

立法會
Legislative Council

LC Paper No. CB(1)903/20-21
(These minutes have been
seen by the Administration)

Ref : CB1/PL/DEV

Panel on Development

Minutes of meeting
held on Tuesday, 23 February 2021, at 2:30 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 Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-yee, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Frankie YICK Chi-ming, SBS, JP
Hon CHAN Han-pan, BBS, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Alice MAK Mei-kuen, BBS, JP
Hon Martin LIAO Cheung-kong, GBS, 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 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 Abraham SHEK Lai-him, GBS, JP
Hon MA Fung-kwok, GBS, JP

**Public officers
attending**

: Agenda item IV

Mr Vic YAU Cheuk-hang, JP
Deputy Secretary (Planning and Lands)¹
Development Bureau

Ms Louisa YAN Mei-ling
Principal Assistant Secretary (Planning and Lands)²
Development Bureau

Agenda item V

Mr Vincent MAK Shing-cheung, JP
Deputy Secretary (Works)²
Development Bureau

Mr Terence LAM Tat-ming, JP
Principal Assistant Secretary (Works)⁵
Development Bureau

Mr Ricky LAU Chun-kit, JP
Director of Civil Engineering and Development
Department

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

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

Ms Elsa CHEUK Hau-kwan
Deputy Head of the Sustainable Lantau Office (Planning
& Conservation)
Civil Engineering and Development Department

Ms Winnie LAU Bo-yee
Assistant Director of Planning (Territorial)
Planning Department

Mr NGAI Hon-wah
Government Engineer/Railway Development (2)
Highways Department

Agenda item VI

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

Ms Irene PANG Oi-ling
Assistant Director/New Works
Water Supplies Department

Ms Mable LAM Lai-hang
Chief Engineer/Consultants Management
Water Supplies Department

Mr HO Kai-ho
Chief Engineer/Design
Water Supplies Department

Ms WONG Nam-ping
Chief Engineer/Project Management
Water Supplies Department

Clerk in attendance : Ms Connie HO
Chief Council Secretary (1)²

Staff in attendance : Mr Raymond CHOW
Senior Council Secretary (1)¹⁰

Mr Keith WONG
Senior Council Secretary (1)²

Ms Iris SHEK
Council Secretary (1)²

Ms Christina SHIU
Legislative Assistant (1)²

I Confirmation of minutes

(LC Paper No. CB(1)564/20-21 — Minutes of meeting on 24 November 2020)

The minutes of the meeting on 24 November 2020 were confirmed.

II Information paper(s) issued since the last meeting

(LC Paper No. CB(1)527/20-21(01) — Urban Renewal Authority's response to the letter dated 9 November 2020 from Dr Fernando CHEUNG Chiu-hung on work of the Urban Renewal Authority [LC Paper No. CB(1)147/20-21(02)])

LC Paper No. CB(1)529/20-21(01) — Administration's response to the letter dated 25 January 2021 from Hon Tony TSE Wai-chuen on supply of Dongjiang water [LC Paper No. CB(1)522/20-21(01)]

LC Paper No. CB(1)530/20-21(01) — Letter dated 10 February 2021 from Hon Tony TSE Wai-chuen on optimizing the use of the lands released from Frontier Closed Area

LC Paper No. CB(1)567/20-21(01) — Letter dated 8 February 2021 from Hon Tony TSE Wai-chuen putting further questions on supply of Dongjiang water)

LC Paper No. CB(1)609/20-21(01) — Administration's response to the letter dated 8 February 2021 from Hon Tony TSE Wai-chuen putting further questions on supply of Dongjiang water [LC Paper No. CB(1)567/20-21(01)])

2. Members noted that the above information papers had been issued since the last meeting on 26 January 2021.

III Items for discussion at the next meeting

(LC Paper No. CB(1)531/20-21(01) — List of outstanding items for discussion

LC Paper No. CB(1)531/20-21(02) — List of follow-up actions)

3. The Chairman advised that at the request of Mr Tony TSE in his letter dated 10 February 2021 (LC Paper No. CB(1)530/20-21(01)) (Chinese version only), the item on "Optimizing the use of the lands released from Frontier Closed Area" had been included in the List of outstanding items for discussion (LC Paper No. CB(1)531/20-21(01)).

