also use the facilities of IVE (Tsing Yi) if their programmes so required. In this connection, Mr LUK Chung-hung requested the Administration to provide supplementary information on the planning details and content of the aviation and maritime-related programmes offered by VTC and advise how the proposed AMEC would enhance the teaching of these programmes.

(*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC114/20-21\(01\)](#) on 4 May 2021.)

Prospects of graduates

42. Mr LUK Chung-hung said that apart from joining the work force, graduates of the relevant programmes might also consider pursuing further studies. In this connection, Mr LUK enquired about the articulation between the relevant programmes and the academic programmes of local institutions of higher education ("institutions") and asked whether discussion would be held with these institutions about increasing their intake, so that more graduates could consider pursuing further studies in these institutions. In response, DAD(E)/VTC said that the proposed AMEC provided students of aviation and maritime-related programmes with training facilities. Graduates of the relevant programmes might consider moving on to related degree programmes or top-up degree programmes offered by local institutions of higher education, such as the Technological and Higher Education Institute of Hong Kong set up by VTC, the Hong Kong Polytechnic University and the Hong Kong University of Science and Technology. However, it was up to the relevant institutions to decide whether to increase the intake of their individual programmes.

43. Pointing out that AAHK would inject equity in Zhuhai Airport, Mr Holden CHOW enquired whether VTC would consider making arrangement for graduates of AMEC to take up internship or employment at Zhuhai Airport after the equity injection, so as to hone their competitiveness. DED/VTC replied that effort would be made to keep abreast of the ongoing development and corresponding action would be taken when necessary and possible.

Voting on PWSC(2021-22)2

44. There being no further questions from members on the item, the Chairman put [PWSC\(2021-22\)2](#) to vote.

45. 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.

Head 706 — Highways**PWSC(2021-22)3 856TH Flyover from Kwai Tsing Interchange
Up-ramp to Kwai Chung Road**

46. The Chairman advised that the proposal (i.e. [PWSC\(2021-22\)3](#)) sought to upgrade 856TH to Category A at an estimated cost of \$472 million in MOD prices for the construction of a single-lane vehicular bridge of approximately 370 metres in length connecting Tusen Wan Road southbound fast lane (near the Kwai Tsing Interchange up-ramp) to Kwai Chung Road and for implementing the associated works. The Administration consulted the Panel on Transport on the proposed works on 15 January 2021. Members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Content of the proposed works and the implementation progress

47. Dr Junius HO expressed support for the proposed works. However, he was discontent with the delay in the Administration's implementation progress of the project. He pointed out that according to the supplementary information paper provided by the Administration for the Panel on Transport (i.e. [LC Paper No. CB\(4\)711/20-21\(01\)](#)), a study began as early as in 2012 for the proposed works and the second round of study was conducted in 2016. However, the funding proposal was not submitted to LegCo until now, resulting in an increase in the project cost from the estimate of around \$280 million worked out in 2015 to the \$472 million being sought now. He requested the Administration to explain the reasons for the delay and the increased project cost.

48. Director of Highways ("DHy) explained that the Government engaged a consultant in 2012 to undertake an investigation study for the proposed works. That included site investigations, various technical assessments such as the environmental impact assessment, and preliminary engineering design for different road improvement options. Upon completion of the investigation study, the Government engaged another consultant in 2016 to conduct the detailed design of the project based on the results of the investigation study. As the proposed bridge had to pass through the gaps of two columns of the railway viaduct of MTR Tsuen Wan Line and the gap between two columns of the Tsing Kwai Highway flyover, the construction works became more challenging due to their close proximity to the above viaduct and flyover, as well as the busy traffic of Tsuen Wan Road which would be connected to the proposed bridge. Therefore, the consultant needed more time to modify the option recommended in the investigation study having regard to the actual site conditions and constraints

and considering different construction methods and their traffic impacts on the adjacent areas during construction. He also pointed out that the Government planned to submit the funding proposal for the proposed works to LegCo in 2019-2020. However, the proposal was not submitted to LegCo until now due to the higher priority accorded to the more urgent public works projects that were required to be submitted to LegCo for consideration at the time. DHy also added that the option recommended by the investigation study was only a preliminary design, while the final cost estimate should be worked out based on the proposal derived after conducting the detailed design. Therefore, the project cost estimate was modified from the amount worked out in 2015.

49. Dr Junius HO further requested the Administration to explain the reasons for engaging two different consultants to conduct studies for the same project. Moreover, he expressed discontent with a misspelled word in the report compiled by a consultant and opined that it was an indication of the Administration's lax supervision of the work of the consultants.

