

立法會
Legislative Council

LC Paper No. CB(4)1742/20-21
*(These minutes have been seen
by the Administration)*

Ref : CB4/PL/TP/1

Panel on Transport

Minutes of meeting
held on Friday, 19 March 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 Tommy CHEUNG Yu-yan, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, 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
- Members absent** : Hon Abraham SHEK Lai-him, GBS, JP

**Public officers
attending** : **Agenda item III**

Mrs Sharon YIP LEE Hang-ye, JP
Deputy Secretary for Transport and Housing
(Transport) 1

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

Mr LUK Wai-hung, JP
Project Manager / Major Works
Highways Department

Mr David TO Kam-biu,
Principal Project Coordinator /
Tsing Yi-Lantau Link
Highways Department

Mr. LEUNG Sai-ho
Assistant Commissioner / Planning
Transport Department

Mr. SHEA Tin-cheung
Chief Engineer / Major Projects
Transport Department

Agenda item IV

Dr Raymond SO, BBS, JP
Under Secretary for Transport and Housing
Transport and Housing Bureau

Ms Vivien LI
Principal Assistant Secretary for Transport and
Housing (Transport) 2
Transport and Housing Bureau

Mr Patrick WONG
Assistant Commissioner /
Management and Paratransit
Transport Department

Mr Daniel HUE
Chief Transport Officer /
Tunnels & Tsing Ma 2
Transport Department

Mr KO Chi-chung
Chief Engineer /
Boundary Crossing Facilities and
Transport Services Division
Electrical & Mechanical Services Department

Mr Dicky WONG
Senior Engineer /
Boundary Crossing Facilities and
Transport Services Division
Electrical & Mechanical Services Department

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

Staff in attendance : Ms Angela CHU
Senior Council Secretary (4)2

Miss Mandy LAM
Legislative Assistant (4)2

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

- | | |
|---------------------------------|--|
| LC Paper No. CB(4)530/20-21(01) | - Administration's response to the item "6101TX - Universal Accessibility Programme" raised at the meeting on 20 November 2020 |
|---------------------------------|--|

- LC Paper No. CB(4)583/20-21(01) - Administration's response to the submissions against the extension of the coverage of "Parking Certificate for Drivers Who Carry People with Mobility Disabilities" to on-street parking spaces designated for disabled drivers

Members noted the above papers issued since the last meeting.

II. Items for discussion at the next meeting

- LC Paper No. CB(4)619/20-21(01) - List of outstanding items for discussion
- LC Paper No. CB(4)619/20-21(02) - List of follow-up actions

2. Members agreed to discuss the following items at the next regular meeting to be held on 23 April 2021:

- (a) Upgrading of passenger ancillary facilities and application of technology on public light buses; and
- (b) MTR Fare Adjustment for 2021.

(Post-meeting note: (i) due to insufficient time for discussion at the present meeting and with the agreement of the Administration, discussion on agenda item V "Traffic e-Enforcement System" of the present meeting would be deferred to the next regular meeting scheduled for 23 April 2021. Item (a) above would be rescheduled to a future meeting of the Panel; and (ii) on the instruction of the Chairman on 26 March 2021, the Panel meeting originally scheduled for 23 April 2021 was advanced to be held on 20 April 2021).

III. Route 11 (section between Yuen Long and North Lantau) – Investigation

- LC Paper No. CB(4)619/20-21(03) - Paper provided by the Administration
- LC Paper No. CB(4)619/20-21(04) - Paper prepared by the Legislative Council Secretariat (Background brief)
- LC Paper No. CB(4)660/20-21(01) - Wording of a motion to be moved by Hon CHAN Han-pan

Briefing by the Administration

3. At the invitation of the Chairman, Deputy Secretary for Transport and Housing (Transport) 1 ("DS/T1") briefed members on the Administration's funding proposal to upgrade part of 884TH "Route 11 (section between Yuen Long and North Lantau)" ("Route 11") to Category A as 885TH "Route 11 (section between Yuen Long and North Lantau) – investigation" at an estimated cost of \$319 million in money-of-the-day prices. The Panel noted that the Administration was planning to implement a group of major roads, comprising Route 11 (which included Lam Tei Tunnel, Tai Lam Chung Tunnel, Tsing Lung Bridge and So Kwun Wat Link Road), Tsing Yi-Lantau Link and the widening of the Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) ("entire group of major roads"). Construction of the entire group of major roads aimed to cater for traffic demand arising from the progressive development in the North West New Territories ("NWNT"), improve road infrastructure and strengthen the connectivity between NWNT and the urban areas.

