

立法會
Legislative Council

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Finance Committee of the Legislative Council

Minutes of the 29th meeting
held at Conference Room 1 of the Legislative Council Complex
on Friday, 15 June 2018, at 3:00 pm

Members present:

Hon CHAN Kin-por, GBS, JP (Chairman)
Hon Michael TIEN Puk-sun, BBS, JP (Deputy Chairman)
Hon LEUNG Yiu-chung
Hon Tommy CHEUNG Yu-yan, 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
Hon WONG Kwok-kin, 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 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

Hon Dennis KWOK Wing-hang
Hon Christopher CHEUNG Wah-fung, SBS, 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 Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon Jimmy NG Wing-ka, JP
Dr Hon Junius HO Kwan-yiu, JP
Hon HO Kai-ming
Hon LAM Cheuk-ting
Hon Holden CHOW Ho-ding
Hon SHIU Ka-fai
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 CHEUNG Kwok-kwan, JP
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 James TO Kun-sun
Hon Abraham SHEK Lai-him, GBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP

Hon MA Fung-kwok, SBS, JP
Hon CHUNG Kwok-pan

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)
Mr LIU Chun-san, JP	Under Secretary for Development
Ms Selene TSOI Sze-long, JP	Deputy Secretary for Development (Planning and Lands) 3
Miss Karen TO Ka-yin	Assistant Secretary for Development (Lands) 2
Mr Ambrose CHEONG Siu-yau, JP	Project Manager (West Development Office), Civil Engineering and Development Department
Mr Tony CHEUNG Ka-leung	Chief Engineer (West Development Office), Civil Engineering and Development Department
Ms Angelina KWAN Yuen-yeek	Head, Special Duty Unit, Chief Secretary for Administration's Private Office
Ms Emily MO Yuen-ching	Deputy Head, Special Duty Unit, Chief Secretary for Administration's Private Office
Mr Daniel FONG Siu-wai	Principal Assistant Secretary for Labour and Welfare (Manpower)
Miss Crystal YIP Sin-ching	Principal Assistant Secretary for Transport and Housing (Transport) 1
Mr Tony LI Yeuk-yue	Principal Assistant Secretary for Transport and Housing (Transport) 2
Ms Mable CHAN, JP	Commissioner for Transport
Ms Macella LEE Sui-chun, JP	Deputy Commissioner for Transport (Transport Services and Management)
Mr Wilson PANG Wai-shing	Acting Deputy Commissioner for Transport (Planning and Technical Services)
Ms Irene HO Wai-yin	Assistant Commissioner for Transport (New Territories)

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

Miss Yannes HO

Legislative Assistant (1)6

Action

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

Item 1 — FCR(2018-19)23

**RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 14 MAY 2018**

PWSC(2018-19)12

HEAD 703 — BUILDING

Recreation, Culture and Amenities — Open spaces

467RO — Station Square at Kai Tak

2. The Chairman advised that the item sought the approval of the Finance Committee ("FC") of the recommendation made by the Public Works Subcommittee ("PWSC") at its meeting held on 14 May 2018 regarding PWSC(2018-19)12 for the upgrading of 467RO—Station Square at Kai Tak to Category A at an estimated cost of \$1,651.5 million in money-of-the-day ("MOD") prices. No member had requested that the recommendation be put to vote separately at the FC meeting. The Chairman declared that he was an independent non-executive director of The Bank of East Asia.

Voting on FCR(2018-19)23

3. There being no further questions from members, the Chairman put item FCR(2018-19)23 to vote. The Chairman was of the view that the majority of the members present and voting were in favour of the item, and he declared that the item was approved.

**Item 2 — FCR(2018-19)24
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 14 MAY 2018**

PWSC(2018-19)13

HEAD 711 — HOUSING

Recreation, Culture and Amenities — Open spaces

**446RO — District open space adjoining San Po Kong public
housing development**

4. The Chairman advised that the item sought FC's approval of the recommendation made by PWSC at its meeting held on 14 May 2018 regarding PWSC(2018-19)13 for the upgrading of 446RO—District open space adjoining San Po Kong public housing development to Category A at an estimated cost of \$179.7 million in MOD prices. No member had requested that the recommendation be put to vote separately at the FC meeting. The Chairman declared that he was an independent non-executive director of The Bank of East Asia.

Voting on FCR(2018-19)24

5. There being no further questions from members, the Chairman put item FCR(2018-19)24 to vote. The Chairman was of the view that the majority of the members present and voting were in favour of the item, and he declared that the item was approved.

**Item 3 — FCR(2018-19)25
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 26 MAY 2018**

PWSC(2018-19)20

HEAD 703 — BUILDINGS

Quarters — Internal Security

**68JA — Construction of Departmental Quarters for Customs
and Excise Department at No. 57 Sheung Fung Street,
Tsz Wan Shan**

6. The Chairman advised that the item sought FC's approval of the recommendation made by PWSC at its meeting held on 26 May 2018 regarding PWSC(2018-19)20 for the upgrading of 68JA—Construction of Departmental Quarters for Customs and Excise Department at No. 57 Sheung Fung Street, Tsz Wan Shan to Category A at an estimated cost of

\$533.1 million in MOD prices. No member had requested that the recommendation be put to vote separately at the FC meeting. The Chairman declared that he was an independent non-executive director of The Bank of East Asia.

Voting on FCR(2018-19)25

7. There being no further questions from members, the Chairman put item FCR(2018-19)25 to vote. The Chairman was of the view that the majority of the members present and voting were in favour of the item, and he declared that the item was approved.

**Item 4 — FCR(2018-19)28
RECOMMENDATION OF THE PUBLIC WORKS
SUBCOMMITTEE MADE ON 19 MAY 2018**

PWSC(2018-19)17

**HEAD 707 — NEW TOWNS AND URBAN AREA
DEVELOPMENT**

Civil Engineering — Land Development

**804CL — Site formation and infrastructure works for
development at Kam Tin South, Yuen
Long—advance works**

8. The Chairman advised that the item sought FC's approval of the recommendation made by PWSC at its meeting held on 19 May 2018 regarding PWSC(2018-19)17 for the upgrading of 804CL—Site formation and infrastructure works for development at Kam Tin South, Yuen Long—advance works to Category A at an estimated cost of \$697.0 million in MOD prices. PWSC had spent about 1 hour and 50 minutes on scrutinizing the item, and a supplementary information paper had also been provided by the Administration. Some members had requested that the recommendation be put to vote separately at the FC meeting. The Chairman declared that he was an independent non-executive director of The Bank of East Asia.

Proposed housing developments at Kam Tin South

9. Dr KWOK Ka-ki noted that three public housing sites in the entire Kam Tin South would produce about 9 000 flats in total; if around 9 060 private housing units were to be produced from topside development over West Rail ("WR") Kam Sheung Road Station ("KSRS") and Pat Heung Maintenance Centre ("PHMC"), production of private housing would

outrun that of public housing. Dr KWOK enquired about the mix of public and private housing production for the proposed sites in Kam Tin South.

10. Under Secretary for Development ("USDEV") replied that the Administration would need to carefully evaluate whether it was technically feasible to increase public housing production in Kam Tin South. Given the potential difference between public and private housing developments in terms of sewerage generated by the residents and traffic, etc., technical assessments must be conducted should there be any change in the mix of public and private housing production, in order to ascertain whether the works as presently proposed could support the changing mix of public and private housing production.

11. Dr KWOK Ka-ki expressed support for the proposed works and infrastructure items, but only on the premises that such works were not geared towards the production of private or luxurious housing especially atop railway stations, and the public/private split of housing production should at least be maintained at the standard of 70:30. He called on the Administration to expeditiously increase the production of public housing in Kam Tin South to accommodate the long awaiting applicants and enquired about the structural difference between public and private housing from a technical perspective.

12. USDEV replied that the Administration was open-minded about the suggestion of including public housing in topside development over railway stations/depots, so long as the overriding principle that it was in the public interest and reasonably practicable to do so was met. Apart from resolving the technical issues, it would also be important to take into account the interest of minority shareholders. As the major shareholder, the Government would need to discuss the matter with MTR Corporation Limited ("MTRCL").

13. Mr CHU Hoi-dick said that as the development right of housing sites in Kam Tin South was held by the Government, there was no issue about conflict of interests between MTRCL's majority and minority shareholders. He pointed out that as the Administration had already sold the topside housing development over KSRS to private developers, only the topside housing development over PHMC was left. He thus called on the Administration to construct public housing atop PHMC. USDEV replied that land development was a complicated matter requiring careful consideration on the Administration's part from both the technical and legal perspectives. The Administration noted Members' views on increasing the ratio of public housing in Kam Tin South and undertook to consider

such views when conducting the feasibility studies.

