

立法會
Legislative Council

LC Paper No. CB(4)1163/20-21
*(These minutes have been seen
by the Administration)*

Ref : CB4/PL/TP/1

Panel on Transport

Minutes of meeting
held on Friday, 15 January 2021, at 10:45 am
in Conference Room 1 of the Legislative Council Complex

Members present : Hon Frankie YICK Chi-ming, SBS, JP (Chairman)
Hon CHAN Han-pan, BBS, JP (Deputy Chairman)
Hon Abraham SHEK Lai-him, GBS, JP
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon YIU Si-wing, BBS
Hon LEUNG Che-cheung, SBS, MH, JP
Hon POON Siu-ping, BBS, MH
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon Holden CHOW Ho-ding
Hon SHIU Ka-fai, JP
Hon Wilson OR Chong-shing, MH
Hon LUK Chung-hung, JP
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon Tony TSE Wai-chuen, BBS, JP

Member absent : Dr Hon Priscilla LEUNG Mei-fun, SBS, JP

Public officers attending : **Agenda item III**

Mr Frank CHAN Fan, JP
Secretary for Transport and Housing Bureau

Mrs Sharon YIP, JP
Deputy Secretary for Transport and Housing
(Transport)1
Transport and Housing Bureau

Miss Gillian LAM
Principal Assistant Secretary for Transport and
Housing (Transport) 5
Transport and Housing Bureau

Mr Jimmy CHAN Pai-ming, JP
Director of Highways

Mr Chris WONG Kin-por
Principal Government Engineer/Special Tasks
Highways Department

Mr CHUNG Siu-wing
Chief Engineer 6/Major Works
Highways Department

Ms Stella LEE Yim-fong, JP
Assistant Commissioner/New Territories
Transport Department

Agenda item IV

Mrs Sharon YIP, JP
Deputy Secretary for Transport and Housing
(Transport) 1
Transport and Housing Bureau

Miss Gillian LAM Yuk-ting
Principal Assistant Secretary for Transport and
Housing (Transport) 5
Transport and Housing Bureau

Mr NG Wai-keung, JP
Deputy Director of Highways

Mr Richard NG Chin-hung
Assistant Director/Development
Highways Department

Mr Eric LAU Chak-hung
Senior Engineer/Land Sharing Pilot Scheme 1
Highways Department

Mr CHOW Bing-kay
Chief Traffic Engineer/New Territories West
Transport Department

Clerk in attendance: Ms Sophie LAU
Chief Council Secretary (4)2

Staff in attendance : Ms Jacqueline LAW
Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

I. Information papers(s) issued since the last meeting

- LC Paper No. CB(4)357/20-21(01) - Letter from Hon Wilson
OR Chong-shing on
measures to tackle traffic
congestion in Kowloon
East (Chinese version
only)

- LC Paper No. CB(4)358/20-21(01) - Letter from Hon Tony TSE Wai-chuen setting out a list of follow-up questions on items discussed at the meeting on 5 January 2021 (Chinese version only)

Members noted the above papers issued since the meeting held on 5 January 2021.

2. The Chairman referred to the letter from Mr Wilson OR above (LC Paper No. CB(4) 357/20-21(01)) and suggested putting the item under the Panel's "List of outstanding items for discussion". Members agreed.

3. For the letter from Mr Tony TSE setting out a list of follow-up questions on items discussed at the last meeting, the Chairman called on the Administration to provide a written response to the issues raised in the letter before the items were submitted to the Public Works Subcommittee ("PWSC") for consideration.

II. Items for discussion at the next meeting

- LC Paper No. CB(4)359/20-21(01) - List of outstanding items for discussion

- LC Paper No. CB(4)359/20-21(02) - List of follow-up actions

4. Members agreed to discuss the following items at the next regular meeting to be held on 19 February 2021:

- (a) 6170TB - Braemar Hill Pedestrian Link; and
- (b) The introduction of alternative means of emergency exit for light buses.