4. Members agreed that the next regular meeting would be scheduled for Tuesday, 23 March 2021, at 2:30 pm to discuss the following items proposed by the Administration:

- (a) PWP Item No. 58TF — Improvement works at Kau Sai Village Pier and PWP Item No. 59TF — Improvement works at Lai Chi Chong Pier; and
- (b) PWP Item No. 702CL — Kai Tak Development — Infrastructure works for developments at the former runway and south apron — Landscaped elevated walkway to the new acute hospital.

(Post-meeting note: Members were informed vide LC Paper No. CB(1)631/20-21 issued on 1 March 2021 that, at the request of the Administration and with the concurrence of the Chairman, an additional item on "Building Drainage System Repair Subsidy Scheme" was included in the agenda of the meeting on 23 March 2021 and the meeting would end at 5:00 pm.)

IV Proposed creation of a non-civil service position equivalent to directorate rank in the Development Bureau to coordinate and implement the measures under the "Invigorating Island South" initiative

(LC Paper No. CB(1)531/20-21(03) — Administration's paper on creation of a non-civil service position in the Development Bureau to implement the

"Invigorating Island
South" initiative

LC Paper No. CB(1)531/20-21(04) — Paper on the Invigorating
Island South initiative
prepared by the Legislative
Council Secretariat
(Background brief))

5. At the invitation of the Chairman, Deputy Secretary (Planning and Lands)1, Development Bureau ("DS(P&L)1/DEVB"), briefed members on the proposed creation of a non-civil service ("NCS") position (equivalent to the rank of D2) in the Development Bureau to act as the Head of Invigorating Island South Office ("IISO") for about five years up to 31 March 2026 to coordinate and implement various measures under the "Invigorating Island South" ("IIS") initiative. Details of the staffing proposal were set out in the Administration's paper (LC Paper No. CB(1)531/20-21(03)).

Implementation of the "Invigorating Island South" initiative and duties of the Invigorating Island South Office

6. Expressing support for the IIS initiative, Mr Martin LIAO called for an early implementation of the South Island Line (West) ("SIL(W)") project to improve the livelihood of the local community and traffic in the Southern District. Mr LIAO enquired whether IISO would be responsible for the planning of transport infrastructure in the Southern District.

7. Mrs Regina IP advised that the Administration should address the traffic issue in the Southern District in the overall planning of the IIS initiative. She was keen to ensure that the SIL(W) project could be implemented as soon as possible. Noting that a pier would be constructed at the Ocean Park under its rebirth proposal, Mrs IP suggested that the Administration should ride on this opportunity to consider the provision of marine transport service for other areas in the Southern District, such as Shek O, Stanley Peninsula and Repluse Bay, to complement the promotion of tourism development in the district. Mr Kenneth LAU indicated support for the proposed creation of Head of IISO post to take forward various initiatives to foster the development of the Southern District, in particular tourism. However, Mr LAU considered that the Administration should strike a balance between tourism development and livelihood of the local community when taking forward the IIS initiative. Mr Kenneth LAU and Mr LEUNG Che-cheung were keen to ensure that the local residents would be duly consulted on the various projects and measures proposed under the IIS initiative.

8. DS(P&L)1/DEVB replied that the objective of the IIS initiative was to develop the Southern District into a right place for people to work, live and have fun. As such, it would include not only tourism initiatives, but also other local improvement measures, such as enhancing pedestrian connectivity and pedestrian environment, which would help improve the living environment of the Southern District. IISO would implement the IIS initiative by adopting a "district-based" and pragmatic approach. It would lead the overall coordination with other bureaux and departments, as well as engaging and collaborating with local stakeholders in taking forward various projects and measures under the IIS initiative. Quick-win projects would be implemented with priority with a view to improving the local environment as soon as possible.

