

# **立法會**

## ***Legislative Council***

LC Paper No. CB(1)564/20-21  
(These minutes have been  
seen by the Administration)

Ref : CB1/PL/DEV

### **Panel on Development**

**Minutes of meeting**  
**held on Tuesday, 24 November 2020, at 4:15 pm**  
**in Conference Room 1 of the Legislative Council Complex**

**Members present** : Ir Dr Hon LO Wai-kwok, SBS, MH, JP (Chairman)  
Hon LAU Kwok-fan, MH (Deputy Chairman)  
Hon Abraham SHEK Lai-him, GBS, JP  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon Starry LEE Wai-king, SBS, JP  
Hon CHAN Hak-kan, BBS, JP  
Hon CHAN Kin-por, GBS, JP  
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon Michael TIEN Puk-sun, BBS, JP  
Hon Steven HO Chun-yin, 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 Martin LIAO Cheung-kong, GBS, JP  
Hon POON Siu-ping, BBS, MH  
Hon Jimmy NG Wing-ka, BBS, JP  
Dr Hon Junius HO Kwan-yiu, JP  
Hon Holden CHOW Ho-ding  
Hon Wilson OR Chong-shing, MH  
Hon CHAN Chun-ying, JP  
Hon CHEUNG Kwok-kwan, JP  
Hon LUK Chung-hung, JP  
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**

: Hon WONG Kwok-kin, SBS, JP  
Hon Mrs Regina IP LAU Suk-ye, GBS, JP  
Hon Frankie YICK Chi-ming, SBS, JP  
Dr Hon CHIANG Lai-wan, SBS, JP

**Public officers  
attending**

: **Agenda item IV**

Mr LIU Chun-san, JP  
Under Secretary for Development

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

Mr Paul WONG  
Principal Assistant Secretary for the Environment (Energy)

Mr Peter MAK  
Principal Assistant Secretary for Transport and Housing  
(Transport)7

Mr Michael FONG, JP  
Head of the Sustainable Lantau Office  
Civil Engineering and Development Department

Mr Raymond IP  
Deputy Head of the Sustainable Lantau Office (Works)  
Civil Engineering and Development Department

Mr Alfred WONG  
Chief Engineer/Lantau 1  
Civil Engineering and Development Department

Ms Donna TAM  
District Planning Officer/Sai Kung and Islands  
Planning Department

Mr Barry CHU  
Assistant Director/Electricity & Energy Efficiency  
Electrical and Mechanical Services Department

Mr YEUNG Chor-kee  
Chief Engineer/Energy Efficiency C  
Electrical and Mechanical Services Department

**Agenda item V**

Mr Paul WONG  
Principal Assistant Secretary for the Environment (Energy)

Mr Barry CHU  
Assistant Director/Electricity & Energy Efficiency  
Electrical and Mechanical Services Department

Mr YEUNG Chor-kee  
Chief Engineer/Energy Efficiency C  
Electrical and Mechanical Services Department

**Agenda item VI**

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

Mr WONG Sui-kan  
Assistant Director/Projects & Development  
Drainage Services Department

Mr Jimmy POON Sui-shun  
Chief Engineer/Project Management  
Drainage Services Department

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

**Staff in attendance** : Miss Rita YUNG  
Senior Council Secretary (1)2

Mr Raymond CHOW  
Senior Council Secretary (1)10

Mr Keith WONG  
Council Secretary (1)2

Ms Christina SHIU  
Legislative Assistant (1)2

---

Action

**I Confirmation of minutes**

(LC Paper No. CB(1)76/20-21 — Minutes of meeting on  
15 October 2020)

The minutes of the meeting on 15 October 2020 were confirmed.