III. 8003QR – Hong Kong-Zhuhai-Macao Bridge – funding support for Main Bridge

LC Paper No. CB(4)359/20-21(03) – Paper provided by the Administration

LC Paper No. CB(4)359/20-21(04) – Paper prepared by the Legislative Council Secretariat (Background brief)

Briefing by the Administration

5. At the invitation of the Chairman, Secretary for Transport and Housing ("STH") briefed members on the latest developments of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") and the Administration's proposal to increase the Approved Project Estimate ("APE") of 3QR "Hong Kong-Zhuhai-Macao Bridge – funding support for Main Bridge" by \$1,514.7 million from \$9,046.5 million to \$10,561.2 million in money-of-the-day prices, details of which are set out in the Annex to the Administration's paper. Principal Government Engineer/Special Tasks of Highways Department ("HyD") then briefed members on the details of the adjustment of APE of the HZMB Main Bridge project with the aid of a PowerPoint presentation.

(Post-meeting note: The PowerPoint presentation material was issued to members vide LC Paper No. CB(4)390/20-21(01) on 18 January 2021.)

Discussion

Proposed increase in APE for HZMB Main Bridge project

6. In view of the enormous scale of the HZMB Main Bridge project and its complexity, Mr YIU Si-wing and Mr Tony TSE expressed understanding of the circumstances leading to the increase in construction cost of the project. They indicated support to the funding proposal.

7. Mr Michael TIEN noted that the amount of cost overrun of the HZMB Main Bridge project attributable to such factors as the higher than expected construction difficulties and other unforeseen circumstances was about Renminbi ("RMB") ¥7 billion, amounting to around 18% of the

original project estimate of the HZMB Main Bridge project (i.e. RMB ¥38.118 billion). Mr TIEN considered that the percentage of the cost overrun in the original project estimate of the project was on the high side when compared with that of other road projects in Hong Kong in the past 10 years. He thus enquired about the reasons for the increase in construction cost of the project.

8. Director of Highways ("DHy") explained that the original project estimate of the HZMB Main Bridge project was compiled based on its preliminary design. The design schemes recommended in the preliminary design had to be revised having regard to the investigation results during the detailed design stage. The Administration noted that when preparing the original estimate, references had been made to similar large-scale bridge construction projects in the Mainland. However, owing to the unprecedented nature and enormous scale of the project and its complexity, various engineering challenges and variations encountered during the detailed design and construction stages could not be fully foreseen back then. Given the extremely complicated environment in the open sea where works were conducted and the unique situation at the Pearl River Delta estuary, some of the design and construction schemes had to be modified to suit the actual site conditions and more resources had to be deployed. The greater-than-expected construction difficulties, had resulted in a longer construction period than expected and an increase in the project cost. In view of the above technical difficulties, the Administration considered that the adjustment to the project estimate for the Main Bridge project was justifiable.

9. DHy further advised that the HZMB Main Bridge project in Mainland water was mega in scale and highly complex, the Administration took the view that it might not be appropriate to compare its cost estimate directly with that of other public works projects in Hong Kong.

10. Mr Tony TSE and Mr LAU Kwok-fan enquired whether the account finalisation of the Main Bridge project had been completed and the contribution by the Hong Kong Special Administrative Region ("HKSAR") Government would be all settled upon the approval of the funding proposal. STH replied in the positive and advised that the revised approved estimate of the Main Bridge project had been approved by the Ministry of Transport of the People's Republic of China.

11. Dr CHENG Chung-tai asked if the breakdown of the increase in project estimate for the Main Bridge project, which was about RMB¥10.35 billion, had been reviewed and verified by the HKSAR Government. STH

responded that the HZMB Authority had conducted a comprehensive assessment of the project estimate and submitted a report on the adjustment of the approved project estimate for review by the Joint Works Committee of the Three Governments ("JWC"). JWC had engaged an independent consultant to review the proposed adjustment and offer comments to the HZMB Authority. In addition, HyD had communicated with the consultant concerned and the relevant authorities to ascertain the reasonableness of the proposed adjustment before submitting the funding proposal to the Legislative Council ("LegCo") for approval.

