

立法會
Legislative Council

LC Paper No. FC135/18-19
(These minutes have been
seen by the Administration)

Ref : FC/1/1(27)

Finance Committee of the Legislative Council

Minutes of the 28th meeting
held at Conference Room 1 of the Legislative Council Complex
on Friday, 8 June 2018, at 4:00 pm

Members present:

Hon CHAN Kin-por, GBS, JP (Chairman)
Hon Michael TIEN Puk-sun, BBS, JP (Deputy Chairman)
Hon James TO Kun-sun
Hon LEUNG Yiu-chung
Hon Abraham SHEK Lai-him, GBS, JP
Prof Hon Joseph LEE Kok-long, SBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Ting-kwong, GBS, JP
Hon Starry LEE Wai-king, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Paul TSE Wai-chun, JP
Hon Claudia MO
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon WU Chi-wai, MH
Hon YIU Si-wing, BBS
Hon MA Fung-kwok, SBS, JP
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, SBS, MH, JP
Hon Kenneth LEUNG
Hon Alice MAK Mei-kuen, BBS, JP

Dr Hon KWOK Ka-ki
Hon KWOK Wai-keung, JP
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Helena WONG Pik-wan
Hon IP Kin-yuen
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon POON Siu-ping, BBS, MH
Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Alvin YEUNG
Hon CHU Hoi-dick
Hon Jimmy NG Wing-ka, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon SHIU Ka-chun
Hon Wilson OR Chong-shing, MH
Hon YUNG Hoi-yan
Dr Hon Pierre CHAN
Hon CHAN Chun-ying
Hon Tanya CHAN
Hon HUI Chi-fung
Hon LUK Chung-hung
Hon LAU Kwok-fan, MH
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Dr Hon CHENG Chung-tai
Hon KWONG Chun-yu
Hon Jeremy TAM Man-ho
Hon Gary FAN Kwok-wai
Hon AU Nok-hin
Hon Vincent CHENG Wing-shun, MH
Hon Tony TSE Wai-chuen, BBS

Members absent:

Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon WONG Kwok-kin, SBS, JP
Hon Dennis KWOK Wing-hang
Hon Christopher CHEUNG Wah-fung, SBS, JP
Hon CHUNG Kwok-pan
Hon Andrew WAN Siu-kin
Dr Hon Junius HO Kwan-yiu, JP

Hon SHIU Ka-fai
Hon CHEUNG Kwok-kwan, JP

Public officers attending:

Ms Alice LAU Yim, JP	Permanent Secretary for Financial Services and the Treasury (Treasury)
Ms Carol YUEN, JP	Deputy Secretary for Financial Services and the Treasury (Treasury) 1
Mr Mike CHENG Wai-man	Principal Executive Officer (General), Financial Services and the Treasury Bureau (The Treasury Branch)
Ms Rebecca PUN Ting-ting, JP	Deputy Secretary for Transport and Housing (Transport)1
Ms Judy CHUNG Sui-kei	Principal Assistant Secretary for Transport and Housing (Transport)5
Mr Michael LEUNG Chung-lap	Deputy Project Manager (East), Civil Engineering and Development Department
Mr Eric CHIANG Nin-tat	Chief Engineer (E1), Civil Engineering and Development Department
Mr Samson LAM Sau-sang	Assistant Commissioner (Planning), Transport Department
Mr Kelvin SIU Kin-man	Chief Engineer (Major Projects), Transport Department
Mr Maurice LOO Kam-wah, JP	Deputy Secretary for Development (Planning and Lands)2
Ms Alice PANG, JP	Project Manager (South Development Office), Civil Engineering and Development Department
Mr Raymond LEE Wai-man	Chief Engineer (South Development Office)1, Civil Engineering and Development Department
Ms Joey LAM Kam-ping, JP	Deputy Secretary for Development (Works)1
Mr Jose YAM Ho-san	Commissioner for Heritage, Development Bureau
Mr Robin LEE Hong-nin	Chief Assistant Secretary (Works) 2, Development Bureau
Mr Andrew NAM Siu-wai	Senior Architect (Heritage), Architectural Services Department

Ms Christy CHAN Hoi-wai Architect (Antiquities and Monuments) 1, Leisure and Cultural Services Department

Other persons attending:

Dr James CHAN Director, Sik Sik Yuen Lady Ho Tung Welfare Centre Eco-Learn Institute Ltd

Mr Philip KWOK Chi-tak Director, The Pokfulam Farm Company Limited

Mr Michael SIN Ka-chung Executive Director, Spence Robinson Limited

Mr WONG Ki-kwok Director, Tai Hang Fire Dragon Heritage Centre Limited

Mr FUNG Sai-cheong Associate Director, PKNG & Associates (HK) Limited

Clerk in attendance:

Ms Anita SIT Assistant Secretary General 1

Staff in attendance:

Ms Ada LAU Senior Council Secretary (1)7

Mr Raymond SZETO Council Secretary (1)5

Miss Queenie LAM Senior Legislative Assistant (1)2

Mr Frankie WOO Senior Legislative Assistant (1)3

Ms Michelle NIEN Legislative Assistant (1)5

Action

The Chairman reminded members of the requirements under Rule 83A and Rule 84 of the Rules of Procedure.