4. With the aid of a powerpoint presentation, Project Manager/Major Works of Highways Department ("PM/HyD") supplemented the briefing on the construction of the entire group of major roads in NWNT.

Discussion

Long lead time required in conducting the investigation study and construction works

5. A majority of the members present, including the Chairman, Mr POON Siu-ping, Mr Tony TSE, Mr Holden CHOW, Dr Junius HO, Mr LEUNG Che-cheung, Mr LAU Kwok-fan, Mr SHIU Ka-fai, and Mr LUK Chung-hung expressed serious concern about the long lead time required to complete the investigation study on Route 11 and the subsequent construction works of the entire group of major roads. As set out in the Administration's paper, the investigation study on Route 11 would take about 54 months to complete, and the target commissioning date for the entire group of major roads would be not later than 2036. Members opined that as the Administration had already spent two years in conducting a feasibility study in ascertaining the alignment options and other site investigation works of Route 11 in 2018, they questioned whether it was a waste of resources and time for commencing another lengthy investigation study for 54 months at \$319 million in money-of-the-day prices. Also, members found it unacceptable that the entire group of major roads would need 15 years to complete from now.

6. PM/HyD explained that the proposed investigation study of Route 11 would involve the determination of the alignment, overall layout, preliminary design proposal and land requirements for Route 11. In addition, considerable time would be needed to carry out relevant environmental impact assessment ("EIA") and site investigation works to ascertain the geotechnical and geological information for related design works. Furthermore, based on past experience in constructing large-scale road projects, much public views on the alignment and land resumption issues would be received during the gazettal stage of the works projects. It was a statutory procedure to resolve these different opinions before taking forward the proposal to actual implementation. Hence a relatively longer time frame was proposed for carrying out the above tasks.

7. As regards the length of the construction period, PM/HyD said that the entire group of major roads was a large scale infrastructural project covering extensive regions running from Hung Shiu Kiu New Development Areas ("NDA") to Tsing Yi via the Northern Lantau, as well as certain road sections of the Yuen Long Highway. Considerable time would be needed to complete the whole project. That said, the Highways Department ("HyD") would commission the engineering study of the Tsing Yi-Lantau Link and the widening of Yuen Long Highway in parallel with a view to expedite the subsequent stages of the project as early as practicable.

8. Mr LEUNG Che-cheung did not subscribe to the Administration's explanation on the necessity of the investigation study of Route 11. He opined that the two years' feasibility study conducted in 2018 should have

provided sufficient information to delineate the alignment of the Route and ascertain other technical details. Sharing similar concern, Mr Tony TSE said that he could not fully understand the difference between the feasibility study conducted in 2018 and the present investigation study. He further criticized that information provided in the Administration's paper was far from sufficient to allow members evaluating the necessity of the study and whether the estimated cost of \$319 million was value for money. As such, he would not support the funding proposal for the investigation study for Route 11.

9. Ir Dr LO Wai-kwok said that although it was not satisfactory that the Administration had not provided sufficient information in the paper to set out clearly the justifications for the investigation study, the funding proposal should be proceeded with expeditiously given the vast benefits Route 11 would bring.

10. PM/HyD explained that the feasibility study conducted in 2018 assessed the traffic benefits of Route 11, established the preliminary alignment and confirmed the engineering feasibility of the Route. The study also established the need for constructing the Tsing Yi-Lantau Link and widening of a section of Yuen Long Highway to further improve the road infrastructure of relevant areas. The investigation study, on the other hand, was a much in-depth assessments for determining the alignment and technical details for Route 11. Issues like connection with existing road network, land resumption and acquisition, impact on the environment and the required mitigation works, public views on the alignment, environmental impacts and land requirements etc. would be tackled in the study.

