

**For discussion  
on 7 May 2001**

**LEGISLATIVE COUNCIL  
PANEL ON PLANNING, LANDS AND WORKS**

**PWP Item No. 386CL -  
Central Reclamation phase 1 - engineering works**

**PURPOSE**

This paper seeks Members' support to the Administration's proposal to increase the approved project estimate for the engineering works under Central Reclamation Phase 1 (PWP Item No. **386CL**) from \$2,564 million by \$80 million to \$2,644 million in money-of-the-day (MOD) prices.

**BACKGROUND**

2. The scope of works under **386CL** as extended in April 1994 comprises:-

- (a) seawall and reclamation;
- (b) roads, highway structures and drainage works, etc;
- (c) reprovisioning of affected facilities;
- (d) environmental improvement and additional monitoring measures;
- (e) soft and hard landscaping works;
- (f) Airport Railway (AR) advance works; and
- (g) extra works at Harbour View Street.

A site plan showing the scope of works is at Enclosure 1.

3. In August 1993, as part of the Airport Core Programme (ACP), we entrusted the construction works for **386CL** to MTRC to ensure timely completion and to avoid interface problems between the Government reclamation works and the MTRC works on the AR Hong Kong Station. We started construction works in September 1993 and substantially completed the majority of the works in June 1998. The outstanding works are as follows -

- (a) a footbridge linking the reprovisioned Central Piers to the AR Hong Kong Station development;
- (b) a road serving this development;
- (c) outstanding curtain walls, internal finishes and floor tiling works within the Central Piers and outstanding landscaping works and covered walkways at their forecourts; and
- (d) some other minor landscaping works.

## **JUSTIFICATION**

4. Because of the additional expenditure incurred on the completed works and the estimated increase in the cost for the outstanding works listed in paragraphs 3(c) and 3(d), we need to increase the approved project estimate to carry out the outstanding works. A breakdown of the proposed increase in approved project estimate is at Enclosure 2. The reasons for the additional expenditure and increase in estimated cost for outstanding works are set out below.

### Modified design to cooling water mains and drainage works

5. We encountered uncharted underground utilities from time to time, especially along Connaught Road Central. Because of these uncharted underground utilities, we had to modify the design of the affected cooling water mains and drainage works.

### Additional piling works for Rumsey Street Flyover Extension

6. As a result of the review of the preliminary design of the Central-Wan Chai Bypass, we had to widen the Rumsey Street Flyover Extension so as to allow for a wider slip road for the Bypass. To cater for increased loading arising from the widening of the Rumsey Street Flyover Extension and to suit the actual ground conditions, we had to found the bored piles supporting the flyover extension at much deeper levels.

### Additional dredging works

7. We encountered unexpected soft material adjacent to the existing seawall during dredging. We had to revise the dredging profile to suit the actual site conditions.

### Relocation of refuse collection point

8. We needed to relocate the existing bus terminus next to the Harbour Building to the east and north of the Building to facilitate the construction of the new Man Kat Street. However, after consulting the then Central and Western District Board, the plan was amended to relocate the bus terminus to the west of Harbour Building where there is an existing refuse collection point (RCP). We therefore needed to relocate the existing RCP as well.

### Additional work at advanced road tunnel underneath Man Yiu Street

9. In order to suit the alignment of the Central-Wan Chai Bypass after reviewing the preliminary design, we had to revise the construction details and increase the length of the advanced road tunnel underneath Man Yiu Street, so that it is sufficient to accommodate all proposed utilities and cooling water mains on the top. In addition, we had to lower the founding levels of the tunnel to suit site conditions.

### Additional works at Central Piers 1 and 3

10. Additional fitting-out works at Central Pier 1 and additional works for the roof garden at Central Pier 3 were required to meet the latest safety and other standards stipulated by concerned departments.

### Provision of public latrine at Man Kwong Street

11. In view of the strong demand by the then Central and Western District Board, we had to provide of an additional public latrine at Man Kwong Street.

### Additional traffic management measures at Connaught Road Central

12. Additional traffic diversion scheme and traffic management measures were implemented at Connaught Road Central at the request of the then Central and Western District Council and the Police to minimize disruptions to the traffic condition in Central.