9. DS(P&L)1/DEVB further advised that the Administration was fully aware of the importance of transport infrastructure on the development of the Southern District. He said that the connectivity of the Southern District with other districts had been greatly enhanced upon the commissioning of the South Island Line (East) ("SIL(E)") in 2016, and had presented an opportunity for the Administration to introduce the IIS initiative. Yet, there were still a number of areas in the Southern District that had limitations in terms of transportation. IISO would carefully assess the traffic impact of projects to avoid creating undue traffic pressure on the district. In addition, IISO would not take over the roles of the relevant policy bureaux on planning of transport infrastructure and development of tourism projects, which were led by the Transport and Housing Bureau and the Commerce and Economic Development Bureau respectively. On the implementation of the SIL(W) project, DS(P&L)1/DEVB said that in response to the Administration's invitation in 2019, the MTR Corporation Limited had submitted a proposal of the SIL(W) project in end 2020. The proposal was being studied by the Administration.

Requirements and duties of the proposed Head of Invigorating Island South Office

10. Mr Tony TSE expressed support for recruiting an NCS staff to take up the proposed post of Head of IISO as the arrangement would enable the Administration to identify the most suitable candidate for the post. Noting that IISO comprised 8 staff members only, Mr TSE was concerned whether it would be able to implement various projects and measures under the IIS initiative expeditiously given its small staffing establishment. He also enquired whether the Administration would devise a list of work targets to be accomplished by the Head of IISO during his five years' tenure

to facilitate the evaluation of the effectiveness of the post, and when the detailed work plan of IISO would be formulated upon the Head of IISO took office. Expressing a similar view, Mr Holden CHOW enquired whether the Administration would formulate a set of key performance indicators to help evaluate the performance of the Head of IISO and facilitate the public to monitor the implementation progress of the various projects and measures under the IIS initiative.

11. DS(P&L)1/DEVB responded that the proposed staffing establishment of IISO was about half of that of the Energizing Kowloon East Office ("EKEO"). The Administration considered the proposed scale of IISO appropriate given that the geographical area covered by the IIS initiative was smaller and the initiative was still at its early stage. While the proposed post of Head of IISO was awaiting approval, staff members deployed to IISO had started formulating an initial work plan covering the review of various land uses and enhancement of facilities. Upon taking office, the Head of IISO would follow up and finalize the work plan probably within a few months and then present it in the form of a conceptual master plan, which could provide a useful reference in assessing the effectiveness of the work of IISO.

12. Mrs Regina IP was concerned whether an NCS staff would be capable of performing the duties of the Head of IISO, which included leading the overall coordination with government departments to take forward and implement measures under the IIS initiative. She enquired if the Head of EKEO was an NCS position as well. Given that the IIS initiative was still a conceptual idea, the Deputy Chairman queried the need for establishing IISO at this stage. Pointing out that no dedicated offices had been set up to coordinate the implementation of New Development Area ("NDA") projects in the New Territories, he enquired about the criteria for establishing a dedicated office to take forward new development projects as in the case of the Energizing Kowloon East and the IIS initiatives. The Deputy Chairman further sought explanation from the Administration on the justification for recruiting an NCS staff, instead of a civil servant, to take up the proposed post of the Head of IISO as its coordination role was akin to that of a District Officer.

13. Noting that the Administration would implement the IIS initiative through "place-making" strategy to encourage community engagement, Dr CHENG Chung-tai enquired if the proposed Head of IISO was required to possess relevant knowledge or experience, such as knowledge on community impact assessment. Given that the tenure of the proposed

NCS position was only five years, Dr CHENG queried whether it would be able to attract high calibre individuals to take up the post.

14. DS(P&L)1/DEVB replied that there were no hard and fast rules when considering the set-up of a dedicated office of this kind. The Head of EKEO was a civil service position (equivalent to the rank of D3) staffed by a professional grade officer seconded from the Planning Department. Based on the successful experience of Energizing Kowloon East initiative, the Administration considered it necessary to establish a dedicated IISO with a directorate officer to steer a multi-disciplinary team for the implementation of the IIS initiative. The post holder of the Head of IISO was expected to possess relevant professional expertise and working experience within or with the Government in order to effectively perform the relevant duties. As the post was not designed to be filled by a specific professional grade staff within the Government, recruiting an NCS staff to fill the post through an open recruitment would allow the Administration to have a larger pool of candidates to choose from and therefore enhance the prospect of identifying a candidate with the most relevant expertise and experience. DS(P&L)1/DEVB further said that the Administration considered the proposed five-year tenure of the post of Head of IISO appropriate, and believed that it was long enough to attract a suitable candidate for the post.