12. Mr POON Siu-ping enquired about the impact if the funding proposal was not approved by the Finance Committee ("FC") of LegCo due to the current financial position of the Government. STH advised that account finalisation of the main construction contracts was expected to be completed in three years after the commissioning of HZMB. It was estimated that the HZMB Authority had to make payment to the contractors concerned before 1 April 2021 in accordance with the relevant contracts. For the additional contribution from the three governments, the Mainland Government and Macao SAR Government had already settled their capital injection to the Main Bridge project.

13. In response to Mr Tony TSE's enquiry, DHy advised that funding from the HKSAR Government was injected into the HZMB Main Bridge project based on annual budgets submitted by the HZMB Authority, and that amount had been different from the estimated phasing of expenditure as set out in the past LegCo paper. The total capital injection charged to item 8003QR by the HKSAR Government for the Main Bridge project so far was about HK\$7.896 billion, which was equivalent to the share of the HKSAR Government's contribution of RMB¥6.75 billion as agreed by the three governments. The provision for contingencies under the original APE would be used to offset a portion of the additional funding support for Main Bridge.

14. Mr Tony TSE further noted that the Administration proposed to earmark 10% of the additional contribution required by the HKSAR Government as a provision for fluctuation in the RMB exchange rate. Given that the Administration had to settle its capital injection to the Main Bridge project in the near future (i.e. before April 2021), he enquired whether the final increase in APE for the project would be less than \$1,514.7 million as proposed in case the RMB fluctuation within this period was less than 10%.

15. In response, DHy advised that the increase in APE of the Main Bridge project by \$1,514.7 million as proposed in the Administration's paper was estimated in December 2020 and that the current RMB exchange rate had already been slightly changed. With reference to the fluctuation in the RMB exchange rate in 2020, the Administration proposed to include a contingency of 10% of the additional contribution required by the HKSAR Government as a provision for fluctuation in the RMB exchange rate and the provision would only be expended as necessary for such purpose.

Repayment of syndicated bank loans

16. Mr YIU Si-wing asked whether the income of the HZMB Main Bridge (including the tolls) would be sufficient to repay the relevant bank loans of the Main Bridge project and meet the daily operation and maintenance expenses of the Main Bridge; and if not, whether further contributions from the three governments would be needed in future. Noting the low utilization of HZMB, Dr CHENG Chung-tai asked whether the Administration would seek further funding for the repayment of bank loans.

17. STH responded that the cross-boundary passenger and vehicular trips via HZMB had been significantly reduced due to the COVID-19 pandemic. During the peak periods, the highest number of passenger trips recorded in a single day was nearly 160 000, whereas the highest number of vehicular trips (both ways) was over 7 000. According to the past estimation, the income generated from the operation of HZMB would be sufficient to meet the daily expenses and repay the syndicated bank loans over a 30-year operation period. As regards matters relating to bank loans, STH advised that such matters were being managed by the HZMB Authority, which was established under relevant Mainland laws as a legal entity, according to the territoriality principle.

Utilization of HZMB

18. Referring to paragraph 8 of the Administration's paper, Mr POON Siu-ping enquired about the specific details of the enhancement proposals for better utilizing HZMB. Mr LAU Kwok-fan enquired whether the Administration would discuss with the governments of Guangdong and Macao to further relax the limit in respect of quotas for Hong Kong vehicles using HZMB.