### Increased cost for the outstanding works at Central Piers 4 to 7

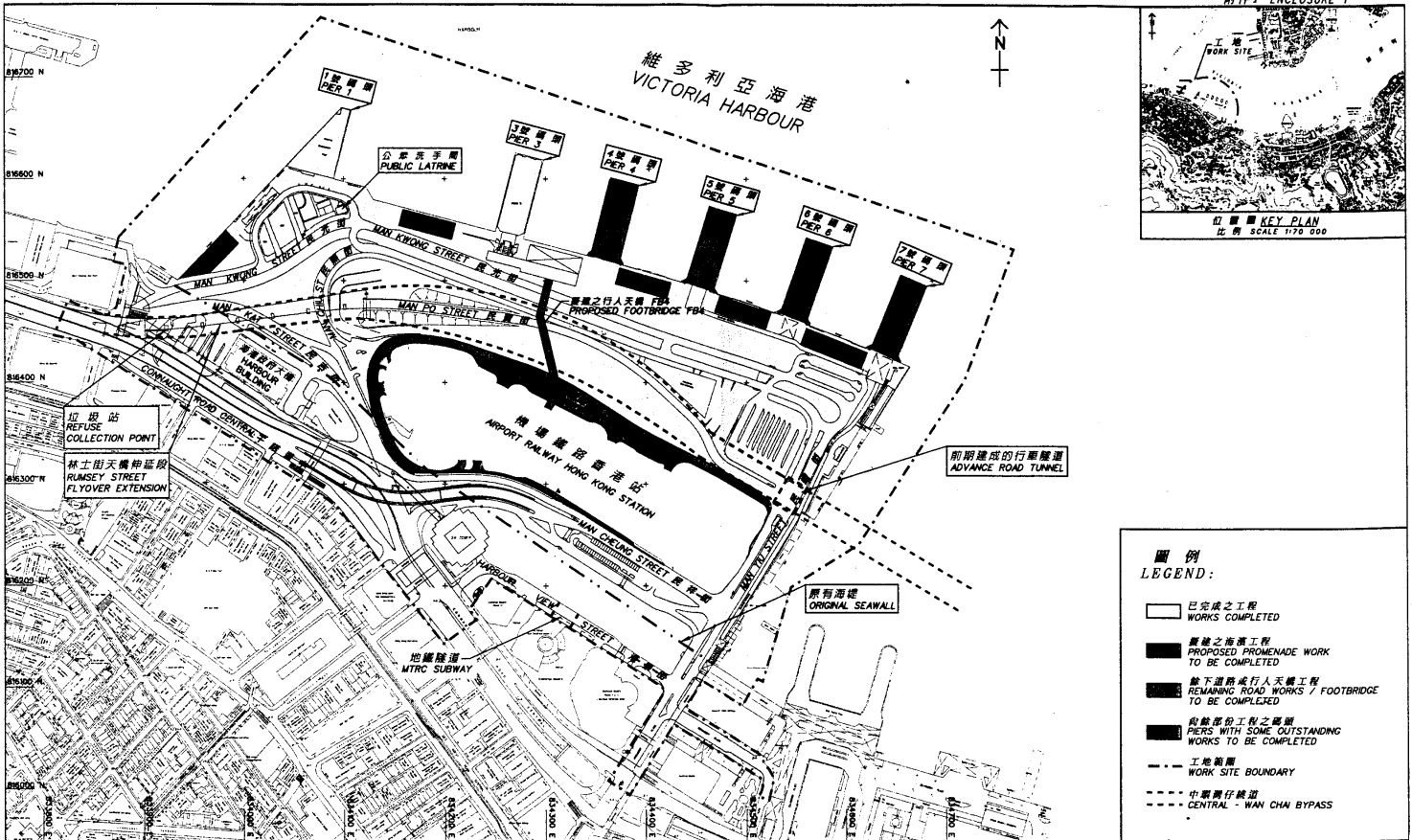
13. We modified the layout of Central Piers 4 to 7 upon the request of the Hong Kong and Yamati Ferry Co Ltd (HYF) to allow for their then development proposal above the piers. The cost for the outstanding works (as listed in paragraph 3(c)) will be higher than the original estimate due to the need to suit the modified design of the piers. HYF originally agreed to indemnify Government for all additional costs that Government would incur arising from the modified layout. Since the development proposal was dropped in 1998 and such agreement is now in dispute, additional funding is required to carry out the outstanding works.

14. We need to carry out the outstanding works in Central Piers as soon as possible to provide the necessary facilities to meet the passengers' needs. The Central and Western District Council has also urged Government for early completion of the works. We are in parallel seeking reimbursement of the additional costs for the outstanding works from HYF through legal proceedings.

## **WAY FORWARD**

15. Subject to Members' support, we plan to seek the Public Works Sub-Committee's endorsement in May 2001 for increasing the approved project estimate for PWP Item No. 386CL to \$2,644 million.


**Territory Development Department**  
**May 2001**



二00一至二00二年度工務小組委員會文件  
PWSC Submission 2001 - 2002

圖則名稱 drawing title

中環填海第一期工程  
CENTRAL RECLAMATION, PHASE I - ENGINEERING WORKS

繪圖 drawn Fanny C.	簽署 initial .SIGNED	日期 date 9-4-2001	項目編號 item no. 386CL	辦事處 office 港島及離島拓展處 HONG KONG ISLAND AND ISLANDS DEVELOPMENT OFFICE
核對 checked T. F. Hou	簽署 initial SIGNED	日期 date 9-4-2001	比例 scale 1 : 3500	 拓展署 TERRITORY DEVELOPMENT DEPARTMENT
批准 approved H. H. Yeung	簽署 initial SIGNED	日期 date 9-4-2001	圖則編號 drawing no. HKI-389	

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**A breakdown of the proposed increase in approved project estimate**

<b>Factor</b>	<b>Amount in MOD prices (\$ million)</b>	<b>% of the total increased amount</b>
<u>Additional funding required</u>		
(a) Modified design to cooling water mains and drainage works	17.0	21.3
(b) Additional piling works for Rumsey Street Flyover Extension	21.3	26.6
(c) Additional dredging works	4.0	5.0
(d) Re-location of RCP	17.4	21.7
(e) Additional work at advanced road tunnel underneath Man Yiu Street	5.0	6.3
(f) Additional works at Central Piers 1 and 3	10.6	13.3
(g) Provision of public latrine at Man Kwong Street	4.0	5.0
(h) Additional traffic management measures at Connaught Road Central	13.0	16.2
(i) Increased cost for the outstanding works at Central Piers 4 to 7 and their forecourt	26.0	32.5

(j) Consultants' fees for construction stage and MTRC's entrustment cost	14.7	18.4
	_____	_____
Sub-total	133.0	166.3
 <u>Partly offset by</u>		
(k) Drawdown from contingency	(53.0) <sup>1</sup>	(66.3)
	_____	_____
<b>Net increase</b>	<b>80.0</b>	100.0
	_____	_____

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1 Figure in brackets represent negative values