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政府總部二十四樓

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**FINANCIAL SERVICES AND THE
TREASURY BUREAU**

24/F, Central Government Offices,
2 Tim Mei Avenue, Tamar
Hong Kong

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12 March 2024

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn: Miss Connie HO)

Dear Miss HO,

**Public Works Subcommittee
Follow-up to the meeting on 21 February 2024**

Regarding the follow-up issues arising from the above meeting, the Government's consolidated reply, prepared in consultation with the relevant policy bureaux and departments, is provided at **Enclosure** for reference.

Yours sincerely,

(Original signed)

(Ms Kimmey HO)
for Secretary for Financial Services
and the Treasury

cc:

Director of Lands (Attn: Principal Estate Officer/Acquisition 1 (Acquisition Section))

Permanent Secretary for Development (Planning & Lands) (Attn: Assistant Secretary (Lands)4)

Permanent Secretary for Transport and Logistics (Attn: Assistant Secretary for Transport and Logistics 5B)

Permanent Secretary for Development (Planning & Lands) (Attn: Senior Executive Officer (Information Technology and Resource Management))

Director of Architectural Services (Attn: Senior Treasury Accountant)

Director of Drainage Services (Attn: Senior Engineer/Headquarters)

Director of Civil Engineering and Development (Attn: Senior Engineer/Planning 2)

Director of Highways (Attn: Senior Engineer/Planning)

Permanent Secretary for Education (Attn: Chief Maintenance Surveyor (School Premises Maintenance))

Government Chief Information Officer (Attn: Chief Management Services Officer (Governance and Resources)6)

Deputy Director-General of Communications (Telecommunications) (Attn:

Principal Regulatory Affairs Manager (Market and Competition 12))

Head 701 Subhead 1004CA and 1100CA

1. As the proposed allocation under Head 701 – Land Acquisition submitted to the Panel on Development on 13 December 2023 for discussion was \$34,174.8 million while the amount submitted to the Public Works Subcommittee is \$24,859.3 million, at the request of Ir Hon CHAN Siu-hung, the Government shall provide supplementary information on the approximate breakdown by type of the land resumption cost for the projects under this Head.

Head 701 – Land Acquisition of the Capital Works Reserve Fund is for paying land compensation and ex-gratia allowance (EGA) to persons affected by works projects, including land compensation for land owners and compensation and EGA for different types of land users (e.g. squatter households and business undertakings). There are two block allocation subheads under this Head, namely **Subhead 1004CA** and **Subhead 1100CA**, for the payment of compensation and EGA for non-public works programme projects (e.g. projects by non-government or quasi-government bodies (including the Hong Kong Housing Society and the Hong Kong Housing Authority)) and public works programme projects respectively.

There are different types of compensation and EGA, including but not limited to ex-gratia compensation for legal land owners/occupiers; EGA for permitted occupiers of licenced structures and surveyed squatters and domestic removal allowance; EGA for shops, workshops, godowns, slipways, schools, churches and ornamental fish breeding undertakings; EGA for open-air/outdoor business undertakings; rehabilitation allowance; disturbance allowance for cultivators; crop compensation; EGA for miscellaneous permanent improvements to farms; EGA for pig and poultry farmers; EGA for pond fish farmers rearing edible fish and fish fry; and EGA for “Tun Fu” ceremonial fees.

There are over 200 projects under **Head 701** involving expenditure in respect of compensation and EGA for different types of persons affected. As the circumstances of each project are different, and the budget estimates for some projects are made based on preliminary information currently available, it is not appropriate to further break down the relevant figures. Nonetheless, we may provide the major principles adopted by the Lands Department when estimating the relevant expenditures for Member’s reference:

- (a) When resuming land, the Government is required to provide compensation under the law, or to provide compensation or allowance which is ex-gratia in nature according to established policies. Compensation provided under the law (i.e. statutory compensation) is assessed according to the relevant legislations (for individual claims submitted to the Lands Tribunal, the amount will be decided by the court), while ex-gratia compensation or allowance is calculated using the formulas approved by the Finance Committee of the Legislative Council.
- (b) The compensation and EGA will generally be disbursed upon obtaining the authorisation for land resumption and the commencement of the statutory land resumption procedures. The budgeted disbursement amount for a certain project in a certain year will depend on factors such as the results of the eligibility assessment of the affected persons, progress of title checking and whether or not the beneficiaries accept the relevant compensation or EGA. For individual claims submitted to the Lands Tribunal, the amount will depend on the court's decision and date of delivery of the decision.

When preparing its estimates of expenditure, the Lands Department will holistically consider the time required for processing cases and disbursing compensation and EGA, the time to be spent in liaising with the affected persons on the amount of compensation and allowance, the estimated amount of interest payable, and the information of upcoming development projects that require the resumption of land, and then earmark sufficient funds under **Head 701** for **meeting the expenditure required for the year.**

Head 702 Subheads 2001AX, 2002AX and 2003AX

- 2. As there should be government facilities in the ports and airport covered by Head 702, at the request of Ir Dr Hon LO Wai-kwok, the Government shall provide supplementary information on the reasons for proposing a \$0 provision under Head 702, and whether it is because the minor works items to be carried out under this Head have been included under other Heads/Subheads; and if so, the Heads/Subheads concerned.**

The three subheads under **Head 702** (namely **2001AX, 2002AX** and **2003AX**) mainly cover consultants' fees for feasibility investigations and design and

major in-house investigations for civil engineering, transport and territorial development projects related to port and airport development. As the Civil Engineering and Development Department and the Highways Department do not need to make any funding proposal under the relevant subheads in 2024-25, there is no expenditure under these three subheads.

As regards the government facilities supporting the Three-Runway System (3RS) at the Hong Kong International Airport (HKIA), the works are funded under public works programme items as approved by the Finance Committee of the Legislative Council (under **Head 703**), such as 3069GI - Provision of Air Traffic Control Facilities to support the 3RS at the HKIA, 3070GI - Provision of Aviation Weather Services Facilities to support the 3RS at the HKIA, and 3176BF - Provision of Fire Services Facilities to support the 3RS at the HKIA. There are no consultants' fees for feasibility investigations and design or major in-house investigations to be charged to **Subheads 2001AX, 2002AX or 2003AX of Head 702**.

Head 703 Subhead 3004GX

- 3. At the request of Hon CHU Kwok-keung, the Government shall provide supplementary information setting out the reasons for refurbishing the ground floor entrance lobby and the hall of Kwun Tong Government Primary School.**

The wall, floor and ceiling finishes and lighting installations at the ground floor entrance lobby and the hall of Kwun Tong Government Primary School have been ageing and showing varying degrees of wear and tear after years of usage. In fact, the school has been in use since it was founded in 1959, while the entrance lobby and the hall were last refurbished in 2010 and 2012 respectively. As the entrance lobby and the hall are frequented by students on a daily basis, there is the need to carry out major refurbishment works in a timely manner for the sake of safety.