**II Information paper(s) issued since the last meeting**

(LC Paper No. CB(1)147/20-21(01) — Letter dated 9 November  
2020 from Dr Hon  
Fernando CHEUNG  
Chiu-hung on Land  
Sharing Pilot Scheme

LC Paper No. CB(1)147/20-21(02) — Letter dated 9 November  
2020 from Dr Hon  
Fernando CHEUNG  
Chiu-hung on work of the  
Urban Renewal Authority)

2. Members noted that the above information papers had been issued since the last meeting.

**III Items for discussion at the next meeting**

(LC Paper No. CB(1)222/20-21(01) — List of outstanding items  
for discussion

LC Paper No. CB(1)222/20-21(02) — List of follow-up actions)

3. The Chairman said that the Secretary for Development would brief members on the Chief Executive's 2020 Policy Address in respect of the policy initiatives of the Development Bureau ("DEVB") at the policy briefing to be held on Tuesday, 1 December 2020, from 10:45 am to 12:45 pm.

4. Members agreed that the next regular meeting would be scheduled for Tuesday, 22 December 2020, from 2:30 pm to 5:30 pm to discuss the following items proposed by the Administration:

- (a) PWP Item No. 332CL — West Kowloon Reclamation — Main works (remainder) — Footbridge at the junction of Sham Mong Road and Yen Chow Street West in Sham Shui Po;
- (b) Supply of Dongjiang water;
- (c) Urban forestry management work in Hong Kong; and
- (d) Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East.

*(Post-meeting notes:*

- members were informed vide LC Paper No. CB(1)315/20-21 issued on 1 December 2020 that, at the request of the Administration and with the concurrence of the Chairman, item (c) was withdrawn from the agenda of the meeting on 22 December 2020 and the meeting would end at 5:00 pm; and
- members were informed vide LC Paper No. CB(1)325/20-21 issued on 15 December 2020 that, as the COVID-19 outbreak in Hong Kong had been getting more severe, the Chairman directed that for the safety of persons working in the Legislative Council ("LegCo") and using the LegCo Complex, the meeting on 22 December 2020 would be rescheduled to a later date.)

#### **IV Tung Chung New Town Extension — Site formation and infrastructure works, and the District Cooling System for Tung Chung East area**

(LC Paper No. CB(1)222/20-21(03) — Administration's paper on Tung Chung New Town Extension — Site formation and infrastructure works, and the District Cooling System for Tung Chung East area)

5. At the invitation of the Chairman, Under Secretary for Development ("USDEV") gave an overview of the development of the Tung Chung

New Town Extension ("TCNTE"), which covered areas on the eastern flank (i.e. Tung Chung East ("TCE")) and western flank (i.e. Tung Chung West ("TCW")) of the existing Tung Chung New Town. With the aid of a powerpoint presentation, Chief Engineer/Lantau 1, Civil Engineering and Development Department, briefed members on the funding proposal for upgrading part of PWP Item No. 786CL ("the First Phase development") to Category A, at an estimated cost of \$19,332.9 million in money-of-the-day ("MOD") prices, for site formation and infrastructure works to support the TCNTE development, and Principal Assistant Secretary for the Environment (Energy) ("PAS(E)") and Chief Engineer/Energy Efficiency C, Electrical and Mechanical Services Department ("CE/EEC/EMSD"), briefed members on the funding proposal for upgrading PWP Item No. 49CG to Category A, at an estimated cost of \$3,918.2 million in MOD prices, for the development of a District Cooling System ("DCS") at TCE.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)270/20-21(01) by email on 25 November 2020.)*

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

#### Tung Chung New Town Extension — Site formation and infrastructure works

##### *Development of Tung Chung New Town Extension*

7. Mr POON Siu-ping indicated support for the TCNTE development to increase housing supply and create employment opportunities while expressing concern whether the provision of transport and community facilities could adequately serve the initial population intake of TCNTE. Mr LEUNG Che-cheung and Mr Kenneth LAU also supported the TCNTE development to increase housing supply thereby relieving the housing shortage problem and shortening the waiting time for public rental housing.

8. Mr Tony TSE expressed support for the Administration's initiative to intensify the development density of TCNTE housing sites to increase housing supply but was concerned about the impact of the intensification. Mr TSE requested the Administration to provide details on the intensification of the development density of TCNTE housing sites, including the increase in plot ratio, and the corresponding increase in the planned provision of transport and community facilities together with the

commissioning schedule of these facilities to dovetail with the implementation programme of the TCNTE development.