14. Mr AU Nok-hin queried that the Administration's proposal to widen Kam Sheung Road was aimed at supporting private housing development at Kam Tin South in future. USDEV replied that according to findings of the relevant traffic impact assessment ("TIA"), the road network concerned could still cope with traffic demand in Kam Tin South up to 2031 without the widening of Kam Sheung Road. As Kam Sheung Road was a village road built in earlier times, for example, its width was below that required under the existing road standards, it was necessary to consider widening Kam Sheung Road. There was no direct relationship between the proposal and private housing development projects at Kam Tin South.

15. Mr LEUNG Che-cheung asked whether priority could be given to public housing for residential development projects at Kam Tin South. He also asked the Development Bureau ("DEVB") to relay the said view to the Transport and Housing Bureau ("THB").

16. Mrs Regina IP expressed support for the proposed item for opening up new development areas ("NDAs") to address the shortages in land supply and housing. Concurring with Mr LEUNG Che-cheung's view, she held that the most efficient solution was to construct public housing atop railways stations and depots, and she opposed to the Government's high land premium policy, under which housing development projects with convenient transport connections were reserved for the rich. She requested DEVB to relay her views to THB and the Hong Kong Housing Authority. She also enquired about the progress of KSRS topside housing development.

17. USDEV replied that the proposed works were intended to support the three proposed public housing sites and two WR property development projects in Kam Tin South. Phase 1 of KSRS topside property development project had already been sold by tender, while another project (i.e. topside development over PHMC) might lag behind the development of the three public housing sites in the area due to the longer time required for its development as a result of the need to conduct various feasibility studies. He undertook to discuss the matter with THB, with a view to expediting the relevant works relating to the three proposed public housing sites as much as possible and to relay Members' views to THB.

18. Mr AU Nok-hin expressed concern that the developed new land sites were often used to construct private housing and called on the Government to adopt the standard of a 70:30 public/private split as a target when contemplating housing development projects. He asked when the

feasibility studies concerning the topside development over PHMC would commence and be completed and whether the Administration would undertake to increase the production of public housing including Home Ownership Scheme ("HOS") flats.

19. Mr Andrew WAN expressed opposition to the Government's high land premium policy. He considered that the Government was the major shareholder of MTRCL holding 70% of its shares, while WR, PHMC etc. were constructed with government funding, and topside property development right over the depot was likewise not owned by MTRCL. He called on the Administration to undertake that a 70:30 public/private split would be adopted as the target of housing production at Kam Tin South.

20. Dr CHENG Chung-tai noted from papers provided by the Administration to both PWSC and the Panel on Development that the standard of a 50:50 public/private split was adopted for housing development at Kam Tin South, yet the Administration now indicated that it would be open-minded about constructing public housing atop railway stations/depots. He asked whether the share of public housing at the site atop PHMC would be increased. Given his understanding that PHMC was owned by MTRCL, he enquired about the mode of development and management should public housing be constructed atop the depot in future, as well as the respective ratios of public housing units, HOS flats and Green Form Subsidized Home Ownership Scheme flats for other public housing sites in Kam Tin South (including Sites 1, 4a and 6).

21. USDEV replied that the Government had already rezoned the PHMC site to allow housing development. But as housing development was not included in the original planning atop the depot, technical studies would have to be conducted to examine potential problems and suggest solutions for undertaking topside housing development over the depot. Any decisions on whether public housing development would be undertaken, as well as the actual mix of public and private housing production would only be made after completion of the relevant studies. Regarding the respective ratios of different kinds of public housing for other public housing sites in Kam Tin South, a decision would only be made during the detailed design stage after completion of the relevant studies.

22. Mr CHU Hoi-dick said that USDEV's reply was incorrect. As far as he knew, DEVB had already put forward the relevant planning in 2013 to develop topside housing projects over KSRS and PHMC together, and the Town Planning Board had also received the detailed planning report a

long time ago. Mr Andrew WAN considered that as the site over PHMC had already been planned for housing development, the Administration would only need to allocate the split of public and private housing according to the planning requirements, without the need for any feasibility studies.

23. USDEV replied that while housing development was allowed in the PHMC site under the Outline Zoning Plan, the respective ratios of public and private housing had not been specified. Feasibility studies must be conducted to give overall consideration to the matter including the technical issues involved. As there was no plan for housing development over the depot during the construction of WR, the depot was not built with facilities such as a foundation or piles, not to mention that the depot was now in operation. Hence it was necessary to study whether piles could be retrofitted between the maintenance tracks. Moreover, the relevant studies would also include aspects such as the financial viability of the proposal, as well as the cost-effectiveness of various public/private splits for the topside housing development.

Overall transport planning of New Territories West

24. Mr Michael TIEN said that while he supported increasing housing production by the Government, he was concerned about the impact of such on the loading of transport systems in Yuen Long South, Kam Tin South and the Hung Shui Kiu NDA. As around 350 000 new population would move into New Territories ("NT") West ("NTW") in the future, he held that the transport systems in NTW (including WR) would be overloaded. His view was shared by Mr AU Nok-hin. Given that it would take approximately 25 years to construct a new railway from beginning to end, Mr TIEN requested the Administration to give an undertaking forthwith to construct a new railway to directly connect NT North West ("NTNW") with the urban areas (including but not limited to linking also the fifth cross-harbour railway or Tuen Mun—Kowloon Railway, etc.), and to decide on its alignment and implementation timetable expeditiously, so as to improve the traffic condition in NTNW, or else he would oppose the funding application for the proposed works items.

25. USDEV replied that he had already relayed Mr Michael TIEN's request for the construction of a new railway to THB for consideration. According to the Administration's current planning and under the transport strategy of giving priority to railways, there was seemingly a dire need to construct a new heavy rail as a large amount of population would move into NTNW. In considering whether a heavy rail should be constructed to serve the future residents of NTNW, THB was planning to conduct the

"Strategic Studies on Railways and Major Roads beyond 2030" which would focus on the loading of heavy rail in NTNW beyond 2030 according to the planning data up to 2041. The Administration could only consider giving the relevant undertaking after completion of the said studies.

Proposed road works

Widening of Kam Sheung Road

26. Mr Andrew WAN pointed out that as a large amount of population would move into the nearby areas of Kam Tin South, the configuration of the relevant roads should be changed. Apart from the road widening initiatives set out in paragraph 3(a) to (c) of PWSC(2018-19)17, he was particularly concerned about the technical feasibility of the widening of Kam Sheung Road and asked whether TIA would be conducted for the proposal; if yes, what the timetable and objectives were. He also said that priority should be given to the provision of ancillary transport facilities, so that the proposed project would not have to be aborted due to transport problems. As Kam Sheung Road was an old village road and the roads in the vicinity were highly congested, he held that a heavy rail would definitely be an important ancillary transport facility in the future and called on the Administration to expedite its construction.

27. USDEV replied that as far as traffic improvement in the vicinity of Kam Sheung Road was concerned, the Administration had commenced a feasibility study at the end of 2017 on related matters, including how to widen Kam Sheung Road, which roads could directly connect to Route 3 and whether there was room for improving the roads in the vicinity of Kam Sheung Road. Currently, the Administration was discussing the major transport problems with community personnel, and the study was expected to be completed within 18 months (i.e. by mid-2019). After receiving the preliminary improvement proposal, the Administration would hold further discussion with community personnel (including Yuen Long District Council ("DC") and the relevant rural committees). The Administration agreed with Mr Andrew WAN's view that provision of ancillary transport facilities should be dealt with as a matter of priority and reiterated that the Government would first conduct feasibility studies before embarking on major capital works projects. Before completion of the relevant study, the Administration could not undertake that a heavy rail system would definitely be constructed under Kam Tin South development.

28. Mr LEUNG Che-cheung enquired about the progress of various suggestions made by the Pat Heung Rural Committee and community personnel for widening Kam Sheung Road and building a new road to

connect KSRS with Route 3. Mrs Regina IP opined that other development projects should only proceed after various traffic and transport problems relating to the proposed project had been resolved. She also invited the relevant officers of THB to attend the discussion on the proposed project. Mrs Regina IP declared that she was a member of the Hong Kong Golf Club. Illustrating her point with examples, she said that other NDAs including NT East ("NTE") and NT North (such as areas in the vicinity of Fanling Golf Course) were also faced with similar transport problems. USDEV replied that a Kam Tin link road connecting the said WR station with Route 3 had already been included in the transport feasibility study of Kam Tin South.

29. Mr CHAN Chi-chuen referred to paragraph 13 of PWSC(2018-19)17 which stated that the Administration had consulted the Kam Tin Rural Committee and Pat Heung Rural Committee on the proposed works. While the two rural committees had either indicated support for or no objection to the proposed works, they both requested the Government to follow up on a number of issues, including widening Kam Sheung Road, constructing new roads and bicycle tracks, increasing parking spaces in the park-and-ride facility and bicycle parking spaces at the KSRS property development project, etc. He enquired about the progress of the relevant follow-up work and whether following up on such items was included in the proposed project cost; if not, the reasons for that.