Head 703 Subhead 3101GX

- 4. At the request of Hon TANG Ka-piu, the Government shall provide supplementary information setting out the reasons for implementing two fitting-out works projects for office accommodation of the Registration and Electoral Office (Items 4 and 5 of Part I under this Subhead).**

The Registration and Electoral Office (REO) is in need of alternative office accommodation for relocating its existing offices in Kowloon Bay International Trade & Exhibition Centre (KITEC), as the relevant tenancy agreements are not being renewed due to KITEC's redevelopment.

Since there is no vacant office space in other government buildings, the Government Property Agency has, having regard to the REO's requirements in terms of office space, timing, operational needs, etc., arranged to relocate the REO's offices from KITEC to Standard Chartered Tower, Millennium City (MC) 1, where general office functions will be performed.

Apart from being used for performing general office functions, part of the REO's offices currently at KITEC would also be used as the Central Command Centre (CCC) and Statistical Information Centre (SIC) during elections. As computers, network systems and other information technology facilities have to be set up at the CCC and SIC, the venue requirements with regard to the stability and capacity of power supply are relatively higher. After conducting site searches, the Government considers Two Sky Parc (TSP) a suitable choice as its power supply can support the REO in operating its CCC and SIC. Hence, arrangements have been made to relocate those facilities to TSP.

In light of the above relocation arrangements, the Government needs to separately sign tenancy agreements with the owners of relevant offices in MC and TSP. The two projects in question are in two separate commercial buildings, and the user requirements (such as power supply requirements), and scope and schedule of works of these two projects as stipulated by the REO having regard to the functions to be performed are different. We reckon that putting the fitting-out works at two different locations under two separate items is a reasonable arrangement. Such an arrangement is also supported by the policy bureau related to the REO. The Project Strategy and Governance Office of the Development Bureau has also vetted the cost estimates of the two fitting-out works projects to assess whether the budget of each project is reasonable. The

cost estimate of each of the two projects does not exceed \$50 million and they both fall within the ambit of **Subhead 3101GX**.

The two fitting-out works projects are entrusted to a contractor engaged by the Architectural Services Department under the existing term contract arrangement. As both offices are located in Kowloon East, the fitting-out works of both projects are carried out by the term contractor responsible for all the fitting-out works for government offices in Kowloon and the New Territories. The fitting-out works in MC are expected to be completed in May 2024, while those in TSP are expected to be completed in September 2024.

Head 704 Subhead 4100DX

- 5. At the request of Hon CHAN Yuet-ming, the Government shall provide supplementary information on the implementation and progress of the overall rural drainage and sewerage improvement works.**

Since its establishment in 1989, the Drainage Services Department (DSD) has been formulating drainage master plans and implementing long-term improvement measures for rural areas, which mainly involve river training works (especially for the flood prone areas in New Territories North) and village flood protection schemes for rural low-lying areas.

The river training works completed so far include Kam Tin River, Shan Pui River, Shenzhen River, Ng Tung River, Sheung Yue River and Ping Yuen River, with a total length of over 100 kilometres. The DSD also implemented 27 village flood protection schemes for low-lying villages. Through these works, the flooding risk in those areas has been greatly reduced.

The DSD has been reviewing the drainage master plans in the New Territories in phases and carrying out drainage improvement works as planned in a number of rural areas to further reduce the risk of flooding. The DSD is currently carrying out three drainage improvement works at the North District and Yuen Long and will submit funding applications to the Legislative Council in due course to take forward the implementation of drainage improvement works in other areas in the New Territories as soon as possible.

The Government has been committed to implementing the village sewerage programme, which progressively provides public sewerage facilities in village areas to improve rural environmental hygiene while enhancing the water quality of rivers and coastal waters. As at end-2023, the sewerage systems for 271 villages with a relatively large de jure population and in close proximity to public sewerage network were completed, serving a population of about 200 000. In addition, sewerage works for another 56 villages are underway. The Government will take into account such factors as the level of improvement to the environment, density of village population, preference of residents, technical feasibility and cost effectiveness in planning relevant works for the remaining unsewered village areas in a progressive manner.

Head 705 Subhead 5001BX

- 6. At the request of Hon Chan Pui-leung, the Government shall provide supplementary information setting out the specific types of projects under the “Landslip Prevention and Mitigation Programme” mentioned in Parts I and II under this Subhead.**

The Landslip Prevention and Mitigation Programme is a rolling programme, under which upgrading works for approximately 150 government man-made slopes, safety-screening study for approximately 100 private slopes and risk mitigation works for about 30 natural hillside catchments are carried out every year. Typical upgrading works for man-made slopes include installation of soil nails, construction of retaining walls, and replacement of filling materials for slopes. As for natural hillside catchments, typical risk mitigation works include installation of flexible barriers and construction of debris-resisting barriers. Landslip prevention and mitigation works also cover slope surface protection, surface drainage system, subsurface drainage provisions and slope greening.

The Landslip Prevention and Mitigation Programme deals with the landslide risks associated with both man-made slopes and natural hillside catchments in accordance with a risk-based priority ranking system. Hence, numerous slopes scattering across the territory are covered under the programme. In order to implement the landslip prevention and mitigation works in a more effective manner, the Geotechnical Engineering Office will, taking into account factors such as the geographic locations of the man-made slopes and natural hillside

catchments to be dealt with, project scale, and works nature, package the works into an appropriate number of projects for tendering every year. Unlike the previous approach of naming projects based on the year, we have adopted a new way of naming the projects in 2024-25 by region, with a view to giving a brief indication of the specific locations of the man-made slopes and natural hillside catchments in each project.