**Item 1 — FCR(2018-19)21
RECOMMENDATIONS OF THE ESTABLISHMENT
SUBCOMMITTEE MADE ON 16 MAY 2018**

EC(2017-18)23
HEAD 76 — INLAND REVENUE DEPARTMENT
Subhead 000 — Operational Expenses

EC(2017-18)25
HEAD 92 — DEPARTMENT OF JUSTICE
Subhead 000 — Operational Expenses

2. The Chairman advised that this item sought approval of the Finance Committee ("FC") for the recommendations of the Establishment Subcommittee made at its meeting held on 16 May 2018, i.e. the recommendations in EC(2017-18)23 and EC(2017-18)25 respectively:

- (a) to create one post of Chief Assessor in the Inland Revenue Department to strengthen directorate support for spearheading international tax cooperation initiatives; and
- (b) to create one post of Deputy Principal Government Counsel in the International Law Division ("ILD") of the Department of Justice to better cope with the substantial increase in workload of the Treaties and Law Unit of ILD.

The Chairman advised that no member had, prior to this meeting, requested separate voting for the above recommendations at FC meetings.

Voting on FCR(2018-19)21

3. There being no questions from members, the Chairman put item FCR(2018-19)21 to vote. The Chairman thought that the majority of the members present and voting were in favour of the item. He declared that the item was approved.

Item 2 — FCR(2018-19)20
RECOMMENDATIONS OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 14 AND 19 MAY 2018

4. The Chairman advised that this item sought FC's approval for the recommendations of the Public Works Subcommittee made at its meetings held on 14 and 19 May 2018, i.e. the recommendations in PWSC(2018-19)11, PWSC(2018-19)14, PWSC(2018-19)16 and PWSC(2018-19)19. The Chairman declared that he was an independent non-executive director of The Bank of East Asia.

PWSC(2018-19)11
HEAD 707 — NEW TOWNS AND URBAN AREA DEVELOPMENT
Transport — Roads
822TH — Cross Bay Link, Tseung Kwan O—construction

5. The Chairman advised that PWSC(2018-19)11 recommended to FC the upgrading of 822TH (i.e. Cross Bay Link, Tseung Kwan O—construction) to Category A at an estimated cost of \$5,625.7 million in money-of-the-day prices. The Chairman advised that some members had, prior to this meeting, requested that the recommendation be voted separately at FC meetings.

Construction cost of the Cross Bay Link, Tseung Kwan O

6. Dr KWOK Ka-ki expressed support for the item. Noting that the main construction works of the Cross Bay Link ("CBL"), Tseung Kwan O ("TKO") was to construct an about 1.8 km long dual two-lane carriageway (with cycle track and footpath), he queried whether the estimated construction cost was too high. He enquired what measures had been taken by the Project Cost Management Office ("PCMO") under the Development Bureau ("DEVB") to manage the cost of the CBL project.

7. In response, Deputy Secretary for Transport and Housing (Transport)1 ("DSTH(T)1") advised that PCMO under DEVB was responsible for overseeing the implementation of cost control and cost reduction measures for capital works projects by works departments, and PCMO had performed its duty to review the estimated construction cost of this project.

8. Deputy Project Manager (East), Civil Engineering and Development Department ("DPM(E)/CEDD") supplemented the followings:

- (a) the average construction cost per km of the dual two-lane carriageway of CBL was comparable to that of another similar project in the same district (i.e. Tseung Kwan O—Lam Tin Tunnel ("TKO—LTT"));
- (b) the project would adopt standard designs and prefabricated components as far as possible to reduce the construction cost; and
- (c) the project would be delivered under New Engineering Contract ("NEC") form that emphasized cooperation, mutual

trust and collaboration for risk management and cost control between contracting parties, with provision for price adjustment in the contract.

9. At the requests of the Chairman and Dr KWOK Ka-ki, DPM(E)/CEDD agreed to provide supplementary information on the operational mode and advantages of NEC, including how it could more effectively control the cost and reduce the risk of cost overrun, for members' reference.

[*Post-meeting note:* The supplementary information provided by the Administration was issued to members vide LC Paper No. FC317/17-18(01) on 23 July 2018.]