30. Project Manager (West Development Office) ("PM(W)") of the Civil Engineering and Development Department ("CEDD") replied that the present funding proposal did not include the suggested items, such as the construction of bicycle tracks and widening of Kam Sheung Road, etc. Nonetheless, various suggestions and options (including the aforesaid items) would be examined in the feasibility study commenced by the Administration at the end of last year, so that the provision of ancillary transport facilities in Kam Tin South could be considered in a holistic manner. PM(W) added that when assessing the five housing development projects in Kam Tin South, the Administration took the view that additional provision of bus laybys along Kam Sheung Road would help support housing development in future by ensuring smoother traffic flow. Hence the provision of four bus laybys along Kam Sheung Road was included as part of the proposed advance works.

31. Noting the artist impression drawing of the proposed junction improvement works at Tsing Long Highway Slip Road/Pat Heung Road junction provided by the Administration as per the request of PWSC, Mr CHU Hoi-dick enquired about the progress of following up on the suggestion made at the PWSC meeting that a permanent public toilet be

provided at the bus-to-bus interchange ("BBI") of Tai Lam Tunnel. He also asked about the location of proposed laybys in the feasibility study of widening Kam Sheung Road, other than those mentioned in LC Paper No. PWSC249/17-18(01). Regarding the provision of four bus laybys along Kam Sheung Road, Mr CHAN Chi-chuen asked whether the requests made by community personnel for road widening, construction of bypass, etc. had been included as part of the proposed advance works.

32. Chief Engineer (West Development Office) ("CE(W)") of CEDD replied that bus laybys along Kam Sheung Road were being constructed by the Highways Department, and the first bus layby was expected to be completed within this quarter. Regarding the suggestion to provide a permanent public toilet at BBI of Tai Lam Tunnel, the matter was being studied and considered by the Food and Environmental Hygiene Department. Regarding the feasibility study of widening Kam Sheung Road including the provision of additional bus laybys, the study was still ongoing.

33. At the request of Mr CHU Hoi-dick, the Administration would provide information on the location of other proposed laybys along Kam Sheung Road, other than those mentioned in LC Paper No. PWSC249/17-18(01).

[Post-meeting note: The supplementary information provided by the Administration was circulated to members vide LC Paper No. FC30/18-19(01) on 30 October 2018.]

34. At 4:02 pm, the Chairman advised that three members had submitted motions under paragraph 37A of the Finance Committee Procedure ("FCP") ("FCP 37A motions"). The Chairman instructed that other members who intended to propose FCP 37A motions should submit the same as soon as possible. He would proceed to deal with motions that were in order after discussion of the item.

Land acquisition

35. Dr KWOK Ka-ki opined that it was appropriate for the Government to resume land for infrastructural construction. He referred to paragraph 26 of PWSC(2018-19)17 which stated that land resumption and clearance would be carried out for the proposed works. He asked whether such land would be resumed by the Administration under the Lands Resumption Ordinance (Cap. 124), the amount of land to be resumed and whether the resumption of such land would require the consent of the Chief Executive.

36. USDEV replied that the Government had all along resumed land for public purposes by invoking the Lands Resumption Ordinance (Cap. 124). However, for the proposed works, the land would be acquired under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), and the amount and details of land to be acquired for the advance works had already been set out in paragraph 26 of PWSC(2018-19)17.

Ancillary facilities under the proposed works

Sewerage system

37. Mr CHU Hoi-dick noted from paragraphs 6 and 7 of PWSC(2018-19)17 that as no public sewerage system was provided for KSRS, MTR Kam Tin Building and PHMC, sewage generated therefrom had to be stored temporarily at an on-site sewage storage facility which occupied part of the residential development site at KSRS. He asked whether the said facility was an enclosed one where sewage collected would be transported away by sewage collection vehicles periodically or similar to septic tanks where sewerage would be drained away automatically; if it was the former, how often the sewage would be collected by sewage tankers, and the operating cost and capacity of the relevant facility.

38. CE(W) replied that the sewage storage facility was an enclosed tank used only for temporary storage of sewage. The temporarily stored sewage would then be transported periodically by sewage collection vehicles to other sewage treatment works for treatment. USDEV supplemented that to allow for early completion and commissioning of PHMC and KSRS back then, the said facility was provided for storage of sewage which would be tankered away daily for further treatment.

39. At the request of Mr CHU Hoi-dick, the Administration would provide information setting out the capacity of the on-site makeshift sewage storage facility in the works area, the volume of daily sewage collected and the frequency of sewage clearing, as well as the operation details of cleaning trains and sewerage of PHMC of MTRCL, including whether sewage was discharged to the aforesaid facility.

[*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide LC Paper No. FC30/18-19(01) on 30 October 2018.]

Environmental mitigation measures

Cost breakdown

40. Mr AU Nok-hin referred to the cost of some \$58 million for environmental mitigation measures and environmental monitoring and audit ("EM&A") programme (which accounted for about 8% of the total capital cost of the proposed works) as stated in paragraph 8(g) of PWSC(2018-19)17 and sought a breakdown of the individual items of works involved thereunder. PM(W) replied that environmental mitigation measures included construction of two noise barriers at Kam Tin Road, laying low noise road surfacing materials at Kam Ho Road, reprovisioning of 0.7 hectares of wetland, etc. Part of the cost would go towards implementing an EM&A programme to ensure that no adverse impact would be caused by the proposed works to the environment. At the request of Mr AU, the Administration would provide information setting out the cost breakdown of environmental mitigation measures and EM&A programme.

[*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide LC Paper No. FC30/18-19(01) on 30 October 2018.]

Proposed reprovisioning of wetland

41. Mr CHU Hoi-dick enquired about the reasons and details of works concerning the reprovisioning of wetland at Chi Ho Road. CE(W) replied that an area of wetland on the side would be affected by the widening of Kam Ho Road. To avoid any loss of wetland area during the construction of road works, the Government would first reprovision wetland at Chi Ho Road before the relevant road works commenced. As the proposed site was a piece of government land adjacent to existing wetland and river, the Administration considered it a suitable location for reprovisioning of wetland. The proposed works would include removal of invasive vegetation and weeds on the site and adjusting the ground level for wetland purpose.

42. Citing the example of WR compensatory wetland in Kam Tin near Kam Tin Mung Yeung Public School, Mr CHU Hoi-dick said that as Kam Tin was not served by sewers when WR was constructed, sewage in the area was now being discharged to the said wetland, causing pollution of the environment. He asked whether sewage from WR compensatory wetland would be drawn to the reprovisioned wetland and whether the

reprovisioned wetland would be maintained by the Government. CE(W) replied that rainwater was the primary water source of the reprovisioned wetland. In dry seasons, water would be drawn to the reprovisioned wetland from ponds in the existing wetland nearby to sustain vegetation growth. MTRCL would be responsible for the maintenance of the reprovisioned wetland under the proposal.

43. Mr AU Nok-hin asked whether the Administration could provide precedents of the proposed reprovisioning of wetland. PM(W) replied that the proposed reprovisioning of wetland was intended to compensate the loss of seasonal wetland on the side of Kam Ho Road, and many precedent cases of compensatory wetland could be found over the territory. At the request of Mr AU, the Administration would provide information setting out precedents of the proposed reprovisioning of wetland.

[*Post-meeting note:* The supplementary information provided by the Administration was circulated to members vide LC Paper No. FC30/18-19(01) on 30 October 2018.]

Conservation of agricultural land and rural areas

44. Mr CHU Hoi-dick stated his support for the proposed item on the precondition that the Administration should formulate policies and make investment to safeguard agricultural land and conserve rural areas. He held that the development of Kam Tin South would require not only infrastructural construction but also the necessary protocols, policies and investment to conserve the rural areas, or else agricultural land nearby would increasingly be converted to brownfield sites. He criticized the Planning Department and the relevant legislation for failing to keep up with law enforcement need and called on the Administration to enhance corresponding measures and resource allocation for safeguarding agricultural land and conserving rural areas. USDEV replied that the Administration would first ensure sound planning for the development of Kam Tin South, with a view to minimizing the possibility of agricultural land being converted to brownfield sites or even damaged in the process.

Motions proposed by members under paragraph 37A of the Finance Committee Procedure

45. At 4:30 pm, FC started to vote on whether FCP 37A motions proposed by members should be proceeded with forthwith. The Chairman put motion 0001 proposed by Mr AU Nok-hin to FC for a decision on whether the motion should be proceeded with forthwith. At the request of members, the Chairman ordered a division, and the division bell was rung

for five minutes. The question was negatived.

