

工程師社促會

Association of Engineers in Society Ltd.



主席簡報 CHAIRMAN'S MESSAGE

工程師社促會再添新公司會員，中華電力有限公司及法國寶嘉(香港)建築有限公司已正式成為本會的創會會員。本人謹代表本會，歡迎這兩家公司的加入。我們的公司會員陣容更加強大。

由於基本法23條的立法引起社會廣泛的討論，「關注香港發展聯席會議」在去年10月12日舉辦了一個以「一國兩制與基本法23條之立法」為題的論壇，並特別邀請全國人大代表、《基本法》委員會委員鄔維庸醫生及北京大學法學博士宋小莊先生等擔任主講嘉賓。「關注香港發展聯席會議」之十個成員團體包括工程師社促會，均支持23條的立法。

另去年10月25日，本會舉辦了一個關於「港珠澳大橋」的論壇暨晚宴，筵開15席。房屋及規劃地政局孫明揚局長亦為當晚的嘉賓。而合和實業有限公司主席胡應湘爵士及香港大學土木工程系名譽教授、前拓展署署長周子京教授就有關的計劃分別發表專題演講。

為進一步了解舉世矚目長江三峽工程，中央人民政府駐香港特別行政區聯絡辦公室（中聯辦）籌辦了一個「長江三峽考察團」。該團一行28人，其中10人為工程師社促會會員，於去年12月8日至11日，到三峽作為期四天的考察。通過這次考察，團員除能增加對該項目的了解及認識外，更能實地感受到三峽工程規模的浩大。

就行政長官在1月8日發表的2003年施政報告，本會及香港工程師學會聯合舉辦一個論壇，讓雙方的會員發表意見。論壇由本會會長陳乃強博士及香港工程師學會會長劉正光博士聯合主持。有關的討論在會後經整理及匯編成意見書送呈行政長官以作參考，提交的意見書是由兩位會長共同簽署的。

本年1月20日，本會執委會成員拜會中聯辦，並會見高祀仁主任、王鳳超副主任及初志農部長。而本會很榮幸得到高祀仁主任同意擔任在3月25日舉行新春晚宴的主禮嘉賓。此外，本會透過中聯辦及中國科學技術協會的協助，促成香港大學土木工程系本科生2003年北京暑期實習計劃。此舉是去年4月本會訪問北京獲中央政府領導人在人民大會堂接見我們時提出4項建議之部份跟進行動。

I am happy to inform fellow AES members that CLP Power Hong Kong Limited and Dragages et Travaux Publics (HK) Ltd have become our Founding Company Members. On behalf of AES, I would like to welcome these two new company members. Our team of company members is getting stronger each day.

A forum on "One Country Two Systems and Enactment of Legislation under Article 23 of the Basic Law" was organised by "The Hong Kong Development Forum" on 12 October last year. Speakers included Dr Raymond Wu Wai-yung who is a member of the Basic Law Committee and a local deputy of the National People's Congress, and Dr Song Xiao-zhuang of the Law School of Beijing University. The 10 founding organisations of "The Hong Kong Development Forum" including AES supported the enactment of legislation under Article 23.

On 25 October last year, AES hosted a dinner forum on "the Pearl River Delta Link". We had the honour to have Secretary for Housing, Planning and Lands, Mr Michael Suen Ming-yeung, as one of our guests. At the forum, Sir Gordon Y S Wu, Chairman of Hopewell Holdings Ltd, and Ir Prof Chow Che-king, Honorary Professor in the Department of Civil Engineering of the University of Hong Kong and former Director of Territory Development Department spoke on this topical issues.

A 28-member delegation including 10 AES members, organised by the Liaison Office of the Central People's Government in the HKSAR, visited the Three Gorges on the Yangtze River from 8-11 December last year. The visit gave the delegates a better understanding of the Three Gorges Dam Project under construction.

A forum on "the 2003 Policy Address", jointly organised by AES and the HKIE, was held on 13 January. Following the forum co-chaired by our president, Ir Nicky Chan and the President of the Hong Kong Institution of Engineers, Dr Lau Ching-kwong, a joint submission was sent to the Chief Executive, as in some of the previous years.

Members of our Executive Committee were invited to meet the Director, Mr Gao Si-ren, of the Liaison Office of the Central People's Government in the HKSAR (Liaison Office) on 20 January. At the meeting, Mr Gao also kindly accepted our invitation to be the Guest of Honour of our Spring Dinner to be held on 25 March this year. Mr Wang Feng-chao, Deputy Director of the Liaison Office and Mr Chu Chi-nong, Director General of Education, Science and Technology attended the meeting too.