*(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)367/20-21(01) on 15 December 2020.)*

9. Dr CHENG Chung-tai asked about the respective locations of the TCE Station and the commercial and public/private housing developments at TCE, as well as whether the public housing development would be located within walking distance from the TCE Station so as to provide convenience to the residents commuting to work in other districts by MTR. Mr LEUNG Che-cheung shared the view that residential developments in TCNTE should be within walking distance from MTR stations.

10. USDEV and Deputy Secretary (Planning and Lands)1, DEVB ("DS(P&L)1/DEVB"), replied that the TCNTE development adopted the approach of using railway as the backbone with most high density residential developments located within a 500-metre radius of the MTR stations to allow residents to reach the MTR stations on foot. There would be open spaces planned to link up the TCE station and the surrounding developments so as to facilitate easy public access within and across the developments round the clock. The TCE Station would be located at Area 112, next to which was an area planned for mixed commercial and residential development at Area 113, and the public housing sites such as Areas 99, 100, 114, 117 and 133 were within walking distance from the TCE Station. The first batch of about 10 000 public housing flats at Areas 99 and 100 were expected to be completed by 2024 for population intake.

11. Mr Holden CHOW asked how the Project Strategy and Governance Office ("PSGO") under DEVB would monitor the spending and delivery of the TCNTE development to ensure no cost overrun for the project. He also requested the Administration to update the Panel on the development progress of TCNTE on a regular basis. USDEV advised that PSGO had been closely monitoring the implementation of the TCNTE development including examining the reasonableness of the project cost estimate and overseeing the spending of the project. Any major change to the use of project cost would also be subject to the approval of DEVB.

12. Mr LEUNG Che-cheung expressed support for the construction of underground common utility tunnels ("CUTs") in TCNTE to house utility cables/pipelines (such as the district cooling pipes) in order to reduce disturbances caused by road openings. Ms Alice MAK asked if the

construction of CUTs would impede the use of underground space for adjacent developments such as developing car parks in the basement of public housing sites. Head of the Sustainable Lantau Office, Civil Engineering and Development Department ("Head(SLO)/CEDD"), explained that the construction of underground facilities underneath housing developments would not be affected by CUTs as these tunnels were located underneath the main roads.

13. Noting that about 8 hectares ("ha") of private land in TCW would be resumed and about 15 business undertakings would be cleared during the First Phase development, Mr Kenneth LAU enquired about details of the affected private land/business undertakings and statutory compensation/administrative ex-gratia allowances/rehousing arrangements to be provided, including the type of land/business affected by the project, whether the Administration had reached a consensus with the affectees on the compensation/rehousing arrangements and the affectees would receive reasonable compensation and be properly rehoused.

14. DS(P&L)1/DEVB advised that about 8 ha of private land in TCW would be resumed for public housing development and the construction of infrastructures and the rate of Zone A would be adopted in calculating the compensation for the private land resumed. Two households and 15 business undertakings (which were mainly engaged in businesses like car repairing, workshops and car parking) would be affected. These affectees would be compensated/rehoused according to the enhanced compensation and rehousing arrangements approved by LegCo in 2018.

15. Mr Holden CHOW enquired about the implementation schedule of the proposed open space in Area 29A of TCW. Head(SLO)/CEDD replied that with a total area of about 6 000 square metres ("sq m"), three sites in Area 29A would be provided with facilities like pet garden, exercise corner and walking trails. The open space in Area 29A was expected to be completed by 2025.

16. The Deputy Chairman expressed support for the funding proposals, and asked how the precious *Aquilaria sinensis* affected by the First Phase development would be handled. Head(SLO)/CEDD advised that depending on the condition of the affected *Aquilaria sinensis*, they would be either transplanted to suitable locations or felled if not of good quality for other recycling uses.

