

**For discussion  
on 14 April 2010**

**PWSC(2010-11)1**

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 703 – BUILDINGS**

#### **Support – Commerce and industry**

#### **7GA – Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development**

Members are invited to recommend to Finance Committee the upgrading of **7GA** to Category A at an estimated cost of \$5,852.1 million in money-of-the-day prices for the construction of the cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development.

### **PROBLEM**

We need to construct a cruise terminal building and the ancillary facilities for the Kai Tak cruise terminal development.

### **PROPOSAL**

2. The Director of Architectural Services, with the support of the Secretary for Commerce and Economic Development, proposes to upgrade **7GA** to Category A at an estimated cost of \$5,852.1 million in money-of-the-day (MOD) prices for the construction of the cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development.

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**PROJECT SCOPE AND NATURE**

3. The scope of the project comprises the development of new cruise terminal facilities on a site of 7.6 hectares at the southern end of the former runway at the Kai Tak Development as follows –

(i) Cruise terminal building

Construction of a cruise terminal building at the southern tip of the former Kai Tak runway to accommodate the following -

- (a) Customs, Immigration, Quarantine and Police (CIQP) facilities for cruise terminal operation and CIQP facilities for the future heliport development<sup>1</sup>;
- (b) accommodation for the future heliport operator;
- (c) accommodation for the Hong Kong Tourism Board;
- (d) supporting facilities including security screening, baggage handling, ticketing, check-in, passenger waiting or queuing, concourse and office for the cruise terminal operator and management staff;
- (e) ancillary commercial areas;
- (f) pick-up and drop-off areas for various types of vehicles and parking spaces for government vehicles, the terminal operator's vehicles and the public;
- (g) a landscaped deck;
- (h) reserved plant rooms for future installation of on-shore power supply system;
- (i) tower structure and building services provisions for installation of radar for the Vessel Traffic Service of Marine Department;
- (j) connections and reserved connections to adjacent sites; and

(ii) Apron facilities

These cover works for provisions of building services to the apron area, including passenger gangways, electricity supply system, on-shore water supply, on-shore sewage reception facilities, external lighting, navigation lighting, fire fighting provisions, cable containment for telephone and data, etc.

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<sup>1</sup> The proposed heliport will be situated on a site adjoining the new cruise terminal building.

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 A site plan is at Enclosure 1. The floor plans, sections and perspective views (artist's impression) of the cruise terminal building are at Enclosures 2 to 8. The project will be delivered through a design-and-build contract. Tender assessment of this contract has been completed. Subject to the approval of Finance Committee (FC), we will award the contract to the winning bidder so that the construction works can start in May 2010 for completion in 2013. The target is to synchronize with the commissioning of the first berth around mid-2013.

## JUSTIFICATION

4. The Government is committed to developing Hong Kong into a leading cruise hub in the region. According to the cruise market consultancy studies commissioned by the Tourism Commission earlier, Hong Kong would require an additional berth between 2009 and 2015, and one to two further berths beyond 2015. The timely development of new cruise terminal facilities is critical to the development of Hong Kong into a cruise hub in Asia. With the availability of new cruise terminal facilities and appropriate market strategies, we estimate that the economic benefits brought by the cruise industry will range from \$1.5 billion to \$2.6 billion per annum and the additional jobs generated will be around 5 300 to 8 900 by 2023, under different growth scenarios which depend on factors such as the market situation and the deployment of cruises by cruise operators.

## FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the project to be \$5,852.1 million in MOD prices (please see paragraph 7 below), broken down as follows –

	<b>\$ million</b>
(a) Site works	9.5
(b) Piling works	410.6
(c) Building	2,794.5
(d) Building services	665.6
(e) Drainage	25.5
(f) External works	111.3
(g) Landscaped deck	55.1

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	<b>\$ million</b>	
(h) Additional energy conservation measures	81.0	
(i) Works at Apron Area <sup>2</sup>	269.4	
(j) IT infrastructure and carpark management system	1.5	
(k) Furniture and equipment <sup>3</sup>	270.5	
(l) Consultants' fees	24.5	
(i) quantity surveying services	15.5	
(ii) risk management	1.0	
(iii) management of resident site staff	8.0	
(m) Remuneration of resident site staff	52.3	
(n) Duty visits outside Hong Kong <sup>4</sup>	0.5	
(o) Contingencies	<u>477.2</u>	
Sub-total	5,249.0	(in September 2009 prices)
(p) Provision for price adjustment	<u>603.1</u>	
Total	<u>5,852.1</u>	(in MOD prices)

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<sup>2</sup> Works at Apron Area include five passenger gangways, low voltage power supply system, fire services installation, on-shore fresh water supply, on-shore sewage collection system and apron lighting system. For location of the Apron Area, please refer to the Site Plan at Enclosure 1.

<sup>3</sup> Based on an indicative list of furniture and equipment, items required include baggage X-ray scanners, seating and furniture at waiting/check-in areas, shipping schedule indicator systems, electronic, security and telecommunications systems, general office furniture and equipment items etc. We plan to seek separate funding from the FC later for the specialized equipments for customs and immigration clearances.

<sup>4</sup> Duty visits outside Hong Kong in connection with the project include acceptance tests and audit checking at precasting yard, structural steel fabrication yard, low voltage switchboard and curtain wall factory, etc.

Together with the approved funding of \$2,303.9 million in MOD prices for carrying out the site formation works, the total project cost of the new cruise terminal, i.e. the site formation works, the terminal building and ancillary facilities, in MOD prices, is \$8,156.0 million. When compared on a common base, the latest total project cost is \$7.408 billion in September 2009 prices and is within the cost estimation of \$7.512 billion also in September 2009 prices, brought up from \$7.2 billion (in September 2008 prices) as reported to the Legislative Council (LegCo) Panel on Economic Development in October 2008.