Efficiency in undertaking infrastructural projects

11. In reply to Mr LAU Kwok-fan's enquiry regarding the time required for conducting investigation study for large scale infrastructural projects in the past, PM/HyD quoted recent projects as a reference and said that the planning, design and construction time for the Central Wanchai Bypass was more than 20 years, and the Tseung Kwan O-Lam Tin Tunnel and the Central Kowloon Route would take around 14 years and 18 years to complete respectively. Mr SHIU Ka-fai commented that recent projects could not serve as good benchmarks for indication of efficiency, and there was a genuine need for the Administration to review how development and infrastructural projects could be expedited and improved. The Deputy Chairman recalled that the Airport Core Project initiated in the 1990s, which was the biggest infrastructural project in the history of Hong Kong, took less than 10 years to complete. He cast doubt on the Administration's efficiency in undertaking present infrastructural projects as compared to the past. In this regard, Mr LAU

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Kwok-fan requested the Administration to provide a written response after the meeting on a comparison of the time taken to complete investigation study of large scale road projects in the past, such as Route 3, vis-à-vis current major road projects for evaluating the Administration's efficiency, reasons for the lowering of efficiency, if any, and improvements that could be made.

(Post-meeting note: The Administration's response was issued to members vide LC Paper No. CB(4)914/20-21(01) on 29 April and 7 June 2021 respectively.)

12. Dr Junius HO noted the Administration's explanation that considerable time was needed in conducting statutory procedures such as EIA and consultation during the gazettal stage of the project. He urged the Administration to comprehensively review the need to streamline the above procedures, or amend relevant legislation as necessary for improving efficiency. The Chairman also called on the Administration to review the regime for undertaking construction works in Hong Kong and ways to enhance efficiency.

13. Mr POON Siu-ping, Mr Holden CHOW, Mr LAU Kwok-fan and the Deputy Chairman urged the Administration to consider ways to squeeze the construction timeline. They said that traffic congestion in NWNT was very serious, not to mention that a number of housing development projects were underway in Yuen Long and Tuen Mum which would further aggravate the problem. Mr LAU asked about the time required for conducting EIA and gazettal procedures and whether the two procedures could be conducted at the same time.

14. PM/HyD said that HyD had already commenced relevant studies and work procedures related to Tsing Yi-Lantau Link and the widening of Yuen Long Highway, and would proceed with subsequent work stages once ready. Also, HyD would devise a proper contract packaging strategy to expedite the progress, and explore the use of technology to speed up investigation work. Regarding Route 11, HyD would need to confirm the alignment of the route before commencing EIA and an assessment on land resumption, if necessary. HyD would then gazette the works project and the time required for public consultation would depend on the views received. According to past experience, it was anticipated that around 18 months each would be needed for EIA and statutory consultation.

15. Dr Junius HO suggested the Administration to make use of the expertise in the market to expedite the whole process by inviting open tender for the investigation, design and construction of the entire group of major

roads. The Administration could then pick the best bidder in terms of cost and efficiency. Mr LUK Chung-hung proposed that the Administration could extend the scope of invitation to tender to the Mainland contractors as well, as the number of contractors eligible for constructing large scale infrastructural projects in Hong Kong was limited. PM/HyD took note of the suggestions.

Project delivery and monitoring

16. Mr YIU Si-wing and Ir Dr LO Wai-kwok said that the Hung Shui Kiu and Ha Tseun NDA projects had already been commenced progressively. They enquired whether the commissioning of the entire group of major roads as well as the NDA would tie-in so as to cater for the transport needs of residents of the NDA. PM/HyD replied that HyD was working closely with the Civil Engineering and Development Department on the progress of NDA projects. It was anticipated that NDA projects would be completed by 2037-2038, and that the entire group of major roads would be completed not later than 2036.

17. Quoting recent incidents of project management deficiencies such as those associated with the Shatin to Central Link Project, Mr YIU Si-wing asked how the Administration could ensure that contractors would bear full responsibility in the events of project mismanagement such as construction errors, project delay or cost overrun. Dr Priscilla LEUNG enquired how HyD could monitor the works of contractors effectively to ensure delivery standard.