For **Head 705 Subhead 5001BX** of the Capital Works Reserve Fund block allocations for 2024-25 (Annex 5A to Public Works Subcommittee Paper No. PWSC(2023-24)30), details of the on-going key items (Part I) and proposed new items (Part II) are listed below:

Part I: On-going key items

Project Description	Scope of Works	Region	Major Type of Works
1. Landslip prevention and mitigation programme, 2020, package B, landslip prevention and mitigation works	Risk mitigation works for 6 natural hillside catchments and upgrading works for 26 man-made slopes	Kowloon , New Territories East and New Territories West	<u>Man-made slopes:</u> Installation of soil nails, construction of retaining walls, replacement of filling materials for slopes, etc.
2. Landslip prevention and mitigation programme, 2020, package D, landslip prevention and mitigation works	Risk mitigation works for 10 natural hillside catchments and upgrading works for 30 man-made slopes	Kowloon and New Territories East	<u>Natural hillside catchments:</u> Installation of flexible barriers, construction of debris-resisting

Project Description	Scope of Works	Region	Major Type of Works
3. Landslip prevention and mitigation programme, 2019, package E, landslip prevention and mitigation works	Risk mitigation works for 5 natural hillside catchments and upgrading works for 29 man-made slopes	Hong Kong Island, New Territories West and Outlying Islands	barriers, etc.
4. Landslip prevention and mitigation programme, 2020, package C, landslip prevention and mitigation works	Risk mitigation works for 10 natural hillside catchments and upgrading works for 24 man-made slopes	Hong Kong Island and New Territories West	
5. Landslip prevention and mitigation programme, 2019, package D, landslip prevention and mitigation works	Risk mitigation works for 6 natural hillside catchments and upgrading works for 25 man-made slopes	Hong Kong Island, New Territories West and Outlying Islands	
6. Landslip prevention and mitigation programme, 2019, package F, landslip prevention and mitigation works	Risk mitigation works for 6 natural hillside catchments and upgrading works for 28 man-made slopes	Hong Kong Island, Kowloon and New Territories East	
7. Landslip prevention and mitigation programme, 2019,	Risk mitigation works for 17 natural hillside catchments and	New Territories East and New Territories West	

Project Description	Scope of Works	Region	Major Type of Works
package C, landslip prevention and mitigation works	upgrading works for 30 man-made slopes		
8. Landslip prevention and mitigation programme, 2019, package H, landslip prevention and mitigation works	Risk mitigation works for 32 natural hillside catchments and upgrading works for 6 man-made slopes	New Territories East, New Territories West and Outlying Islands	
9. Landslip prevention and mitigation programme, 2019, package B, landslip prevention and mitigation works	Risk mitigation works for 4 natural hillside catchments and upgrading works for 25 man-made slopes	Hong Kong Island, Kowloon and New Territories East	
10. Landslip prevention and mitigation programme, 2019, package M, landslip prevention and mitigation works	Upgrading works for 28 man-made slopes	Hong Kong Island, Kowloon and New Territories East	

Part II: Proposed new items

Project description	Scope of Works	Region	Major Type of Works
1. Landslip prevention and mitigation	Risk mitigation works for 16 natural hillside	Kowloon and New Territories	<u>Man-made slopes:</u> Installation of soil

Project description	Scope of Works	Region	Major Type of Works
programme, Kowloon and New Territories East, phase 1, contract 1 (Note 1)	catchments and upgrading works for 25 man-made slopes	East	nails, construction of retaining walls, replacement of filling materials for slopes, etc.
2. Landslip prevention and mitigation programme, Hong Kong Island, phase 1, contract 1	Risk mitigation works for 7 natural hillside catchments and upgrading works for 25 man-made slopes	Hong Kong Island	<u>Natural hillside catchments:</u> Installation of flexible barriers, construction of debris-resisting barriers, etc.
3. Landslip prevention and mitigation programme, New Territories East and New Territories West, phase 1, contract 1	Risk mitigation works for 4 natural hillside catchments and upgrading works for 25 man-made slopes	New Territories East and New Territories West	
4. Landslip prevention and mitigation programme, New Territories West and Outlying Islands, phase 1, contract 1	Upgrading works for 29 man-made slopes	New Territories West and Outlying Islands	
5. Landslip prevention and mitigation programme, New Territories East, phase 1, contract 1	Upgrading works for 28 man-made slopes	New Territories East	
6. Landslip prevention and mitigation programme,	Risk mitigation works for 20 natural hillside catchments and	Kowloon and New Territories East	

Project description	Scope of Works	Region	Major Type of Works
Kowloon and New Territories East, phase 1, contract 2 (Note 1)	upgrading works for 15 man-made slopes		
7. Landslip prevention and mitigation programme, Hong Kong Island, New Territories East and Outlying Islands, phase 1, contract 1	Risk mitigation works for 21 natural hillside catchments and upgrading works for 6 man-made slopes	Hong Kong Island, New Territories East and Outlying Islands	
8. Landslip prevention and mitigation programme, Kowloon and New Territories West, phase 1, contract 1	Risk mitigation works for 7 natural hillside catchments and upgrading works for 16 man-made slopes	Kowloon and New Territories West	
9. Landslip prevention and mitigation programme, Kowloon, New Territories East and New Territories West, phase 1, contract 1	Risk mitigation works for 3 natural hillside catchments and upgrading works for 20 man-made slopes	Kowloon, New Territories East and New Territories West	
10. Ground investigation works for landslip prevention and mitigation studies in 2024-25 (batch G)	Ground investigation works for landslip prevention and mitigation studies	Not specified	Ground investigation works

Note 1: Where the same geographical area combination has been used, the contract will be named as contract 2.

Head 706 Subhead 6100TX

- 7. At the request of Hon LUK Chung-hung, the Government shall provide supplementary information on site selection for the Middle Ventilation Building and the feasibility of connecting the Tuen Mun Bypass to the Tuen Mun Town Centre in respect of the project “Tuen Mun Bypass – investigation and preliminary design” in Item 1 of Part I under this Subhead.**

Information on site selection for the Middle Ventilation Building

During the investigation stage of the Tuen Mun Bypass (TMB), the Highways Department (HyD) conducted various technical assessments of alignment options of the TMB and site choices for the Middle Ventilation Building (MVB) (including Sam Shing Estate Open-air Car Park, Ki Lun Kong Public Park, nearshore area of the Tuen Mun Typhoon Shelter (TMTS) and Wah Fat Playground). The technical assessments covered such aspects as the impact on the nearby environment and traffic, whether there is enough land for building related facilities and project planning considerations.

Regarding the Sam Shing Estate Open-air Car Park and Ki Lun Kong Public Park, the sites are not suitable as they do not provide sufficient works areas and space for construction of the MVB, and are only less than 100 metres away from the nearby residential buildings and government, institution and community facilities, etc. The HyD has also liaised with the Marine Department on the use of the nearshore area of the TMTS for construction of the MVB. As the TMTS is the only typhoon shelter for local vessels in the western waters of Hong Kong, its utilisation is almost close to saturation during typhoons. If the MVB is to be constructed by reclamation nearshore, it will result in a reduction in the size of the typhoon shelter and seriously affect the marine traffic in the typhoon shelter, including the sheltering arrangements for local vessels in times of typhoons, during the construction period. Since the site of nearshore reclamation is less than 100 metres away from the nearest residential buildings, in order to alleviate problems such as noise and air quality, a possible solution is to extend part of the breakwater to build a separate exhaust outlet away from those residential buildings, and to lay large pipes in the typhoon shelter to connect the nearshore MVB to the exhaust outlet on the breakwater. Such works, however, will not only have an adverse impact on the water quality of nearby waters (including the Castle Peak Beach, which is about 130 metres away), but also affect the daily

operation of the nearby Tuen Mun Public Cargo Working Area and Tube Ice Plant as well as the related logistic arrangements during the construction period. The works to be carried out will also entail the temporary occupation of the Castle Peak Bay Waterfront Promenade built on the breakwater.