46. At 4:35 pm, Mr Jimmy NG moved under FCP 47 that in the event of further divisions being claimed in respect of any motions or questions under the same agenda item, FC should proceed to each of such divisions immediately after the division bell had been rung for one minute. At the request of members, the Chairman ordered a division. The Chairman declared that the motion was carried. The votes of individual members were set out in **Annex**.

47. The Chairman then put motion 0002 proposed by Mr CHU Hoi-dick and motion 0003 proposed by Dr KWOK Ka-ki to FC for a decision on whether the motions should be proceeded with. FC decided not to proceed with those two motions.

Voting on FCR(2018-19)28

48. At 4:44 pm, there being no further questions from members on the item, the Chairman put item FCR(2018-19)28 to vote. At the request of members, the Chairman ordered a division, and the division bell was rung for one minute. The Chairman declared that 35 members voted in favour of and 5 members voted against the item, and 6 members abstained from voting. The votes of individual members were as follows:

For:

Mr Tommy CHEUNG Yu-yan	Mr WONG Ting-kwong
Ms Starry LEE Wai-king	Mr CHAN Hak-kan
Mr WONG Kwok-kin	Mrs Regina IP LAU Suk-yee
Mr Paul TSE Wai-chun	Mr Frankie YICK Chi-ming
Mr Charles Peter MOK	Mr CHAN Han-pan
Mr LEUNG Che-cheung	Ms Alice MAK Mei-kuen
Dr KWOK Ka-ki	Mr Dennis KWOK Wing-hang
Mr Christopher CHEUNG Wah-fung	Mr IP Kin-yuen
Dr Elizabeth QUAT	Mr Martin LIAO Cheung-kong
Mr POON Siu-ping	Ir Dr LO Wai-kwok
Mr Alvin YEUNG	Mr Jimmy NG Wing-ka
Dr Junius HO Kwan-yiu	Mr Holden CHOW Ho-ding
Mr SHIU Ka-fai	Mr Wilson OR Chong-shing
Ms YUNG Hoi-yan	Dr Pierre CHAN
Mr CHAN Chun-ying	Ms Tanya CHAN
Mr LUK Chung-hung	Mr LAU Kwok-fan
Mr Gary FAN Kwok-wai	Mr Vincent CHENG Wing-shun
Mr Tony TSE Wai-chuen	
(35 members)	

Against:

Mr LEUNG Yiu-chung

Mr CHU Hoi-dick

Mr AU Nok-hin

(5 members)

Mr CHAN Chi-chuen

Dr CHENG Chung-tai

Abstained:

Mr WU Chi-wai

Mr Andrew WAN Siu-kin

Mr HUI Chi-fung

(6 members)

Dr Helena WONG Pik-wan

Mr LAM Cheuk-ting

Mr KWONG Chun-yu

49. The Chairman declared that the item was approved by FC.

Item 5 —FCR(2018-19)26

**RECOMMENDATIONS OF THE ESTABLISHMENT
SUBCOMMITTEE MADE ON 29 MAY 2018**

50. The Chairman advised that the item sought FC's approval of the recommendations made by the Establishment Subcommittee at its meeting held on 29 May 2018 regarding items EC(2018-19)1, 2, 3 and 4. FC would first deal with item EC(2018-19)3 which was not required to be separately voted on and then proceed to deal with items EC(2018-19)1, 2 and 4 one by one which were required to be separately voted on as requested by some members.

EC(2018-19)3

HEAD 100 —MARINE DEPARTMENT

Subhead 000 —Operational expenses

51. The Chairman advised that item EC(2018-19)3 proposed the creation of new ranks in the Marine Department, namely, Assistant Marine Officer in the Marine Officer ("MO") grade, as well as Assistant Surveyor of Ships in the Surveyor of Ships grade for Engineer & Ship stream, Nautical stream and Ship stream; the revised pay scale of MO rank of MO grade; and the conversion arrangement for serving civil servants in MO rank of MO grade. No request for separate voting on the recommendation at the FC meeting was made by members.

Voting on EC(2018-19)3

52. There being no further questions from members, the Chairman put item EC(2018-19)3 vide FCR(2018-19)26 to vote. The Chairman was of the view that the majority of the members present and voting were in favour of the item, and he declared that the item was approved.

EC(2018-19)1

**HEAD 142 —GOVERNMENT SECRETARIAT: OFFICES OF
THE CHIEF SECRETARY FOR
ADMINISTRATION AND THE FINANCIAL
SECRETARY**

Subhead 000 —Operational expenses

53. The Chairman advised that the item proposed the creation of two supernumerary directorate posts in the Chief Secretary for Administration's Private Office ("CSPO"), namely, one Administrative Officer Staff Grade B post and one Administrative Officer Staff Grade C post, to lead and manage the Human Resources Planning and Poverty Coordination Unit ("HRPPCU") to be set up as Head and Deputy Head of HRPPCU respectively. Some members had requested for separate voting on the recommendation at the FC meeting. ESC had spent about 40 minutes on the scrutiny of the aforesaid proposal.

Establishment of a Human Resources Planning and Poverty Coordination Unit

54. Mr Gary FAN referred to paragraph 21 of EC(2018-19)1 which stated that Head of HRPPCU would be responsible for coordinating statistics, studies and researches relating to the three areas of human resources planning, population policy and poverty alleviation ("the three areas of work") in order to draw up recommendations for consideration by the Chief Secretary for Administration ("CS"), the Human Resources Planning Commission ("HRPC") and the Commission on Poverty ("CoP"). As far as the three areas of work were concerned, he asked whether the Administration already had some ideas about what those statistics, studies and researches were and how such work would be conducted.

55. Head, Special Duty Unit, CSPO ("Head/SDU") replied that:
- (a) the three areas of work were already coordinated by CS in the last term of Government, and a small coordinating team was set up to assist and support such work of CS. The relevant initiatives were mainly taken forward by high-level committees chaired by CS, including HRPC just set up this year, as well as CoP and the Steering Committee on Population Policy ("SCPP") established by the last term of Government;
 - (b) regarding the statistical analyses and studies mentioned in EC(2018-19)1, the Government had already collected a vast amount of data relating to the three areas of work on a regular basis through various studies (including General Household Surveys, as well as population censuses and by-censuses conducted once every five years). To dovetail with the population policy and human resources planning, the Census and Statistics Department ("C&SD") would also conduct regular statistical projects including quarterly analyses on the employment situation and labour force. The Administration would gather those extensive data and collate thematic researches for consideration by the relevant committees, taking into account the views of economists and professional statistical officers in HRPPCU;
 - (c) the Government had yet to determine the priorities of specific thematic researches, and discussion and negotiation would be held with the relevant committees;
 - (d) overall demographic changes were already covered under current data analyses. On account of the findings, the Government had focused on training and enhancing the quality of local human resources, with a view to further unleashing the labour force. Through the relevant researches and data, the Government would gain a better understanding of the human resources changes; and
 - (e) in terms of poverty alleviation, poverty line analyses had all along been conducted by the Government. Under the analytical framework of the poverty line, thematic researches had been conducted for various groups (including ethnic minorities ("EMs"), people with disabilities, etc.). The

policy bureaux and departments concerned would collate and analyze the relevant data, and HRPPCU would provide coordination support for analyzing new topics when necessary.

56. Mr Gary FAN noted that the tenure of Head and Deputy Head of HRPPCU would coincide with the current term of Government and expire on 1 July 2022. He enquired about the specific work targets of HRPPCU during its term of four-odd years and whether quantifiable indicators had been formulated so that Members could consider the cost-effectiveness of the use of public funds. He also asked whether any target of legislative work had been formulated and how many consultation exercises with public participation would be conducted.

57. Head/SDU replied that:

- (a) as HRPPCU was intended to provide support to CS for coordinating and handling the work of various high-level committees, the priorities and content of its work would depend on the discussion outcome of those committees;
- (b) in terms of human resources, the current direction was to enhance the quality of local population and human resources. HRPPCU hoped that local researches could be conducted to reflect the requirements and changes in the labour market for trades in different industries as a result of economic development and to provide relevant information on training for reference by the labour force, students, etc.;
- (c) in terms of quantifiable indicators, as HRPPCU had yet to be established, the Administration was still collating the initial data. It was hoped that information could eventually be disseminated on a regular basis, such as through the development of a one-stop information platform to disseminate findings of researches and analyses, as well as information on human resources planning; and
- (d) in terms of consultation, the Administration was now considering ways to tap the views of relevant stakeholders in various sectors. For instance, consideration would be given to compiling lists of consultees for the HRPC Secretariat to coordinate focus group discussions, while various departments and members could also give views on specific topics.

58. Mr AU Nok-hin opined that the Government's aim of setting up various policy committees was to absorb politics in the administration, such that policy objectives would be promoted through those committees and thus, bypassing the process of policy fermentation with input of public views in the Legislative Council ("LegCo"). He asked how the Administration could gain Members' trust in the committee system, for instance, by showing that researches would be conducted by HRPC in a neutral and impartial manner and that the Government would take heed of HRPC's views.