50. DHy explained that the first consultant was engaged to conduct the investigation study, while the other consultant was engaged to work out the detailed design and assist with the gazettal work. The Government had to follow the established tender procedures in engaging consultants to conduct studies and select the suitable consultant based on the tasks set out in the tendering documents. Therefore, different consultants might be engaged to undertake the study and design work of the same government project at different stages. Regarding the misspelling in the consultant's report, DHy undertook that consultants' reports would be vetted more stringently in the future.

51. Dr Junius HO requested the Administration to explain why \$50 million was still required for engaging resident site staff ("RSS") for site management while a contractor would be engaged to implement the proposed works. He opined that the relevant work should be undertaken by the Highways Department through internal deployment of engineering staff in order to reduce the cost of remuneration for RSS.

52. DHy explained that there was an actual need for the Government to engage RSS for site management tasks, such as monitoring the construction quality of the contractor and ensuring works completion as scheduled and within the budget.

53. The Chairman and Ms Alice MAK considered it unacceptable to the public for the Administration to have spent up to nine years on the study work for the proposed works. They requested the Administration to explore

ways to expedite the implementation of works, so as to have them completed as soon as possible.

54. DHy said that the Government had conducted parallel tendering for the proposed works for the sake of expediting their implementation. Works were expected to commence shortly upon FC's approval of the funding. He also pointed out that the currently estimated cost of the project was a more accurate reflection of the actual cost as the returned tender price had been taken into account.

55. Ms Alice MAK requested the Administration to install noise barriers at the proposed vehicular bridge to mitigate the noise impact on nearby residents. DHy said that the construction of noise barriers at the new vehicular bridge was included in the proposed works.

Tackling the traffic congestion on Tsuen Wan Road

56. Mr CHAN Han-pan expressed support for the proposed works. He pointed out that apart from the proposed works, the road improvement works at Tsuen Tsing Interchange should also be expedited for the sake of providing a long-term solution to the traffic congestion on Tsuen Wan Road. He enquired about the Administration's latest progress of implementing the road improvement works at Tsuen Tsing Interchange and urged the Administration to consider installing noise barriers at the section of Tsuen Wan Road opposite City Point.

57. DHy said that a consultant had been engaged to undertake the investigation study for widening of Tsuen Wan Road and the associated junction improvement works. As the study would take time to complete, the Administration planned to implement the improvement works at Tsuen Tsing Interchange first, which included the provision of an exclusive left-turn lane from Tsuen Wan Road (Tuen Mun bound) to Tsing Yi, extension of the existing vehicular bridge at Texaco Road and provision of a down ramp from Tsuen Wan Road (Kowloon bound) to Texaco Road (Ma Tau Pa Road bound). These works had been gazetted and they were expected to help relieve the traffic burden on Tsuen Tsing Interchange upon their completion.

Voting on PWSC(2021-22)3

58. There being no further questions from members on the item, the Chairman put [PWSC\(2021-22\)3](#) to vote.

59. 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. Dr Junius HO requested that the item (i.e. [PWSC\(2021-22\)3](#)) be voted on separately at the relevant meeting of FC.

Head 711 — Housing

PWSC(2021-22)4 810CL Site formation and infrastructure works for public housing development at Long Bin, Yuen Long

60. The Chairman advised that the proposal (i.e. [PWSC\(2021-22\)4](#)) sought to upgrade 810CL to Category A at an estimated cost of \$1,642.7 million in MOD prices for carrying out the site formation and infrastructure works to support the proposed public housing development at Long Bin, Yuen Long. The Government consulted the Panel on Housing on the proposed works on 29 March 2021. A majority of members supported the submission of the funding proposal to the Subcommittee for consideration. A report on the gist of the Panel's discussion was tabled at the meeting.

Implications of population increase in Yuen Long on traffic in the district

61. Ms Alice MAK expressed support for the proposed project for expediting the implementation of the public housing development at Long Bin. Noting that the proposed project included road improvement works in the district, she was concerned that the Administration only focused on the additional population of the public housing development at Long Bin when planning the relevant works but did not coordinate the various housing developments in Yuen Long to make overall planning of measures to improve traffic in Yuen Long. Mr Holden CHOW was also concerned about the Administration's plan for the overall improvement of the traffic conditions of Yuen Long.