The HyD has also conducted technical assessments of and compared the two site options for the proposed MVB at the nearshore area of the TMTS and Wah Fat Playground. Taking into account factors such as the existing facilities affected, traffic, environment and project planning, it is recommended that the proposed building be constructed on the eastern side of the Wah Fat Playground and at the borderline near the Tai Lam Country Park. The recommended location is close to the middle of the bypass and hence optimal tunnel ventilation can be achieved. In order to lower the impact of the proposed MVB on the surrounding environment, the building will also be located at least 100 metres away from nearby residential buildings. The exhaust outlet of the building will be located at its back and not facing the nearby residential buildings. It will also be kept at a distance of about 140 metres from the building closest to the MVB. Besides, the proposed MVB will adopt green building principles in its design to blend in with the natural environment of the Tai Lam Country Park. The project will also involve redesigning and enhancing the Wah Fat Playground to provide a larger area of greenery and activity space, as well as new recreational and sports facilities.

The TMB project is a “designated project” under the Environmental Impact Assessment Ordinance (Cap. 499). The HyD has to assess the impact on the environment during the construction and operation stages of the project in accordance with the requirements of the Environmental Impact Assessment (EIA) Study Brief and the “Technical Memorandum on Environmental Impact Assessment Process”, and implement the mitigation measures recommended in the EIA Report, with a view to minimising the impact of the project on the public and the environment. The scope of the assessment covers various specialised areas such as noise, air quality, ecology, water quality and landscape. Taking air quality as an example, the assessment results show that the air quality in the vicinity of the MVB will meet the requirements in relation to the air quality objectives stipulated in the Air Pollution Control Ordinance (Cap. 311) upon completion of the project. The EIA Report of the TMB was approved by the Environmental Protection Department on 1 December 2023, and an Environmental Permit was subsequently issued.

In addition, the HyD has conducted traffic impact assessment on the TMB project, including an assessment of the traffic impact during the construction period. According to the assessment results, the roads covered by the assessment (e.g. Wah Fat Street, Castle Peak Road, Hoi Wing Road, Hoi Wong Road, Wu Shan Road and Lung Mun Road) will have sufficient capacity to cope with the anticipated traffic volume during the peak period of the project. The construction contract will also require the contractor to set up a Traffic Management Liaison Group (TMLG) when constructing the MVB to discuss and scrutinise the temporary traffic arrangements during the construction period. The TMLG will comprise representatives from the Hong Kong Police Force, the Transport Department, the HyD, public transport operators and other relevant government departments. The TMLG will review the temporary traffic arrangements proposed by the contractor, and will adjust the duration of traffic light signals at the junction of Wah Fat Street as necessary and prohibit the parking of construction vehicles on Wah Fat Street to ensure that the traffic impact during the construction period will be minimised.

Feasibility of connecting the Tuen Mun Bypass to the Tuen Mun Town Centre

In order to cope with the traffic demand arising from the progressive development of the Northwest New Territories (NWNT) and alleviate the traffic load in the Tuen Mun Town Centre, the Government has proposed to take forward the TMB project to provide a new route for vehicles travelling from the NWNT to Tuen Mun and Lantau Island. The proposed TMB is a dual two-lane carriageway of about 10 kilometres in length, mainly in the form of a tunnel connecting Tuen Mun Area 40 (i.e. Pillar Point) adjacent to the Tuen Mun-Chek Lap Kok Tunnel and the proposed Lam Tei Quarry Interchange. Upon completion of the TMB, the estimated journey time for motorists travelling from Yuen Long Highway (near the Lam Tei Quarry Interchange) to Tuen Mun Area 40 via the TMB will only be about 8 minutes. Compared with the existing route passing through the Tuen Mun Town Centre, the journey time during morning peak hours can be reduced by up to about 20 minutes.

The main objective of the TMB project is to divert traffic to and from the NWNT, Tuen Mun West and Lantau Island, so that relevant traffic will no longer have to pass through the roads in the Tuen Mun District such as Tuen Mun Road (the Fu Tei Section and Town Centre section), Wong Chu Road and Lung Fu Road, thereby helping alleviate the traffic load of the roads in the district. The TMB will also facilitate the daily travel of residents in the Tuen Mun District as

its diversion effect will make travelling to other areas through relevant roads in the district faster and more convenient. Besides, the Tuen Mun Town Centre is a well-developed community with many existing buildings and infrastructure facilities as well as planned new developments. These buildings and infrastructure facilities will inevitably impose constraints on the alignment of the TMB and the design of the tunnel entrance and exit. The provision of an additional branch tunnel to connect the TMB to the Tuen Mun Town Centre will induce traffic from neighbouring areas (such as the Yuen Long District and the Islands District) to use the TMB for journeys to and from the Tuen Mun Town Centre due to shorter travelling time, thereby adding to the traffic load of the road sections in the vicinity of the entrance and exit of the branch tunnel, and affecting the daily living of nearby residents. Connection of the TMB to the Tuen Mun Town Centre is therefore not recommended as far as its alignment design is concerned.

Head 706 Subhead 6101TX

- 8. At the request of the Chairman and Hon LAM Chun-sing, the Government shall provide supplementary information on whether the various items under the Universal Accessibility Programme have been progressing as scheduled, including the items which may experience a delay in completion and the actions and measures to be taken to catch up on the works progress.**

The HyD has been committed to taking forward the implementation of a total of 384 items under various phases of the Universal Accessibility (UA) Programme. As at 31 January 2024, a total of 202 items were completed under the UA Programme and another 156 items were under construction. The HyD will continue to press ahead with the implementation of the remaining 26 items.

Of the 156 items under construction, apart from the 9 items that have been delayed due to poor performance of a particular contractor, the remaining 147 items are generally progressing smoothly and are on schedule. Details of the latest progress of the 156 items under construction are set out at **Annex 1**.

Regarding the delay of the 9 project items due to poor performance of a particular contractor, the HyD has taken measures in accordance with the established procedures to urge the contractor to complete the remaining works

as soon as possible, including the issuance of warning letters and an adverse report to the contractor and requesting it not to tender for public works contracts involving roads and drainage works. However, the overall performance of that contractor has not improved. In order to have the remaining works completed as soon as possible, the HyD has, after seeking legal advice, taken back the lift-retrofitting works that are yet to be completed under the relevant works contract, and invited tenders for these remaining works together with other items under the UA Programme on 1 March 2024, with a view to getting the works started in mid-2024. Furthermore, the HyD will strictly follow the works contract to recover from the contractor the damages arising from the delay of some of the works and also the additional costs incurred as a result of the aforementioned project arrangements.