59. Head/SDU replied that in the course of policy formulation, the Government would set up advisory committees on a need basis to gauge views from various stakeholders by appointing experts from different sectors of the community as members of those committees, with a view to enhancing and improving government policies and initiatives. Committees of an advisory nature could never replace the Government's role in policy formulation, and no consultative framework could replace or override LegCo's work and duties as prescribed by law.

60. Mr AU Nok-hin said that one of the responsibilities of HRPPCU was to oversee the implementation of the youth upward mobility programmes under CoP, namely, the "Future Stars" Programme and the "Life Buddies" Mentoring Scheme. According to the Government's online information, the objective of the "Future Stars" Programme was to promote upward mobility of youths primarily through workshops, corporate visits, scholarships, etc., while the "Life Buddies" Mentoring Scheme aimed at encouraging businesses and individuals to be mentors to give counselling advice to young people. He asked what organizations and individuals had participated in those two programmes, and whether HRPPCU would improve the relevant work to avoid homogeneity of participating industries.

61. Head/SDU replied that HRPPCU would be responsible for the implementation and planning of those two programmes, and the relevant work would continue. The programmes, which were career-oriented in nature, could hopefully provide young people with early exposure to various industries which involved a myriad of different trades. Lists of participating organizations for the programmes had already been uploaded onto the relevant websites. Under the programmes, several hundred sessions of activities had been organized. Many government departments which involved different trades had taken part in the programmes, while participating private organizations included those engaging in different trades of the infrastructure, transport and retailing industries.

Human resources planning

62. Mr LUK Chung-hung said that apart from the Government's allocation of resources for provision of welfare benefits and subsidies, he hoped that HRPPCU could study and deal with problems relating to the monopolistic industrial structure of Hong Kong, excessively low wages, excessively high rents, impact of rising costs on wages, etc. from a more macro perspective, taking into account society's primary distribution of wealth and economic landscape. He was particularly concerned about the importation of foreign labour policy because labour unions would dread to see any further expansion of foreign labour importation under the Supplementary Labour Scheme as it would seriously affect the employment opportunities of local workers.

63. Head/SDU replied that the Administration noted Mr LUK Chung-hung's view for making human resources planning from a macro perspective to support Hong Kong's diversified economic development as far as possible, and his hope that more analysis of data concerning different industries should be conducted to help promote social and economic development. The Government held that policies such as unleashing the labour force and importation of foreign labour were all important to human resources planning. Hence, HRPC's membership included representatives of different stakeholders from both the business and labour sectors. After receiving different views, HRPC would strike a balance when formulating its recommendations. With regard to unleashing the labour force, the Government hoped that women and the elderly would be attracted to join the labour market through the implementation of various initiatives, including reviewing the situation of women employment when formulating the population policy in 2015, as well as strengthening the necessary support measures such as additional provision of child care services, etc.

64. The meeting was suspended at 5:04 pm and resumed at 5:15 pm.

65. Expressing concern about the deduction of wages for foreign workers employed by residential care homes, Mr CHU Hoi-dick held that such incidents were in breach of the standards set by the Government for the importation of foreign labour. He asked why promoting protection of labour rights was not included as part of HRPPCU's duties in respect of consolidating the work on human resources planning.

66. Head/SDU replied that the Administration noted Mr CHU Hoi-dick's view that labour rights should be given due regard in the development and promotion of human resources planning. That said, the

Labour Department had all along been protecting labour rights under the relevant labour legislation and regimes. The Administration would also continuously review the need for refining labour legislation. HRPPCU would not conduct researches specifically on protecting labour rights unless HRPC was of the view that improving labour rights was an issue relating to the promotion of human resources planning.

Population policy

67. Mr Gary FAN pointed out that the Government had already indicated a need to complement the existing population and workforce with new sources of human capital, while Hong Kong's population would increase by over 900 000 by 2047 according to the projection adopted for the land supply consultation. He asked whether the Administration would consider and monitor how to take care of the new population in respect of housing supply, etc. on the basis of C&SD data, and whether consideration would be given to conducting thematic researches on the relationship between population growth and land/housing supply.

68. Head/SDU replied that land supply and provision of government services must also take into account objective data. Objective projections and data analyses had also been deployed in formulating the population policy. When making human resources or population projections, HRPPCU would continue to liaise with C&SD, while projections made by C&SD would also be updated periodically for use by different bureaux and departments in planning for future provision of services. Land and housing development would also be planned on the basis of population data by the relevant bureaux (e.g. DEVB and THB).

69. Mr Gary FAN asked whether C&SD would collect other useful data relating to the population policy as variables and options, for example, the divorce rate of people granted with Permits for Proceeding to Hong Kong and Macao (commonly known as "One-way Permits" ("OWPs")) within one year, two years and three years of their coming to Hong Kong, so as to calculate the number of ineligible OWP applicants involved in cross-boundary bogus marriages, reflect the loopholes of the existing policy and in turn initiate discussion on how to plug the relevant loopholes.

70. Head/SDU replied that through population censuses (including by-censuses) conducted once every five years, C&SD would conduct analyses on the basis of a larger number of population and publish thematic reports on various subjects. Regarding Mainlanders who came to Hong Kong for less than seven years, C&SD would also conduct thematic analyses and publish the collected data. The latest publication also

covered statistics concerning the divorce rate of people who came to Hong Kong for less than seven years, etc. Regarding the analysis requested by Mr Gary FAN, it fell under the purview of security policy and was unrelated to the coordination of human resources planning and population policy.

71. Mr CHU Hoi-dick asked whether projections had been made by the Administration on the right population size of Hong Kong in the future and what the Administration's population policy was in this regard. Mr CHU opined that the Administration should make reference to overseas examples and make projections on the right population size of Hong Kong in the future, having regard to factors such as the carrying capacity of natural resources, economic development and demographic changes, so that policies in support of the right population size of society and the provision of necessary services would be formulated. Mr Gary FAN asked whether the Administration would make reference to overseas examples and conduct thematic researches on Hong Kong's maximum carrying capacity of population, so that recommendations and initiatives could be proposed accordingly.

72. Head/SDU replied that according to the report on population policy published in 2015, Hong Kong was facing the challenges of an ageing population and declining productivity. Under those two premises, the Administration had already made it clear at that time that no population cap or target would be imposed to limit future population growth. The Government would make projections on Hong Kong's population on the basis of the existing situation, analyses and data. The Administration would also make reference to practices in other places from time to time when contemplating policies and initiatives concerning human resources planning and population policy.

Poverty alleviation

73. Mr AU Nok-hin enquired about the changes of CoP Secretariat in terms of its manpower, workload as well as powers and responsibilities upon the establishment of HRPPCU and the creation of the proposed posts. Head/SDU replied that both CoP and SCPP were established by the last term of Government, and secretariat support for CoP was provided by a small team set up under CSPO on a time-limited basis to co-terminate with the last term of Government. Currently, support provided by the Special Duty Unit for CoP was only a temporary extension arrangement, such that CoP's work could be continued. The proposed HRPPCU to be established would conduct researches specifically on cross-departmental issues such as poverty alleviation, human resources, etc., and it would not replace the

functions of the relevant policy bureaux.

74. Mr AU Nok-hin called on HRPPCU to pay attention to the situation of EMs. He considered that there was room for further employment of EMs in Hong Kong and some employers were willing to employ them, although better matching and employment support services should be provided. He asked whether the Administration would follow up and improve the employment situation of EMs. Head/SDU replied that CS was already aware of the problems faced by EMs in the context of his work on poverty alleviation, and a high-level internal steering committee would be set up under CS' chairmanship to enhance collaboration within the Government on support for EMs. Separately, \$500 million had already been earmarked in the Budget to support work in this regard, and the Administration would consider measures to strengthen employment support for EM job seekers.

75. Mr AU Nok-hin enquired about the timetable and roadmap of the committee to be set up to provide support for EMs. Head/SDU replied that the relevant work had already commenced, including meetings with different EM groups, representatives of concern groups, service providers, etc. The views collected would be consolidated and then presented to HRPC for discussion. At present, the Administration had yet to decide on the specific details of measures to strengthen support for EMs.