19. STH responded that it was the consensus of the governments of Guangdong, Hong Kong and Macao to relax the limit in respect of

cross-boundary vehicle quotas for using HZMB as far as possible without impacting on local traffic conditions. As promulgated by the Transport Department earlier, Guangdong-Hong Kong cross-boundary non-commercial private cars with regular quotas for other crossings were allowed to travel to and from Zhuhai Port through HZMB without an additional procedure. All in all, nearly 80 000 cross-boundary vehicles from Guangdong, Hong Kong and Macao were already eligible to use HZMB. The Administration had also announced that eligible Hong Kong private cars would be allowed to travel between Hong Kong and Guangdong via HZMB without regular quota under the "Quota-free scheme for Hong Kong private cars travelling to Guangdong via the HZMB" ("the Scheme") in due course. After the implementation of the Scheme, the Administration believed that the income generated from the operation of HZMB would be increased. The HZMB Authority would also consider different measures to contain cost and increase revenue as far as possible.

20. In addition, STH advised that automated car parks would be built in phases on HZMB Hong Kong Port, such that self-drive visitors from Guangdong and Macao driving their cars via HZMB and fly out from the Hong Kong International Airport or visit Hong Kong could park their cars there. The governments of HKSAR and Macao SAR had also put in place the HZMB Macao Port Park-and-Ride Scheme. The three governments would continue to press ahead with new cross-boundary transport measures and increase cross-boundary transport services as appropriate.

21. Mr LAU Kwok-fan enquired whether the three governments would consider suitably adjusting the toll levels of HZMB Main Bridge, which was currently set at RMB¥150 per vehicle per trip for private cars, to encourage traffic flow. STH replied that according to the territoriality principle, any adjustment in toll levels of HZMB Main Bridge needed to be discussed by the three governments and approved in accordance with the laws and procedures of the Mainland. STH undertook to relay Mr LAU's view to the Mainland side.

22. Mr YIU Si-wing considered that promoting the HZMB Blue Dolphin Island into a favourite tourist spot could directly or indirectly help generate additional income for HZMB. He enquired about the role of the HKSAR Government in this regard and the estimated timetable of opening the Blue Dolphin Island to tourists. STH advised that the planning in respect of the promotion of tourism on the Blue Dolphin Island was in progress. While the Zhuhai Government was entrusted to coordinate the planning work, the governments of HKSAR and Macao SAR would also participate in the relevant work. The tourism trade would be invited to give

views when further information was available.

Quota-free scheme for Hong Kong private cars travelling to Guangdong via the HZMB

23. Mr CHAN Han-pan and Mr POON Siu-ping enquired about the specific arrangements and the latest progress of the Scheme. Expressing concern that cross-boundary cars must be insured by valid statutory motor insurance policies of three places under the Scheme, Mr CHAN considered that such requirement might discourage Hong Kong car owners and/or drivers who only travelled to Guangdong for a short period from using HZMB.

24. STH responded that the governments of Guangdong and Hong Kong endeavoured to streamline the application procedures and lower the application fee of the Scheme as far as possible to make it more convenient and attractive to the public. On the arrangements for motor insurance, the HKSAR Government was closely liaising with the relevant Mainland authorities to strive to implement the "unilateral recognition" policy for Hong Kong private cars entering Guangdong through HZMB. The HKSAR Government was also actively exploring with the Guangdong Government the feasibility of allowing Hong Kong applicants and drivers to obtain the Mainland driving licence in Hong Kong. On the duration of stay in the Mainland, the Administration proposed that eligible participants of the Scheme could stay for no more than 30 consecutive days upon each entry to the Mainland and no more than 180 days within a year in aggregate. The Administration believed that the arrangement should be able to fulfil the needs of Hong Kong residents travelling to Guangdong for business, visiting families or sightseeing on a short-term basis.

25. On Mr SHIU Ka-fai's enquiry on the taking out of statutory motor insurance policies under the Scheme, STH advised that the level of insurance premium of the Mainland statutory motor insurance currently ranged from around HK\$20 for a seven-day coverage period to HK\$1,100 for a one-year coverage period. The Transport and Housing Bureau was exploring the feasibility of further lowering the insurance premium concerned and would communicate with the Financial Services and the Treasury Bureau and the Insurance Authority to roll out more measures for facilitating the taking out of relevant statutory motor insurance policies under the Scheme.

