

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 705 - CIVIL ENGINEERING Air and Sea Communications - Port works 71LC - Reconstruction of Hei Ling Chau Pier

Members are invited to recommend to Finance Committee the upgrading of **71LC** to Category A at an estimated cost of \$18.4 million in money-of-the-day prices for the reconstruction of Hei Ling Chau Pier.

PROBLEM

The Hei Ling Chau Pier is in poor condition and is approaching the end of its serviceable life.

PROPOSAL

2. The Director of Civil Engineering, with the support of the Secretary for Security, proposes to upgrade **71LC** to Category A at an estimated cost of \$18.4 million in money-of-the-day (MOD) prices for the reconstruction of the existing Hei Ling Chau Pier at Hei Ling Chau.

PROJECT SCOPE AND NATURE

3. The scope of the project comprises -
- (a) demolition of the existing pier;
 - (b) construction of a new L-shaped pier with one berth;
and

/(c)

- (c) construction of a roof cover with associated lighting.

We plan to start the construction works in April 2001 for completion in January 2003.

JUSTIFICATION

4. The existing Hei Ling Chau Pier was built in the 1950s and is currently under the management of Correctional Services Department (CSD). The pier, which mainly provides berthing facilities for regular 'kaito' services between Peng Chau and Hei Ling Chau, is approaching the end of its serviceable life. According to our inspection in the past few years, the pier is in a poor condition and is deteriorating with widespread reinforcement corrosion and concrete spalling. The pier users will be at risk if the project does not proceed. On average, there are some 720 users per day, comprising mainly CSD staff and visitors (i.e. prisoners' relatives and friends). If the pier is not replaced, more frequent repairs will be required to meet acceptable safety standards. We therefore propose to reconstruct the pier and take the opportunity to upgrade the existing facility by providing a roof cover for shelter and shade purposes.

5. During the reconstruction stage, we will provide a floating pontoon as a temporary reprovisioning of the existing pier.

FINANCIAL IMPLICATIONS

6. We estimate the capital cost of the project to be \$18.4 million in MOD prices (see paragraph 7 below) made up as follows -

	\$ million
(a) Demolition of the existing pier	1.0
(b) Construction of a new pier with one berth	10.9
(c) Provision of a temporary floating pontoon	0.9

/(d)

		\$ million	
(d)	Construction of a roof cover with associated lighting including a service charge of \$15,000 charged by Electrical and Mechanical Services Trading Fund (EMSTF) ¹	3.2	
(e)	Contingencies	1.6	
	Sub-total	17.6	(in September 2000 prices)
(f)	Provision for price adjustment	0.8	
	Total	18.4	(in MOD prices)

7. Subject to approval, we will phase the expenditure as follows -

Year	\$ million (Sept 2000)	Price Adjustment Factor	\$ million (MOD)
2001 – 2002	7.4	1.02550	7.6
2002 – 2003	9.4	1.05627	9.9
2003 – 2004	0.8	1.08795	0.9
	17.6		18.4

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¹ Since the establishment of EMSTF on 1 August 1996 under the Trading Funds Ordinance, government departments are charged for design and technical consultancy services for electrical and mechanical installations provided by EMSTF. Services rendered in this project include project management for contract administration for the provision of electrical and mechanical facilities for construction.

8. We have derived the MOD estimate on the basis of the latest Government's forecast of trend labour and construction prices for the period 2001 to 2004. We will carry out the proposed civil engineering works under a remeasurement contract because the quantities of the piling works for the pier structure may vary according to the actual site conditions. The contract will not provide for inflation adjustment as the contract period will not exceed 21 months. The installation of the associated lighting for the pier will be carried out through EMSTF under a separate lump sum contract without provision for inflation adjustment.

9. We estimate the annually recurrent expenditure arising from this project to be \$11,000.

PUBLIC CONSULTATION

10. We believe that public consultation is not necessary on this occasion since Hei Ling Chau is a restricted outlying island under the control of CSD. The public will not be affected by the works.

11. We gazetted the project under the Foreshore and Sea-bed (Reclamations) Ordinance on 5 May 2000. On 8 June 2000, the Green Lantau Association (GLA) raised an objection on the assumption that wooden fenders were to be used in the project. The Administration had since clarified that recycled plastic and rubber fenders rather than wooden ones would be used for future new government piers as an established practice. Subsequently, GLA withdrew the objection on 25 June 2000. The project was authorised on 21 July 2000 under the Ordinance.

ENVIRONMENTAL IMPLICATIONS

12. The project is not a designated project under the Environmental Impact Assessment (EIA) Ordinance. We have completed a Preliminary Environmental Review which sets out mitigation measures including the installation of a silt curtain around the project site and water-spraying during demolition of the existing pier to reduce emission of fugitive dust during construction. This has been approved by the Environmental Protection Department. We shall implement standard pollution control measures to control short-term environmental impacts during construction to within the established standards and guidelines. We estimate the cost of implementing the mitigation measures and standard pollution control measures to be \$0.1 million. We have included this cost in the overall project estimate.

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13. We have considered in the planning and design stages ways to reduce the generation of construction and demolition material (C&DM) as far as possible. We estimate about 150 cubic metres of C&DM will be generated, including broken concrete generated by the demolition of the existing pier and fenders in the existing pier. The broken concrete will be used as filling material in the reconstruction of Tai Lam Chung Pier project and the fenders will be reused in the repair of other government piers in Hong Kong. No construction and demolition waste disposal is required.