15. Referring to the study of the brownfield development commissioned by the Administration which was conducted by consultants, Mr LEUNG Che-cheung enquired if the engagement of consultants to conceive the IIS initiative would be more cost effective than establishing IISO, taking in view that its annual staff cost was over \$13 million and the work of the time-limited IISO would be taken up by other bureaux or departments eventually when the relevant projects proceeded to the implementation stage.

16. DS(P&L)1/DEVB advised that IISO had to undertake multi-faceted duties from conceptual planning, consultation with stakeholders to project implementation, and such scope of work was beyond what consultants would normally provide. Therefore, the Administration considered the establishment of a dedicated team within the Government to implement the IIS initiative more suitable. DS(P&L)1/DEVB clarified that apart from the proposed creation of the post of Head of IISO, the rest of staff in IISO were civil servants seconded from other bureaux/departments.

17. The Chairman requested the Administration to provide detailed information on the requirements of the proposed post of Head of IISO in

terms of experience and professional capabilities in the paper to be submitted to the Establishment Subcommittee ("ESC").

(Post-meeting note: Members were informed vide LC Paper No. CB(1)725/20-21(01) issued on 24 March 2021 that the requested information had been included in the ESC paper (EC(2020-21)14) circulated to members on the same day.)

[At 3:07 pm, the Chairman said that he would "draw a line" for members' enquiries. He would allow members who had indicated their intention to speak to raise questions.]

Submission of the staffing proposal to the Establishment Subcommittee

18. Concluding the discussion, the Chairman said that members had no objection to the Administration's submission of the staffing proposal to ESC for its consideration. Moreover, members in general supported the IIS initiative and hoped that the initiative would not only cover tourism projects, but would also include livelihood improvement measures. Members also called for an early implementation of the SIL(W) project and a better coordination of transport infrastructure development following the establishment of IISO.

V Progress of work by the Sustainable Lantau Office ("SLO"), and staffing proposals of SLO, Planning Department and Railway Development Office of Highways Department for taking forward and implementation of development and conservation projects related to Lantau

(LC Paper No. CB(1)531/20-21(05) — Administration's paper on progress of work by SLO, and staffing proposals of SLO, Planning Department and Railway Development Office of Highways Department for taking forward and implementation of development and conservation projects related to Lantau

(LC Paper No. CB(1)531/20-21(06) — Paper on progress of work of the Sustainable Lantau Office prepared by the

Legislative
Secretariat (Background
brief))

19. At the invitation of the Chairman, Deputy Secretary (Works)2, Development Bureau ("DS(W)2/DEVB") gave an opening remark on this item, namely the progress of work by SLO, and staffing proposals of SLO, Planning Department ("PlanD") and Railway Development Office ("RDO") of Highways Department ("HyD") for taking forward and implementation of development and conservation projects related to Lantau.

20. With the aid of a powerpoint presentation, Head of SLO, Civil Engineering and Development Department ("H(SLO)/CEDD") then briefed members on details of the staffing proposals for retention or creation of eight supernumerary posts up to 31 March 2025, which included retention of four supernumerary directorate posts and creation of two supernumerary directorate posts in SLO; creation of one supernumerary directorate post of Chief Town Planner ("CTP") in PlanD; and creation of one supernumerary directorate post of Chief Engineer in RDO of HyD. He also briefed members on the progress of the major development and conservation projects related to Lantau spearheaded by SLO.

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)614/20-21(01) by email on 23 February 2021.)

Development of transport infrastructure in Lantau

21. Mr Michael TIEN pointed out that according to the Administration's latest estimation, the first population intake in Kau Yi Chai ("KYC") Artificial Islands would commence in 2034 whereas the proposed priority rail links connecting Hong Kong Island, KYC Artificial Islands, Northeast Lantau and coastal areas of Tuen Mun ("Priority Rail Links") could only be completed by 2038. Coupled with the population intakes in several new development areas in New Territories West ("NTW") in the coming years, Mr TIEN was concerned that the demand for railway transportation services arising from the new population of NTW and KYC Artificial Islands could not be met after 2030. He enquired whether the Administration would devise ways with the MTR Corporation Limited to expedite the implementation of the proposed Priority Rail Links. The Chairman advised that the Administration should strive to ensure that the commissioning of new transport infrastructure would be able to tie in with population intake in new development areas.