Through our close contact with Liaison Office and the China Association for Science and Technology, we assisted the Engineering Department of the University of Hong Kong in developing an intern programme in Beijing for its civil engineering students this summer. The effort constitutes part of the follow-up actions in fulfilling the 4-point proposal which we submitted to national leaders who received us at the Hong Kong Room of the People's Great Hall during our Beijing visit last April.



何鍾泰

Fighting for government's spending on infrastructure and building projects

Motion on "Maintaining Infrastructure Investments"

In response to earlier remarks expressed by a number of principal officials including the Financial Secretary on the possible slash in infrastructure spending, I moved a motion on "Maintaining Infrastructure Investments" at the December 4 Legislative Council meeting urging the government to adhere to its commitment on infrastructure investments, an amount of \$147 billion total funding earmarked for public works projects for the 5-year period 2002-3 to 2006-7, i.e. an average annual expenditure of around \$29.4 billion, as stated in the Financial Secretary's letter dated 17 October 2002 addressed to the Chairman of the LegCo's Public Works Subcommittee, i.e. myself. The government was also asked in my speeches, in reviewing the allocation of resources for public works projects, to focus not just on the economic benefits generated by the projects concerned, but also take into account their social benefits, as well as their effectiveness in stimulating the economy and providing more employment opportunities.

In moving the motion, I pointed out that unemployment in the sagging construction industry in Hong Kong continued to deteriorate. The recent package in rescuing the property markets has not arrested the situation.

I submitted that economic return should not be the sole criterion in determining if a particular project should be selected and implemented. Social benefits are an important consideration. Starting infrastructure projects and public works will create more employment, stimulate people's spending intention and accelerate the economic recovery. In the long run, better infrastructure facilities will also increase the competitiveness of Hong Kong.

The motion was passed with an overwhelming support from other LegCo members with only one objection from the Honourable Chan Wai Yip whose amendment to my motion was heavily defeated.

No infrastructure spending cut urged following the 2003 Policy Address

I urged the government not to cut spending on infrastructure and building projects and stressed that its administrative procedures and land resumption process must be streamlined so as to expedite the implementation of public works projects. More importantly, the government should review the EIA Ordinance, particularly the way it is being too rigidly and bureaucratically implemented. In addition, the government could also encourage more private sector involvement in public works projects through various private finance initiatives (PFIs), which have been adopted in countries like the U.K.

No effort spared in PWSC

According to LegCo figures, LegCo Public Works Subcommittee, of which I am the Chairman, approved public works projects totaling HK\$37,750 million from 1 April to the end of 2002. At the past two meetings held on 22 and 29 January 2003, we approved 8 items totaling HK\$21,365 million. The latter meeting was specially arranged under my instruction. It lasted five hours from 8:30 a.m to 1:30 p.m. and approved 6 items including the Shenzhen Western Corridor and Deep Bay Link. The two amounts add up to HK\$59,115 million. This is quite a huge public works spending and should have its impact felt in the construction industry and the job market. If not, the government will owe an explanation to the public and to the construction industry.



粵港澳大橋對香港未來的經濟發展、交通物流和在與珠江三角洲的融合上能否起著舉足輕重的作用，或許尚待研究和討論。但合和實業有限公司主席胡應湘爵士和香港工程科學院院士周子京先生卻藉著這個引子，與工程師社促會的會員分享了他們在工程界專業累積的豐富經驗。

今年工程師社促會第七屆會員週年大會於二零零二年十月二十五日假座銅鑼灣美心大酒樓舉行。而我們亦邀請了胡應湘爵士和周子京先生，以珠三角的發展為題目，與各會員分享經驗。周子京先生利用比較青嶼幹線工程，講解了興建粵港澳大橋時所需要考慮的因素，如交通流量、管理系統和橋體的設計與規劃。而胡應湘爵士則以輕鬆的手法與各會員分享了他在爭取興建粵港澳大橋時的各種體驗與經歷。當中有很多精辟見解，更有不少令人發出會心微笑呢！房屋及規劃地政局局長孫明揚太平紳士亦在百忙中出席了晚宴，為一些新加入工程師社促會的公司會員頒發証書，令晚宴添加了歡樂的氣氛。



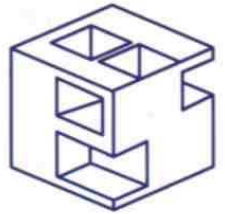


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29 January 2003

The Chief Executive
The Honourable Tung Chee Hwa
The Government of the HKSAR
5/F, Main Wing
Central Government Offices
Lower Albert Road
Hong Kong

Dear Sir

The 2003 Policy Address

We, the Hong Kong Institution of Engineers (HKIE) and the Association of Engineers in Society (AES), would like to submit to you for your kind consideration our views on various economic and social issues of concern to our members as well as to the community promulgated in the 2003 Policy Address. The views put forward are comments made by our members through an open forum. We are poised to work with the Government and other professional bodies to contribute to the policies you have outlined for the future development and for navigating Hong Kong through its current economic downturn.