6. We will engage consultants to undertake quantity surveying, risk management and site supervision services under the project vote. A detailed breakdown of the estimate for the consultants' fees and resident site staff costs by man-months is at Enclosure 9. The construction floor area (CFA) of this project is 143 600 square metres (m<sup>2</sup>) (excluding the Apron Area). The estimated construction unit cost, represented by the building and the building services costs, is \$24,095 per m<sup>2</sup> of CFA in September 2009 prices. We consider the estimated project cost reasonable.

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

<b>Year</b>	<b>\$ million (Sept 2009)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2010 – 2011	285.0	1.02700	292.7
2011 – 2012	944.0	1.06551	1,005.8
2012 – 2013	2,313.0	1.10813	2,563.1
2013 – 2014	1,358.0	1.15246	1,565.0
2014 – 2015	242.0	1.19856	290.1
2015 – 2016	67.0	1.24650	83.5
2016 – 2017	40.0	1.29636	51.9
	5,249.0		5,852.1

8. We have derived the MOD estimates on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2010 to 2017. The project will be delivered through a design-and-build contract. We will award the contract on a lump-sum basis because we can clearly define the scope of the works in advance. The contract will provide for price adjustments.

9. We estimate the annual recurrent expenditure arising from this project to be \$206.4 million. On completion, the Government will lease the terminal to a cruise terminal operator for rents.

## **PUBLIC CONSULTATION**

10. During public consultation under the Planning Review of Kai Tak Development, the relevant District Councils (DCs) and the general public were supportive of early implementation of the Kai Tak Development, including the new cruise terminal. At its meeting on 24 October 2008, we briefed Members of the LegCo Panel on Economic Development on the Government's decision to fund, design and build a new cruise terminal at Kai Tak for leasing to a cruise terminal operator for operation. On 25 May 2009, we briefed Members on the latest programme and implementation plan for the new cruise terminal, and consulted Members on the Administration's plan to adopt parallel tendering ahead of funding approval to ensure the commissioning of the first berth of the new cruise terminal in mid-2013. Members in general had no objection to the approach. On 20 November 2009, the FC approved funding of \$2,303.9 million in MOD prices for carrying out the site formation works for the Kai Tak cruise terminal development. We consulted Members on the funding application for the construction of the cruise terminal building and ancillary facilities on 29 March 2010. Members supported the funding proposal.

11. In response to the concerns raised by Members about barrier free access and toilet facilities, we will comply with the requirements under the latest "Design Manual - Barrier Free Access 2008" issued by the Buildings Department, and the latest "Universal Accessibility - Best Practices and Guidelines" promulgated by the Architectural Services Department in the design to provide for better access to, and use of facilities of the cruise terminal building by persons with disabilities. These facilities mainly include the following items—

- (a) wider space inside toilets for more comfortable use and easier manoeuvre by elderly people and people with disabilities;
- (b) automatic sliding doors at all main entrances;

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- (c) design of the landscaped areas to be suitable for all users including the disabled, the aged and the children;
- (d) audible warning at escalators;
- (e) braille map and tactile warning strips; and
- (f) design of furniture at information counters with knee space at appropriate height for use by wheelchair users.

We will also provide adequate toilet and baby care facilities in the building.

## **ENVIRONMENTAL IMPLICATIONS**

12. The project is not a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). However, it lies within the boundary of the Kai Tak Development which is a designated project requiring an EIA report under Schedule 3 of the EIA Ordinance. The EIA report for Kai Tak Development approved on 4 March 2009 concluded that the cruise terminal building and its ancillary facilities would not have adverse environmental impact.

13. During construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contracts. These include the use of silencers, mufflers, acoustic lining or shields and the building of barrier wall for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities as well as other relevant measures recommended in the Kai Tak Development EIA report.

14. We have considered measures (e.g. using metal site hoardings and signboards so that they can be recycled or reused in other projects, and adopting repetitive/modular design to enable reuse of formwork) in the planning and design stages to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>5</sup>. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

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<sup>5</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

15. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

16. We estimate that the project will generate in total about 156 370 tonnes of construction waste. Of these, we will reuse about 62 220 tonnes (40%) of inert construction waste on site and deliver 74 710 tonnes (48%) of inert construction waste at public fill reception facilities for subsequent reuse. We will dispose of the remaining 19 440 tonnes (12%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$4.4 million for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne<sup>6</sup> at landfills).

## ENERGY CONSERVATION MEASURES

17. This project has adopted various forms of energy efficient features, including –

- (a) automatic demand control of chilled water circulation system;
- (b) automatic demand control of air supply;
- (c) demand control of fresh air supply with carbon dioxide sensors;
- (d) automatic demand control for ventilation fans in car park;
- (e) heat wheels/heat pipes for heat energy reclaim of exhaust air;
- (f) connection to District Cooling System for air-conditioning;

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<sup>6</sup> This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive), when the existing ones are filled.



- (g) T5 energy efficient fluorescent tubes with electronic ballast and lighting control by occupancy sensors and daylight sensors;
- (h) light-emitting diode (LED) type exit signs;
- (i) services-on-demand control for escalators and passenger conveyors (on/off control);
- (j) automatic on/off switching of lighting and ventilation fan inside the lifts;
- (k) heat pumps for hot water/space heating; and
- (l) building energy management system for large installations.

18. For renewable energy technologies, we will install photovoltaic system and solar hot water system to provide renewable energy for environmental benefits.

19. For green features, we will provide a landscaped deck with an area of not less than half of the total roof area of the cruise terminal building for passive enjoyment by the public. Half of this landscaped deck will be turfed and planted with groundcovers, shrubs, palms and trees to provide a green outdoor environment along the waterfront.

20. For recycled features, we will adopt rain water and air-conditioning condensate water recycling system for irrigation purpose.

21. The total project estimate included an estimated additional cost for adoption of the energy conservation measures of around \$81.0 million (including \$16.1 million for energy efficient features). The energy efficient features will achieve 7.8% energy savings in the annual energy consumption with a payback period of about 3.6 years.

## **HERITAGE IMPLICATIONS**

22. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings sites of archaeological interest and Government historic sites identified by the Antiquities and Monuments Office.