22. DS(W)2/DEVB said that the proposed 28-kilometers Priority Rail Links involved complicated engineering design and significant technical challenges. As such, it was envisaged that the completion of the proposed Priority Rail Links might be a few years after the first population intake on KYC Artificial Islands. Nonetheless, the Administration noted members' views and would strive to expedite all necessary procedures in the planning and construction of the proposed Priority Rail Links. Government Engineer/Railway Development (2), Highways Department ("GE/RD(2)/HyD") supplemented that given the proposed Priority Rail Links was a new and independent railway infrastructure, the Administration was open to the idea of inviting different railway companies to take forward the project.

23. Mr Kenneth LAU expressed support for the staffing proposals on the premise that the Administration would address the traffic issues arising from the development of Lantau. In this connection, Mr LAU urged the Administration to improve the road networks in Lantau, in particular roads connecting Tung Chung and Mui Wo, and Tung Chung and Tai O. He pointed out that although the number of residents in Tai O and Mui Wo was not large, there was a huge road-based transport demand in these areas from locals and tourists during holidays. Ms Alice MAK shared Mr LAU's view. She commented that while taking forward conservation and recreation initiatives in South Lantau, the Administration should improve the relevant road networks in parallel. She also urged the Administration to address the traffic congestion problem in Tung Chung arising from the commissioning of the Tuen Mun — Chek Lap Kok Link.

24. Director of Civil Engineering and Development ("DCED") said that SLO had formulated the Lantau Conservation and Recreation Masterplan to provide a framework guiding the conservation and recreation initiatives with a view to better achieving synergy in conservation, such as enhancing the ecological and recreation resources along the South Lantau Eco-Recreation Corridor. These enhanced resources at various locations with adequate provision of transport and visitor facilities would not only increase the overall visitor receiving capacity of Lantau, but also even out the visitor volume among these locations so that more people could enjoy the resources without exerting the traffic pressure on other popular tourist spots in Lantau. On another front, the Lantau Conservation Fund established in 2020 providing funding for local conservation projects and improvement works could also help achieve the conservation objectives. DS(W)2/DEVB highlighted the Administration's policy direction to accord priority to transport infrastructure for the overall planning and

implementation of various proposals under Lantau Tomorrow Vision. He also supplemented that SLO was conducting the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau, which would examine the conditions of some main roads in South Lantau, and explore practical improvement measures to further improve the road networks from an overall perspective of Lantau. The study was anticipated to be completed in the second half of 2021

Sunny Bay reclamation

25. Mr Michael TIEN pointed out that the Administration had consulted the Panel on Development ("the Panel") on the proposed planning and engineering study on Sunny Bay reclamation at its meeting on 28 March 2017 at which his motion relating to the project was passed. However, the Administration had yet to report to the Panel the progress of the study. He requested the Administration to provide supplementary information on the latest progress of the study.

26. DS(W)2/DEVB responded that the Administration was now reviewing the programme for the planning and engineering study on Sunny Bay reclamation, and would seek funding approval for the study from the Public Works Subcommittee and the Finance Committee at an appropriate time. The Administration would take into account the proposals in Mr TIEN's motion when taking forward the study.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)700/20-21(01) on 19 March 2021.)

Staffing proposals

27. Mr Tony TSE noted from Annexes 1 and 2 to Enclosure 1 of the Administration's paper that the duties of the Head and Deputy Head (Works) of SLO included, among others, overseeing resource planning, contract administration and financial control matters for development projects, and both posts were designated to be filled by engineers. He considered that construction-related professionals other than engineers were also capable of taking up such duties. Pointing out that professional staff within the Government, such as land and estate surveyors, possessed valuable knowledge and experience to contribute in taking forward the development and conservation initiatives in Lantau, Mr TSE enquired whether SLO would be provided with adequate professional manpower support.

28. DCED responded that SLO was a multi-disciplinary office staffed by engineers, town planners, quantity surveyors, architects and landscape architects, and supported by a land surveying unit headed by a Chief Land Surveyor in the headquarters. The relevant professional staff of SLO would take part in the planning, assessment, design and implementation of various development and conservation initiatives in Lantau.

