

Annex

**Supplementary Information on
Site formation for Kai Tak cruise terminal development**

The transportation mode (i.e. by sea or by land) to be adopted for delivering and disposing the sea-bed sediments collected during the dredging works for the Kai Tak cruise terminal, and the timing for completing the delivery

We believe the contractor of the site formation works would adopt sea transportation mode for delivering the dredged sediments to the designated dumping sites, as land transportation mode would involve double handling of the sediments and is ineffective and time-consuming. Under the contract, there is a stringent control mechanism for the delivery and disposal of the dredged sediments. Prior to the commencement of any dredging or disposal, the contractor is required under the contract to submit the method statements of dredging (including disposal and transportation mode) for Civil Engineering and Development Department (CEDD)'s approval. The contractor is not allowed to commence any dredging operation prior to receiving consent from CEDD. CEDD will, in consultation with other relevant Government departments, check compliance with the environmental permit which sets out the statutory requirements for carrying out the dredging works. The department will also ensure that the delivery and disposal process will not create adverse effects on the environment and the neighbourhood. The dredging works will be carried out in stages from early 2010 to 2015.

Relevant terms and conditions in the works contracts for the proposed site formation project regarding the environmental mitigation measures to be taken for handling and storing the inert construction waste which would be reused at Kai Tak, and the action to be taken against the contractor should he fail to implement such measures adequately and effectively

2. Contractual provisions on environmental mitigation measures to be taken for the handling and storing of the inert construction waste to be reused at Kai Tak include:

- (i) covering stockpile materials with green impervious sheet;
- (ii) limiting the height of temporary stockpile to 3 metres;
- (iii) providing hoardings in areas designated for stockpiling; and
- (iv) regular watering of stockpile and provision of temporary drain.

The resident site staff will conduct regular inspections to ensure that the contractor complies with these requirements.

3. Temporary stockpiling areas for the inert construction waste will be designated at the southern part of the former runway or the south apron, which are separate and at a distance from the stockpiling areas of other projects at the north apron.

4. The contractor may face prosecution if he fails to comply with the environmental legislations. Furthermore, any poor environmental performance of the contractor would also be reflected in the Contractor's Performance Report which will be taken into account in assessing the contractor's tendering proposals for public works contracts in future.

Relevant terms and conditions in the works contracts for the proposed site formation project regarding the delivery of the inert construction waste to public fill reception facilities for disposal, including temporary storage arrangement, if any, on-site or off-site before disposal

5. Contractual requirements for delivery of the inert construction waste to public fill reception facilities include adoption of trip ticket system, promulgated under Environment, Transport and Works Bureau Technical Circular (Works) No. 31/2004, for delivery monitoring, as well as provision of wheel washing system and mechanical covers to dump trucks. The contract requires the contractor to promptly remove all surplus materials to minimise temporary stockpiling on site. If temporary storage of inert construction waste is required on site for practical reasons, the contract stipulates certain conditions including a height restriction of temporary stockpile to 3 metres, covering of dusty materials by tarpaulin and regular watering.

6. In case any unnecessary or prolonged storage of construction and demolition materials is spotted on site, CEDD will instruct the contractor to promptly remove the excessive materials for disposal. Should the contractor fail to implement the required measures adequately and effectively, he may be subject to the actions indicated in paragraph 4 above.

Updated information on the implementation plan for the Kai Tak Development, including the timeframe and projects in each stage of development

7. In January 2009, the Government briefed the Legislative Council Panel on Development on a master plan for implementation of Kai Tak Development (KTD) projects packaged for completion by three target years, i.e. 2013, 2016 and 2021. These packages seek to ensure that the developments in Kai Tak will be taken forward in a co-ordinated and progressive manner, while taking into consideration their relative priorities and readiness to proceed.

8. In addition to the 200-metre long waterfront promenade at the Kwun Tong Public Cargo Working Area to be completed in end-2009, the first package planned for completion by 2013 covers the first berth of the cruise terminal, public housing development, District Cooling System (first phase) and the provision of supporting infrastructure. Construction of public housing and infrastructure works to serve the first package developments have already commenced in 2009, whilst the site formation works of the cruise terminal development is scheduled to start in December 2009, subject to the approval of the Finance Committee. Tenders for the District Cooling System have been invited in end July 2009 with a view to commencing the contract in early 2010.

9. The second package planned for completion by 2016 will see the strategic transport links supporting the continued development of Kai Tak coming into service, including a dual-2 lane road serving the Cruise Terminal and the Shatin to Central Link (Tai Wai to Hung Hom section). We also aim to clean up the existing waterways to create an environmentally pleasing neighbourhood. Design work of the above projects is in progress.

10. The remaining developments will form the last package envisaged for completion by 2021. Major projects in this package include sports and amenity facilities, which will become a feature in this part of the

harbour and signify the substantial completion of the KTD. Various residential and commercial sites in the north apron, south apron and runway area will also be developed in line with the planning theme.