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**LAND ACQUISITION**

23. The project does not require any land acquisition.

**BACKGROUND INFORMATION**

24. We included **7GA** in Category B in July 2009. We employed a term contractor to carry out site investigation in March 2009 and a quantity surveying consultant to assist in the tender assessment in November 2009. We have charged the cost of the site investigation of \$1.41 million to PWP Item No. **719CL** - Kai Tak development - engineering review under Civil Engineering and Development Department and the cost of the quantity surveying consultant of \$0.6 million to block allocation **Subhead 3100GX** "Project feasibility studies, minor investigations and consultants' fees for items in Category D of the Public Works Programme". The term contractor has completed the site investigation and the quantity surveying consultant has finished the tender assessment.

25. The proposed works will involve felling of one tree which is not an important tree<sup>7</sup>. We will incorporate planting proposals as part of the project, including 100 trees and 25 000 shrubs.

26. At the Public Works Subcommittee (PWSC) meeting on 31 October 2001, some Members suggested and the Administration agreed to include information on the scope, approved project estimates and progress of all the Kai Tak Development (formerly known as South East Kowloon development) Public Works Programme items in future PWSC submissions relating to Kai Tak Development. The updated information including the construction works for the cruise terminal apron area (under PWP Item No. **736CL** – Site formation for Kai Tak cruise terminal development) is at Enclosure 10.

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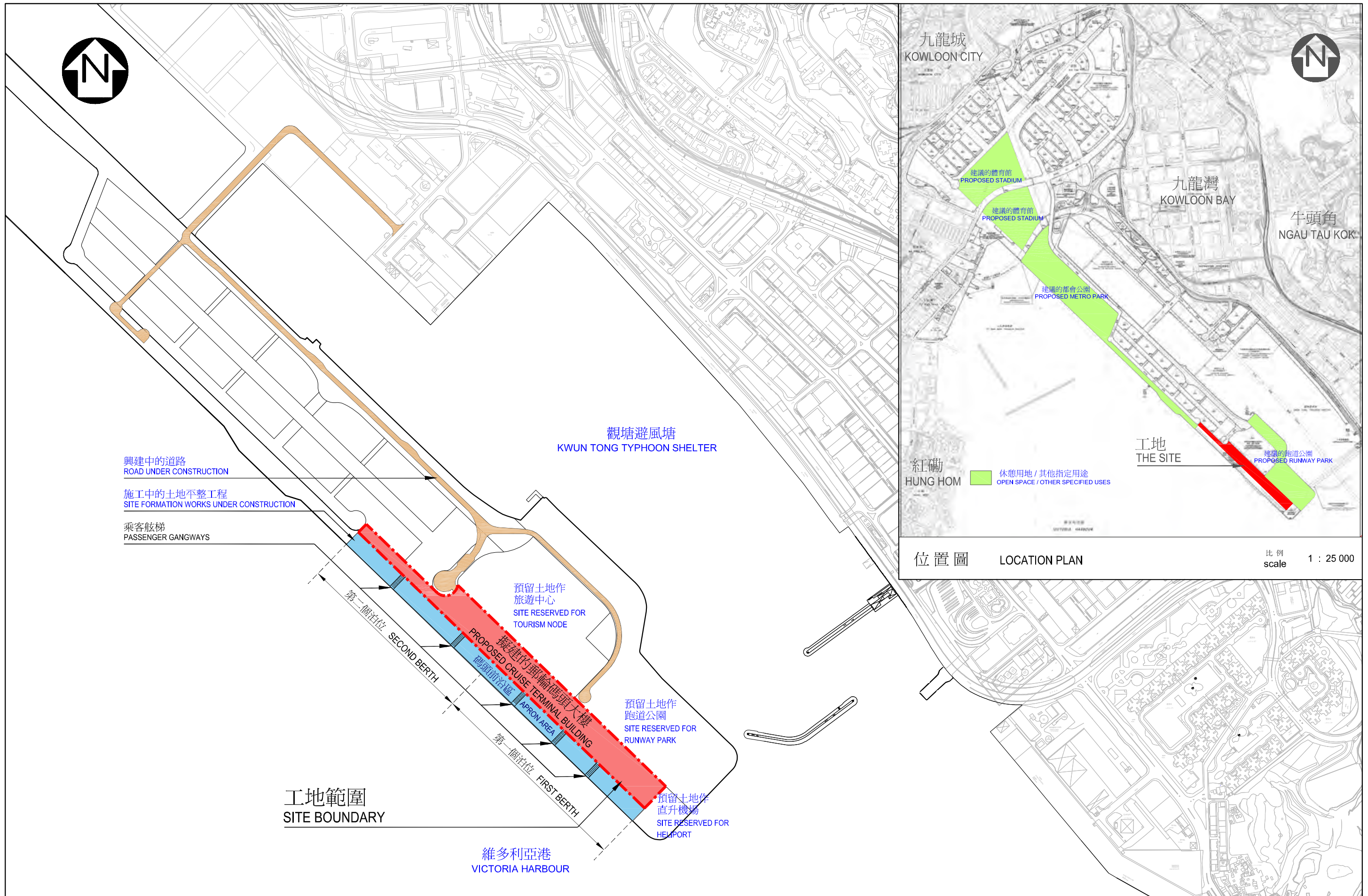
<sup>7</sup> "Important tree" refers to trees on the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.

27. We estimate that the proposed works will create about 2 940 jobs (2 670 for labourers and another 270 for professional/technical staff) providing a total employment of 79 400 man-months.