*Tung Chung East reclamation works*

17. The Deputy Chairman commended the Administration for being able to hand over the first batch of reclaimed land in March and June 2020 for public housing development and land disposal with a lead time of slightly over two years since the TCE reclamation works commenced in December 2017. He asked about the factors for the quicker pace of the TCE reclamation works comparing with other reclamation projects, whether the reclamation method adopted in the nearshore TCE project could be applied to other offshore reclamation projects like the formation of artificial islands in the Central Waters, as well as whether the time required for forming land by reclamation would generally be shorter than other land supply options like developing brownfield sites.

18. Head(SLO)/CEDD explained that the TCE reclamation works adopted the deep cement mixing ("DCM") method, a new reclamation method adopted in Hong Kong, under which cement slurry was injected into the seabed and mixed with marine mud to form the DCM clusters, thereby enhancing the strength of marine mud to support the weight of seawall and landfill. Compared with the traditional drained method, reclamation process adopting the DCM method could be shortened by at least six months. This method could also be considered for use in other reclamation projects.

19. USDEV added that the Administration had been adopting a multi-pronged approach to increase land supply. While the time required for the reclamation works might be shortened, it would still take quite a long time for carrying out the pre-construction preparatory work and addressing the diverse views in the community on reclamation.

*Employment opportunities*

20. With an increase in public housing supply and hence the population in TCNTE, Ms Alice MAK enquired if sufficient local employment opportunities would be available for residents in the district. Noting that the public/private housing split in TCNTE was 72:28, Mr LEUNG Che-cheung queried whether the employment opportunities created in TCNTE (i.e. some 40 000 jobs) could meet the employment need of the new population of about 184 000 in the district with a majority of them residing in public housing.

21. DS(P&L)1/DEVB responded that notwithstanding an increase in public housing supply, the floor areas for commercial development in TCNTE (i.e. 877 000 sq m) remained unchanged and could generate some

40 000 jobs (among which it was estimated that about 45% or 18 000 jobs were suitable for grassroot workers including jobs in the service sector). Moreover, apart from TCNTE, the development of SKYCITY on the Airport Island and the Hung Shui Kiu/Ha Tsuen New Development Area ("NDA") would create many employment opportunities. With the commissioning of the Tuen Mun — Chek Lap Kok Link, the connectivity between Northwest New Territories and Lantau would be substantially enhanced and residents in TCNTE could commute to the NDA concerned conveniently to work.

### *Transport facilities*

22. Mr Holden CHOW worried that the commissioning schedule of the TCE Station tentatively in 2029 could not tie in with the population intake of TCNTE commencing from 2024, and he urged the Administration to advance the commissioning timetable of the TCE Station. He also enquired about the implementation schedule of the TCW Extension. Ms Alice MAK made a similar enquiry and urged the Administration to introduce measures (such as connecting Yu Tung Road with Tung Chung Road and improving the traffic flow around the Tung Chung Station) to meet the transport need of local residents before the commissioning of the TCE Station and the TCW Extension.

23. Mr Michael TIEN asked why it took so long for the Administration to review the project proposal submitted by the MTR Corporation Limited ("MTRCL") for the Tung Chung Line Extension.

24. USDEV and Principal Assistant Secretary for Transport and Housing (Transport)7 ("PAS(T)7") advised that the Railway Development Strategy 2014 recommended to take forward the development of the TCW Extension. In January 2018, MTRCL submitted the project proposal for the Tung Chung Line Extension with the project scope expanding from the TCW Extension to include the TCE Station and the remaining section of the Airport Railway Extended Overrun Tunnel at the east of the Hong Kong Station. After completing the review of the project proposal, the Administration invited MTRCL to commence detailed planning and design in April 2020. Taken into account that about three years were required for MTRCL to carry out the detailed planning and design of the project, construction was expected to commence in 2023. Construction of the TCE Station and the TCW Extension was expected to be completed by 2029. That said, the Administration would review the construction scheme and implementation programme of the project to study the possibility of expediting the construction process. During the interim period from the first population intake of TCNTE in 2024 until the

completion of the Tung Chung Line Extension, the Administration would provide appropriate road-based transport service to meet the need of residents.

