

## ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

### HEAD 703 – BUILDINGS

#### Government Office – Intra-governmental Services

#### 109KA – Construction of Trade and Industry Tower in Kai Tak Development Area

Members are invited to recommend to Finance Committee the upgrading of **109KA** to Category A at an estimated cost of \$2,645.1 million in money-of-the-day prices for the construction of the Trade and Industry Tower in the Kai Tak Development Area.

### PROBLEM

There are insufficient government-owned premises in Kowloon to meet the Government's office accommodation requirements.

### PROPOSAL

2. The Director of Architectural Services, with the support of the Secretary for Financial Services and the Treasury, proposes to upgrade **109KA** to Category A at an estimated cost of \$2,645.1 million in money-of-the-day (“MOD”) prices to construct the Trade and Industry Tower<sup>1</sup> (“TI Tower”), a joint-user government office building in the Kai Tak Development Area (“KTDA”).

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<sup>1</sup> The proposed building was referred to as the “Kai Tak Government Offices” at previous planning and public consultation stages. As more than one government office building may be planned for KTDA, we propose to name the proposed building after the Trade and Industry Department, the major user department, for easy identification.

**PROJECT SCOPE AND NATURE**

3. We propose to construct the TI Tower on a site of around 8 300 square metres (“m<sup>2</sup>”) at the North Apron of KTDA. The proposed TI Tower will consist of 22 storeys above ground and a single storey basement, providing a total net operational floor area (“NOFA”)<sup>2</sup> of around 33 000 m<sup>2</sup>.

4. The proposed scope of the project covers –

- (a) government offices and ancillary property management facilities of around 32 400 m<sup>2</sup> in NOFA for one bureau and nine departments, namely the Education Bureau (“EDB”), Trade and Industry Department (“TID”), Census and Statistics Department, Customs and Excise Department, Highways Department, Hongkong Post (“HKPO”), Labour Department (“LD”), Lands Department (“LandsD”), Social Welfare Department (“SWD”) and Student Financial Assistance Agency (“SFAA”); and
- (b) a community hall of about 600 m<sup>2</sup> in NOFA, comprising a multi-purpose hall (with seating capacity of 450 persons) with a stage, a stage store room, a stage meeting room, male and female dressing rooms, a conference room as well as ancillary facilities, including a management office, a store room for office, a baby care room and toilets.

Other ancillary facilities provided in the project include 60 car parking spaces, 10 loading and unloading bays, etc.

5. A site plan, location plan, layout plans as well as section and perspective drawings are at Enclosures 1 to 7. Subject to funding approval of the Finance Committee (“FC”), we plan to start the construction works in January 2012 for completion in December 2014.

**/JUSTIFICATION .....**

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<sup>2</sup> NOFA is the floor area actually allocated to the users of a building for carrying out the intended activities. Unlike the construction floor area which takes into account all areas within the building structure envelope, NOFA does not include areas for toilets, bathrooms and showers, lift lobbies, stair halls, public/shared corridors, stairwells, escalators and lift shafts, pipe/services ducts, refuse chutes and refuse rooms, balconies, verandas, open decks and flat roofs, car parking spaces, loading and unloading areas, mechanical plant rooms, etc.

**JUSTIFICATION**

6. The proposed TI Tower will bring about the following benefits –
- (a) the proposed TI Tower will complement other Government, Institutional or Community facilities in KTDA providing a range of public services to the community in Kowloon East. Of the 10 bureaux and departments (“b/ds”) to be housed in the proposed TI Tower, seven will provide frontline services to the public, including teacher registration, postal services, employment and labour relation services, land administration services for railway projects, referral of welfare services, student finance as well as support and advisory services for small and medium-sized enterprises<sup>3</sup>. The project will also promote the development of KTDA and contribute to the objective of energising Kowloon East as announced in the 2011-12 Policy Address;
  - (b) of the 33 000 m<sup>2</sup> NOFA for the proposed TI Tower, about 42% will be used to accommodate all the departments currently housed in the Trade and Industry Department Tower (“TID Tower”) in Mong Kok. This will allow the release of the TID Tower, which is located in a prime location, for more gainful use; and
  - (c) the project can provide de-leasing opportunities for the Government. About half of the 33 000 m<sup>2</sup> NOFA will be used for housing b/ds currently scattered in leased accommodation (mainly in Southeast Kowloon). The estimated annual saving in rental expenditure is about \$50 million.