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Commerce and Economic Development Bureau  
April 2010



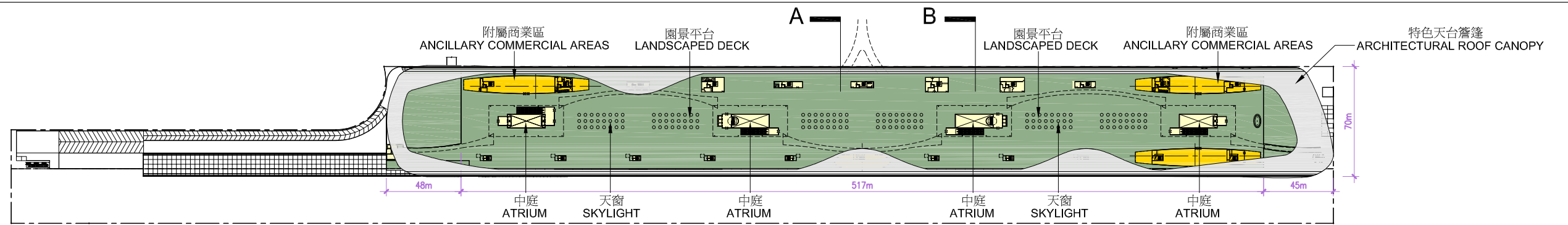
7GA  
 啓德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
 CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
 FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

drawn by 繪圖	K.H. CHAN	date 日期	03/10
approved 覆核	JACKSON WAI	date 日期	03/10

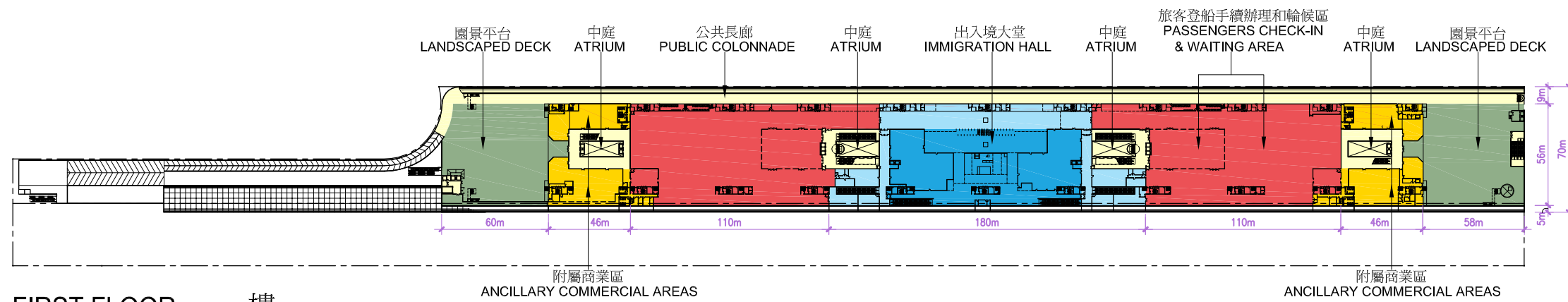
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 PROJECT MANAGEMENT BRANCH