10. Pointing out that a large portion of the estimated construction cost under the project would be taken up by the construction cost of the viaduct (i.e. \$2,952.5 million against the total of \$5,625.7 million), Mr Alvin YEUNG asked the Administration about the justifications for selecting this viaduct proposal and whether its construction cost was lower than those of other viaduct proposals.

11. DPM(E)/CEDD responded that the Administration had carried out a three-stage public engagement exercise for the design of CBL, including a design idea invitation event, exhibitions and voting activity for the design proposals. After considering the result of the public engagement exercise and a total of six different viaduct proposals (including their constructability, operational modes, cost effectiveness, etc.), the Administration selected the presently proposed viaduct proposal. He added that although the construction cost of this viaduct proposal was about \$200 million higher than those of other proposals, it was more cost effective and would better meet the landscape requests made by residents in TKO. The Administration had already consulted the Sai Kung District Council on the viaduct proposal and obtained its support.

Implementation of the construction works of the Cross Bay Link, Tseung Kwan O

Temporary traffic measures in the course of the works

12. Mr CHU Hoi-dick, Mr Alvin YEUNG, Mr AU Nok-hin, Mr Wilson OR and Dr Elizabeth QUAT were concerned that TKO—LTT and CBL were expected to come into operation in 2021 and 2022 respectively and there would be a one-year gap between their completion dates. They enquired what temporary traffic measures would be taken by the

Administration during the transitional period to ensure smooth traffic flow in the TKO district. Mr CHU particularly raised concern about the temporary traffic measures at two major signal-controlled junctions on Po Yap Road/Chui Ling Road/Po Shun Road and Wan Po Road/Shek Kok Road. Mr YEUNG enquired whether the Administration would take any measures to shorten the transitional period. Mr OR and Dr QUAT expressed support for the project.

13. Assistant Commissioner (Planning), Transport Department ("AC(P)/TD") elaborated that it was anticipated that most of the vehicles commuting to and from the TKO district would travel to TKO—LTT through Wan Po Road and Po Yap Road during the transitional period. The Transport Department ("TD") would therefore monitor the traffic condition and might adjust signal controls at the two major junctions and provide additional dedicated left-turn lanes at the roundabout on the roads concerned as and when necessary to relieve the traffic load. The aforesaid works to provide additional dedicated left-turn lanes were district minor works that were not required to apply for funding from FC.

14. DSTH(T)1 responded that the Administration estimated that TKO—LTT would be completed in 2021 and, subject to funding approval for this item, the Administration planned to commence the construction works in the second half of 2018 and minimize the construction time of this project, so as to tie in with the commissioning of TKO—LTT.

Traffic conditions in the Tseung Kwan O district upon the completion of the works

15. Mr Gary FAN enquired whether the Administration had assessed the usage of TKO—LTT and CBL after commissioning. AC(P)/TD replied that the Administration anticipated that upon the commissioning of CBL, members of the public who originally travelled to TKO Town Centre through Wan Po Road would switch to use CBL that would provide shorter journeys and better road condition. It was expected that traffic flow of CBL would reach about 40-60%, complementing other roads in the TKO district. After the commissioning of TKO—LTT, it was anticipated that the traffic flow would be shared evenly by TKO—LTT and the existing TKO Tunnel.

16. Mr Gary FAN and Mr CHU Hoi-dick were concerned as to whether CBL would be saturated promptly due to population growth in the district caused by the planning of TKO Area 137 for residential development purpose. They enquired whether the Administration would extend the

MTR TKO Line to Area 137 at that time to enhance the ancillary transport facilities in the TKO district.

17. DPM(E)/CEDD advised that the Administration was still examining the planning and development of TKO Area 137 and the possible traffic impact on the area. The present design of CBL had taken into account the situation where the population in TKO would increase to 480 000 in the future.

Progress of the construction works

18. Noting that the Civil Engineering and Development Department ("CEDD") had, in parallel, conducted the tendering exercise for one of the works contracts under this project in December 2017, Mr Alvin YEUNG asked whether this project and the TKO—LTT project would have the same contractor. DPM(E)/CEDD advised that the Administration conducted the tendering exercise based on the principle of open and fair competition and was now assessing the tenders. Besides taking into consideration the tender prices, technical assessment would also be conducted to select the suitable contractors.

19. Pointing out the frequent traffic congestions in TKO as well as Kowloon East, Mr Wilson OR enquired about the reasons why the planning of this project had commenced since 2010 but not yet completed in 2018.

20. DSTH(T)1 advised that the Administration had carried out a three-stage public engagement exercise for the design of CBL, including a design idea invitation event, exhibitions and voting activity for the design proposals. In addition, CEDD had also consulted Sai Kung District Council on the project on a number of occasions. After gazetting the road scheme for the project, the Administration also received objections relating to the project. As such objections had to be handled in accordance with statutory procedures, the handling of objections had taken up some time.