29. Dr Junius HO did not support the proposed creation of one supernumerary directorate post of CTP in PlanD to lead the relevant studies and research in relation to the development of KYC Artificial Islands. He considered that as the Administration had secured the approval for a funding of over \$500 million from the Legislative Council to engage consultants to conduct the Studies related to artificial islands in the Central Waters ("the Studies"), it would be a wastage of resources to create an extra directorate post for leading the Studies. Dr HO and Mr Tony TSE enquired whether the Administration would consider deploying existing manpower within PlanD to lead the Studies.

30. Assistant Director of Planning (Territorial), Planning Department ("AD(T)/PlanD") responded that under the Studies, consultants would be required to complete within 42 months the highly complex planning work for the KYC Artificial Islands with a total area of 1 000 hectares, which included the third Core Business District and the relevant supporting infrastructures. In view of the complexity of the Studies and the tight time-frame, there was a genuine need to create the proposed CTP post to provide high-level steer to the consultants so that the planning and development of the Artificial Islands would dovetail with the territorial spatial planning framework of Hong Kong. Besides, as the study team needed to keep abreast of the latest planning standards and requirements, the dedicated CTP together with the PlanD's in-house planning team would provide such information and support to the study team in a more direct and effective manner, thereby enhancing the work quality and efficiency of the study team. As regards the current manpower resources within PlanD, AD(T)/PlanD supplemented that PlanD had made the best effort to take forward a number of new policies and tasks relating to land supply over the past few years, including development of brownfield sites, transitional housing and "single site, multiple use" initiatives, without increasing any directorate posts. Currently, the preparation work for commencing the Studies was undertaken by an existing CTP in addition to his other duties. However, upon the commencement of the Studies, the creation of a dedicated CTP post would be required to take up the Studies and help ease the heavy workload within PlanD.

31. Pointing out that the Administration would engage consultants to conduct the "Strategic Study on Railways beyond 2030" in the near future, Dr Junius HO considered that the proposed Chief Engineer post in RDO should be created upon the completion of the relevant study to help formulate new railway development policies based on the findings of the study. As such, Dr HO did not support the proposed creation of the Chief Engineer post in RDO.

32. GE/RD(2)/HyD responded that under the feasibility study of the proposed Priority Rail Links, consultant of the Civil Engineering and Development Department ("CEDD") was required to set up a computer transport model to assess the patronage of the proposed Priority Rail Links as well as the possible rail links for longer term taking into account the existing railway network and the committed railway projects. Given that the proposed Priority Rail Links having several cross-harbour sections was a mega-scale project, technically complicated and having implications on the planning of territorial railway developments in future, a new Chief Engineer post in RDO would be required to review the transport assessments of various relevant studies and the railway schemes of railway development strategies, consolidate and determine the appropriate parameters for railway transport modelling, which formed the basis of assessing the appropriateness of the input parameters for the model of various railway schemes proposed by the consultant and providing necessary steer in the study process to verify the reasonableness of the consultant's assessment on patronage and development of technical details.

33. To address Dr Junius HO's concern, the Chairman requested the Administration to provide the detailed justifications for the creation of the proposed CTP post in PlanD and the Chief Engineer post in RDO before submitting the staffing proposals to ESC for its consideration.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)700/20-21(01) on 19 March 2021.)

Submission of the staffing proposals to the Establishment Subcommittee

34. The Chairman concluded that, apart from Dr Junius HO who had reservation on the creation of a supernumerary directorate post of CTP in PlanD and a supernumerary directorate post of Chief Engineer in RDO, members in general supported the Administration to submit the staffing proposals as detailed in the paper to ESC for its consideration.

VI Extension of Siu Ho Wan Water Treatment Works and improvement of water supply to Sha Tin, Sheung Shui and Fanling

(LC Paper No. CB(1)531/20-21(07) — Administration's paper on extension of Siu Ho Wan Water Treatment Works and improvement of water supply to Sha Tin, Sheung Shui and Fanling)

[At 4:10 pm, the Deputy Chairman took the chair in the absence of the Chairman.]