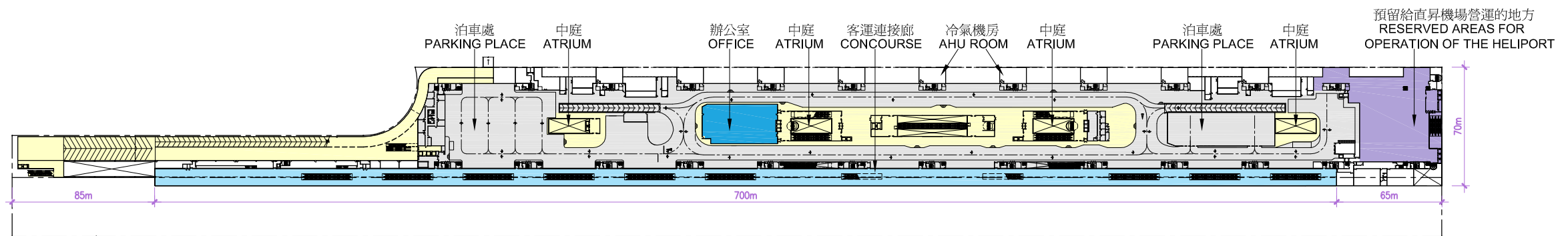




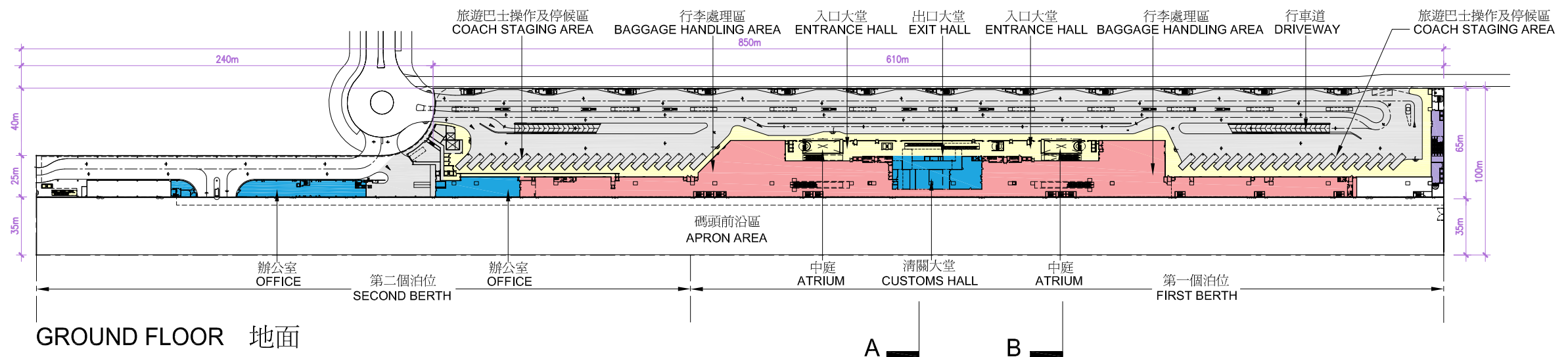
ROOF 天台



FIRST FLOOR 一樓



MEZZANINE FLOOR 閣樓

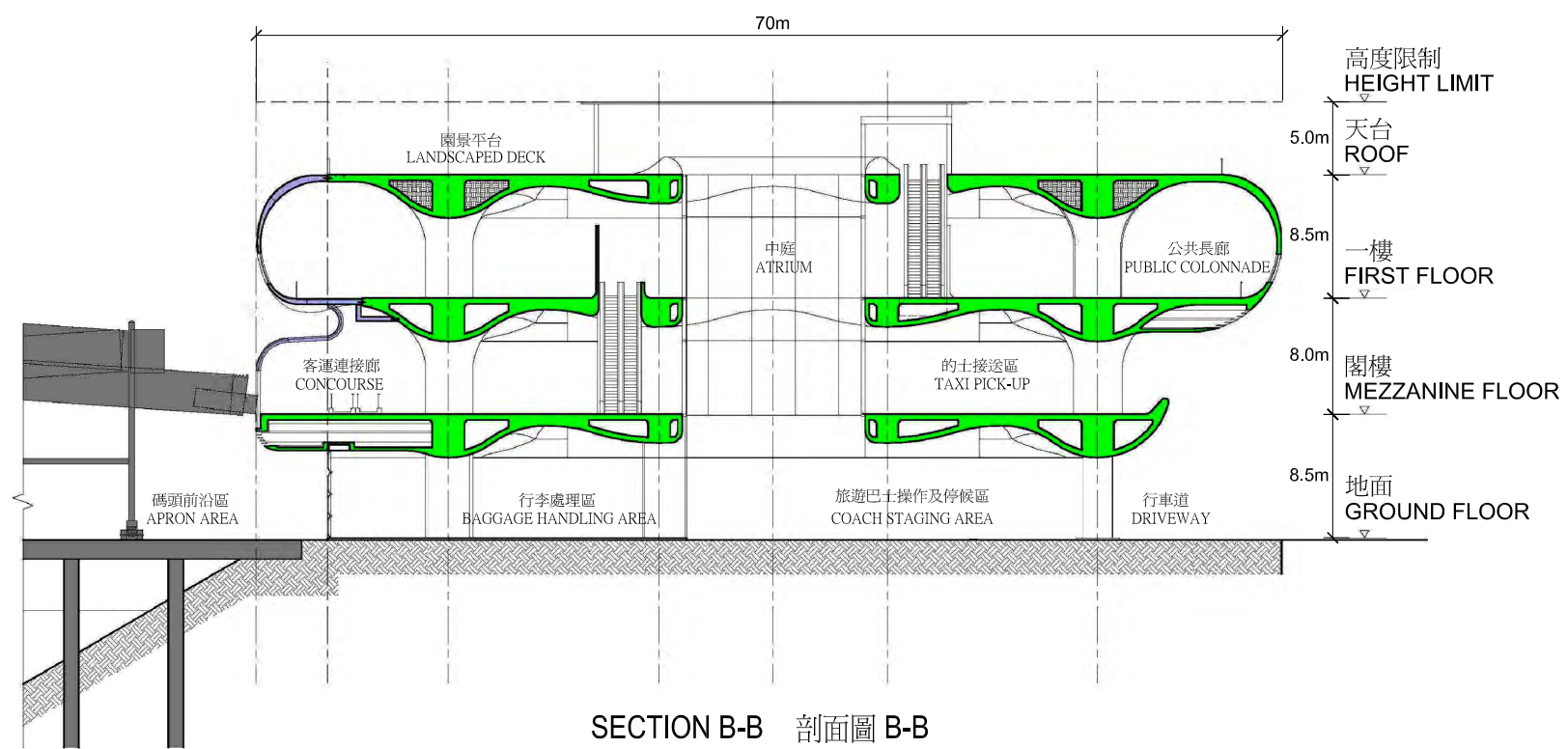
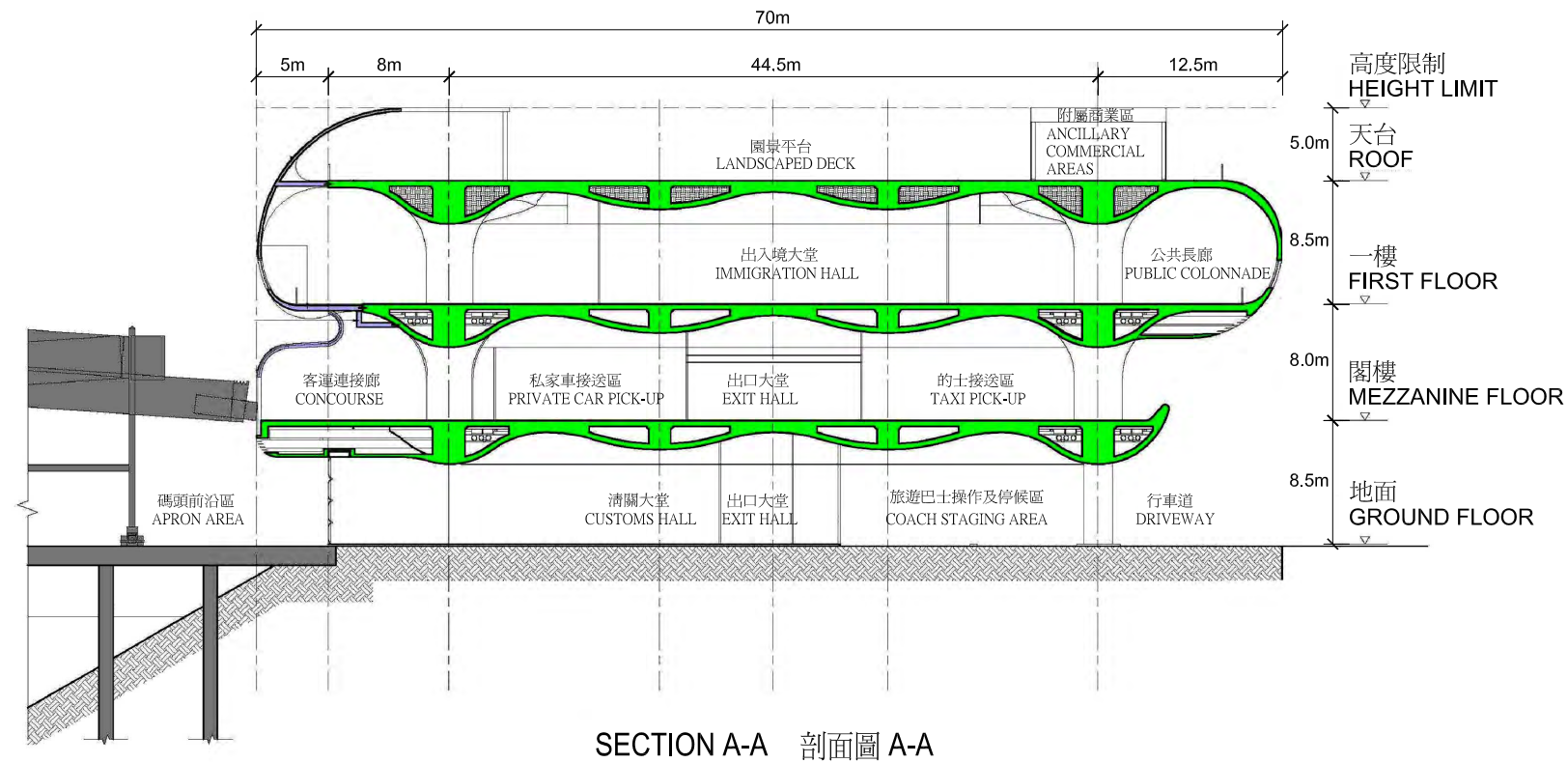