Reusing the trees to be removed due to the project

21. Noting that 445 trees would be removed within the project boundary, Mr CHU Hoi-dick enquired whether CEDD would consider reusing the trees to be removed, apart from disposing of these trees at landfills. DPM(E)/CEDD advised that the trees to be removed under the project were not important trees and their reusable value was relatively low, but consideration would be given to communicating with the contractor to better utilize the trees to be removed due to the project.

Viaduct at the Cross Bay Link, Tseung Kwan O

Traffic control measures under inclement weather conditions

22. Mr CHAN Chi-chuen, Mr WU Chi-wai and Mr CHU Hoi-dick enquired, as CBL consisted of an about 1 km-long marine viaduct ("viaduct"), whether the Administration would take corresponding traffic measures, such as restricting the speed limit or the types of vehicles using the viaduct, under inclement weather conditions.

23. In response, DSTH(T)1 advised that the departments concerned would discuss possible traffic control measures to be taken, as appropriate, on the viaduct under inclement weather conditions.

24. DPM(E)/CEDD replied that the design of the viaduct had taken into account its condition under strong wind and wind tunnel tests had been conducted to ensure the viaduct could sustain wind speed of over 300 km/h. AC(P)/TD advised that the Administration was currently discussing the criteria for restricting vehicles from using the viaduct under inclement weather conditions and considered the implementation of the following measures on the viaduct:

- (a) with reference to the speed limits on other roads of the same type (such as Lantau Link), the speed limit of vehicles would be restricted to 50 km/h or below when wind speed reached 40-65 km/h; and
- (b) when tropical cyclone warning signals were issued, TD could adjust the traffic signals at both ends of the viaduct to restrict vehicles from using the viaduct.

25. At the request of Mr WU Chi-wai, the Administration agreed to provide supplementary information setting out the restrictions on vehicles using the viaduct under inclement weather conditions and the factors considered by the Administration in drawing up such restrictions, with a comparison of such factors with those of using Lantau Link under inclement weather conditions.

[*Post-meeting note:* The supplementary information provided by the Administration was issued to members vide LC Paper No. FC317/17-18(01) on 23 July 2018.]

Design of the viaduct at the Cross Bay Link, Tseung Kwan O

26. Mr CHAN Chi-chuen enquired whether sufficient safe distance had been reserved to allow large construction vessels to travel under the viaduct. DPM(E)/CEDD advised that a space of 160 m wide and 17 m high had been reserved under the main bridge of the viaduct for vessels to sail through. The Administration, in consultation with the sector concerned, was aware that Junk Bay was not a principal fairway. Moreover, the current design, having provided sufficient space to cater for the operation of the industry, had also taken into account future development needs.

27. Noting that the footpath, cycle track and the carriageways on the viaduct would be separated by noise barriers, Mr AU Nok-hin enquired whether the Administration had reserved emergency vehicular access or parking spaces on the viaduct for ambulances to access the footpath and cycle track in case of emergency.

28. DPM(E)/CEDD advised that emergency vehicular access would be provided along the roadside barriers of the viaduct to allow emergency vehicles to access the footpath and cycle track. In addition, three rest points would be provided along the footpath and cycle track on the viaduct for members of the public to take rest.

29. Dr Elizabeth QUAT and Mr WU Chi-wai enquired how the cycle track on the viaduct would link up with the existing cycle tracks in TKO. In response, DPM(E)/CEDD advised that upon the completion of CBL, the cycle track on the viaduct would link up with the cycle tracks at Junk Bay forming an about 5 km long circular cycle track that would connect to other cycle tracks in the TKO district to provide a convenient access for residents in the area.

Works progress of Tseung Kwan O—Lam Tin Tunnel

30. Pointing out that no manual tollbooth would be built for toll collection due to geographical and environmental limitations of TKO—LTT, Mr Gary FAN enquired how the Administration planned to collect tolls from users of TKO—LTT.

31. In response, DSTH(T)1 advised that the Administration was currently examining the implementation of electronic toll collection for TKO—LTT and the implementation plan was as follows:

- (a) in December 2017, CEDD conducted tests on the efficiency and reliability of an electronic toll collection system on Cheung Pei Shan Road at the entrance of Shing Mun Tunnel under different traffic and weather conditions. Also, TD was currently examining the collection of tolls from vehicles using TKO—LTT by in-vehicle payment devices; and
- (b) the Administration would consult the Panel on Transport on the funding application and legislative amendments for the proposed electronic collection facilities as soon as possible, so as to submit the related funding proposals and legislative amendments to the Legislative Council in the coming legislative session (i.e. 2018-2019) to tie in with the anticipated commissioning time of TKO—LTT.