18. PM/HyD replied that HyD would set out clearly in the works contracts the terms relating to the scope of work, project deliverables, remedy and compensation. To ensure effective implementation, HyD would adopt New Engineering Contracts to promote collaborative work protocols amongst working partners and stakeholders to ensure a high standard of project delivery and management. Also, HyD would engage experienced engineers to provide oversight to enhance project management.

Estimated cost of the study and the projected cost for Route 11

19. Dr Priscilla LEUNG noted that the Administration would commence a feasibility study on the construction of artificial islands in the Central Waters at an estimated cost of \$550 million in money-of-the-day price. Given that the Lantau Tomorrow Vision was a mega infrastructural project on transport and housing at an estimate of \$500 billion, Dr LEUNG asked if the present investigation study, estimated at a cost of \$319 million in money-of-the-day price, was value for money as a comparison.

20. PM/HyD explained that Route 11 and the construction of artificial islands in the Central Waters were different in terms of scope and nature, it would be inappropriate to make a direct comparison. As Route 11 would involve vast areas spanning across different geographical regions from Lam Tei to North Lantau, a lot of technical complications would need to be tackled. In particular, HyD would need to determine how the alignment would connect to existing road networks and ways to mitigate impact to existing traffic flow during construction. As such, more resources would be required for the investigation study to, inter alia, ascertain the required technical details.

21. On Mr POON Siu-ping's enquiry about the estimated cost for the construction of Route 11, PM/HyD said that such information could only be available after the investigation study. Dr CHENG Chung-tai found it unacceptable that the Administration could only provide cost figure for Route 11 some 54 months later after the completion of the investigation study. He opined that HyD should at least provide a ballpark figure now based on the result of the feasibility study conducted in 2018.

22. PM/HyD explained that project cost estimation could only be accurately projected based on confirmed data including construction timeframe, detailed alignment, overall layout, design and construction proposal, land requirements, geotechnical and geological information and so forth. All these information could only be made available after the investigation study.

Effectiveness of Route 11 in alleviating congestion in Tuen Mun and Yuen Long

23. Mr Michael TIEN commended the Administration for having paid heed to views expressed by LegCo Members and local communities regarding the construction of Route 11 to provide an alternative trunk to Route 3 in diverting traffic from NWNT to urban regions. Pointing out that the Tuen Mun Road ("TMR") and Tuen Mun-Chep Lap Kok Link Road ("TM-CLKL") were toll-free, Mr TIEN asked whether the Administration would waive toll on Route 11 as well. He further enquired if the Administration would waive the toll of Route 3 after the expiry of its franchise in 2025. He opined that if tolls were to be collected for both Routes 3 and 11, commuters would choose to using TMR instead, thereby further aggravated congestion at TMR during peak hours.

24. DS/T1 responded that the collection of toll at government roads and tunnels was one of the measures used by the Administration in traffic

management. The Administration had yet to decide whether or not a toll would be collected for Route 11. The Transport Department ("TD") and other relevant government departments would consider all relevant factors prudently when making the decision.

25. Dr Kenneth LAU opined that the construction of Tsing Lung Bridge and Tsing Yi-Lantau Link would greatly improve the connectivity between NWNT and Kowloon as commuters could have an express trunk road linking NWNT to Stonecutters Bridge via the two major trunks. As the Tsing-Yi Lantau Link and existing Tsing Ma Bridge would both divert traffic to Tsing Yi, Dr LAU asked if it would cause traffic congestion within the road networks of Tsing Yi district.

26. PM/HyD replied that the proposed Tsing-Yi Lantau Link would provide an expressway from North Lantau to Stonecutters Bridge where commuters could further their journey to the Kowloon regions. The Link would bypass the road networks within Tsing Yi and would not create congestion problem in Tsing Yi.

27. Mr POON Siu-ping noted that the Tsing Yi-Lantau Link was a cross-harbour bridge, he enquired whether the Link could resist strong typhoons. PM/HyD replied that HyD would conduct relevant wind tunnel testing to ascertain the technical details in this respect.