Head 708 Subhead 8100QX

- 9. At the request of the Chairman, the Government shall provide supplementary information setting out the figures for the resources allocated to the repair, maintenance and renovation of government and non-government schools in the past three years.**

The consolidated figures for the resources allocated to the repair, maintenance and renovation of aided schools and government schools are as follows:

Aided Schools

There are about 840 aided schools in the territory. Over the years, the Education Bureau (EDB) has been implementing various measures to enhance school facilities and hence improve the teaching and learning environment, having regard to the circumstances and needs of individual schools. Among these measures, the EDB assists aided schools in handling relatively larger scale or more complicated repair and improvement works for school premises under the annual major repairs mechanism and carrying out emergency repair works for school facilities at the request of aided schools under the emergency repairs mechanism.

Under the current major repairs mechanism, the EDB annually invites applications for carrying out major repair works from all aided schools. In

approving the works items in the applications, the EDB will take into consideration the availability of resources, needs of schools and actual circumstances, and professionally assess each application on the basis of its urgency and the actual condition of relevant facilities. Items confirmed to be related to safety, health and hygiene or compliance to statutory requirements upon assessment will be accorded priority and approved. Besides, aided schools may submit applications for carrying out emergency repair works under the emergency repairs mechanism all year round as necessary. The EDB will continue to provide all-round support for aided schools with regard to repair and maintenance of school premises.

The Government allocates resources for repair and maintenance of school premises of aided schools under **Head 708 Subhead 8100QX** and **Head 703 Subhead 3004GX** of the Capital Works Reserve Fund block allocations, and **Head 156 Subhead 900** and **Head 25 Subhead 218** of the General Revenue Account¹ every year. The expenditures on non-recurrent subventions for school premises repair and maintenance of aided schools in the financial years of 2020-21, 2021-22 and 2022-23 are \$1,550 million, \$1,580 million and \$2,060 million respectively. The average yearly expenditure on each aided school is around \$2.1 million in the past three years.

Government Schools

The 65 government schools in the territory are maintained by the Architectural Services Department (ArchSD). Government schools may submit requests for repair or renovation of premises all year round as necessary. Upon receiving the requests, the ArchSD will assess the work items professionally and determine the necessity and priorities of the work items according to actual circumstances. In particular, items related to safety, health and hygiene or compliance to statutory requirements will be accorded priority.

The Government allocates resources for repair, maintenance and refurbishment of school premises of government schools under **Head 703 Subhead 3004GX** and **Head 703 Subhead 3101GX** of the Capital Works Reserve Fund block allocations, and **Head 25 Subhead 218** of the General Revenue Account every

¹ The EDB, with funds allocated through the Architectural Services Department under **Head 703 Subhead 3004GX** of the Capital Works Reserve Fund block allocations and **Head 25 Subhead 218** of the General Revenue Account every year, handles the repair works for structural and external building elements of school premises of aided schools located in public housing estates.

year. The expenditure on such projects at the 65 government schools in the financial years of 2020-21, 2021-22 and 2022-23 are \$160 million, \$170 million and \$160 million respectively. The average yearly expenditure on each government school is around \$2.5 million in the past three years.

Head 710 Subhead A007GX

- 10. At the request of Hon Nixie LAM Lam, the Government shall provide supplementary information explaining the reasons for the high cost of implementing Item 10 of Part I under this subhead “Civil Service Bureau: Implementation of Chatbot for Handling General Job-related Enquiries for AO/EO Applicants”, as well as the savings in expenditure and manpower to be achieved.**

This project aims to provide chatbot service on the website of the Civil Service Bureau (CSB) and on the promotional website for the recruitment of Administrative Officers. This Chatbot will provide real-time text-based response to users’ enquiries related to the process of application for the post of Administrative Officer/Executive Officer, thereby facilitating quick access to information by individuals who wish to understand and/or apply for these two posts.

Positions in the Administrative Officer and Executive Officer grades attract large number of applicants every year. For instance, in the current recruitment cycle (2023-24), there are approximately 12 600 applications for the post of Administrative Officer and around 18 400 applications for the post of Executive Officer. In other words, a total of about 31 000 applications have been received for the two posts. Based on experience, many applicants or potential applicants would enquire by email or phone around the application period (usually from July to October) and during the written test and interview period (from November to June of the following year) or make on-site enquiries during recruitment talks and exhibitions. People who are interested will also make enquiries about the details of the two posts and application procedures outside the periods mentioned. Some enquiries are made outside office hours, possibly due to the fact the people interested in the posts have to work or study during the day or are in countries in a different time zone. Depending on the nature of the enquiries, staff of the CSB will generally spend minutes or tens of minutes on

handling an enquiry. As there are just a few staff members answering such enquires in addition to their routine duties, callers often need to make repeated calls as the lines are busy even though additional manpower is deployed during peak enquiry periods around the recruitment months. Based on a rough estimate, the CSB expects that the Chatbot can handle most of the enquiries and free up manpower and resources, thus enabling the staff members concerned to focus on their core duties and take up other tasks that cannot be performed with technology. Moreover, the Chatbot will enhance efficiency in answering enquiries, especially with its ability to handle multiple calls simultaneously. By providing real-time response to enquiries even outside office hours, it will bring convenience to applicants/potential applicants for the above posts.

The primary objective of the project is to utilise technology to enhance service efficiency and quality, thereby bringing convenience to people interested in applying for the two posts. The major benefits of the project are as follows:

- By providing the public with a new electronic enquiry channel through the use of innovative technology (chatbot), the CSB can promote the use of chatbots powered by artificial intelligence in government departments;
- As the Chatbot is meant to handle general enquiries, the CSB can deploy its staff to handle more complicated enquiries;
- The Chatbot can handle general enquiries promptly at any time (including non-office hours), making it convenient for members of the public and applicants from around the world in different time zones to obtain information;
- With the capability to handle over 100 enquiries simultaneously, the Chatbot can prevent situations where callers have to make repeated calls due to busy phone lines or insufficient manpower deployed to answer enquiries particularly during recruitment periods, thereby improving user experience;
- The system is scalable to address enquiries related to recruitment exercises for other posts;
- The Chatbot will automatically collect data from the enquiry records so as to better understand the common questions from the public and hence optimise the knowledge base of frequently asked questions;

- Feedback from users regarding the Chatbot and other digital government services will facilitate continuous improvement; and
- The Chatbot will enhance consistency in responding to public enquiries.