32. DSTH(T)1 noted the suggestion of Mr WU Chi-wai that a review on the tolls of other tunnels should be conducted after the commissioning of TKO—LTT.

Voting on PWSC(2018-19)11

33. There being no further questions from members, the Chairman put item PWSC(2018-19)11 to vote. The Chairman thought that the majority of the members present and voting were in favour of the item. He declared that the item was approved.

PWSC(2018-19)14

HEAD 707 — NEW TOWNS AND URBAN AREA DEVELOPMENT

Transport — Footbridges/pedestrian tunnels

163TB — Kwun Tong Town Centre redevelopment—provision of grade-separated pedestrian linkages

34. The Chairman advised that PWSC(2018-19)14 recommended to FC the upgrading of part of 163TB, as 195TB, entitled "Kwun Tong Town Centre redevelopment—provision of grade-separated pedestrian linkages (footbridge across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street)("proposed footbridge")", to Category A at an estimated cost of \$153.5 million in money-of-the-day prices. He advised that some members requested that the recommendation be voted separately at an FC meeting.

Works of the proposed footbridge

Effectiveness in diverting road traffic and pedestrian flows

35. Mr WU Chi-wai and Mr Wilson OR urged the Administration to consider removing the at-grade crossings there when the proposed footbridge was commissioned, so that road traffic in Kwun Tong would be smoother to cope with the traffic load arising from the completion of the Kwun Tong Town Centre ("KTTC") Redevelopment Project.

36. Deputy Secretary for Development (Planning and Lands)2 ("DSD(PL)2") noted the views expressed by members. Project Manager (South Development Office), Civil Engineering and Development Department ("PM(SDO)/CEDD") supplemented that, upon the completion of the proposed footbridge, the Administration would, in consultation with Kwun Tong District Council, examine whether to remove the at-grade crossings having regard to the actual traffic conditions by that time.

37. Mr Wilson OR, Mr HO Kai-ming, Mr Holden CHOW, Ms Alice MAK, Mr Jeremy TAM and Mr AU Nok-hin expressed their support for the project with a view to accommodating the increase in pedestrian flow in the area when the new town centre in Kwun Tong was taking shape. Mr TAM and Mr CHU Hoi-dick enquired, upon the completion of the proposed footbridge, how the pedestrian flow in KTTC would be diverted. Mr CHU further requested the Administration to give an account of the existing and future pedestrian flows of the at-grade crossings where the proposed footbridge was located.

38. In response, DSD(PL)2 advised that as the new town centre in Kwun Tong was taking shape, the pedestrian flow in the area would increase. Apart from residents of the Park Metropolitan (formerly the Yuet Wah Street Site under the KTTC Redevelopment Project), the proposed footbridge would also benefit the community of around 30 000 residents on Mut Wah Street, Hip Wo Street and Yuet Wah Street, helping divert part of the pedestrians using the at-grade crossings. He elaborated that:

- (a) as the proposed footbridge would be connected with a pedestrian link which was situated at the podium of the Park Metropolitan and open to the public 24 hours a day, it would enhance the connectivity between Yuet Wah Street, Hip Wo Street, Mut Wah Street and the neighbouring areas; and

- (b) the proposed footbridge would provide the Kwun Tong community with a more convenient access to the Kwun Tong Community Health Centre Building ("Community Health Centre Building").

39. Regarding the enquiries on the pedestrian flows of the proposed footbridge and the at-grade crossings there, PM(SDO)/CEDD responded that the Administration estimated that the peak two-way pedestrian flow on the proposed footbridge in 2026 would be about 1 900 pedestrians per hour. By that time, the estimated number of pedestrians using the at-grade crossings to cross Mut Wah Street at the junction of Mut Wah Street and Hip Wo Street would be 800-odd per hour. PM(SDO)/CEDD supplemented that if the proposed footbridge was not provided in 2026, according to estimation, the peak two-way pedestrian flow using the at-grade crossings to cross between Mut Wah Street and the refuge would be about 2 500 pedestrians per hour; the peak two-way pedestrian flow between the refuge and the Park Metropolitan would be around 1 300 pedestrians per hour, while the peak two-way pedestrian flow between the refuge to Areas 2 and 3 of the KTTC Redevelopment Project would be about 3 000 pedestrians per hour.

Measures to mitigate the impact of the works

40. Pointing out that the construction of the proposed footbridge would be carried out in the area in Kwun Tong with busy traffic, Mr AU Nok-hin enquired what temporary traffic measures would be taken by the Administration to minimize the traffic impact of the works during construction and, in case shop operators affected by the works lodged compensation claims, how the Administration would handle the matter.