Promoting Economic Recovery

Improving the Business Environment and Enhancing Core Industries

We are in support of the general directions as outlined in the Policy Address to step up the pace of economic recovery. It is highly appreciated that the Government will institute a high-level task force to examine new ways to further improve Hong Kong's business environment and enhance administrative efficiency, and put forward more policy recommendations. For the enhancement of core industries, we consider that both hardware and software support are required to facilitate the logistics development near the Hong Kong International Airport and to build Hong Kong as Asia's World City of a premier tourist destination. Investments in infrastructure projects are therefore critical to sustain the development of Hong Kong.

Private Funded Initiatives (PFI)

The Government is advised to widely promote and foster business opportunities for the private sector to invest in infrastructure projects and other economic activities by making well use of the Private Funded Initiatives (PFI). As laid down in the Policy Address, the prime mover of economic restructuring rests mainly with the private sector and innovative thinking is needed to continually enhance our competitiveness.

In spite of the existing economic restructuring, we believe that there are still local and foreign investors with investment capital ready and willing to take part in large-scale development projects. In addition to the traditional method of procurement, the PFI could be a form of partnership between the private sector and the public sector that could provide an impetus to the economic development. Successful examples of the PFI include the first phase of the Hong Kong Convention and Exhibition Centre and more recently the Disneyland Theme Park.

Utilising the Reserve

Notwithstanding the above, we suggest the Government to consider deploying part of the Reserve to extensively support those cost-effective infrastructure projects and urban redevelopment projects to sustain Hong Kong's position as an international metropolis. An increase in government's expenditure on infrastructure projects could be an effective means to boost the economy and to create employment opportunities.

Minor Works Programmes

As suggested in our last submission to the Chief Executive on the 2001 Policy Address, we recommended the Government to speed up the implementation of minor works programmes, in particular, the maintenance of old buildings for the safety of the general public. To put our recommendation into perspective, those buildings over 30-year old should be required to have compulsory inspections and maintenance by qualified professionals to ensure structural integrity and fire safety. It would help enhance Hong Kong's image as a world-class city.

Minor works programmes require relatively shorter lead-time for commencing construction and are moderate in size, which could provide more opportunities suitable for local contractors. These minor works programmes can also create new employment opportunities for the local construction industry and would definitely help alleviate the presently serious unemployment problem.

Infrastructure Projects

We welcome the Government's new initiative in re-engineering the methodology for the planning and implementation of infrastructure projects with a view to improving efficiency and cost effectiveness. However, the Government should keep track on such re-engineering process in order to eliminate any possible prolongation, which would affect the execution of the public works projects.

Forging closer economic co-operation with the Mainland

Encouraging business partnership in the Pearl River Delta Region

We concur with the Government's initiative in expediting economic integration with the Pearl River Delta (PRD) and enhancing Hong Kong's role as an international centre of business and trade between overseas countries and the Mainland. Despite that the policy manifested the direction of new areas of co-operation, the implementation details should be planned immediately with concrete measures to assist and protect local businesses when they encounter practical problems in productions, logistics and operations in the Mainland cities. By doing so, local businesses can establish a growing business partnership with enterprises in the PRD for mutual benefits, contributing to the vision of making Hong Kong an international centre of business and trade.

The Bridge linking Hong Kong, Macau and Zhuhai

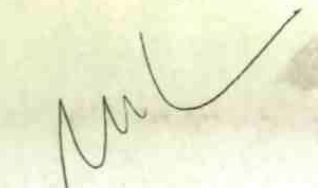
We are fully supportive of building a bridge linking Hong Kong to Macau and Zhuhai and look forward to the findings of the feasibility study being carried out by the State Development Planning Commission. We suggest that the Government should take initiative to lead the Hong Kong-Macau-Zhuhai bridge project and propose to the Mainland that a corporation could be formed to implement the project. The Government could fund the initial work on preliminary design and site investigation, etc like the method that has been adopted for the projects of Hung Hom Cross Harbour Tunnel and Disneyland Theme Park.