62. Chief Civil Engineer (Public Works Programme), Transport and Housing Bureau ("CCE(PWP)/THB"), said that the Government had identified the land required for providing 316 000 public housing units in the future 10 years. For the sake of achieving the estimated public housing production mentioned above, the Government had commenced the work related to public housing projects of various scale and strived to submit the relevant project funding proposals to LegCo as expeditiously as practicable. Although the works related to various public housing projects in Yuen Long were handled by different teams within the Government, such teams had been coordinating among themselves regarding the overall implementation of transport improvement works in the district, while TIA was conducted in

respect of each and every project. In the light of the TIA findings, the Government proposed to carry out the relevant road improvement works to meet the traffic and transport demand arising from the proposed development. Furthermore, the Government planned to carry out a host of transport improvement works in Yuen Long, including the improvement works at Shap Pat Heung Interchange and Pok Oi Interchange and installation of the Journey Time Indication System, speed map panels and variable message signs in the district to enable motorists to get hold of real-time traffic information.

63. In response to the enquiry of Mr Holden CHOW about the shortage of parking spaces in Yuen Long, CCE(PWP)/THB said that the proposed public housing development at Long Bin would provide about 1 000 parking spaces.

64. Mr LUK Chung-hung expressed support for the proposed project. Mr LUK and Mr LEUNG Che-cheung pointed out that Long Tin Road, which was in close proximity to the proposed public housing development at Long Bin, had severe congestion problems during peak hours. They were concerned about the Administration's measures to improve the traffic conditions at the location, including the possibility of widening Long Tin Road. Mr LEUNG also suggested the construction of an elevated road connecting Yuen Long South and Yuen Long North to divert the traffic.

65. Head of Civil Engineering Office, Civil Engineering and Development Department, said that the road improvement works under the Yuen Long South new development area ("NDA") project, which included improvement to Tong Yan San Tsuen Interchange, had been gazetted. Upon completion of the works, vehicles from Yuen Long South could access Yuen Long Highway directly via the new roads without using Long Tin Road. The new roads, upon their commissioning, were expected to facilitate the traffic flow of Yuen Long South and relieve the congestion on Long Tin Road. The Administration aimed at completing the improvement works at Tong Yan San Tsuen Interchange by 2028.

Planning of the public housing development at Long Bin

66. The Deputy Chairman expressed support for the proposed project for expediting the implementation of the public housing development at Long Bin. He pointed out that in addition to providing housing units, the new public housing developments in Yuen Long would also benefit the residents in the district as a whole through their associated community facilities. He suggested that the Administration step up publicity in Yuen Long to inform its residents of the details of the new community facilities to be provided, so as to garner more local support for the

development projects. Dr CHENG Chung-tai also opined that the Administration should pay attention to the needs of the residents of the public housing development at Long Bin when planning the development of Yuen Long South NDA.

67. CCE(PWP)/THB said that regarding the planning of the new community facilities in Yuen Long, the Administration would continue to communicate with local residents and stakeholders while receiving views from various departments.

68. Noting that the proposed project included the construction of footbridges across Castle Peak Road—Ping Shan and across Long Tin Road, Mr LEUNG Che-cheung enquired about the purpose served by these footbridges.

69. CCE(PWP)/THB said that the proposed project included the construction of a footbridge across Castle Peak Road—Ping Shan to facilitate residents' access to and from the Light Rail stop. It also included the construction of a footbridge across Long Tin Road and a footbridge across Yuen Long West Nullah to facilitate residents' access to and from the Yuen Long Park area.

70. Dr CHENG Chung-tai was concerned that 10 domestic blocks, each of which might be 50 storeys high, would be constructed under the public housing development at Long Bin. He was concerned about the wall effect caused by the 10 blocks if they were to be built side by side, which would affect the air ventilation in Yuen Long and block the view of the residential dwellings nearby.

71. CCE(PWP)/THB said that Phase 1 of the public housing development at Long Bin included the development of three blocks, for which the foundation works had commenced, and seven blocks would be built under Phase 2. For the sake of making optimal use of land resources, the Administration would fully utilize the permissible plot ratio of the site and the building height would inevitably be higher. He stressed that the Administration appreciated the concern of local residents about the wall effect. Relevant air ventilation assessment had been conducted with due consideration given to the impact on ventilation in designing the public housing development at Long Bin.

72. Mr Holden CHOW pointed out that the supplementary information paper submitted by the Administration (i.e. [LC Paper No. CB\(1\)793/20-21\(01\)](#)) did not explain in detail the measures for improving

Yuen Long West Nullah. He requested the Administration to provide the relevant works details.