41. In response, PM(SDO)/CEDD advised that:

- (a) to maintain the accessibility of the footpaths near the construction site, the Administration would reserve a 2.5 m wide pedestrian link in front of the shops affected by the works during construction;
- (b) the Administration would draw reference from the temporary traffic control measures (including traffic diversion measures) taken by the Urban Renewal Authority ("URA") during the construction of a URA's footbridge (which would be linked up with the proposed footbridge connecting KTTC) to ease the traffic on the road; and

- (c) in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap. 370), shop operators affected by the works might provide documentary proof to substantiate the losses suffered by them and lodge claims for compensation.

Provision of an escalator on the proposed footbridge

42. PM(SDO)/CEDD noted the suggestion of Mr WU Chi-wai that the Administration should examine the provision of an escalator near the staircase of the proposed footbridge in the future. She advised that although the suggestion was structurally feasible, the road surface area on Mut Wah Street/Hip Wo Street where the proposed footbridge was situated was limited, and it might not be feasible to install an escalator there.

Progress of the works

43. Noting that the proposed footbridge would be linked up with the URA's footbridge mentioned above, Mr AU Nok-hin enquired whether the commencement time of the two footbridges could tie in with each other.

44. In response, DSD(PL)2 advised that it was estimated that URA's footbridge would be commissioned in end-2018, while the proposed footbridge was expected to be commissioned in the fourth quarter of 2022.

45. Mr Wilson OR further enquired, in case the proposed footbridge could not be completed in the fourth quarter of 2022 as scheduled, what measures the Administration would take to ensure that the traffic in the Kwun Tong district would not be affected.

46. PM(SDO)/CEDD replied that the government departments concerned would cooperate with one another in taking forward the proposed footbridge project, and would oversee the contractors in carrying out the project according to the schedule as set out in the works contracts, so as to ensure that the proposed footbridge would be completed on schedule.

Footbridge to be provided by the Urban Renewal Authority

47. Mr CHU Hoi-dick enquired about the alignments of URA's footbridge and the facilities that were linked up with it. Mr Tony TSE asked if the present alignment connecting the proposed footbridge and URA's footbridge was the most convenient one.

48. PM(SDO)/CEDD replied that URA's footbridge would be linked up with a pedestrian link which was situated at the podium of the Park Metropolitan and open to the public 24 hours a day, extending to Areas 2 and 3 of KTTC Redevelopment Project (where facilities, including landscape podium and other commercial and residential development, were expected to be provided), and would provide an access to Kwun Tong MTR Station in the future.

Management of the grade-separated pedestrian linkages

49. Mr CHAN Chi-chuen, Mr WU Chi-wai and Mr Tony TSE were concerned about how the construction costs, management and repair responsibility would be shared among various parties after the proposed footbridge was linked up with URA's footbridge to form an integrated footbridge system. Mr CHAN and Mr WU noted that in this funding application, these expenses would be borne by the Government and they asked if the Administration had requested URA to share part of the recurrent expenditure.

50. DSD(PL)2 responded that the integrated footbridge system would serve the entire redeveloped Kwun Tong district and provide a more convenient access to the Community Health Centre Building. In addition, the proposed footbridge would be connected with a pedestrian link that was situated at the podium of the Park Metropolitan and open to the public 24 hours a day to enhance the connectivity in KTTC. The Administration therefore considered it appropriate to take forward the relevant parts of the integrated footbridge system by way of a public works project.

51. Mr WU Chi-wai requested the Administration to coordinate with URA and establish a one-stop mechanism to handle management issues raised by members of the public relating to the portions of the proposed footbridge connecting with the pedestrian link at the podium of the Park Metropolitan as well as URA's footbridge and provide a paper to FC to explain the details of the mechanism. DSD(PL)2 agreed to provide the aforesaid supplementary information.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC309/17-18(01) on 16 July 2018.]

Possible easement issues caused by the proposed footbridge

52. Mr Jeremy TAM, Mr James TO, Mr AU Nok-hin and Mr HO Kai-ming were concerned about the easement issues involved in the works

of the proposed footbridge. It was indicated in the relevant gazette notice that creation of easements and other permanent rights in about 7 sq m of private land was required for the purpose of carrying out management, maintenance and repair works for the proposed footbridge in the future. Mr TAM enquired whether the ownership of private land owners would be sufficiently protected. Mr TO requested the Administration to provide supplementary information on the legal basis for creation of easements on private land and the measures to be taken (including notifying affected parties) by the Administration.

53. PM(SDO)/CEDD replied that in accordance with the established procedures and gazetting procedures, notices had been posted in the vicinity of the project and Kwun Tong District Council had been consulted, indicating that creation of easements and other permanent rights in about 7 sq m of private land was required. At the request of Mr James TO, she agreed to provide supplementary information on the legal basis for creation of easements on private land and the measures to be taken (including notifying affected parties) by the Administration.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC309/17-18(01) on 16 July 2018.]