Voting on EC(2018-19)1

76. At 5:53 pm, there being no further questions from members on the item, the Chairman put item EC(2018-19)1 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 32 members voted in favour of and 6 members voted against the item. The votes of individual members were as follows:

For:

Mr Tommy CHEUNG Yu-yan	Prof Joseph LEE Kok-long
Mr WONG Ting-kwong	Mr WONG Kwok-kin
Mrs Regina IP LAU Suk-yee	Mr Paul TSE Wai-chun
Mr Frankie YICK Chi-ming	Mr YIU Si-wing
Mr CHAN Han-pan	Mr LEUNG Che-cheung
Ms Alice MAK Mei-kuen	Mr KWOK Wai-keung
Mr Christopher CHEUNG Wah-fung	Dr Helena WONG Pik-wan
Dr Elizabeth QUAT	Mr POON Siu-ping
Ir Dr LO Wai-kwok	Mr Andrew WAN Siu-kin
Dr Junius HO Kwan-yiu	Mr HO Kai-ming

Mr LAM Cheuk-ting
Mr SHIU Ka-fai
Ms YUNG Hoi-yan
Mr CHAN Chun-ying
Mr LUK Chung-hung
Mr Vincent CHENG Wing-shun
(32 members)

Mr Holden CHOW Ho-ding
Mr Wilson OR Chong-shing
Dr Pierre CHAN
Ms Tanya CHAN
Mr Jeremy TAM Man-ho
Mr Tony TSE Wai-chuen

Against:

Mr LEUNG Yiu-chung
Mr CHU Hoi-dick
Mr Gary FAN Kwok-wai
(6 members)

Mr CHAN Chi-chuen
Dr CHENG Chung-tai
Mr AU Nok-hin

77. The Chairman declared that the item was approved by FC.

EC(2018-19)2

HEAD 186 — TRANSPORT DEPARTMENT

Subhead 000 — Operational expenses

78. The Chairman advised that the item proposed the creation of three permanent posts in the Transport Department ("TD"), namely, two Principal Transport Officer ("PTO") posts and one Chief Engineer ("CE") post, to spearhead (a) the planning, development, regulation, monitoring and upgrading of the existing ferry and paratransit services; (b) the monitoring and planning of public transport services in NT; and (c) the formulation of Smart Mobility development strategy and its implementation. Some members had requested for separate voting on the recommendation at the FC meeting. ESC had spent about 1 hour and 16 minutes on the scrutiny of the aforesaid proposal.

Creation of one permanent Principal Transport Officer post in the Management and Paratransit Branch

Waterborne transport and ferry services

79. Dr Helena WONG said that while there were six major outlying island ferry routes in Hong Kong, in-harbour ferry services had been dwindling. She enquired about the work of the proposed post in respect of ferry services and whether there were plans to develop new ferry routes which connected different districts in Hong Kong to serve local residents and tourists. In addition, she called on the Administration to reinstate some former in-harbour ferry routes, and she also hoped that NDAs would

be provided with in-harbour ferry piers and services. She asked whether the proposed post would study the provision of ferry and water taxi feeder services between the West Kowloon Cultural District and Kai Tak, as well as the development of new routes and planning of new piers.

80. Commissioner for Transport ("C for T") replied that the said ferry services would come under the purview of the proposed post, including exploring the possibility of adding new in-harbour ferry routes. Recently, TD had also liaised with the trades to gauge their views in this regard. It was expected that the holder of the proposed post would coordinate the relevant arrangements upon assumption of duty, and consultation on the relevant in-harbour routes could be conducted later this year if necessary. Work of the proposed post would also include studying the implementation of water taxi services, the improvement of ancillary pier facilities, etc.

81. Mr AU Nok-hin said that the ferry policy was imperfect. While pier facilities in NT could benefit from funding provisions under the Rural Public Works Programme, no such programme was available for pier facilities in the urban areas. He pointed out that as once indicated by TD, construction of piers would be considered on the basis of public transport needs, yet no comprehensive pier facilities was provided for the berthing of fishing boats, pleasure vessels, etc. which were non-public modes of transport. He called on the Administration to resolve the matter by constructing the necessary ancillary facilities and exploring the possibility of adopting a flexible design for pier facilities with the operators, such as constructing piers with wood or buoys.

82. C for T replied that TD was aware that similar concerns had been expressed by Mr AU Nok-hin at ESC and DC. As TD was mainly tasked to coordinate the provision of pier facilities for ferry services, the proposed post would also be responsible for coordinating and taking forward a number of ferry pier improvement projects. Separately, some projects concerning the improvement of ancillary facilities for public piers would be implemented by CEDD with active participation from TD. As far as the design of piers was concerned, transport demand and passenger need were always the primary factors to be taken into account before consideration be given to using the piers as ancillary facilities of ferry services under the overriding principles of safety and suitability. TD also noted the view about opening new waterborne transport services. TD would continue to invite expression of interest for operating new "kaito" services from the trades periodically.

83. Mr CHU Hoi-dick said that it was the Islands DC's aspiration that the Administration could fundamentally change the ferry policy. Instead

of providing subsidies to the operators, the DC held that the Government should build its own fleet and outsource service operation, so that passengers could enjoy services provided by the new vessels, as well as protection in terms of fare levels. C for T replied that in the Policy Address 2017, the Chief Executive announced that proactive consideration would be given to subsidizing operators in acquiring new vessels. The proposed post would review the operation model of ferry services in future with particular emphasis on their financial viability and study the pros and cons of providing ferry services through outsourcing.

84. Mr Jeremy TAM expressed support for the proposed item. He said that as far as waterborne transport was concerned, it would not suffice to only improve ferry services. To attract ridership, the Administration should enhance the provision of ancillary feeder or interchange transport facilities, such as walkways connecting piers with other modes of transport. C for T replied that in the future, the Administration would focus on improving piers and their connections, including the improvement of Central Piers and facilities in the surrounding areas to facilitate the public's use of waterborne transport services. On the other hand, TD was actively holding discussion with CEDD's Lantau Development Office for improving the signage, etc. along the connecting walkway of Tung Chung Pier to facilitate people's access to Tung Chung MTR Station on foot.

Improving taxi service quality

85. Mr Gary FAN pointed out that in January 2018, the Committee on Taxi Service Quality ("CTSQ") was set up by the Government as a multi-party communication platform to resolve various issues relating to taxi service. Afterwards, a highly controversial demerit point system for taxi drivers was proposed by the Administration. Meanwhile, members of CTSQ were also serving as committee members of the Hong Kong Taxi Council established in recent years, thus drawing criticisms that CTSQ could not fully reflect the views of frontline taxi drivers. He asked whether the proposed post would contact frontline taxi drivers and tap their views on the proposed demerit point system for taxi drivers, and he also called on C for T to directly follow up on the consultation and implementation of the said system.

86. C for T replied that currently meetings of CTSQ were chaired by herself personally, while efforts had been made to ensure that its membership included different stakeholders of the taxi trade, i.e. taxi owners, taxi drivers and taxi associations, as far as possible. Regular meetings had also been held with taxi associations. Upon the creation of the proposed post, the post holder could enhance leadership in maintaining

better liaison between the responsible staff and taxi associations, so that various initiatives to be launched would be explained to and discussed with the trade to ensure representation of their views. Later on, the Administration would consult the Panel on Transport on proposals to enhance taxi service quality and to raise the relevant penalties. Apart from increasing the penalties and improving taxi service quality, the Administration would implement a number of specific measures, including providing and enhancing training for taxi operators, reprinting the code of practice for taxi service, etc. Such measures were under the scope of work of the proposed post and would be introduced successively.

Creation of one permanent Principal Transport Officer post in the New Territories Regional Office

Planning and monitoring transport services of boundary control points

87. Mr AU Nok-hin noted that the daily quota of Mainland enterprise vehicles using the Hong Kong—Zhuhai—Macao Bridge ("HZMB"), i.e. the quota of private cars coming from the Mainland to Hong Kong via HZMB, had recently been increased from 300 to 1 000. He asked whether such a decision was made out of worries about HZMB's cost-effectiveness in the event of insufficient traffic flow. He also asked how the proposed post would approve the relevant licences and decide on adjustments to the relevant quotas in the future and what the features of cross-boundary vehicle licences were.

88. C for T replied that the proposed post would be responsible for cross-boundary public transport services and arrangements, while work relating to cross-boundary vehicle licences and adjustments to the quotas of cross-boundary private cars was handled by the Licensing Section of TD. The Administration had already briefed the Panel on Transport of LegCo on the quota of private cars coming to Hong Kong via HZMB. Given that HZMB was a facility to facilitate cross-boundary transport and taking into account the demand of the trades, the Government had already made arrangements for the quotas accordingly. While the proposed post would be responsible for planning and monitoring cross-boundary public transport facilities and services, licensing of cross-boundary coaches would be handled by the staff of the Transport Operations (NT) Division ("TOD") of TD.

89. Mr CHAN Chi-chuen said that as fares of cross-boundary transport services were invariably tied to toll charges of HZMB, he asked whether it was the duties of the proposed post to negotiate the toll levels of HZMB with the Mainland authorities and to administer the fare levels of HZMB

cross-boundary coach services. He also enquired about the measures to be taken by the Administration if the patronage of cross-boundary coach services was on the low side and whether the proposed post would be responsible for making recommendations to improve the relevant services.