25. Head(SLO)/CEDD supplemented that according to the traffic impact assessment, improvement works would be carried out at the road junctions of Yu Tung Road/Shun Tung Road, Yu Tung Road/Chung Yan Road and Shun Tung Road/Tat Tung Road (West) to alleviate road congestion. Head(SLO)/CEDD further advised that the existing heavy road traffic around the Tung Chung Station was mainly caused by vehicles parking and waiting around the station, and relevant government departments would work together and step up traffic management actions to alleviate the road congestion situation.

26. To promote local employment for residents in the district and alleviate the congestion problem of Tung Chung Line, Mr Michael TIEN suggested that a new light rail system should be constructed to connect TCE, Tung Chung, the Airport Island and the artificial island at the Hong Kong-Zhuhai-Macao Bridge ("HZMB") Hong Kong Boundary Crossing Facilities ("HKBCF"). Mr TIEN's suggestion was echoed by Mr LEUNG Che-cheung. Mr Holden CHOW said that the Islands District Council had made a similar suggestion in the past.

27. USDEV and PAS(T)7 explained that as stated at the meeting of the Subcommittee on Matters Relating to Railways on 5 May 2020, MTRCL and the Airport Authority Hong Kong concluded after study that it was technically infeasible to provide a shuttle service running between TCE and the Airport Island by making use of the spare capacity of the existing Airport Express Line tracks. Nevertheless, the connectivity among northern Lantau, the Airport Island and the HKBCF Island was being explored.

28. Mr Holden CHOW urged the Administration to introduce a bicycle-friendly environment in TCE by enabling local residents to have access to the TCE Station by bicycle and park their bicycles nearby. Head(SLO)/CEDD advised that TCE would provide a total of 9-kilometre long cycle tracks connecting the major facilities (including the residential developments, government, institution or community sites, open spaces and the TCE Station) in the district. There would also be adequate number of bicycle parking spaces near the TCE Station.

29. Mr Kenneth LAU cited the example that at present, ambulance could not reach Pak Mong Tsuen, Ngau Kwu Long Tsuen and Tai Ho San Tsuen in Tai Ho, and he urged the Administration to attach importance to the

development of rural areas while developing new towns and construct a standard road connecting the proposed Tai Ho Interchange and the said three villages for vehicular access.

30. USDEV advised that it was always the target of DEVB to take forward the co-development of urban and rural areas in new town projects, through including improvement works to rural areas nearby in new town projects where appropriate. Head(SLO)/CEDD supplemented that minor works (such as road widening and relocation of lamp posts) on the access road between the three villages in Tai Ho and Cheung Tung Road were underway to provide an emergency vehicular access and the works were expected to be completed by the end of 2020. Moreover, once the construction of the proposed Tai Ho Interchange and slip roads under the First Phase development was completed, villagers could get to Tung Chung or the urban areas easily via Cheung Tung Road, Tai Ho Interchange and North Lantau Highway.

#### District Cooling System for Tung Chung East area

31. Mr POON Siu-ping requested the Administration to provide a comparison of the respective unit cost of developing DCS at TCE, the Kai Tak Development ("KTD") and the Kwu Tung North ("KTN") NDA. Noting the Administration's preliminary assessment that the capital and operating costs of DCS at TCE would be recoverable, Mr POON enquired whether the assessment was based on an estimated project life of 30 years of the DCS. He also asked whether the completion schedule of DCS at TCE could tie in with the TCNTE development.

32. PAS(E) replied that the Administration had sought funding approval from the Finance Committee ("FC") for developing DCS at KTD at an estimated cost of \$4,945.5 million in MOD prices under PWP Item No. 45CG and an additional DCS at KTD at an estimated cost of \$4,269.3 million in MOD prices under PWP Item No. 50CG. The unit cost of developing DCS at TCE, which would be substantially completed by 2030 to tie in with the TCNTE development, would be similar to that for KTD and KTN NDA. Furthermore, the cost recovery period of the said three DCS projects was calculated on the basis of an estimated project life of 30 years.