Voting on PWSC(2018-19)14

54. There being no further questions from members, the Chairman put item PWSC(2018-19)14 to vote. At the request of members, the Chairman ordered a division, and the division bell was rung for five minutes. The Chairman declared that 30 members voted in favour of and one member voted against the item. The votes of individual members were as follows:

For:

Mr LEUNG Yiu-chung
Mrs Regina IP LAU Suk-ye
Mr Frankie YICK Chi-ming
Mr MA Fung-kwok
Mr CHAN Han-pan
Mr KWOK Wai-keung
Dr Elizabeth QUAT
Mr HO Kai-ming
Mr Wilson OR Chong-shing
Mr CHAN Chun-ying
Mr HUI Chi-fung

Mr WONG Ting-kwong
Mr Michael TIEN Puk-sun
Mr YIU Si-wing
Mr Charles Peter MOK
Ms Alice MAK Mei-kuen
Dr Helena WONG Pik-wan
Mr POON Siu-ping
Mr Holden CHOW Ho-ding
Ms YUNG Hoi-yan
Ms Tanya CHAN
Mr LUK Chung-hung

Mr Kenneth LAU Ip-keung Dr CHENG Chung-tai
Mr KWONG Chun-yu Mr Jeremy TAM Man-ho
Mr Gary FAN Kwok-wai Mr AU Nok-hin
Mr Vincent CHENG Wing-shun Mr Tony TSE Wai-chuen
(30 members)

Against:
Mr CHU Hoi-dick
(1 member)

55. The Chairman declared that the item was approved.
56. The meeting was suspended at 5:51 pm and resumed at 6:01 pm.

PWSC(2018-19)16

HEAD 704 — DRAINAGE

Environmental Protection — Sewerage and sewage treatment

- 392DS — Expansion of Sha Tau Kok Sewage Treatment Works—phase 1**
- 345DS — North District sewerage stage 2 part 2A**
- 398DS — Sewerage to Lei Yue Mun Village**
- 343DS — Outlying Islands sewerage stage 2—Peng Chau village sewerage phase 2**
- 390DS — Rehabilitation of trunk sewers in Tuen Mun**
- 403DS — Upgrading of sewage pumping stations and sewerage along Ting Kok Road**
- 414DS — Rehabilitation of underground sewers**
- 344DS — Upgrading of Central and East Kowloon sewerage—phase 3**

57. The Chairman advised that PWSC(2018-19)16 recommended to FC the upgrading of parts of eight projects relating to sewerage and sewage treatment to Category A; and the retention of the remainders of three projects in Category B. The Chairman advised that no member had requested separate voting for the recommendations at FC meetings.

Voting on PWSC(2018-19)16

58. There being no questions from members, the Chairman put item PWSC(2018-19)16 to vote. The Chairman thought that the majority of the members present and voting were in favour of the item. He declared that the item was approved.

PWSC(2018-19)19

**HEAD 708 — CAPITAL SUBVENTIONS AND MAJOR SYSTEMS
AND EQUIPMENT**

- 28QW — Revitalisation Scheme—Revitalisation of the Lady Ho Tung Welfare Centre into Lady Ho Tung Welfare Centre Eco-Learn Institute**
- 29QW — Revitalisation Scheme—Revitalisation of No. 12 School Street into Tai Hang Fire Dragon Heritage Centre**
- 30QW — Revitalisation Scheme—Revitalisation of the Old Dairy Farm Senior Staff Quarters into The Pokfulam Farm**

59. The Chairman advised that PWSC(2018-19)19 recommended to FC the upgrading of 28QW, 29QW and 30QW (i.e. Revitalisation Scheme—Revitalisation of the Lady Ho Tung Welfare Centre into Lady Ho Tung Welfare Centre Eco-Learn Institute, Revitalisation Scheme—Revitalisation of No. 12 School Street into Tai Hang Fire Dragon Heritage Centre and Revitalisation Scheme—Revitalisation of the Old Dairy Farm Senior Staff Quarters into The Pokfulam Farm respectively) to Category A at estimated costs of \$42 million, \$42.3 million and \$58.7 million in money-of-the-day prices respectively. He advised that some members had requested that the recommendations be voted separately at an FC meeting.

Cost breakdown of the Tai Hang Fire Dragon Heritage Centre project

60. Mr Gary FAN pointed out that the proportion of furniture and equipment costs to the total capital cost of the Tai Hang Fire Dragon Heritage Centre ("Heritage Centre") project was far higher than those of the other two projects (i.e. Lady Ho Tung Welfare Centre Eco-Learn Institute and The Pokfulam Farm).