35. At the invitation of the Deputy Chairman, Principal Assistant Secretary (Works)3, Development Bureau ("PAS(W)3/DEVB"), briefed members on the funding proposals for upgrading (a) part of PWP Item No. 365WF to Category A, at an estimated cost of \$3,694.9 million in money-of-the-day ("MOD") prices, for the main works of Siu Ho Wan water treatment works ("SHWWTW") extension; (b) PWP Item No. 54WS to Category A, at an estimated cost of \$136 million in MOD prices, for the construction of To Shek salt water pumping station and Shui Chuen O salt water service reservoir and laying of the associated water mains; and (c) PWP Item No. 55WS to Category A, at an estimated cost of \$1,255.5 million in MOD prices, for the construction of Shek Wu Hui water reclamation plant and laying of the associated water mains. Details of the funding proposals were set out in the Administration's paper (LC Paper No. CB(1)531/20-21(07)) and the powerpoint presentation materials (LC Paper No. CB(1)614/20-21(02)) (Chinese version only).

(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members vide LC Paper No. CB(1)614/20-21(02) by email on 23 February 2021.)

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

Water supply strategy

37. Expressing support for the funding proposals, Dr Junius HO enquired about the Administration's overall water supply strategy in meeting the water demand arising from population growth in Lantau. Dr HO requested the Administration to provide information on the overall strategy of water supply from various sources, including fresh water from Dongjiang and local reservoirs, desalinated water, salt water and reclaimed water, to cope with the anticipated increase in water demand arising from the proposed developments on Lantau and artificial islands in the Central Waters.

38. PAS(W)3/DEVB replied that under the Total Water Management Strategy ("TWMS") updated in 2019, the Water Supplies Department ("WSD") had been exploring ways to expand the use of lower grade water (i.e. seawater, reclaimed water, treated grey water and harvested rainwater) for diversification of water sources, taking into account the cost-effectiveness of the initiatives. PAS(W)3/DEVB further advised that to meet the fresh water demand arising from various development projects located in different areas, WSD would take forward various waterworks projects, including the in-situ reprovisioning of Sha Tin water treatment works (South Works) — main works, the Ngau Tam Mei water treatment works extension — investigation study, design and site investigation and the proposed SHWWTW extension — main works, in a strategic and orderly manner. With the implementation of these water management initiatives, the fresh water supply would be able to meet the forecast fresh water demand up to 2040. The Administration undertook to provide the information requested by Dr HO after the meeting.

(Post-meeting note: The Administration's supplementary information was circulated to members vide LC Paper No. CB(1)692/20-21(01) on 17 March 2021.)

39. Ms Alice MAK expressed support for the funding proposals. Noting that the three waterworks projects were of different nature with PWP Item Nos. 365WF, 54WS and 55WS related to the supply of fresh water, salt water and reclaimed water respectively, Ms MAK enquired how the Administration would determine which water sources would be used in a particular area for flushing, and whether the Administration had any plan to extend the coverage of seawater/reclaimed water supply network for flushing to 100%. Mr Tony TSE sought details on the Administration's strategy on reclaimed water supply, including whether it would introduce the use of reclaimed water in NDAs and set a specific target in this regard to ensure an efficient use of water resources.

40. PAS(W)3/DEVB said that at present, about 85% of the population in Hong Kong used seawater for flushing, whereas Sheung Shui and Fanling ("SSF"), Shui Chuen O as well as certain remote and village areas were supplied with fresh water for flushing. Given that SSF areas were located inland, the cost of extending the seawater supply network to these areas would be high. Taking the opportunity arising from the upgrading of Shek Wu Hui sewage treatment works to tertiary treatment, WSD would process the treated sewage effluent therefrom to produce reclaimed water for supply to the northeast New Territories areas for non-potable uses. In the case of Shui Chuen O area, the Administration considered it cost-effective to extend the existing seawater supply network in Sha Tin to the said area at an estimated cost of \$136 million under PWP Item No. 54WS. Upon completion of these waterworks projects, the percentage of population served with lower grade water for flushing would increase to 90%, meeting the target ratio set out in TWMS, and the fresh water thus saved could be deployed for potable uses. WSD would also study the potential of introducing the use of reclaimed water in other NDAs. However, the low cost-effectiveness of developing a seawater/reclaimed water supply system in certain remote and village areas as well as the implication of low water consumption on the water quality in the supply system rendered the extension of seawater/reclaimed water supply network to these areas unsuitable.