33. Noting that TCNTE would provide about 877 000 sq m floor areas for commercial development but the total air-conditioned areas to be served by DCS at TCE were just about 700 000 sq m, Mr Tony TSE enquired about the sufficiency of the cooling capacity of the proposed DCS and whether additional funding would be required for the project in future. He

also asked for a breakdown of the air-conditioned areas in the public and private developments at TCE and whether the implementation schedule of the proposed DCS would dovetail with these public and private developments.

34. PAS(E) advised that after gaining experience from the phased development of DCS at KTD, the Administration would develop DCS at TCE in one go and the present funding proposal covered the full capital cost required for the project. Moreover, the cooling capacity of the proposed DCS would be sufficient to serve the air-conditioned areas at TCE as some commercial areas (like plant rooms and car parks) did not require air conditioning. Assistant Director/Electricity & Energy Efficiency, Electrical and Mechanical Services Department ("AD(E&EE)/EMSD"), supplemented that the ratio of air-conditioned floor areas in the public to private developments at TCE were estimated at around 17% to 83%.

*[At 5:03 pm, the Chairman said that he would "draw a line" for members' enquiries. He would allow members who were waiting for their turn to raise questions to raise questions. After that, the "question and answer time" would end.]*

Motion proposed by a member

35. The Chairman advised that he had received a motion proposed by Mr Michael TIEN. He considered that the proposed motion was directly related to the agenda item under discussion. The Chairman ordered that the voting bell be rung for five minutes.

36. Mr Michael TIEN read out his proposed motion:

(Translation)

"Given that the population of Tung Chung New Town will soon reach 180 000, in order to promote local employment for residents in the district and alleviate the congestion problem of Tung Chung Line, this Panel urges the Government to study the construction of a new light rail system, so as to build a liveable city in Tung Chung by connecting TCE, Tung Chung, Cathay City, airport terminals, AsiaWorld-Expo and the artificial island at HZMB HKBCF with a circular line."

37. The Chairman put to vote the question as to whether the Panel agreed to proceed with the motion proposed by Mr Michael TIEN. The Chairman announced that all members present voted for the question.

The Chairman then put the motion to vote. The Chairman announced that all members present voted for the motion. The Chairman declared that the motion was carried.

*(Post-meeting note: The wording of the motion passed was circulated to members vide LC Paper No. CB(1)272/20-21(01) by email on 25 November 2020. The Administration's response to the motion was circulated to members vide LC Paper No. CB(1)366/20-21(01) on 15 December 2020.)*

#### Submission of the funding proposals to the Public Works Subcommittee

38. Concluding the discussion, the Chairman said that members generally supported the Administration to submit the funding proposals to the Public Works Subcommittee ("PWSC") for its consideration.

#### **V PWP Item No. 51CG — District Cooling System at the Kwu Tung North New Development Area**

(LC Paper No. CB(1)222/20-21(04) — Administration's paper on PWP Item No. 51CG — District Cooling System at the Kwu Tung North New Development Area)

39. At the invitation of the Chairman, CE/EEC/EMSD briefed members on the proposal to upgrade PWP Item No. 51CG to Category A for the construction of DCS at KTN NDA. With the aid of a powerpoint presentation, he briefed members that the proposed DCS at KTN NDA would serve a total of about 1.1 million sq m of non-domestic air-conditioned gross floor area, with about 190 megawatt of refrigeration cooling capacity. Subject to the funding approval of FC, the Administration planned to commence the construction of the proposed works in phases and start providing district cooling services in around 2025 or 2026, and substantially complete the main works of DCS by 2031. The remaining few works would be carried out according to the occupation schedule of the final batch of buildings. All works would be completed by around 2040.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)270/20-21(02) by email on 25 November 2020.)*

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

Comparison between the District Cooling Systems at Kwu Tung North New Development Area and Kai Tak Development

41. The Deputy Chairman and Mr Kenneth LAU expressed support for the construction of the proposed DCS at KTN NDA and its timely completion to tie in with the development programmes of infrastructure and building projects in KTN NDA. Pointing out the Administration's earlier estimation that the implementation of the DCS at KTD would achieve an annual saving of 85 million kilowatt-hour ("kWh") in electricity consumption, the Deputy Chairman asked about the actual energy saving of the DCS at KTD since its operation several years ago, as well as the estimated energy saving of the proposed DCS at KTN NDA.

