

----- Forwarded by Christina CK SHIU/LEGCO on 2007/04/10 PM 03:10 -----



"Paul Zimmerman"

2007/04/10 PM 02:40

To <cshiu@legco.gov.hk>

cc

Subject Feed-back on Queen's Pier

Christina

Following is our feed-back on the latest paper (27 March 2007) by the Government on Queen's Pier.

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Harbour Views 30 Mar 2007

Keeping Queen's Pier is easy but not for Government

Government has responded to calls for keeping the Queen's Pier in situ by explaining it is all too difficult and too expensive.

Click [here](#) for more Government paper

1. Key reason to remove Queen's Pier are works for the MTR tunnel and culvert.

Technical specs are missing - and one can only assume that the Government's estimate for the time and dollar costs for the re-engineering are exaggerated. Moreover, it is unclear what the possibility and impact is of re-aligning the tunnel and culvert. What is the opinion of MTR designers and engineers?

2. First reason for not building Queen's Pier back in the same place is the time delay for gazetting a change in the

alignment of P2 under Cap 370 Roads (Works, Use and Compensation) Ordinance.

There is no impact on any private property interests, so this claim is a smoke screen. The solution is to build the first four lanes of P2 now (18.9meters) and gazette narrowing the land reserved for P2 from 40 to 20 meters. This can be achieved by deleting the turning lanes and reducing the central reserve. In case Government is adamant about keeping the P2 40 meters wide, it can gazette a re-alignment of P2 north by about half its width and then build the turning lanes and wider central reserve later. Simple.

3. Second key reason for not building Queen's Pier back in the same place is that the MTR tunnel will have to be build there later.

Build the MTR provision now.

4. Key reason for not building the MTR provision NOW is the time and dollar cost for a variation on the CR3 contract.

The estimated costs for building the Northern Island Line and Airport overrun later is HK\$ 2-3 billion more (HK\$11 instead of 8billion) and results once again in a significant disruption of the central harbour-front with major construction work.

Key questions to Government

A. What is the cost and time of the variation (building the MTR provision now) compared with the extra cost and disruption of building the MTR later? And yes, do include cost for strengthening the roofs of the tunnel and culvert to hold Queen's Pier on top.

B. Can the Government build the 4 lanes of P2 first (18.9meters wide), and then hold the decision on the location of QP until after completion of the gazetting of changes to the P2? Who is expected to object when no private property rights are affected?

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