We also urge the Government to consider connecting the bridge directly to the Hong Kong International Airport at Chek Lap Kok to further enhance its logistics and transportation advantages and its position as a premier airport in the Region. It should be an added value to our economy. To capitalise on these advantages, an early implementation timetable would be required as soon as feasibility is confirmed from the environmental, transportation and economic perspectives.

Protecting the environment

We are pleased to note that new initiatives on waste reduction and recycling have been included in the policy agenda amongst other initiatives and programmes to protect and improve our environment. In the meantime, it is recommended that the Government should formulate and implement more supportive measures to facilitate the development of the recycling business in Hong Kong. We believe it could provide new investment opportunities for the private sector as well as employment opportunities for different sectors of the community.

Yours sincerely



Ir Dr. LAU Ching Kwong
President
The Hong Kong Institution of Engineers



Ir Dr. Nicky CHAN Nai Keong
President
Association of Engineers in Society Ltd



鍾華博士, 廖威廣工程師, 蔡培遠部長, 樂法成工程師, 陳俊處長等人在長江三峽工程前拍照留念

長江三峽工程是世界級重點水利工程，主要由攔河大壩、水電站、船閘等三大部分組成。繼第二期工程於2002年末順利完成後，第三期工程將於2003年頭迅速開展。為要進一步了解此項舉世矚目的工程對祖國的文化，經濟和建設等的影響。中央人民政駐香港特別行政聯絡辦公室蔡培遠部長和鍾華博士籌辦一個由12月8日至11日的長江三峽考察團，團長為樂法成工程師。長江三峽，西起重慶市奉節縣白帝城，東至湖北省宜昌市南津關，全長192公里。

行程的首天，一行28位來自工程及醫療界別的專業人事從深圳寶安機場，直飛湖北省宜昌市。翌日，考察團參觀了葛洲壩和三峽工程。大壩建有雙線五級船閘和一線一級升船機，可通過萬噸級的船隊。三峽工程建成後，大壩上游水位提高80米(汛期)至110米(枯水期)，改善川江航道660公里，可使川江現在的航運能力由1000萬噸

提高到5000萬噸。三峽水利樞紐的發電廠裝設共26台機組，每組容量70萬千瓦，總容量達1820萬千瓦，年均發電量841億千瓦時。供電範圍覆蓋華中，華東和四川三大電網，其中500kV 交流輸電線路總長6830公里，直流±500kV以上2x300萬千瓦的輸電線路總長也達2200公里。中國長江三峽工程開發總公司副處長，陳俊先生特別安排考察團近距離觀看三峽施工情況。各團員無不深深感到工程的浩大和壯觀。大家尋找理想位置拍照留念。三峽建設工程，不儘具備防洪和發電功能，它在促進沿江旅游，船運，供水，水產培育和發展庫區經濟等方面，提供了巨大和綜合的經濟及社會效益，特別是它大大提高了荊江河段南北兩岸的河洪標準，成為保障荊江兩岸一千五百多萬人民生命財產的關鍵性工程設施。

餘下的行程，包括乘船游覽長江三峽 - 74公里灘多流急的西陵峽，40公里幽深秀麗的巫峽，及7公里雄偉險峻的瞿塘峽，峽江兩岸，群峰峭壁對峙，重巒迭嶂，峽谷中驚濤駭浪，江水回環曲折，奔流宜下，各團員對陡峭險奇的峽勢，無不嘩然，對沿途的古遠風俗，文化遺跡如古棧道，懸棺等，亦爭相

讚歎。順道大家還參觀了白帝城，劉備托孤堂和壇子嶺等古蹟。長江三峽孕育了世界文化名人屈原和西漢才女王昭君;文豪詩聖李白、杜甫、劉禹錫、范成大、歐陽修、蘇軾、陸游等也都在此留下了千古傳頌的詩篇。



考察團全體成員合照

籍著這次考察，考察團深刻地體會到，三峽工程確實是祖國近年在經濟民生方面的高速發展上又一個新的里程碑。這現代化的雄偉建築又為壯麗的長江三峽增添了無限風采。



拜訪中聯辦

中聯辦主任高祀仁先生會見工程師社促會主席何鍾泰博士及執委暢談香港與珠三角交流與合作
(2003年1月20日)