26. Mr SHIU Ka-fai was also concerned about the possible increase in the use of private cars for illegal carriage of passengers for hire or reward arising from the implementation of the Scheme. STH responded that the

HKSAR Government would take appropriate enforcement actions with the Guangdong Government to combat the offence of using private cars not issued with a valid hire car permit for illegal carriage of passengers for hire or reward, including disqualifying the eligibility of the car owner/driver concerned under the Scheme for a period of time.

HZMB Hong Kong projects

27. Dr Junius HO enquired about the total expenditure of the projects related to HZMB within the boundary of HKSAR, including the HZMB Hong Kong Link Road and Hong Kong Boundary Crossing Facilities projects. He further asked if the remaining balance of these projects, including the remaining provision for contingencies, could be used to cover the additional construction cost of the HZMB Main Bridge project. While expressing support to the funding application, Dr HO considered that the Administration should provide an overall picture of the funding position of all the projects related to HZMB so as to facilitate members' consideration of the funding proposal. The Chairman and Mr SHIU Ka-fai expressed similar views.

28. STH took note of Dr HO's view and undertook to provide the relevant information after the meeting. DHy added that following the established practice, the remaining balance of a public works project could not be used to meet the expenditure of other public works project.

(Post-meeting note: the Administration's supplementary information was issued to members vide LC Paper No. CB(4)424/20-21(01) on 22 January 2021.)

Conclusion

29. The Chairman concluded that members raised no objection to the Administration submitting the funding proposal of the Main Bridge project to PWSC for consideration.

IV. 6856TH – Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road

LC Paper No. CB(4)359/20-21(05) - Paper provided by the Administration

Briefing by the Administration

30. At the invitation of the Chairman, DSTH(T)1 briefed members on the Administration's funding application for upgrading 6856TH "Flyover from Kwai Tsing Interchange Upramp to Kwai Chung Road" ("the Project") to Category A. The estimated capital cost of the Project was about \$537.0 million in MOD prices. Details of the briefing were set out in the Administration's paper. DSTH(T)1 added that upon obtaining the approval of FC of LegCo, the Administration planned to commence the proposed works for target completion in around four years. Senior Engineer/Land Sharing Pilot Scheme 1 of HyD then briefed members on the details of the proposed works with the aid of a PowerPoint presentation.

(Post-meeting note: The PowerPoint presentation material was issued to members vide LC Paper No. CB(4)390/20-21(02) on 18 January 2021.)

Discussion

Traffic congestion problem on Tsuen Wan Road

31. The Deputy Chairman said that he had no objection to the Project but opined that the proposed widening of a section of Tsuen Wan Road southbound traffic lane of approximately 85 metres in length between Kwai Tsing Interchange upramp and Kwai Chung Road could not help much in alleviating the traffic congestion problem on Tsuen Wan Road. He pointed out that serious traffic congestion mainly occurred at the Tsuen Tsing Interchange. He had repeatedly urged the Administration to address the congestion problem thereat over the past 10 years but the Administration had not implemented any improvement measures so far.

32. Chief Traffic Engineer / New Territories West of Transport Department ("TD") responded that HyD had already commenced a separate study on the road improvement works at Tsuen Wan Road. HyD had been considering the feasibility of according higher priority to implement improvement measures, such as the construction of an exclusive lane from Tsuen Wan Road (Tuen Mun bound) to Tsing Yi, with a view to improving the traffic condition at the Tsuen Tsing Interchange as early as possible.

Project progress and cost

33. Mr Tony TSE was dissatisfied that notwithstanding the heavy traffic congestion on Tsuen Wan Road, the engineering consultant engaged by the

Civil Engineering and Development Department ("CEDD") had taken four years to complete the investigation study. He queried why the Administration had not taken forward the Project earlier in order to bring about early relief to the congestion on Tsuen Wan Road. Dr Junius HO and the Chairman expressed similar views. The Chairman also expressed concern over the Administration's lack of zest in taking forward the transport infrastructural projects. Mr TSE considered that the Administration should plan ahead for the necessary traffic improvement measures in light of the latest traffic forecast. At Dr HO's request, Assistant Director/Development of HyD ("AD/HyD") undertook to provide for members' reference the consultancy reports as referred to in the Administration's paper submitted by the engineering consultants engaged by CEDD and HyD respectively.