73. CCE(PWP)/THB replied that for Yuen Long West Nullah, DSD had commenced the relevant feasibility study in early 2021 and the study was expected to complete in 2023. DSD, which was responsible for the works, would conduct appropriate consultation on the related project.

[At 10:19 am, the Chairman asked members if they agreed to extend the meeting for 15 minutes to 10:45 am. No member raised objection.]

Compensation arrangements for land acquisition

74. Ms Alice MAK, Mr LEUNG Che-cheung and Mr LUK Chung-hung pointed out that the public housing development at Long Bin was in close proximity to the scope of Yuen Long South NDA. However, land owners affected by land resumption for the development were only offered ex-gratia compensation calculated based on the rate applicable to Zone B under the ex-gratia zonal compensation system on the grounds that the public housing development at Long Bin did not fall within the development scope of a new town or an NDA. They were dissatisfied with the Administration's arrangement and opined that the affected land owners were treated unfairly as the public housing development at Long Bin was excluded from the scope of Yuen Long South NDA. They urged the Administration to consider offering the affected land owners ex-gratia compensation calculated based on the rate applicable to Zone A.

75. Chief Estate Surveyor (Acquisition Section), Lands Department, said that the Government was required by the law to provide statutory compensation for affected land owners when private land was resumed by invoking the Lands Resumption Ordinance (Cap. 124) and relevant legislation. Apart from the statutory compensation, the Government also put in place the ex-gratia zonal compensation system to offer the affected land owners an option of receiving ex-gratia compensation as an alternative to statutory compensation. This allowed land compensation to be dealt with more easily and conveniently. The ex-gratia compensation system covered four compensation zones (i.e. Zones A, B, C and D), taking into account the location of the land affected and the nature of the development plan involved. The compensation rate for Zone A applied to New Town Development Areas according to the outline zoning plans or areas that were affected by essential projects with territory-wide significance (such as boundary crossing facilities and boundary control points). The compensation rate for Zone A did not apply to the current project because it was a project of public housing

development and Long Bin did not fall within the New Town Development Areas. The ex-gratia compensation offered to affected land owners would be calculated based on the rate applicable to Zone B. District Planning Officer (Tuen Mun and Yuen Long West), Planning Department, supplemented that through land use review, the Government had identified a total of 24 sites with housing development potential in the short to medium term in Yuen Long District, including the site involved in the current project, for the development of individual housing projects. Contrarily, Yuen Long South NDA was the planned extension to a larger new town development, which included a variety of other land uses and community facilities in addition to housing.

76. CCE(PWP)/THB said that land owners who were not satisfied with the Government's ex-gratia compensation offers might opt to submit claims to the Lands Department for statutory compensation. If the claim was not settled by agreement, the parties concerned might apply to the Lands Tribunal for adjudication. He added that the Administration had provided LegCo with a supplementary information paper (i.e. [LC Paper No. CB\(1\)793/20-21\(01\)](#)) detailing the compensation arrangements for land acquisition and the arrangements for ex-gratia compensation and rehousing.

77. The Chairman opined that the Administration should allay members' concerns by providing a more detailed explanation on the prevailing mechanism of calculating the ex-gratia compensation rate. In this connection, he requested the Administration to provide supplementary information on how the compensation zone (i.e. Zones A, B, C and D) of affected land was determined under the prevailing ex-gratia compensation system for resumption of private land in the New Territories and the considerations involved.

(Post-meeting note: The supplementary information provided by the Administration was circulated to members vide [LC Paper No. PWSC118/20-21\(01\)](#) on 11 May 2021.)

78. Mr Holden CHOW enquired whether the land owners who were affected by the land resumption for the public housing development at Long Bin had been rehoused to public housing units.

79. CCE(PWP)/THB said that the Administration would commence the land resumption process and the work of arranging compensation for affected land owners only after obtaining FC's funding approval for the main works. The Government would continue to adopt the "people-oriented" principle and assist the affected land owners through appropriate measures.

Voting on PWSC(2021-22)4

80. There being no further questions from members on the item, the Chairman put [PWSC\(2021-22\)4](#) to vote. At the request of members, the Chairman ordered a division. Thirteen members voted for the proposal, one member voted against it and no member abstained. The votes of individual members were as follows:

For:

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

Against:

Dr CHENG Chung-tai
(1 member)

Abstained:

(0 member)

81. 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 FC. Mr LEUNG Che-cheung, Mr Holden CHOW and Dr CHENG Chung-tai requested that the item (i.e. [PWSC\(2021-22\)4](#)) be voted on separately at the relevant meeting of the FC.

82. The meeting ended at 10:43 am.