42. PAS(E) responded that since the developments in KTD were still ongoing, the DCS at KTD was currently providing services to only 11 buildings with central air-conditioning in the area, with a combined annual saving of electricity consumption of about 10 million kWh. The Administration was confident that an annual saving of 85 million kWh in electricity consumption could be achieved when the DCS at KTD would be fully operational in the future. Like the DCS at KTD, the proposed DCS at KTN NDA was expected to consume around 35% and 20% less electricity comparing to traditional air-cooled air-conditioning systems and individual water-cooled air-conditioning systems using cooling towers respectively.

43. Dr CHENG Chung-tai noted that the construction cost of the proposed DCS at KTN NDA was about \$5,787.7 million in MOD prices, while that of the DCS at KTD (i.e. PWP Item No. 45CG) was about \$5,000 million in MOD prices. He then asked for a cost comparison among the proposed DCSs at KTN NDA and Tung Chung New Town Extension (East), as well as the DCS at KTD.

44. PAS(E) responded that the servicing scale of the DCSs at KTN NDA, KTD and Tung Chung New Town Extension (East) were different, and based on the respective air-conditioned gross floor area serviced by the three DCSs, the unit construction cost of the three DCSs were comparable.

45. Ms Alice MAK asked whether the Administration had received any negative feedback from the users about the cooling services provided by the DCS at KTD.

46. PAS(E) said that the Electrical and Mechanical Services Department ("EMSD") had set up a consumer liaison group to collect user feedback on the operation of the district cooling services at KTD. The feedback received from the users so far was generally positive.

#### Operation of the proposed District Cooling System

47. Mr Kenneth LAU, Ms Alice MAK and Mr Tony TSE noted that as KTN was located far away from the seashore, the central chiller plants at the proposed DCS would not use sea water for producing chilled water. They asked whether fresh water would be used instead, and whether the extra cost in purchasing fresh water would lower the energy efficiency of the proposed DCS.

48. AD(E&EE)/EMSD advised that fresh water would be used for producing chilled water at the central chiller plants at KTN NDA. Since fresh water could be recycled during the heat exchange process, the overall consumption of fresh water would be limited. He added that, unlike the DCS at KTD using sea water, large sea water pumps would not be required for the proposed DCS at KTN NDA. The saving in construction and maintenance costs of the sea water pumps could offset the extra cost in constructing and operating fresh water cooling towers to produce chilled water. In general, DCS using either fresh water or sea water for producing chilled water could achieve similar level of energy efficiency.

49. The Chairman was concerned that the waste heat from the chiller plants of the proposed DCS would cause heat island effect affecting nearby residents, and asked about the remedial measures. AD(E&EE)/EMSD advised that heat rejecting equipment would be installed at the DCS chiller plants which were located at the corner of the KTN NDA to reduce the heat island effect. Moreover, mist eliminator would be installed to reduce the mists generated from the cooling towers.

50. Mr Holden CHOW enquired about the reason for not providing district cooling services to residential premises in KTN NDA. He also asked whether the construction cost of the proposed DCS could be lowered if private non-domestic developments in KTN NDA were grouped and located near the DCS plant.

51. PAS(E) said that as the cooling demand from residential premises was lower than that from commercial buildings, the energy saving from residential premises would also be lower. While the construction cost of the proposed DCS could probably be lowered if all private non-domestic developments were located nearer to the DCS plant with a shorter length of chilled water distribution pipes, there were other considerations that should be taken into account in the overall spatial planning for the NDA.

52. Mr Tony TSE asked whether standby pipes would be built for the proposed DCS for distribution of chilled water when the main pipes were not functioning. PAS(E) advised that the chilled water distribution piping network was designed as a three-pipe system. When any one of the duty supply or return pipes was damaged or under maintenance, the standby pipe could be in operation to maintain the provision of district cooling services.

53. Mr Tony TSE noted that the proposed DCS at KTN NDA would be operated by a contractor under a Design-Build-Operate ("DBO") contract. He opined that the Administration should consider operating the proposed DCS by itself to develop expertise in district cooling technologies for future DCS projects.