(一) 高祀仁主任與何鍾泰博士親切交流

(二) 中聯辦高祀仁主任、王鳳超副主任、教育科技部初志農部長、蔡培遠副部長及潘永華副部長與工程師社促會主席何鍾泰博士及各執委會面後合照



十專業團體交意見書 贊成「藍紙草案」立法

【本報訊】由工程界、科技界、教育界及企業界等十個團體組成的「關注香港發展聯席會議」，昨日前往中環政府總部，向保安局呈交有關落實《基本法》二十三條的建議。該會表明，完全支持特區政府以「藍紙草案」為二十三條立法。

會議召集人張仁康會後引述，接值的保安局首席助理秘書長黃宗殿表示，當局在諮詢期間接獲不少意見書，但很少有如此具體的建議。張仁康又稱，該會有會員近三千人，涵蓋面極廣，當中更不乏法律專家。

聯席會議在意見書中指出，為避免引起社

會不必要的動盪和爭議，以及引用和參考其他普通法地區判例發生困難，對香港原有法規中涉及《基本法》二十三條所禁止的行為的條文，應繼續予以保留。

至於香港特區法律中所沒有禁止的「分裂國家罪」及「顛覆中央政府罪」的內容，港府應當在充分諮詢香港各階層人士的意見後，形成「藍紙草案」進入立法程序。

昨日前往遞信的代表還包括：工程師社促會主席何鍾泰、香港基礎建設學會會長黃登強、香港衛生護理專業人員協會會長蔡錫聰、香港建設管理交流中心主席陳家驊等。

聯席會議 支持23條立法



隨著經濟迅速發展和人口的急劇增長，大量土地需求用作建屋和其他經濟活動。香港地少人多，過去數十年新界北面很多的農地和漁塘都被改建為住宅用途，因而增加了地面逕流，現有的河道和排水渠道不能夠應付而引起洪水氾濫，導致水浸，造成人命及財產的損失。為了改善市民的生活環境，渠務署在過去十多年中通過河道擴寬、挖深和拉直而增加流量，讓洪水迅速地在排水道中流走。隨著排水道的建成，洪氾的威脅已大大地減少。

但是在河道中的現有生態環境，讓不同種類的動植物棲生和繁殖。很多的淡水魚會藉河道汛期繁殖，有些魚更把卵產在蝸牛殼上繁殖。在鋪設排水渠道時要選用適當的方法和物料以免破壞現有生態環境。本年七月二十八日國家總理朱鎔基巡視吉林省松花江和嫩江的河道防洪工程時，呼籲在防洪的同時也要保護自然資源和保護生態資源。可見保育更是國家防洪工程的重要部分。

新建的排水渠道可用石籠或草襯層方法來製造適當的生態環境，讓動植物繼續生長和繁殖。至於那些河道現棲息稀有和瀕危的淡水魚，可建排洪渠繞道。當洪氾來臨時，把洪水導入排洪渠繞道，令原來的河道不致受洪氾的威脅，同時也可以不破壞河道現有生態環境及不影響河道中的動植物棲息環境。因排洪渠繞道和堆石籠或草襯面方法來改善河道，在香港東北和西北部是普遍使用的。

但是礙於可用的土地不多，用建排洪渠繞道的辦法改善較為寬闊的主要河道並不適當。更為重要的在防洪和保育兩者中找出平衡。當然人民的生命是最寶貴的。如果洪氾影響人民的性命安危，我們定必盡一切努力去治理洪氾，以確保人民的性命得以保障。

為了達到可持續的發展，在改善河道的排水工程時，也需同時保護自然生態。防洪和保育是河道治理工程中同樣重要的，而且有很多實際例子，在防洪的同時也能保存現有的自然生態，讓我們工程師共同努力創造美好的將來。

Free Legal Advice Scheme

The Association understands that some of its members may on occasion require legal advice but the members either do not have a suitable lawyer or may not be able to afford the legal expenses. To this end, the Association is pleased to have the consent of its council member, Mr. Dick Lam Cheuk Yum, Partner of Messrs. Fung, Wong, Ng & Lam, Solicitors & Notaries, to provide free legal advice to all members of the Association.

Please note that as the advice will be provided on pro-bono or free basis and the advice will limit to verbal advice only and does not cover any written, drafting or amendment works or any appearance before court, tribunal or panel.

Should any member want to seek legal advice from Mr. Lam, please contact our Ms. Pianca Choy at tel. no. 2901-0898 who will then make the necessary arrangement with Mr. Lam.

(Disclaimer : The legal services provided under this scheme are strictly between the individual members and the legal advisor and the Association shall accept no responsibilities whatsoever howsoever arising out of or in connection with such services.)