The project commenced in October 2023 and is expected to be completed by October 2024. The approved project estimate is \$3.21 million, including an estimated cash flow of \$1.63 million in 2024-25. As at February 2024, procurement of system development services has been completed, and it is estimated that the entire project can be completed at a cost of not more than \$2.5 million. The CSB has earmarked a portion of the approved project estimate to hire short-term contract staff and engage independent third-party contractors to assist in establishing the relevant knowledge base and conducting pre-launch system testing to ensure cyber security and smooth operation after its launch. The project estimate is reasonable and comparable to that of other chatbot projects implemented within the Government, and is therefore not exorbitant. The estimated recurrent cost after project completion is approximately \$500,000 annually, and the CSB has made available resources to meet the cost, with no additional funding required.

Others

11. In light of the request of Hon CHAN Yuet-ming, whether the Government would study how to improve the transmission and reception of 5G mobile phone signals in boundary areas.

According to the information provided by the Office of the Communications Authority, since the commercial launch of the fifth generation (5G) mobile services in Hong Kong in April 2020, 5G network coverage has reached over 90% of the Hong Kong population, covering major locations in urban areas and a total of 98 stations of all MTR lines. 5G network coverage in core business districts has even reached 99%. Nevertheless, the Government is aware that there is still room to improve 5G network coverage and capacity in some areas such as remote locations (including boundary areas). The Government has introduced the following measures to further enhance 5G coverage and capacity in those areas –

- (i) The Finance Committee of the Legislative Council approved in July 2018 a commitment of \$774.4 million under **Head 55 – Government Secretariat: Commerce and Economic Development Bureau (Communications and Creative Industries)** for implementing the Subsidy Scheme to Extend Fibre-based Networks to Villages in Remote Areas. With the provision of financial incentives, fixed network operators are encouraged to extend fibre-based networks to a total of 235 villages in remote areas, benefiting about 110 000 villagers. Currently, fibre-based networks have been extended to about 150 villages, and it is expected that all villages covered by the subsidy scheme will be reached by 2026. The facilities rolled out by the fixed network operators selected through tender under the scheme will facilitate the further expansion of the backbone infrastructure for telecommunications (including 5G services);
- (ii) As announced in the 2023 Policy Address, the Government will expedite the expansion of mobile network infrastructure in rural and remote areas through subsidies, so as to enhance 5G network coverage in these areas (especially remote areas). The Government plans to launch an industry consultation on the implementation and technical details of the scheme within this year, with a view to finalising the specific arrangements of the scheme;
- (iii) A pilot scheme has been launched since 2019 to facilitate the installation of base stations by mobile network operators (MNOs) in Government premises. Under the pilot scheme, about 1 500 Government premises managed by different government departments have been opened up for MNOs' application for installation of base stations through a streamlined procedure and at a nominal rent (\$1 per year);
- (iv) Mechanisms have been established to facilitate MNOs' installation of base stations at sheltered bus stops and public payphone kiosks. Moreover, the Government will reserve available space and loading capacity at multi-functional smart lampposts in various districts for installation of base stations by MNOs to further expand 5G network coverage; and
- (v) The Government will implement the Telecommunications (Amendment) Ordinance 2024 and put in place relevant guidelines to ensure that appropriate space is made available in new or rebuilt specified buildings

for installation of mobile communications facilities by MNOs. Such arrangements will help enhance 5G coverage in boundary areas.

Universal Accessibility Programme
Details of the latest progress of the 156 items under construction
(As at 31 January 2024)

Item	Structure No.	Location	Tentative Completion Date
Original Programme			
1	HF81	Across Pok Fu Lam Road near The University of Hong Kong	Q2 2024
2	HF145	Across Gloucester Road and Fenwick Street	Q2 2024
3	KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Q2 2024
4	KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Q3 2024
5	H116	Along Wong Chuk Hang Road near Nam Fung Road	Q4 2024
6	KS9	Across Prince Edward Road West at Kowloon City Interchange	Q4 2024
7	KS41	Across Chatham Road North near Winslow Street	Q4 2024
8	NF80	Across East Rail Line Track near Yuen Leng	Q1 2025
9	KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Q2 2025
10	NF167	Across Tai Chung Road near Sha Tsui Road	Q2 2025
11	KF93	Across Jordan Road near Sorrento	Q2 2026
The Second Phase			
12	ND02	Across Choi Yuen Road connecting Choi Yuen Plaza and MTR Sheung Shui Station	Q1 2024 [@]
13	KS8	Across Prince Edward Road West near Lion Rock Road	Q3 2024
14	KT02	Across Wai Yip Street near Block D2 of Telford Gardens	Q3 2024
15	ND03	Across Fanling Station Road near MTR Fanling Station	Q4 2024

Item	Structure No.	Location	Tentative Completion Date
16-17	NS225 & NS285	Across Sai Sha Road and Hang Ming Street near Renaissance College	Q4 2024
18	TP02	Across Sai Sha Road near Symphony Bay	Q4 2024
19	K&T01	Across Ching Hong Road near Cheung Hong Estate Commercial Centre No. 2	Q1 2025
20	NS284	Across Sai Sha Road and Hang Ming Street near Renaissance College	Q2 2025
21	NF130	Across Castle Peak Road - Yuen Long and Fung Cheung Road	Q2 2025
22	KS43*	Across Chun Wah Road near Lok Wah South Estate	Q3 2025
23	KF73*	Across Tung Tau Tsuen Road near Tung Lung Road	Q3 2025
24	HF76*	Across Island Eastern Corridor near Shun Tai Road	Q4 2025
25	HF138*	Across Siu Sai Wan Road near bus terminus	Q4 2025
26	K64*	Across Hung Hom Road near Dyer Avenue	Q1 2026
27	SSP01*	Across Tai Hang Tung Road near Nam On House of Nam Shan Estate and Tung Fai House of Tai Hang Tung Estate	Q1 2026
28	SSP02*	Across Tai Hang Tung Road near Tung Lung House and Tung Yu House of Tai Hang Tung Estate	Q1 2026
29	KF92A*	Across Lung Poon Street near Fung Tak Road	Q1 2026
30	NF310	Across Chiu Shun Road near Tin Ha Wan Village	Q2 2026
31	NF98	Across Wu King Road near Siu Hei Court Commercial Centre	Q2 2026
32	HS22	At the Junction of Pok Fu Lam Road and Smithfield	Q2 2026
33	HS14*	Across Shun Tai Road near Wing Tai Road Garden	Q3 2026
34	HKS01	Across Lei Tung Estate Road near Tung Sing House of Lei Tung Estate	Q3 2026
35	SK02	Across Tsui Lam Road connecting Tsui Lam Shopping Centre and King Ming Court	Q3 2026