PWP Item No. 365WF — Siu Ho Wan water treatment works extension — main works

41. Mr Tony TSE enquired whether, before the completion of the entire PWP Item No. 365WF in the fourth quarter of 2027, the existing SHWWTW would be able to cope with the increase in water demand arising from the Three-Runway System of the Hong Kong International Airport scheduled to be completed by 2022. He also enquired why the implementation schedule of PWP Item No. 365WF was longer than originally expected and its implication on the construction cost.

42. PAS(W)3/DEVB replied that in view of a change in the implementation schedule of the developments in North Lantau, the Administration had updated the development timetable of PWP Item No. 365WF to ensure that SHWWTW could meet the water demand of North Lantau. Subject to the funding approval of the Finance Committee, the proposed works under discussion (i.e. part-upgrading of PWP Item No. 365WF which included, among others, an expansion of the water treatment capacity of SHWWTW from 150 000 cubic metres ("m³") per day to 300 000 m³ per day) would commence in the third quarter of

2021 for completion in the fourth quarter of 2024, whereas the raw water main laying works and the remainder of PWP Item No. 365WF (e.g. upgrading the treatment technologies of the existing SHWWTW) would be completed by the fourth quarter of 2027. The Administration considered the construction cost of PWP Item No. 365WF reasonable as the unit construction cost of the SHWWTW extension works was comparable to other similar extension works in the Tai Po water treatment works and Sha Tin water treatment works.

43. Mr CHAN Han-pan relayed the concerns expressed by members of the Islands District Council and residents in South Lantau that one traffic lane of a section of South Lantau Road ("SLR") would be closed for the proposed mainlaying works under PWP Item No. 365WF, thus causing disruption to the traffic of the concerned road section and inconvenience to the local residents. The local community therefore suggested that the relevant section of SLR should be widened and improved in conjunction with the proposed mainlaying works. Mr CHAN requested the Administration to give an account of its stance on the suggestion.

44. PAS(W)3/DEVB explained that PWP Item No. 365WF included the laying of water mains along SLR to increase the raw water transfer capacity from Shek Pik Reservoir to SHWWTW. While the main laying works would be carried out by trenchless method where practicable, open-cut excavation method had to be used for laying a section of 600-metre long water mains due to site constraint. As the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau ("the Study") which aimed at exploring ways to improve the overall traffic condition of Lantau, including SLR, was being conducted by CEDD, WSD and CEDD would formulate a proposal for handling the concerned road section having regard to the findings of the Study, and would consult the Islands District Council on the relevant proposal in due course. In response to the concerns expressed by the local community, the laying works of the section of 600-metre long water mains along SLR under discussion, together with other remaining works of PWP Item No. 365WF, were retained in Category B. The Administration would seek upgrading the remainder of PWP Item No. 365WF to Category A at a later stage.

45. In response to the Deputy Chairman's enquiry on the completion schedule of the Study, PAS(W)3/DEVB advised that the Study was expected to be completed in the second half of 2021 and the Islands District Council would be consulted on the findings of the Study. Mr CHAN Han-pan opined that as the suggestion of widening the relevant section of SLR was to improve local traffic and unrelated to the traffic/visitor receiving capacity of Lantau, he was unconvinced of

the Administration's explanation that it had to consider the findings of the Study before determining whether to carry out the proposed road widening works. Mr CHAN said that he had reservation on the funding proposal of PWP Item No. 365WF unless the Administration undertook to adopt the suggestion put forward by the local community.

Other views and concerns

46. Mr Tony TSE raised no objection to the funding proposals but queried why the Administration had bundled up the three waterworks projects of different nature in one discussion paper for consideration by the Panel.

47. PAS(W)3/DEVB explained that as PWP Item Nos. 365WF, 54WS and 55WS were all waterworks-related projects, the Administration had consolidated the relevant funding proposals into one discussion paper in order to make good use of the meeting time of the Panel and facilitate members' deliberation.

Submission of the funding proposals to the Public Works Subcommittee

48. The Deputy Chairman concluded that, except Mr CHAN Han-pan who had reservation on the funding proposal of PWP Item No. 365WF, members in general supported the Administration to submit the funding proposals as detailed in the paper to the Public Works Subcommittee for its consideration.

VII Any other business

49. There being no other business, the meeting ended at 4:53 pm.