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<sup>3</sup> The seven b/ds which will provide frontline services to the public are EDB, HKPO, LD, LandsD, SWD, SFAA and TID.

7. The proposed community hall will stand on its own on the site, right next to the proposed government office building. Kowloon City has a population of approximately 366 000. At present there is no government-run community hall in the district. Together with the community hall to be completed in 2013 under the joint-user complex at Bailey Street, the proposed community hall in this project will provide facilities and venue for organising community activities for various bodies in the Kowloon City district, including KTDA. These include about 130 Mutual Aid Committees established by residents of public housing estates and private residential buildings and about 1 064 Owners' Committees or Owners' Corporations of private residential buildings, as well as about 120 local organisations and 57 non-governmental organisations in the district. Apart from providing a venue for community-building activities, the proposed community hall will also serve as a temporary/cold/heat shelter when the need arises.

## FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the project to be \$2,645.1 million in MOD prices (please see paragraph 9 below), broken down as follows –

	<b>\$ million</b>
(a) Site works	12.5
(b) Piling works <sup>4</sup>	120.0
(c) Basement construction	83.0
(d) Building <sup>5</sup>	1,187.1
(e) Building services <sup>6</sup>	396.5
(f) Drainage	11.4

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<sup>4</sup> Piling works cover H-piles and all related testing and monitoring.

<sup>5</sup> Building works comprises construction of the substructure and superstructure of the office block and community hall.

<sup>6</sup> Building service works comprise electrical installations, ventilation and air-conditioning, fire protection system, lifts and escalators, window cleansing equipment etc.

	<b>\$ million</b>	
(g) External works and soft landscape	26.5	
(h) Additional energy conservation measures	44.9	
(i) Furniture and equipment <sup>7</sup>	73.0	
(j) Consultants' fees	21.0	
(i) Quantity surveying services	6.0	
(ii) Soft landscape services	1.0	
(iii) Infrastructure works for information technology systems	4.0	
(iv) Management of resident site staff	10.0	
(k) Remuneration of resident site staff	60.0	
(l) Contingencies	209.1	
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Sub-total	2,245.0	(in September 2011 prices)
(m) Provision for price adjustment	400.1	
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Total	2,645.1	(in MOD prices)
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<sup>7</sup> The estimated cost of furniture and equipment is based on an indicative list of items required.

We propose to engage consultants to provide quantity surveying, soft landscaping and design of infrastructure works for information technology systems as well as site supervision for the project. A detailed breakdown of the estimates for consultants' fees and resident site staff costs by man-months is at Enclosure 8. The construction floor area ("CFA") of **109KA** is about 66 600 m<sup>2</sup>. The estimated construction unit cost, represented by the building and the building services costs, is \$23,778 per m<sup>2</sup> of CFA in September 2011 prices. We consider this cost comparable to that of similar government projects.

9. Subject to funding approval of FC, we will phase the expenditure as follows –

<b>Year</b>	<b>\$ million (Sep 2011)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2011 – 12	10.0	1.00000	10.0
2012 – 13	150.0	1.05375	158.1
2013 – 14	650.0	1.11171	722.6
2014 – 15	850.0	1.17285	996.9
2015 – 16	300.0	1.23736	371.2
2016 – 17	150.0	1.30541	195.8
2017 – 18	75.0	1.37721	103.3
2018 – 19	60.0	1.45296	87.2
	2,245.0		2,645.1

10. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2011 to 2019. 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.

11. We estimate the annual recurrent expenditure arising from the project to be \$33.47 million.

## **PUBLIC CONSULTATION**

12. We consulted the Kowloon City District Council's Housing and Infrastructure Committee and Wong Tai Sin District Council on 18 June 2009 and 7 July 2009 respectively. Members generally supported the project.