GROUND FLOOR 地面

7GA  
啟德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

啟德郵輪碼頭大樓的各樓層平面圖  
FLOOR PLANS OF THE KAI TAK CRUISE TERMINAL BUILDING

SCALE: 比例  
1:3000



7GA  
 啟德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
 CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
 FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

啟德郵輪碼頭大樓的剖面圖  
 SECTIONS OF THE KAI TAK CRUISE TERMINAL BUILDING

SCALE: 比例  
 1 : 500



7GA  
啟德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

從南面望向啟德郵輪碼頭大樓的夜景構思透視圖  
PERSPECTIVE VIEW OF THE NIGHT SCENE OF THE KAI TAK CRUISE TERMINAL BUILDING  
FROM SOUTH DIRECTION (ARTIST'S IMPRESSION)



7GA  
啟德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

從南面望向啟德郵輪碼頭大樓的構思透視圖  
PERSPECTIVE VIEW OF THE KAI TAK CRUISE TERMINAL BUILDING FROM SOUTH DIRECTION  
(ARTIST'S IMPRESSION)





7GA  
啟德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

從北面望向啟德郵輪碼頭大樓的構思透視圖  
PERSPECTIVE VIEW OF THE KAI TAK CRUISE TERMINAL BUILDING FROM NORTH DIRECTION  
(ARTIST'S IMPRESSION)



7GA  
啟德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

啟德郵輪碼頭大樓的出入境大堂的構思圖  
IMMIGRATION HALL OF THE KAI TAK CRUISE TERMINAL BUILDING  
(ARTIST'S IMPRESSION)



7GA  
啟德郵輪碼頭發展的郵輪碼頭大樓及附屬設施  
CRUISE TERMINAL BUILDING AND ANCILLARY FACILITIES  
FOR THE KAI TAK CRUISE TERMINAL DEVELOPMENT

啟德郵輪碼頭大樓的地面客運候車處的構思圖  
GROUND TRANSPORTATION AREA OF THE KAI TAK CRUISE TERMINAL BUILDING  
(ARTIST'S IMPRESSION)

**7GA – Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development**

**Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2009 prices)**

		Estimated man-months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for –	(i) quantity surveying services <sup>(Note 2)</sup>	Professional	–	–	7.5
		Technical	–	–	8.0
				Sub-total	15.5
(ii) Risk management	Professional	7	38	1.6	0.6
	Technical	12	14	1.6	0.4
				Sub-total	1.0
(b) Resident site staff costs <sup>(Note 3)</sup>	Professional	230	38	1.6	21.1
	Technical	1 235	14	1.6	39.2
				Sub-total	60.3
Comprising –					
	(i) Consultants' fee for management of resident site staff				8.0
	(ii) Remuneration of resident site staff				52.3
				<b>Total</b>	<b>76.8</b>

\*MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS point to estimate the cost of risk management services and resident site staff supplied by the consultants. (As at now, MPS point 38 = \$57,280 per month and MPS point 14 = \$19,835 per month.)
2. The consultants' staff cost for quantity surveying services is calculated in accordance with the existing consultancy agreement for the provision of quantity surveying services for 7GA. The consultancy assignment for the construction of the cruise terminal facilities will only be executed subject to Finance Committee's approval to upgrade 7GA to Category A.

3. The actual man-months and actual costs will only be known after completion of the construction works.

**Kai Tak Development**  
**List of Public Works Programme (PWP) items in Category A**

PWP Item No.	<b>440CL</b>
Project title:	South East Kowloon development – comprehensive feasibility study
Date of upgrading to Category A:	April 1995
Approved project estimate:	\$220.0 million
Project scope:	The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.
Brief account of progress:	(a) The feasibility study was completed in December 2003. (b) The project account has been finalized at the sum of \$185.2 million.

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PWP Item No.	<b>494CL</b> (part upgraded from <b>469CL</b> )
Project title:	South East Kowloon development at Kai Tak Airport – decontamination and site preparation
Date of upgrading to Category A:	February 1998
Approved project estimate:	\$316.9 million

- Project scope:
- (a) ground decontamination at the north apron of Kai Tak Airport (NAKTA);
  - (b) demolition of existing buildings and structures in the northern part of NAKTA; and
  - (c) breaking up of the existing apron slab and land formation at NAKTA for housing development.
- Brief account of progress:
- (a) The civil engineering contract covering the above works was completed in April 2002.
  - (b) Post-decontamination monitoring works were completed in December 2003.
  - (c) The project account has been finalized at the sum of \$281.8 million.