(Post-meeting note: the Administration's supplementary information was issued to members vide LC Paper No. CB(4)711/20-21(01) on 1 April 2021.)

34. Having regard to members' concern, Deputy Director of Highways ("DDHy") said that the Administration would provide supplementary information after the meeting on the reasons for the long lead time required for undertaking the preliminary work including the investigation study and detailed design works.

(Post-meeting note: the Administration's supplementary information was issued to members vide LC Paper No. CB(4)711/20-21(01) on 1 April 2021.)

35. Dr Junius HO expressed concern on the high capital cost of the Project. Both Mr Tony TSE and Dr HO requested the Administration to provide the breakdown of the capital cost of the Project by the proposed project scope as set out in paragraph 2(a) to 2(g) of the Administration's paper.

(Post-meeting note: the Administration's supplementary information was issued to members vide LC Paper No. CB(4)711/20-21(01) on 1 April 2021.)

Construction of noise barriers and widening of a section of Tsuen Wan Road southbound traffic lane

36. Referring to the proposed construction of noise barriers at the new single-lane vehicular bridge, the Deputy Chairman enquired about the reasons for not taking this opportunity to retrofit noise barriers at the section

of Tsuen Wan Road (Kowloon-bound) between the Kwai Tsing Interchange upramp and Kwai Chung Road ("the road section concerned") which was currently a three-lane carriageway so as to further mitigate the impact of traffic noise to nearby residents.

37. AD/HyD explained that Tsuen Wan Road was built in 1980s. It was technically impracticable to retrofit noise barriers at the road section concerned due to structural constraints. Besides, there was not enough space adjacent to the road section concerned to accommodate a free-standing structure for the construction of noise barriers along the road. AD/HyD further advised that with the proposed new vehicular bridge connecting Tsuen Wan Road southbound fast lane to Kwai Chung Road, which would be installed with noise barriers, vehicles travelling on the fast lane of Tsuen Wan Road would be able to access Kwai Chung Road directly via the new vehicular bridge. As some of the traffic currently on the existing Tsuen Wan Road was anticipated to be diverted to the new vehicular bridge, the traffic flow on the road section concerned would be reduced and hence resulting in lower traffic noise impact.

38. Mr LUK Chung-hung enquired whether the proposed noise barriers would be constructed along the entire new vehicular bridge. AD/HyD replied in the affirmative.

39. Mr Tony TSE enquired about the estimated changes in traffic noise levels measured at Lai King Estate after the construction of noise barriers at the new vehicular bridge. AD/HyD advised that the Project was a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and that a noise impact assessment was required to be carried out. The sensitive receivers affected by the traffic noise of the road section concerned were mainly Fung King House, Lai King Estate and Lai King Catholic Secondary School. At present, the traffic noise limit of 70 dB(A) for domestic premises was stipulated in the Technical Memorandum on EIA Process. The result of the EIA showed that after construction of the new vehicular bridge and the associated noise barriers, the predicted traffic noise levels at Fung King House would be reduced from 62 - 72 dB(A) to 46 - 60 dB(A).

40. Mr Tony TSE and the Chairman considered that the Administration should also assess the traffic noise levels at nearby residential area after the construction of the new vehicular bridge in the absence of noise barriers, so as to facilitate members' consideration on the cost-effectiveness of the proposed construction of noise barriers.

41. In reply to Mr LUK Chung-hung's enquiry, AD/HyD advised that the section of Tsuen Wan Road southbound traffic lane proposed to be widened would be a newly-built road section.