Item	Structure No.	Location	Tentative Completion Date
36	NF374	Across Tin Fuk Road near Exit D of MTR Tin Shui Wai Station	Q3 2026
37	K49	Along Lee On Road over New Clear Water Bay Road	Q1 2027
38	WTS04	Across Chuk Yuen Road connecting Pang Ching Court and Chuk Yuen South Estate	Q2 2027 [^]
The Third Phase			
39	NF153	Across Castle Peak Road - Ping Shan near Ping Hing Lane	Q2 2024
40	NS35	Across Tai Chung Kiu Road near Fo Tan Road and Sha Tin Road	Q3 2024
41	NS179	Across Sai Sha Road near On Chiu Street	Q3 2024
42	NF70	Across On Lok Road and Long Yip Street near MTR Long Ping Station	Q3 2024
43	NF314	Across Tuen Mun River near Glorious Garden	Q3 2024
44	KF107	Across Shung King Street, Hung Hom South Road and Hung Luen Road near Oi King Street	Q4 2024
45	NF252	Across Luen On Street near Wo Mun Street	Q4 2024
46	ST03	Across Tai Chung Kiu Road near Belair Gardens	Q4 2024
47	NF259	Across San Tin Highway connecting Chuk Yuen to San Wai	Q4 2024
48	NF340	Across Tin Wah Road near Tin Shing Road	Q4 2024
49	NF392	Across Tin Kwai Road and Wetland Park Road	Q4 2024
50	NF393	Across Tung Wui Road connecting Ng Ka Tsuen, Pat Heung and Tung Wui Road	Q4 2024
51	NF125	Across Ching Hong Road near Ching Shing Court	Q4 2024
52	NF126	Across Tsing Yi Road West near Ching Wah Court	Q4 2024
53	NF323	Across Tsing King Road near Tivoli Garden	Q4 2024
54	NF325	At Tsing Luk Street near Tsing Yi Town Clinic	Q4 2024

Item	Structure No.	Location	Tentative Completion Date
55	NF166	Across Tai Chung Road near Hoi Shing Road	Q4 2024
56	NF31A	Across Tuen Mun Road near San Tsing Street and Castle Peak Road	Q4 2024
57	NF150	Across Castle Peak Road - Lam Tei near Nai Wai Light Rail Station	Q4 2024
58	NF151	Across Castle Peak Road - Hung Shui Kiu near Chung Uk Tsuen Light Rail Station	Q4 2024
59	NF197	Across Tsing Tin Road and Ming Kum Road	Q4 2024
60	N486	Across Tuen Mun Road near San Hui Path	Q4 2024
61	NF189	Across Castle Peak Road - Lam Tei near Lam Tei Main Street	Q4 2024%
62	KF148	Across Eastern Harbour Crossing Toll Plaza	Q1 2025
63	NF133	Across Fanling Highway near Pak Fuk Tin Sum Playground	Q1 2025
64-65	NS112 & NS113	Across Pak Wo Road and Po Kin Road near Tai Ping Estate	Q1 2025
66	N499	Pak Wo Road Flyover across Fanling Highway	Q1 2025
67	NF307	Across Castle Peak Road - Yuen Long near Fung Nin Road, connecting Yuen Long Plaza	Q1 2025
68	NF341	Across Tin Shui Road and Tin Sau Road	Q1 2025
69	NF404	Across Long Wo Road connecting Exit G2 of MTR Yuen Long Station and Ng Wo Villages of Shap Pat Heung	Q1 2025
70	NF275	Across On Chit Street near On Yam Shopping Centre	Q1 2025
71	NF292	Across Tsing Yi Heung Sze Wui Road near Tsing Yi Divisional Police Station	Q1 2025
72	NF383	Across Wetland Park Road near Tin Shui Road	Q2 2025
73	NS223	Across Tin Shing Road and Tin Yan Road near Tin Lung Road	Q2 2025
74	NF213	Across Fung Shue Wo Road near Tsing Sum Street	Q2 2025

Item	Structure No.	Location	Tentative Completion Date
75	NF215	Across Fung Shue Wo Road near Tsing Yi Rural Committee	Q2 2025
76	NS78	Across Tai Po Tai Wo Road near Tai Po Civic Centre	Q3 2025
77	YL01	Across Tin Yiu Road near Tin Shui Wai Police Station and Tin Shing Shopping Centre	Q3 2025
78	NF437	Across Castle Peak Road - Tsing Lung Tau near Hong Kong Garden	Q3 2025
79	NF169	Across Tsun Wen Road connecting Tai Hing Estate and Tai Hing Sports Complex	Q3 2025
80	NF198	Across Ming Kum Road near Tin King Road	Q3 2025
81	NF209	Across Light Rail Track near Siu Hei Court and Yuet Wu Villa	Q3 2025
82-83	NF410 & NF411	Across West Rail Line near Tuen Mun Hospital Light Rail Station	Q3 2025
84	NS64	Across Castle Peak Road - San Hui near Tsing Min Path	Q3 2025
85	NF121	Across San Wan Road near Exit A4 of MTR Sheung Shui Station	Q4 2025
86	NF304	Across Yat Ming Road near King Shing Court Commercial Complex	Q4 2025
87	NS50	Across Jockey Club Road near Fu Hing Street	Q4 2025
88	NS120	Across Jockey Club Road and Po Shek Wu Road near Hing Yan Tsuen	Q4 2025
89	ST05	Across Sha Tin Centre Street connecting Hilton Plaza and Sha Tin Park	Q4 2025
90	NF79	Across Fanling Highway near Tai Wo Village	Q4 2025
91	NF143	Across Castle Peak Road - Yuen Long near Yuen Long Tung Shing Lei Road, connecting a bus stop and Pok Oi Hospital	Q4 2025
92	NF438	Across Castle Peak Road - Tsing Lung Tau near Lung Yue Road and Tsing Lung Tau Tsuen	Q4 2025
93	NF94	Across Ming Kum Road near King Wah House of Shan King Estate	Q4 2025
94	NF100	Across Wu King Road near Wu Hong Street	Q4 2025