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- PWP Item No. **694CL** (part upgraded from **469CL**)
- Project title: South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation
- Date of upgrading to Category A: November 2001
- Approved project estimate: \$115.9 million
- Project scope: Site investigation works and detailed design for –
- (a) about 6 kilometres box culverts;
  - (b) new roads including flyovers and pedestrian streets, and upgrading of existing roads and associated drainage, sewerage and watermains;
  - (c) five sewage pumping stations and rising mains to convey sewage to the existing To Kwa Wan sewage treatment plant;

- (d) drainage maintenance depots along with provision of plant and equipment for servicing the drainage culverts in NAKTA;
- (e) open space development and landscaping works;
- (f) demolition of remaining ex-airport facilities, including the passenger terminal building and Kai Tak car-parking building and decontamination of land underneath the buildings; and
- (g) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) Detailed design for demolition of the passenger terminal building and associated structures remaining in NAKTA has been completed.
- (c) Detailed design of the stage 1 infrastructure works at the north apron has been completed.
- (d) Detailed design of the remaining infrastructure works at the north apron is in progress.

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PWP Item No.

**693CL** (part upgraded from **465CL**)

Project title:

South East Kowloon development – consultants' fees and site investigation for Kai Tak Approach Channel reclamation

Date of upgrading to November 2001

Category A:

Approved project estimate: \$63.8 million



- Project scope: Site investigation works and detailed design for –
- (a) treatment of the contaminated sediments (including pilot tests and post-treatment monitoring) in Kai Tak Approach Channel (KTAC);
  - (b) reclamation works in KTAC;
  - (c) new drainage systems (including widening and extension of Kai Tak Nullah and Jordan Valley box culvert, advance work for future road tunnels underneath the box culverts) and improvements to existing drainage systems necessitated by the proposed reclamation in KTAC;
  - (d) demolition of the existing airport taxiway bridge across KTAC;
  - (e) provision of necessary environmental mitigation measures and implementation of an EM&A programme; and
  - (f) field surveys and environmental studies for different scenarios of Kai Tak development.
- Brief account of progress:
- (a) Consultancy started in January 2002.
  - (b) In the light of the Court of Final Appeal's ruling on harbour reclamation under the Protection of the Harbour Ordinance, the consultancy had been suspended since December 2003 and was terminated in July 2006.
  - (c) The project account has been finalized at the sum of \$50.2 million.

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PWP Item No.	<b>699CL</b> (part upgraded from <b>482CL</b> )
Project title:	South East Kowloon development – consultants’ fees and site investigation for Kowloon Bay reclamation and engineering works
Date of upgrading to Category A:	July 2002
Approved project estimate:	\$105.7 million
Project scope:	Site investigation works and detailed design for – <ul style="list-style-type: none"><li>(a) treatment of contaminated sediments (including post-treatment monitoring) at the seabed of Kowloon Bay;</li><li>(b) reclamation for about 61 hectares of land in Kowloon Bay;</li><li>(c) construction of a new seawall, breakwater, and marine facilities including public landing steps;</li><li>(d) demolition of existing breakwaters and marine facilities including Kowloon City vehicular ferry pier, passenger ferry pier and public pier;</li><li>(e) construction of new drainage culverts and improvements to existing hinterland drainage systems necessitated by the proposed reclamation in Kowloon Bay;</li><li>(f) upgrading of existing roads and construction of new roads, a road tunnel, pedestrian streets, footbridges and pedestrian subways with associated drainage, sewerage and water works;</li><li>(g) construction of public transport facilities;</li><li>(h) construction of sewage holding facilities adjacent to the existing To Kwa Wan sewage treatment works and sewage pumping stations;</li></ul>

- (i) relocation of the existing Eastern Quarantine and Immigration Anchorage and mooring buoys within Kowloon Bay;
- (j) provision of landscaping works at the proposed reclamation area;
- (k) provision of environmental protection measures; and
- (l) implementation of an EM&A programme.

Brief account of progress:

- (a) Consultancy started in December 2002.
- (b) In the light of the Court of Final Appeal’s ruling on harbour reclamation under the Protection of the Harbour Ordinance, the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalized at the sum of \$6.1 million.

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PWP Item No.	<b>708CL</b> (part upgraded from <b>469CL</b> )
Project title:	South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport
Date of upgrading to Category A:	February 2004
Approved project estimated:	\$131.6 million

Project scope: (a) construction of about 600 metres of a twin-cell box culvert and decommissioning of an existing culvert;

(b) demolition of the passenger terminal building, the Kai Tak car-parking building and associated structures, along with related land decontamination; and

(c) implementation of an EM&A programme for the works mentioned in items (a) to (b) above.

Brief account of progress: (a) Works contract commenced in April 2004.

(b) The works were substantially completed in September 2006.

(c) The project account has been finalized at the sum of \$131.3 million.

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PWP Item No. **719CL**

Project title: Kai Tak development – engineering review

Date of upgrading to Category A: December 2006

Approved project estimate: \$87.5 million

Project scope: (a) a study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development;

(b) preliminary preparatory work for the early development of the cruise terminal in Kai Tak; and

(c) associated site investigation and supervision.

Brief account of progress:

- (a) Consultancy commenced in January 2007.
- (b) Engineering review is in progress.

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PWP Item No.

**724CL** (part upgraded from **711CL**)

Project title:

Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A:

December 2006

Approved project estimate:

\$38.0 million

Project scope:

- (a) detailed design of the works described below including the associated Schedule 2 environmental impact assessments:
  - construction of approximately 2 kilometres of a dual 2-lane district distributor including associated pedestrian deck;
  - provision of a sewage pumping station and rising mains;
  - improvements to related existing bridge, roads and junctions;
  - construction of associated local roads, transport facilities, drainage, sewerage, watermains and landscaping works;
  - relocation and reprovisioning of existing facilities including the Marine Vessel Traffic Services (MVTS) radar and fireboat berthing facilities; and
  - an EM&A programme for works mentioned above,

all for serving the proposed developments at the southern part of the former runway in Kai Tak;

- (b) associated site investigation and supervision; and
- (c) preparation of tender documents and assessment of tenders.
- Brief account of progress:
- (a) Consultancy commenced in January 2007.
- (b) Detailed design of the decommissioning and decontamination works at the south apron and installation of supplementary radar at North Point Government Offices (NPGO) has been completed.
- (c) Detailed design of the stage 1 advance infrastructure works has been completed.
- (d) Detailed design of the remaining infrastructure works is in progress.