90. C for T replied that staff of TD's regional office on the Hong Kong side were responsible for HZMB cross-boundary coach services. As HZMB cross-boundary coach services were non-franchised bus ("NFB") services, their fare levels were not subject to TD's regulation. While the proposed post would monitor the quality and level of relevant public transport services (including franchised bus, green minibus and NFB services) when discharging his duties relating to cross-boundary transport services, such duties did not include setting and reviewing toll levels of HZMB. Upon commissioning of HZMB, the Administration would closely monitor the need for adjusting the relevant cross-boundary coach services. Regarding cross-boundary transport services for new boundary control points, the proposed post would attend meetings held with the relevant Mainland authorities for the purposes of service monitoring, review and coordination to ensure the smooth operation of cross-boundary transport services to satisfy public demand.

Supporting new development areas and new town extension projects

91. Mr CHAN Chi-chuen pointed out that the duties of PTO/NT included assessing, planning, implementing and reviewing matters relating to public transport services required for NDAs and new town extension projects in order to ensure that public transport services could meet passenger demands. He asked whether the duties of the proposed post would include studying public transport arrangements for the highly controversial artificial islands in the central waters and East Lantau Metropolis.

92. C for T replied that PTO in TOD could provide support in respect of making assessments for public transport services need. Overall speaking, the Government's development projects for NDAs and new towns were taken forward primarily under the steer of DEVB, THB and CEDD, while TD would provide support in all relevant researches. Notwithstanding the above description of TOD's overall functions, TOD did not have any specific assignment so far on researches for particular items. Depending on the scope and progress of the Government's NDA and new town development projects, TOD would provide support, coordination and views accordingly. All known items and examples had already been set out in paragraph 16 of EC(2018-19)2.

Enhancing coordination and monitoring of residents' service

93. Dr CHENG Chung-tai noted that one of the duties of the proposed post was to coordinate and monitor NFB services (including residents' service ("RS")) in NT, which was slightly different from the existing duties of PTO/NT 1. Referring to recent complaints made by residents of housing developments in NTW (including Kingswood Villas, Tai Hing Estate, Leung King Estate, Shan King Estate, Tin King Estate as well as housing estates in the nearby areas) about TD making major changes to RS routes from time to time or even abolishing them, he asked whether the proposed post could improve the planning and route arrangements of NFB services and what standards were adopted by the Administration in coordinating and planning RS routes. He also asked whether the Administration would take the opportunity presented by the creation of the new post to convert NFB services originally operating in NT into cross-boundary NFB services and whether clearer guidelines and policies would be formulated for reference by the operators and members of the public.

94. C for T replied that:

- (a) the proposed post would share the duties of the existing PTO/NT post. Currently, the said post was responsible for coordinating public transport services and passenger facilities in nine districts of NT. With the creation of the proposed post, the new PTO would be responsible for overseeing public transport services and facilities in Tuen Mun, Yuen Long, Islands Districts and the border, as well as coordinating and monitoring NFB services in NT by improving the relevant coordinating and monitoring work. Recently, TD had also discussed with the trade on how to improve and coordinate RS services in various districts of NT;
- (b) TD noted that some RS routes might have too many stops or did not always operate according to the routes specified in their licences. The Administration was aware that the residents had a genuine need for RS, but due regard must also be given to local traffic conditions and whether such routes might overlap with franchised bus services. Hence, TD must strive a proper balance in making the relevant planning and arrangements;
- (c) Regarding the standard adopted by TD when planning and coordinating NFB services and routes, the primary

consideration was whether the transport need of residents in certain areas throughout the day might not be met by existing franchised bus and public transport services. TD would also facilitate the arrangement of NFB services as supplementary transport services. The proposed post would maintain close liaison with the trade and residents and ascertain the need of the residents; and

- (d) while the work of the proposed post would include matters on the coordination and planning of NT bus services and cross-boundary coach services, the two duties were independent and distinctive ones.

95. Regarding residents' complaints about NFB services, Mr CHU Hoi-dick enquired about the measures to be taken by the Administration to coordinate the conflicts between the residents and operators. C for T replied that operation of NFB services was subject to licences issued by TD. TD would seriously follow up any complaint about individual operators operating routes or en-route stops in breach of the licensing conditions. On the other hand, the department was sympathetic about the transport need of residents, and stops might be added to NFB routes to facilitate their shopping activities. Meanwhile, meetings with operators in Tuen Mun, Yuen Long and Tin Shui Wai were being held to deal with their applications for adding en-route stops.

Transport arrangements for the New Territories

96. Dr Elizabeth QUAT indicated that she did not oppose the proposed item. She noted that the proposed post would monitor existing and plan new public transport services. With the growing population in NTE, particularly Sha Tin and Tseung Kwan O districts, the roads were already highly congested, and the carrying capacity of railways had been saturated. She asked what planning would be made by the Administration to resolve traffic congestion in NTE.

97. C for T replied that after the creation of the proposed post, the existing PTO/NT would oversee matters relating to the public transport services in Sha Tin, Tai Po, Tsuen Wan, Kwai Tsing, Sai Kung and North Districts. Engineers of TD would ensure sound planning of road facilities. Take for example the recent congestion in the North District as a result of increasing vehicular traffic. PTO would hold discussions with DC members, local organizations and bus companies, with a view to formulating some special transport arrangements, such as the operation of alternative bus routes to avoid the congested road sections in case of

emergencies or traffic incidents. PTO/NT 1 and 2 would continue to be held responsible for such coordinating work and planning of ancillary transport facilities.

98. Mr Holden CHOW noted that the Administration had already responded to his views raised at the ESC meeting for additional provision of information and text display panels under the Journey Time Indication System. Taking into account the impending commissioning of HZMB and the resulting additional passenger flow, as well as with the increasing population in Tung Chung, he asked whether contingency measures would be implemented through the proposed post to enhance public transport services and request MTRCL to regularly increase train frequency of its Tung Chung Line.

99. C for T replied that the Administration noted Mr Holden CHOW's views. In terms of opening up traffic information, the Administration would install 45 additional traffic detectors and 4 sets of additional mobile variable message signs at the North Lantau Highway, and the works were expected to be completed by the end of 2018. In terms of ferry services, TD had already signed an emergency ferry services agreement with the Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd. ("MBTA"). In case of a serious incident on North Lantau Highway or Tsing Ma Bridge, or full closure of either of the two causing prolonged obstruction to road traffic, MBTA would provide emergency ferry services between Tung Chung Development Pier and the urban areas to ease the flow of passengers travelling to/from the urban areas. As regards MTR services, the Administration would need to keep following up the matter with MTRCL. Taking into account MTRCL's ongoing signalling replacement project, the carrying capacity of railway lines would increase upon completion of the works. TD would continue to follow up the matter and discuss with MTRCL the proposal to regularly increase train frequency of the Tung Chung Line. TD would revert to Mr CHOW once progress had been made.

Creation of one permanent Chief Engineer post in the Technical Services Branch

Taking forward projects under "Smart Mobility"

100. Mr Gary FAN noted that one of the responsibilities of CE/Smart Mobility was to formulate "Smart Mobility" development strategy. He asked whether the development direction and specific plans under the strategy had already been formulated, for example, ideas about the provision of hardware and ancillary facilities. He also asked what

information on traffic flow would be collected and whether information on pedestrian flow and carparking spaces would also be included.

101. C for T replied that a series of specific initiatives under "Smart Mobility" had already been set out by the Chief Executive in the 2017 Policy Address. To this end, the proposed post would work on specific tasks in several areas as detailed in paragraph 25 of EC(2018-19)2, including:

- (a) integrating TD's mobile applications in mid-2018 to facilitate faster and more convenient one-stop search for information such as routes, journey time, fares, etc. of different transport modes by members of the public;
- (b) installing traffic detectors on all strategic routes to collect data relating to traffic flow, travelling speed, etc. for analysis, and disseminating such traffic information to the public;
- (c) conducting a feasibility study on the installation of in-vehicle units which could enable motorists to pay tunnel tolls without stopping the vehicles; and
- (d) drawing up details of the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas.

102. C for T added that collection of traffic information would include analyzing data and statistics concerning vehicular flow and travelling speed on strategic routes. TD would also collect real-time parking vacancy information of some available public car parks and disseminate such information for public use through mobile applications.

Opening up traffic data

103. Dr Elizabeth QUAT asked whether the proposed post could resolve the problems concerning parking spaces in car parks and the sharing of data obtained by franchised bus companies to ensure that franchised bus companies would open up the traffic data they collected. She was aware that car parks in shopping malls and franchised bus companies might consider it against their commercial interests to open up their data. She asked whether the proposed post would study the introduction of new systems, policies and legislation to ensure that those companies would open up their data.