54. PAS(E) said that operating the proposed DCS by a contractor under a DBO contract could help expedite the project and facilitate the smooth commissioning and operation of the system. He supplemented that EMSD would monitor the performance of the contractor as well as the operation of the proposed DCS. Engineers from EMSD would be able to learn the relevant technologies and practices during the process.

#### Submission of the funding proposal to the Public Works Subcommittee

55. The Chairman concluded that members generally supported the submission of the funding proposal to PWSC for consideration.

#### **VI PWP Item No. 172CD — Rehabilitation of underground stormwater drains — Remaining works**

(LC Paper No. CB(1)222/20-21(05) — Administration's paper on PWP Item No. 172CD — Rehabilitation of underground stormwater drains — Remaining works)

56. At the invitation of the Chairman, Assistant Director/Projects & Development, Drainage Services Department ("AD(P&D)/DSD") briefed members on the proposal to upgrade the remaining part of PWP Item No. 172CD, entitled "Rehabilitation of underground stormwater drains – remaining works", to Category A at an estimated cost of \$702.7 million in MOD prices for rehabilitation of a total of about 19 kilometres of underground stormwater drains and the associated manholes in 12 districts, and the construction of ancillary works. With the aid of a powerpoint presentation, he briefed members on the details of the proposed works. Subject to the funding approval of FC, the Administration expected to complete the proposed works in five years.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)270/20-21(03) by email on 25 November 2020.)*

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

#### Adoption of risk-based approach

58. Mr Holden CHOW expressed support for the rehabilitation works of aging underground stormwater drains. Noting that the rehabilitation works would adopt a risk-based approach, he asked whether the drains at flooding blackspots would be prioritized for replacement or rehabilitation. He also suggested the Administration to conduct pipe condition surveys at the same time when carrying out the proposed works with a view to understanding the underground conditions when conducting other large-scale underground works in the future.

59. Principal Assistant Secretary (Works)5, DEVB said the Administration would adopt a risk-based approach to conduct the proposed rehabilitation works for the drains with reference to their structural conditions based on the results of previous inspections. Such approach could enable timely rehabilitation of ageing pipes and avoid pipe collapses that would result in road subsidence, disruptions to traffic and nuisance to the public. He supplemented that the Drainage Services Department ("DSD") would conduct investigation for flooding cases with a view to identifying the possible causes and areas deserving improvement. For flooding cases related to structural failure of drains, DSD would immediately replace or rehabilitate the drains concerned.

Traffic implications of the proposed works

60. Mr Tony TSE expressed support for the rehabilitation works and agreed with the Administration's strategy of adopting a risk-based approach in conducting the rehabilitation works, rather than considering solely the age of drains. He hoped that with the use of trenchless technologies, the number of road excavations and the impact on road traffic could be reduced, and the proposed works could be completed at the earliest.

61. The Chairman pointed out that some of the drains included in the proposed rehabilitation works were located at heavy traffic areas. Apart from using trenchless technologies to shorten the duration of rehabilitation works, he enquired about the measures which the Administration would take to minimize the impact on traffic in these areas.

62. AD(P&D)/DSD advised that the Administration had conducted traffic impact assessment which indicated that the proposed works would not cause significant traffic impact to the surrounding road network during the construction stage when suitable temporary traffic arrangements ("TTAs") were implemented. Before the commencement of works, the project team would liaise with the Hong Kong Police Force, Transport Department and other stakeholders on the proposed TTAs with a view to minimizing the impact on traffic arising from the proposed works. The project team would also liaise with other relevant government departments or utility undertakings to coordinate their planned construction activities in the same section of the road so as to minimize the disturbance to the traffic. In addition, a telephone hotline would be set up to respond enquiries from the public on matters arising from the proposed works.

Submission of the funding proposal to the Public Works Subcommittee

63. The Chairman concluded that members generally supported the submission of the funding proposal to PWSC for consideration.

**VII Any other business**

64. There being no other business, the meeting ended at 6:20 pm.