28. Referring to Enclosure 2 of the Administration's paper, Mr POON Siu-ping and Dr Kenneth LAU pointed out that the volume/capacity ratio ("v/c ratio") of TMR during morning peak hours would still exceed 1 after the construction of Route 11, meaning that TMR would be mildly congested. The v/c ratios of Route 11 and other major roads such as Tai Lam Tunnel, Ting Kau Bridge and Yuen Long Highway, on the other hand, would be less than 1 after the construction of Route 11, meaning that these roads still had spare capacity. Dr LAU asked about measures to be taken by TD to alleviate congestion of Tuen Mun and ways to enhance usage of other major roads so as to achieve optimal traffic flow.

29. Assistant Commissioner/Planning of TD ("AC/TD") replied that TD would put in place suitable short, medium and long term measures to address the congestion problems in Tuen Mun. For instance, enhancement works would be carried out at suitable road junctures to facilitate traffic flow. As regards measures to encourage the usage of Route 11 and other major roads to achieve optimal traffic flow, AC/TD undertook to provide relevant information to members after the meeting.

Admin

(*Post-meeting note:* The Administration's response was issued to members vide LC Paper No. CB(4)914/20-21(01) on 29 April and 7 June 2021 respectively.)

30. The Deputy Chairman and Mr Holden CHOW expressed deep concern about traffic congestion within the Yuen Long City centre. They urged the Administration to consider constructing a spur line in Yuen Long South connecting to Route 11 for diverting vehicular flow. PM/HyD responded that congestion was mainly caused by heavy traffic at Tong Yan San Tsuen Interchange. In this connection, HyD planned to widen a section of Yuen Long Highway adjacent to the proposed Lam Tei Quarry Interchange. Together with the road and interchange improvement works under the relevant development projects, the entire road network in Yuen Long South could be enhanced comprehensively. Residents of Yuen Long South could get quick access to Yuen Long Road via the interchange, thereby alleviate congestion at adjacent road sections.

Motion

31. The Chairman said that he had received a motion proposed by Mr CHAN Han-pan seconded by Mr Holden CHOW two clear days before the meeting. Wordings of the motion were issued to members vide LC Paper No. CB(4)660/20-21 on 18 March 2021. He considered that the motion was directly related to the item under discussion, and members agreed to proceed with the motion at the meeting.

32. The Chairman referred to the following motion moved by Mr CHAN Han-pan, seconded by Mr Holden CHOW:

本會支持政府盡快興建十一號幹線，以改善新界西北居民對外交通的需求。另外，建議當局積極考慮於元朗南興建支線連接十一號幹線，以配合該區未來發展所帶來的人口增長，及疏導元朗市中心經常出現交通擠塞情況，充分發揮幹線疏導車流的功能。

(Translation)

This Panel supports the Administration to expeditiously construct Route 11 to better meet the demand of the residents in the Northwest New Territories for external transport services. In addition, this Panel proposes that the Administration should actively consider constructing a spur line in Yuen Long South to connect to Route 11 to cater for the population growth arising from the future developments in the area and to

ease traffic congestion occurring frequently in Yuen Long Town centre, so that Route 11 can give full play to its function of diverting vehicular flow.

33. The Chairman ordered a division and put the motion to vote. Eight members voted for the motion and one member voted against it. The Chairman declared that the motion was carried.

Submission of the funding proposal to the Public Works Subcommittee for scrutiny

34. Mr Tony TSE requested that the Panel should decide whether to support the submission of this funding proposal to the Public Works Subcommittee ("PWSC") for scrutiny by way of voting. The Chairman agreed. Mr TSE ordered a division. Eight members voted in favour of submitting the funding proposal to PWSC for scrutiny and one member voted against it. The Chairman concluded that the Panel supported the funding proposal to be submitted to PWSC. He requested the Administration to take into account views expressed by members at the meeting, and to provide sufficient information for members to consider before the PWSC meeting.