Item	Structure No.	Location	Tentative Completion Date
95	NF231	Across Tuen Mun Heung Sze Wui Road near Hoi Chu Road	Q4 2025
96	NF232	Across Hoi Wing Road near Sam Shing Light Rail Station	Q4 2025
97	NF319	Across Castle Peak Road - Lingnan near Tuen Kwai Road	Q4 2025
98	NF339	Across Castle Peak Road - Tai Lam near Tsing Tai Road	Q4 2025
99	NF338	Across On Chun Street near Ma On Shan Park	Q1 2026
100	NF447	Across Mei Tin Road connecting Mei Lam Estate	Q1 2026
101	NS251	Across Siu Lek Yuen Road near Chap Wai Kon Street	Q1 2026
102	NS286	Across Ma On Shan Road and Hang Tak Street near MTR Tai Shui Hang Station	Q1 2026
103	NF103	Across Lung Mun Road near Butterfly Light Rail Station	Q1 2026
104	KF111	Across Boundary Street near Embankment Road	Q2 2026
105	SK03	Across King Ling Road near Hong Kong Design Institute	Q2 2026
106	NF299	Across Sai Sha Road near Chung On Estate	Q2 2026
107	NF446	Across East Rail Line Track near Chung Ling Lane	Q2 2026
108	ST01	Across Kam Ying Road near Kam Ying Shopping Centre	Q2 2026
109	NF322	Across Tsing King Road near Tsing Yi Park	Q2 2026
110	N423	Tai Wo Interchange Flyover across Castle Peak Road - Kwai Chung	Q2 2026
111	NF427	Across Hoi On Road near Yau Kom Tau Pier	Q2 2026
112	NF439	Across Castle Peak Road - Tsing Lung Tau near Sea Crest Villa (Phase 3)	Q2 2026
113	TW01	Across Castle Peak Road - Tsuen Wan near Discovery Park	Q2 2026
114	NF102	Across Wu Shan Road near Lung Mun Road	Q2 2026

Item	Structure No.	Location	Tentative Completion Date
115	NF161	Across Tuen Mun River Channel, Tuen Mun Road and Castle Peak Road near Fung Tei Light Rail Station	Q2 2026
116	NF294	Across Clear Water Bay Road near Pik Uk Correctional Institution	Q3 2026
117	NS149	Across Po Ning Road near Tseung Kwan O Po Ning Road Health Centre	Q3 2026
118	NF66	Across Tai Po Road - Shatin near Wo Che Estate	Q3 2026
119	NS57	Across Chui Tin Street near Che Kung Miu Road	Q3 2026
120	NS183	Across Ma On Shan Road near Ma On Shan Police Station	Q3 2026
121	ST02	Across Mei Tin Road connecting Mei Chung Court and Mei Shing Court	Q3 2026
122	NF124	Across Chung Mei Road near Cheung Hong Estate	Q3 2026
123	NF225	Across Hing Fong Road and Kwai Foo Road	Q3 2026
124	NF233	Across Hing Fong Road near Kwai Yik Road	Q3 2026
125	K&T03	Across Tsing King Road near On Wu House of Cheung On Estate	Q3 2026
126	K&T04	Across Kwai Yan Road near Metroplaza	Q3 2026
127	K&T05	Across Tsing King Road connecting Maritime Square and Tsing Yi Park	Q3 2026
128	NF93	Across Ming Kum Road near King Lok House of Shan King Estate	Q3 2026
129	KF77	Across Lung Cheung Road near Hammer Hill Road	Q4 2026
130-131	KS14 & KS14A	Across Prince Edward Road East near Kwun Tong Road	Q4 2026
132	WTS05	Across Tung Tau Tsuen Road near Lung Tat House of Lower Wong Tai Sin Estate	Q4 2026
133	KS21	Across Fat Kwong Street near Wo Chung Street	Q1 2027
134	KT06	Across Sau Mau Ping Road near Ning Po No.2 College in Shun Tin Estate	Q1 2027
135	KF62	Across Fung Tak Road and Po Kong Village Road near Fung Tak Estate	Q1 2027

Item	Structure No.	Location	Tentative Completion Date
136	WTS02	Across New Clear Water Bay Road near Ping Shek Playground	Q1 2027
137	K&T06	Across Tai Pak Tin Street connecting Shek Yam Estate and Shek Yam East Estate	Q1 2027
138	KS62	Across Choi Wing Road near Choi Tak Shopping Centre	Q2 2027
139	KT05	Across Chun Wah Road near Jordan Valley Playground	Q2 2027
140	WTS01	Across Ngau Chi Wan Street near Fung Chak House of Choi Wan Estate	Q2 2027
141	WTS06	Across the junction of Clear Water Bay Road and Fung Shing Street	Q2 2027
142	NS41	Across Tin Sam Street near Che Kung Miu Road	Q2 2027
143	NF123	Across Chung Mei Road near Sheung Ko Tan Street	Q2 2027
Special Scheme			
144	NS18	Across Texaco Road North near Shek Wai Kok Road	Q2 2024
145	OM01	Across Chung Hau Street near Tun Man House of Oi Man Estate	Q2 2025
146	SL04	Across Lee On Road connecting Lee Yip House of Shun Lee Estate and Shun Chi Court	Q2 2025
147	TY02	Across Tin Shing Road near Tin Tsz Light Rail Station	Q2 2025
148	BF01	Across Tip King Road connecting Butterfly Plaza and Wu Pik House of Wu King Estate	Q4 2025
149	CY06	Across existing road connecting Choi Chu House and Choi Wah House of Choi Yuen Estate	Q1 2026
150	LY01	Across existing road connecting Fook Hoi House of Lek Yuen Estate and Wo Che Estate	Q1 2026
151	WT02	Connecting Wan Tsui Shopping Centre and Yat Tsui House Podium of Wan Tsui Estate	Q2 2026

Item	Structure No.	Location	Tentative Completion Date
152	TL01	Across Tsui Lam Road connecting Tsui Lam Estate Car Park and On Lam House	Q2 2026
153	FW01	Fung Ha Road Flyover in Fung Wah Estate across Fei Tsui Road	Q2 2026
154	YT01	Across Yiu Hing Road near Ngan Chun House of Tung Chun Court and Yiu Tung Shopping Centre	Q3 2026
155	KF02	Across Plover Cove Road connecting Kwong Fuk Shopping Centre	Q3 2026
156	CYS03	Across Chuk Yuen Road connecting Chuk Yuen Plaza and Chuk Yuen Sports Centre	Q1 2027

Notes:

- * Regarding the delay of items by a contractor under the Universal Accessibility Programme, please refer to the response in the supplementary information for details.
- @ This item covers two lifts. The works for Lift No. 2 are underway and estimated to be completed in Q1 of 2024, while the works for Lift No. 1 have commenced under another works contract, with estimated completion date in Q1 of 2026.
- ^ This item covers two lifts. The works for Lift No. 1 were completed in Q4 of 2023. The works for Lift No. 2 have commenced under another works contract, with estimated completion date in Q2 of 2027.
- % This item covers three lifts. The retrofitting works for Lift Nos. 1 and 2 are underway and estimated to be completed in Q4 of 2024. The works for Lift No. 3 have commenced under another works contract, with estimated completion date in Q1 of 2026.