Demolition and reprovisioning of the existing footbridge

42. Mr Tony TSE enquired about the reasons for demolishing the existing Footbridge No. NF303. Dr Junius HO also raised concern that demolishing the footbridge concerned and rebuilding a new one would lead to a waste of resources.

43. In response, DDHy and AD/HyD advised that the demolition of the existing footbridge was essential to make way for the construction of the new vehicular bridge. Moreover, the existing Footbridge No. NF303 to be demolished and reprovisioned was constructed in 1997 and no lift was currently provided at the existing footbridge. Barrier-free access facilities (i.e. lifts) would be provided in the reprovisioned footbridge. Meanwhile, the bus stop next to the existing footbridge would also be relocated, with a view to enhancing the convenience of the public in using the reprovisioned footbridge and the bus stop.

Traffic implications

44. Mr Tony TSE asked about the measures that would be taken to minimize the traffic impact arising from the construction of the proposed works. DDHy advised that the construction works of some piers of the new vehicular bridge and the widening of a section of Tsuen Wan Road southbound traffic lane would be carried out away from the existing traffic lanes. In addition, there was enough working space available on the ground level to allow construction of some of the bridge piers of the new vehicular bridge and the widened section of Tsuen Wan Road southbound traffic lane. The traffic impact during construction could thus be minimized. For construction works that would affect the vehicular flow on the existing traffic lanes, the Administration would carry out the related works during the night time as the project site was relatively far away from residential area, with a view to minimizing the traffic impact during construction.

Other views

45. Mr LUK Chung-hung enquired whether the Administration would consider erecting road signs at appropriate locations on Kwai Chung Road to alert drivers earlier on the need to change lane ahead to ensure road safety. AD/HyD noted Mr LUK's view and advised that HyD would work in tandem

with TD to study the need in this regard.

46. Dr Junius HO queried the need to engage a consultant to implement the Project. In reply, DDHy said that consultants had been engaged through tendering exercises to undertake the investigation study and detailed design works of the Project. HyD's staff had been following up closely with the consultant concerned on the implementation of the Project.

47. Noting that there were a number of works items in the Project and the capital cost of the Project was estimated to be about \$537.0 million in MOD prices which was not a small amount, Mr Holden CHOW was of the view that it was important for the Administration to provide the breakdown of the capital cost of the Project in its paper to the Panel, so as to facilitate members' discussion on the cost-effectiveness of individual works items of the Project at Panel meetings. Furthermore, if such information was to be provided only in the PWSC paper, the progress of discussion on the funding proposal concerned at PWSC meetings might be adversely affected. In this connection, Mr CHOW suggested that for future funding proposals on public works projects to be submitted to the Panel for consultation, the Administration should provide the breakdown of the capital cost of the project concerned in its paper.

48. The Chairman shared Mr Holden CHOW's view, adding that the provision of such information in the Administration's paper to the Panel would be conducive to facilitating members' deliberation on the funding proposal concerned. On the other hand, given that the time allocated for discussion of each item on the agenda was limited, he was concerned that there might not be sufficient time for members to discuss the breakdown of the capital cost of the public works project concerned at the Panel meeting in detail. He further remarked that following the past practice, the Panel should focus its deliberation on the policy aspects of a project while the project estimate should be examined at PWSC meetings.

49. Mr Tony TSE expressed concern over the quality of the papers provided by the Administration to the Panel, and opined that this might cause difficulty to members in scrutinizing the funding proposals. The Chairman recalled that Mr TSE had made similar comments at other occasions that the information provided by the Administration in the papers was insufficient. The Chairman asked DSTH(T)1 to relay members' views above to the Secretary for Transport and Housing for consideration.

Conclusion

50. Summing up, the Chairman said that members did not raise objection to the Administration's submission of the funding proposal for the Project to PWSC. He reminded the Administration to provide the supplementary information as requested by members at the meeting to facilitate members' deliberations at PWSC and FC.

V. Any other business

51. There being no other business, the meeting ended at 12:37 pm.

Council Business Division 4
Legislative Council Secretariat
24 June 2021