35. Details of the voting results were in **Annex I**.

IV. Replacement of Traffic Control and Surveillance System ("TCSS") at Lion Rock Tunnel

LC Paper No. CB(4)619/20-21(05) - Paper provided by the Administration

LC Paper No. CB(4)619/20-21(06) - Paper prepared by the Legislative Council Secretariat (Updated background brief)

Briefing by the Administration

36. At the invitation of the Chairman, Under Secretary for Transport and Housing ("USTH") briefed members on the Administration's proposal to replace the traffic control and surveillance systems ("TCSS") in the Lion Rock Tunnel ("LRT"). Details of the briefing were set out in the Administration's paper. USTH said that the existing TCSS had been in use round-the-clock for over 12 years and was in need for replacement. To ensure the continued operation of LRT in a safe and effective manner, the Administration proposed

to replace the central control system, traffic control system and traffic surveillance system of TCSS at an estimated total capital expenditure of \$139 million. Annual recurrent expenditure of the proposed system replacement would be about \$5 million. It was expected that the new TCSS would be commissioned by November 2025.

37. With the aid of a powerpoint presentation, Chief Engineer/Boundary Cross Facilities and Transport Services Division of Electrical and Mechanical Services Department ("CE/EMSD") briefed members on details of the TCSS replacement.

(At the juncture of 12:45 pm, the Chairman extended the meeting for 15 minutes to allow more time for discussion).

Discussion

38. Having noted that the existing TCSS had been in use for 12 years only, Mr POON Siu-ping asked if the system could be deployed for a longer period of time and the consequences of not replacing it. He also enquired whether other government tunnels were also in need of replacing the respective TCSS.

39. CE/EMSD replied that the central control system and some other sub-systems of TCSS were ageing. Since the equipment and critical components of the systems had become obsolete, it became increasingly difficult to procure spare parts in the market for maintaining and repairing the ageing system. If TCSS was not replaced, there would be higher risks of system malfunction, thereby affecting the effectiveness of the systems in monitoring and co-ordinating traffic within the tunnel area. As regards the TCSS of other government tunnels, CE/EMSD said that some tunnels had their surveillance systems replaced. The Administration would progressively replace the TCSS of other tunnels as and when necessary.

40. Mr Wilson OR sought information on the occurrence of system malfunction since the TCSS commenced operation in 2008 and whether the new system could resolve the problem of blind spots in LRT. CE/EMSD responded that the numbers of system malfunction occurred in the past four years from 2017-2018 to 2020-2021 were 128, 131, 115 and 134 respectively. He said that the new surveillance system would have more closed circuit television ("CCTV") cameras installed to provide a full coverage of the tunnel area with a view to enhancing the efficiency in respect of traffic monitoring and management.

41. The Deputy Chairman commented that information contained in the Administration's paper was too brief. He opined that the Administration should provide greater details to facilitate members' consideration of the funding proposal, including the types and causes of system breakdown occurred in the past, number and locations of CCTV to be installed within the tunnel area and the detailed breakdown of the cost of TCSS replacement. The Chairman urged the Administration to provide more details when submitting the funding proposal to the Finance Committee ("FC") for members' scrutiny.

(Post-meeting note: The Administration submitted the funding proposal to the Finance Committee for approval on 4 June 2021)

42. Noting that \$60 million out of the estimated expenditure of \$139 million was to be spent on associated engineering works and the engagement of consultant, Mr Tony TSE sought a detailed breakdown of the cost. Mr Wilson OR also questioned the necessity of engaging external consultants, and asked about the role of the Electrical and Mechanical Services Trading Fund ("EMSTF") in overseeing the replacement exercise.

43. CE/EMSD responded that of the \$60 million budget, about \$15 million would be for the engagement of engineering consultants to provide assistance to EMSTF in the replacement exercise, and the remaining \$45 million would be spent on associated engineering and building services works and the procurement of cables and accessories. As the replacement would involve the installation of new systems and components, site surveys would need to be conducted to ascertain the feasibility of the installation. EMSTF would closely monitor the work of the consultants and the contractors to ensure timely and effective project delivery.

44. Mr SHIU Ka-fai considered the cost of this replacement exercise too high. He said the exercise only sought to upgrade the existing system, not to rebuild a new one. Furthermore, the installation of system components such as new traffic signs, public announcement systems or CCTV should not entail much technical difficulty. In this regard, he questioned why an engineering study was necessary.