104. C for T replied that the proposed CE would work together with other sections in TD to actively take forward the initiatives under "Smart Mobility" by encouraging cooperation from public transport operators. In terms of opening up public transport data, Hong Kong Tramways Limited and New Lantao Bus Company (1973) Limited had already disseminated real-time arrival information through TD's mobile applications. Regarding The Kowloon Motor Bus Company (1933) Limited, Citybus Limited and New World First Bus Services Limited, TD had already relayed to them the hope for opening up their data. In addition, TD would continue to proactively explore all effective and practicable means to ensure that public transport operators, car parks, etc., would open up their data.

Technical services—road safety and standards

105. Mr AU Nok-hin said that he had previously relayed to the former C for T that Hong Kong's road safety measures were not as innovative as those in overseas countries, for example, issuing warning signals or sounds when vehicles were drifting from their lanes, intelligent traffic signalling with sensors that detected body temperature of pedestrians, etc. Such measures had yet to be introduced in Hong Kong. He asked whether TD would study the aforesaid road safety measures after the creation of the proposed post.

106. C for T replied that currently, one CE in the Technical Services Branch was responsible for road safety and standards, and road safety did not form part of the duties of the proposed post. TD had a system in place to regularly review road safety designs and ancillary facilities in different road sections. When necessary, the Road Safety Council would be consulted to tap the views of its independent members. The Technical Services Branch would also conduct exchanges with experts on road safety around the world. In recent years, pilot schemes on installations such as intelligent traffic signal systems with video detection had been conducted in various districts over the territory.

Electronic payment systems

107. Mr CHU Hoi-dick asked whether passengers would be encouraged under the "Smart Mobility" programme to pay public transport fares by electronic payment systems other than the Octopus system; if so, what the specific initiatives were. C for T replied that it was the Administration's policy to encourage the diverse use of electronic payment systems. Recently, public light bus operators had also actively liaised with payment

platform operators to install additional electronic payment systems other than the Octopus system on public light buses. TD would support and facilitate the matter as much as possible.

Other views

108. Mr Frankie YICK stated support for the proposed item. He said that while the proposal had already been discussed at length by the Panel on Transport and ESC, a number of members were still asking questions on the policy aspect of the work of the proposed posts. He called on members to expedite scrutiny and approval of the item, so that the Administration would take forward the relevant initiatives as soon as possible.

109. Mr Jeremy TAM asked whether in the course of contemplating the overall transport network, TD had studied the travel patterns of the public including their journey time and destinations, and collected the relevant data systematically for transport planning purpose, so as to determine the routing, frequency, etc. of various public transport modes. C for T replied that regarding matters such as people's travel patterns and TD's application of the data to design the transport network, the Administration would explain the details to Mr TAM after the meeting.

Extension of meeting

110. At 6:58 pm, the Chairman announced that the meeting would be extended for 15 minutes to end at 7:13 pm.

Voting on EC(2018-19)2

111. There being no further questions from members on the item, the Chairman put item EC(2018-19)2 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 35 members voted in favour of and no member voted against the item. The votes of individual members were as follows:

For:

Mr Tommy CHEUNG Yu-yan
Mr WONG Ting-kwong
Mr WONG Kwok-kin
Mr Frankie YICK Chi-ming
Mr Charles Peter MOK
Mr CHAN Han-pan

Prof Joseph LEE Kok-long
Ms Starry LEE Wai-king
Mr Michael TIEN Puk-sun
Mr YIU Si-wing
Mr CHAN Chi-chuen
Mr LEUNG Che-cheung

Ms Alice MAK Mei-kuen	Mr KWOK Wai-keung
Mr Christopher CHEUNG Wah-fung	Dr Helena WONG Pik-wan
Dr Elizabeth QUAT	Mr Alvin YEUNG
Mr CHU Hoi-dick	Dr Junius HO Kwan-yiu
Mr HO Kai-ming	Mr LAM Cheuk-ting
Mr Holden CHOW Ho-ding	Mr SHIU Ka-fai
Mr Wilson OR Chong-shing	Ms YUNG Hoi-yan
Dr Pierre CHAN	Mr CHAN Chun-ying
Mr CHEUNG Kwok-kwan	Mr LUK Chung-hung
Dr CHENG Chung-tai	Mr Jeremy TAM Man-ho
Mr Gary FAN Kwok-wai	Mr AU Nok-hin
Mr Vincent CHENG Wing-shun	
(35 members)	

112. The Chairman declared that the item was approved by FC.
113. The meeting ended at 7:03 pm.

Legislative Council Secretariat
11 December 2018

點名表決 DIVISION: 2
日期 DATE: 15/06/2018
時間 TIME: 04:41:12 下午 PM

動議 MOTION: 動議其後就相同議程項目下任何議案或待議議題進行點名表決時，委員會須在點名表決鐘聲響起一分鐘後進行點名表決
Motion that in the event of further divisions being claimed of any motions or questions under the same agenda item, the Committee do proceed such divisions immediately after the division bell has been rung for one minute

動議人 MOVED BY:

出席 Present : 46
投票 Vote : 42
贊成 Yes : 36
反對 No : 6
棄權 Abstain : 0
結果 Result : 通過 Passed

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

議員	MEMBER	投票	VOTE	議員	MEMBER	投票	VOTE
陳健波	CHAN Kin-por	出席	PRESENT	葛珮帆	Dr Elizabeth QUAT	贊成	YES
涂謹申	James TO			廖長江	Martin LIAO	贊成	YES
梁耀忠	LEUNG Yiu-chung	反對	NO	潘兆平	POON Siu-ping	贊成	YES
石禮謙	Abraham SHEK			蔣麗芸	Dr CHIANG Lai-wan		
張宇人	Tommy CHEUNG	贊成	YES	盧偉國	Ir Dr LO Wai-kiwok	贊成	YES
李國麟	Prof Joseph LEE			鍾國斌	CHUNG Kwok-pan		
林健鋒	Jeffrey LAM			楊岳橋	Alvin YEUNG	贊成	YES
黃定光	WONG Ting-kwong	贊成	YES	尹兆堅	Andrew WAN	贊成	YES
李慧琼	Starry LEE	贊成	YES	朱凱迪	CHU Hoi-dick	反對	NO
陳克勤	CHAN Hak-kan	贊成	YES	吳永嘉	Jimmy NG	贊成	YES
梁美芬	Dr Priscilla LEUNG			何君堯	Dr Junius HO	贊成	YES
黃國健	WONG Kwok-kin	贊成	YES	何啟明	HO Kai-ming		
葉劉淑儀	Mrs Regina IP	贊成	YES	林卓廷	LAM Cheuk-ting	贊成	YES
謝偉俊	Paul TSE	贊成	YES	周浩鼎	Holden CHOW	贊成	YES
毛孟靜	Claudia MO			邵家輝	SHIU Ka-fai	贊成	YES
田北辰	Michael TIEN			邵家臻	SHIU Ka-chun		
何俊賢	Steven HO			柯創盛	Wilson OR	贊成	YES
易志明	Frankie YICK	贊成	YES	容海恩	YUNG Hoi-yan	贊成	YES
胡志偉	WU Chi-wai	贊成	YES	陳沛然	Dr Pierre CHAN	反對	NO
姚思榮	YIU Si-wing			陳振英	CHAN Chun-ying	贊成	YES
馬逢國	MA Fung-kiwok			陳淑莊	Tanya CHAN	贊成	YES
莫乃光	Charles Peter MOK	贊成	YES	張國鈞	CHEUNG Kwok-kwan		
陳志全	CHAN Chi-chuen	反對	NO	許智峯	HUI Chi-fung	出席	PRESENT
陳恒鎮	CHAN Han-pan	贊成	YES	陸頌雄	LUK Chung-hung	贊成	YES
梁志祥	LEUNG Che-cheung	贊成	YES	劉國勳	LAU Kwok-fan		
梁繼昌	Kenneth LEUNG			劉業強	Kenneth LAU		
麥美娟	Alice MAK	贊成	YES	鄭松泰	Dr CHENG Chung-tai	反對	NO
郭家麒	Dr KWOK Ka-ki	贊成	YES	鄭俊宇	KWONG Chun-yu	出席	PRESENT
郭偉強	KWOK Wai-keung			譚文豪	Jeremy TAM		
郭榮鏗	Dennis KWOK	贊成	YES	范國威	Gary FAN	反對	NO
張華峰	Christopher CHEUNG	贊成	YES	區諾軒	AU Nok-hin	贊成	YES
張超雄	Dr Fernando CHEUNG			鄭泳舜	Vincent CHENG	贊成	YES
黃碧雲	Dr Helena WONG	出席	PRESENT	謝偉銓	Tony TSE	贊成	YES
葉建源	IP Kin-yuen	贊成	YES				

秘書 CLERK