61. Deputy Secretary for Development (Works)1 ("DSD(W)1") replied that in comparison with the other two projects, the Heritage Centre would set up a multi-purpose display area that would not only showcase a fire dragon's head but also introduce with photographs to visitors the history of the Tai Hang fire dragon, changes in the Tai Hang neighbourhood, the history of No. 12 School Street where the Heritage Centre was located and the architectural features of the building. Meanwhile, to attract the public and tourists, 3D images and virtual reality equipment would be used to introduce the fire dragon dance to visitors. In addition, the Heritage Centre would provide two restaurants and kitchens, so the proportion of

furniture and equipment costs to the total capital cost of the Heritage Centre was relatively high.

62. DSD(W)1 understood the concerns raised by Mr Gary FAN and Mr CHAN Chi-chuen. At the request made by members, she agreed to provide supplementary information on a breakdown of the costs (\$7.7 million) of the furniture and equipment (including 3D and virtual reality equipment) of the Heritage Centre.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC319/17-18(01) on 7 August 2018.]

Operation of the revitalization projects

63. Mr CHAN Chi-chuen was concerned as to whether the partner organization, i.e. Tai Hang Fire Dragon Heritage Centre Limited, that would be responsible for the future operation of the Heritage Centre, would be able to meet the expenses required for maintaining the furniture and equipment under the project. He requested the Administration to provide supplementary information to specify how the wear and tear of these equipment items (including 3D equipment) would affect the maintenance costs (in the first two years and thereafter).

64. DSD(W)1 pointed out that, under the prevailing policy, the Government would provide subventions for the operational costs of the Heritage Centre in the first two years, including maintenance costs of the 3D and virtual reality equipment. The maintenance costs thereafter would be borne by Tai Hang Fire Dragon Heritage Centre Limited at its own expenses. She agreed to provide the supplementary information requested by Mr CHAN Chi-chuen.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC319/17-18(01) on 7 August 2018.]

65. In response to Dr CHENG Chung-tai's enquiry, DSD(W)1 confirmed that Tai Hang Fire Dragon Heritage Centre Limited would enhance community connectivity in Tai Hang through community activities to be organized by the Heritage Centre.

66. Mr AU Nok-hin expressed support for the project. Mr AU and Dr CHENG Chung-tai enquired how the Administration would ensure that the two thematic restaurants operated by Tai Hang Fire Dragon Heritage

Centre Limited, which would also be responsible for the daily operation of the Heritage Centre in future, would achieve a break-even position and maintain financial sustainability. Director, Tai Hang Fire Dragon Heritage Centre Limited, responded that appropriate arrangements would be made to operate the restaurants in light of the economic environment. DSD(W)1 advised that it was expected that the revitalization projects would be self-sufficient financially and agreed to provide supplementary information in respect of the enquiries raised by Mr AU and Dr CHENG.

[Post-meeting note: The supplementary information provided by the Administration was issued to members vide LC Paper No. FC319/17-18(01) on 7 August 2018.]

Heritage conservation work

67. Mr AU Nok-hin and Mr HUI Chi-fung raised concerns about the details of the conservation measures under the three projects. Mr AU enquired about the details on how the partner organization responsible for operating The Pokfulam Farm, i.e. The Pokfulam Farm Company Limited, would carry out the revitalization project in accordance with the mitigation measures, recommendations and requirements stipulated in the Heritage Impact Assessment report. Mr HUI stressed that the three projects should manifest the heritage value of the projects concerned, facilitate future visitors to get to know the history of these buildings and associate the projects with the history of these buildings.

68. In response to Mr AU Nok-hin's enquiry, DSD(W)1 advised that supplementary information on the details would be provided. She also added that:

- (a) the Administration hoped that the three projects would carry out repair and maintenance work for the three historic buildings; and
- (b) these historic buildings would be revitalized and reused through cooperation with the partner organizations responsible for operating the projects. At present, the partner organizations of the three projects were required to reserve areas in the buildings for showcasing the development and historical background of the buildings concerned, and arrange regular guided tours to introduce to visitors the history and features of the buildings. The Office of the Commissioner for Heritage under the Development Bureau would oversee the implementation of the aforesaid measures.

[*Post-meeting note:* The supplementary information provided by the Administration was issued to members vide LC Paper No. FC319/17-18(01) on 7 August 2018.]

Voting on PWSC(2018-19)19

69. There being no further questions from members, the Chairman put item PWSC(2018-19)19 to vote. The Chairman thought that the majority of the members present and voting were in favour of the item. He declared that the item was approved.

70. The meeting ended at 7:15 pm.

Legislative Council Secretariat
18 March 2019