45. CE/EMSD explained that as system components would adopt the latest technology to provide enhanced capability on traffic control and surveillance, there was a need to upgrade the existing systems to ensure compatibility. Associated feasibility study and system design was necessary on different proposals. Also, as the coverage of the new systems would be

enhanced, more engineering and building services works would need to be undertaken as a result.

46. Mr POON Siu-ping noted that the annual recurrent expenditure for the replaced system would be about \$5 million, which was broadly the same as that for the existing system. Mr POON enquired why there was no cost saving after the system enhancement. CE/EMSD explained that as the functions of the new TCSS would be enhanced, similar expenditure would be needed to cater for the management and maintenance of the new system with more equipment.

47. Dr Junius HO expressed concern about the implementation timetable in taking forward the replacement exercise. He urged the Administration to shorten the time for the selection of consultants and contractor. CE/EMSD said that parallel tendering for the consultants would be adopted with a view to expediting the whole replacement exercise.

48. On Mr Tony TSE's enquiry on the improvement works on LRT, USTH said that TD had commenced a related review on LRT in March 2019. Improvement works on LRT and replacement of TCSS of LRT were two separate projects, and relevant government departments would keep in view the progress of the two projects to ensure their compatibility.

49. Mr Wilson OR requested the Administration to provide written response to the questions raised by members at the meeting, including justifications for engaging engineering consultants, the number and causes for system breakdown of existing TCSS, ways to expedite the replacement of TCSS and plans for other government tunnels to replace their TCSS, if any.

50. The Chairman concluded that members raised no objection to the Administration submitting the funding proposal to FC for discussion. He urged the Administration to provide written response to members' enquiries before the relevant FC meeting.

(Post-meeting note: The Administration's response to the issues raised was issued to members vide LC Paper No. CB(4)1067/20-21(01) on 3 June 2021)

(At 12:45 pm, the Chairman proposed and members agreed that the discussion on the next item "Implementation of Traffic e-Enforcement System" would be deferred to the next regular meeting due to insufficient time)

VI. Any other business

51. There being no other business, the meeting ended at 12:49 pm.

Council Business Division 4
Legislative Council Secretariat
16 November 2021

點名表決 DIVISION: 1
 日期 DATE: 19/03/2021
 時間 TIME: 12:12:17 下午 PM

動議 MOTION: 陳恆鑾議員就"十一號幹線(元朗至北大嶼山段) - 勘查研究"動議的議案
 Motion moved by Hon CHAN Han-pan on "Route 11 (section between Yuen Long and North Lantau) - Investigation"

動議人 MOVED BY:

出席 Present : 10
 投票 Vote : 9
 贊成 Yes : 8
 反對 No : 1
 棄權 Abstain : 0
 結果 Result : 通過 Passed

個別表決如下 THE INDIVIDUAL VOTES WERE AS FOLLOWS:

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
易志明	Frankie YICK	出席	PRESENT	潘兆平	POON Siu-ping	贊成	YES
石禮謙	Abraham SHEK			盧偉國	Ir Dr LO Wai-kwok	贊成	YES
張宇人	Tommy CHEUNG			何君堯	Dr Junius HO	贊成	YES
陳克勤	CHAN Hak-kan			周浩鼎	Holden CHOW		
梁美芬	Dr Priscilla LEUNG			邵家輝	SHIU Ka-fai	反對	NO
黃國健	WONG Kwok-kin			柯創盛	Wilson OR	贊成	YES
葉劉淑儀	Mrs Regina IP			陸頌雄	LUK Chung-hung		
謝偉俊	Paul TSE			劉國勳	LAU Kwok-fan	贊成	YES
田北辰	Michael TIEN			劉業強	Kenneth LAU		
姚思榮	YIU Si-wing			鄭松泰	Dr CHENG Chung-tai		
陳恆鑾	CHAN Han-pan	贊成	YES	謝偉銓	Tony TSE	贊成	YES
梁志祥	LEUNG Che-cheung	贊成	YES				

秘書 CLERK