LAND ACQUISITION

14. This project does not require land acquisition.

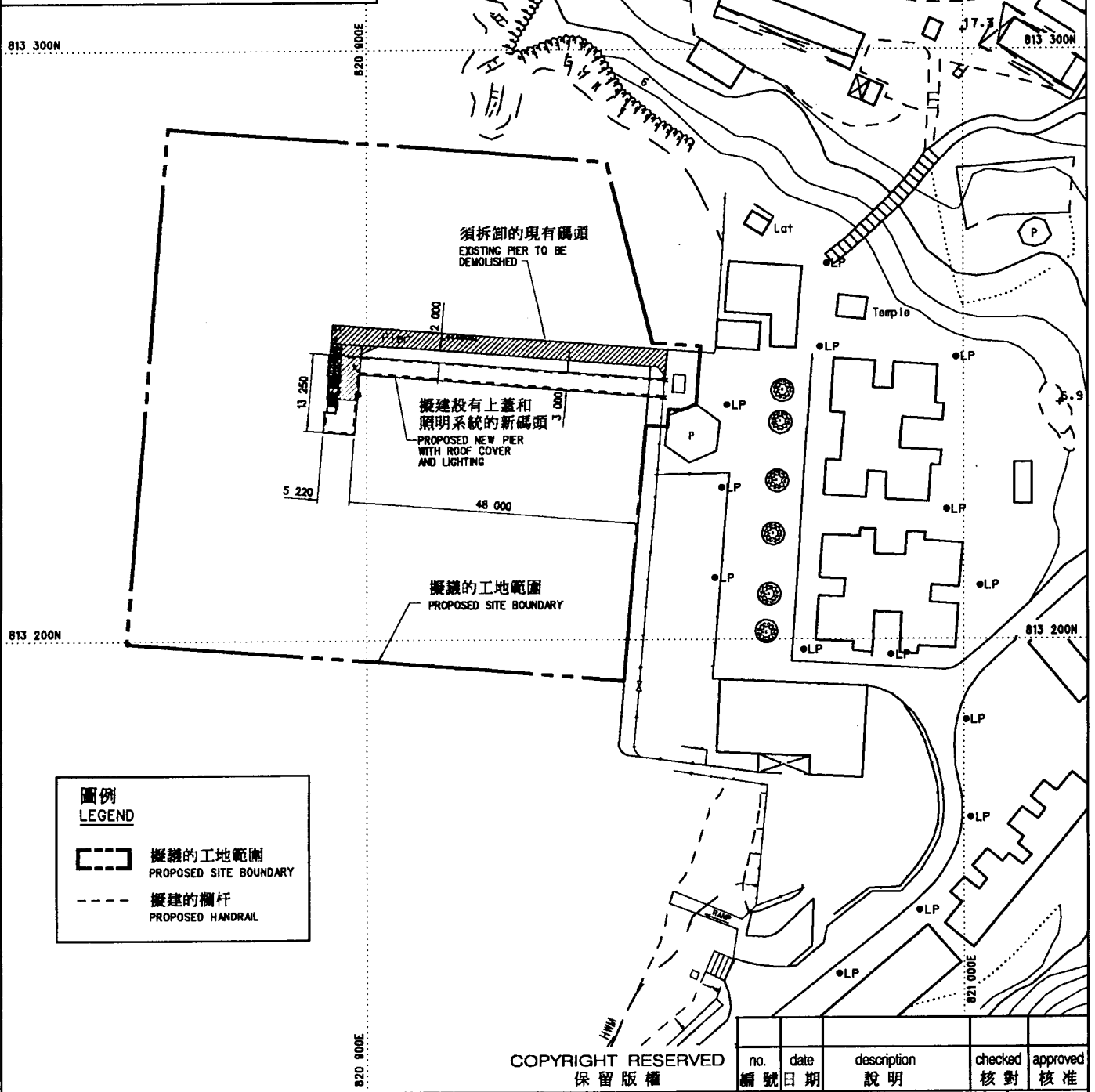
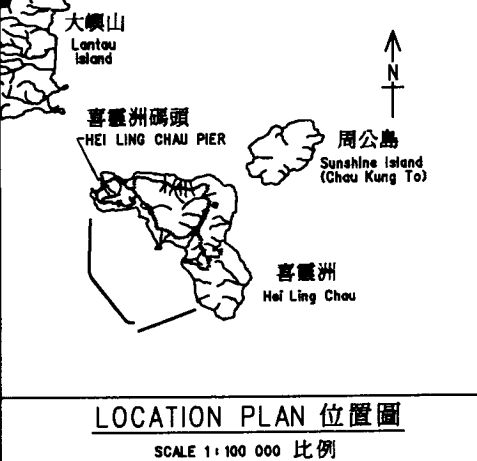
BACKGROUND INFORMATION

15. We included this project in Category B in Public Works Programme in December 1999.

16. We estimate that the project will create some 15 jobs comprising five professional/technical staff and ten labourers, totalling 285 man-months.

Security Bureau
October 2000

[LC71-05.DOC]



title 名稱
喜靈洲碼頭重建工程
- 總平面圖
RECONSTRUCTION OF
HEI LING CHAU PIER
- GENERAL LAYOUT

	name 姓名	Initial 簡簽	date 日期
designed 設計	Y K AU	SIGNED	9.10.2000
drawn 繪圖	P K CHEN	SIGNED	9.10.2000
checked 核對	F P MA	SIGNED	9.10.2000
approved 核准	F M LUK	SIGNED	9.10.2000
office TECHNICAL SERVICES DIVISION 工程技術部 CIVIL ENGINEERING OFFICE 土木工程處			

no. 編號	date 日期	description 說明	checked 核對	approved 核准
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		CIVIL ENGINEERING DEPARTMENT 香港 HONG KONG 土木工程署		