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- PWP Item No. **734CL** (part upgraded from **711CL**)
- Project title: Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at NPGO.
- Date of upgrading to Category A: February 2008
- Approved project estimate: \$120.1 million
- Project scope:
- (a) decommissioning and decontamination of about 12 600 square metres of land at the south apron of the former Kai Tak Airport;
- (b) procurement and installation of a supplementary radar and associated signal processing and relaying equipment on the rooftop of NPGO, including integration into the existing MVTTS system of Marine Department;

	(c) construction of a radar support and an equipment room on the rooftop of NPGO, provision of building services and other associated works; and
	(d) implementation of necessary environmental mitigation measures, monitoring and auditing work.
Brief account of progress:	(a) Works contract commenced in May 2008.
	(b) Construction works are in progress for completion in early 2010.
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PWP Item No.	<b>738CL</b> (part upgraded from <b>465CL</b> )
Project title:	Kai Tak development – detailed design and site investigation for Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS) improvement works
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$50.0 million
Project scope:	Site investigation works, environmental mitigation trial and monitoring, and detailed design for –
	(a) treatment of the contaminated sediments at KTAC and KTTS;
	(b) forming of a 600-metre opening at the former runway and construction of a piled deck for support of Metro Park on top of the opening;
	(c) improvement works to the embankments of the associated waterways;
	(d) demolition of existing dolphin connecting to the former runway; and
	(e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

Brief account of progress: (a) Consultancy commenced in August 2009.  
 (b) Detailed design of the environmental improvement works is in progress.

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PWP Item No. **740CL** (part upgraded from **702CL**)

Project title: Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway.

Date of upgrading to Category A: May 2009

Approved project estimate: \$32.0 million

Project scope: Site investigation works and detailed design for –

- (a) construction of approximately 1 kilometre of a dual 2-lane district distributor;
- (b) construction of three footbridges;
- (c) construction of a piled deck for support of the district distributor on top of the 600-metre opening;
- (d) construction of local roads, footbridges and subway extensions, junction improvement, drainage, sewerage, water mains and landscaping works at the former runaway and south apron, and other associated works; and
- (e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

Brief account of progress: (a) Consultancy commenced in July 2009.  
 (b) Detailed design of the infrastructure works is in progress.

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PWP Item No.	<b>739CL</b> (part upgraded from <b>469CL</b> )
Project title:	Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport.
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$566.5 million
Project scope:	<ul style="list-style-type: none"><li>(a) construction of about 2.6 kilometres of new roads, realignment of Concorde Road, extension and widening of Kai Wah Street, temporary and permanent closure of existing roads within the north apron, and associated drainage, sewerage and water mains;</li><li>(b) construction of two footbridges (FB1 and FB4) of total length of about 260 metres and improvement works to three existing subways (SW1, SW3 and SW5) across Prince Edward Road East;</li><li>(c) construction of two drainage box culverts (3.0 metres by 2.8 metres and 2.5 metres by 2.5 metres respectively) of total length of about 600 metres;</li><li>(d) associated landscaping works; and</li><li>(e) provision of necessary environmental mitigation measures, and implementation of an EM&amp;A programme for the works mentioned in sub-paragraphs (a) to (d) above.</li></ul>
Brief account of progress:	Works contract commenced in July 2009 for completion by December 2013.

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PWP Item No.	741CL (part upgraded from 711CL)
Project title:	Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$539.6 million
Project scope:	<ul style="list-style-type: none"><li>(a) construction of approximately 1.8 kilometres long single 2-lane carriageway and associated footpaths and landscaping works;</li><li>(b) improvements to the former taxiway bridge, existing roads and junctions;</li><li>(c) construction of a fireboat berth cum public landing steps together with access roads;</li><li>(d) construction of storm drains, sewers and water mains of length of about 3 kilometres; 7.5 kilometres and 8.6 kilometres respectively;</li><li>(e) construction of a sewage pumping station; and</li><li>(f) provision of necessary environmental mitigation measures, and implementation of an EM&amp;A programme for the works mentioned in sub-paragraphs (a) to (e) above.</li></ul>
Brief account of progress:	Works contract commenced in September 2009 for completion by December 2013.

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PWP Item No.	<b>841TH</b> (part upgraded from <b>785TH</b> )
Project title:	Trunk Road T2 – investigation and design
Date of upgrading to Category A:	June 2009
Approved project estimate:	\$133.6 million
Project scope:	<ul style="list-style-type: none"> <li>(a) impact assessments on environment, traffic, marine, heritage and other related aspects;</li> <li>(b) detailed design of the works; and</li> <li>(c) associated site investigations and supervision.</li> </ul>
Brief account of progress:	<p>Consultancy commenced in July 2009.</p> <p>*           *           *</p>
PWP Item No.	<b>736CL</b>
Project title:	Site formation for Kai Tak cruise terminal development
Date of upgrading to Category A:	November 2009
Approved project estimate:	\$2,303.9 million
Project scope:	<ul style="list-style-type: none"> <li>(a) construction of about 1 100 metres long seawall;</li> <li>(b) construction of a 35 metres wide and 850 metres long apron area, including piled structures for two alongside berths, mooring and fender systems, and interfacing provisions for installation of apron facilities, for berthing of cruise vessels;</li> <li>(c) construction of about 150 metres long associated piled transition structures at two ends of the berths;</li> </ul>

- (d) dredging of about 86 hectares of adjoining seabed to allow manoeuvring and berthing of cruise vessels with deep drafts; and
- (e) provision of necessary environmental mitigation measures, including monitoring and auditing for the works mentioned in sub-paragraphs (a) to (d) above.

Brief account of progress:

The site formation works commenced in end 2009 for completion by end 2015, with the target of commissioning the first berth around mid-2013.

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