13. We consulted the Legislative Council Panel on Financial Affairs on 7 November 2011. Members generally supported the project. As suggested by the meeting, we will consider adoption of grey water recycling system in the project having regard to technical feasibility, cost effectiveness and other considerations. The proposed site will be connected with the neighbouring areas through an existing subway and a proposed covered landscaped elevated walkway amongst other connections. The Civil Engineering and Development Department ("CEDD") will carry out enhancement works to the existing subway including upgrading of finishes and lighting system. CEDD will also extend the subway to link up with the covered landscaped elevated walkway with two lifts to facilitate public access to the proposed TI Tower. The subway extension, covered landscaped elevated walkway and lifts will be constructed under a separate capital works project approved by FC in July 2009, **739CL** "Kai Tak Development – Stage 1 Infrastructure Works at North Apron Area of Kai Tak Airport". Members also noted that KTDA is served by 28 bus routes and 10 minibus routes. The Transport Department will keep in view the local demand for public transport services pending the completion of the Shatin to Central Link (with a station in KTDA) scheduled in 2018.

**ENVIRONMENTAL IMPLICATIONS**

14. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). This project will not cause long term environmental impact. We have included in the project estimates the cost to implement suitable mitigation measures to control short term environmental impacts.

15. 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 contract. 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, as well as the provision of wheel-washing facilities to prevent dust nuisance.

16. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. using excavated materials for filling) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities<sup>8</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.

17. At the construction stage, we will 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.

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<sup>8</sup> Public fill reception facilities are specified in Schedule 4 to the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.



18. We estimate that the project will generate in total about 61 000 tonnes of construction waste. Of these, we will reuse about 14 000 tonnes (23%) of inert construction waste on site and deliver 41 000 tonnes (67%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 6 000 tonnes (10%) of non-inert construction waste at landfills. The total cost of accommodating construction waste at public fill reception facilities and landfill sites is estimated to be around \$1.9 million for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills<sup>9</sup>).

## HERITAGE IMPLICATIONS

19. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interests and government historic sites identified by the Antiquities and Monuments Office.

## LAND ACQUISITION

20. This project does not require any land acquisition.

## ENERGY CONSERVATION AND OTHER ENVIRONMENTAL FEATURES

21. On energy conservation, this project has been selected as one of the two energy efficiency demonstration projects of public works to try out more energy efficient designs and technologies. In addition to adopting various forms of commonly adopted energy efficient features<sup>10</sup>, the project will be connected to the District Cooling System now under construction in KTDA for air-conditioning. It will also adopt the following additional energy conservation and environmental features, including –

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<sup>9</sup> This estimate has taken into account the cost of developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost of 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.

<sup>10</sup> These include building energy management system for large installations, automatic demand control of chilled water circulation system, automatic demand control of air supply in air-conditioning system and car park ventilation, automatic demand control of fresh air supply with carbon dioxide sensors, heat wheels for heat energy reclaim of exhaust air, T5 energy efficient fluorescent tubes with electronic ballast and lighting control by occupancy sensors and daylight sensors, light-emitting diode exit signs, automatic on/off switching of lighting and ventilation fan inside the lift and service-on-demand control for escalator control.

- (a) desiccant wheels dehumidification for fresh air;
- (b) automatic static pressure reset control for air supply;
- (c) free air cooling system for large server rooms;
- (d) heat recovery system for condensate;
- (e) brushless motor for fan coil units;
- (f) light-emitting diode type down lights and landscape lights;
- (g) task lighting;
- (h) lift power regeneration system; and
- (i) sun tracking light pipes.

22. For renewable energy technologies, we will install photovoltaic system, solar hot water system, solar chimney and daylight suntubes for environmental benefits.

23. For greening features, we will provide landscaping in the appropriate areas at ground floor, covered elevated walkway and the main roof. We will also provide vertical greening on the building façades. The overall greening will cover more than 30% of site area.

24. For recycled and environmental features, we will adopt rainwater for landscape irrigation, automatic refuse collection system and low-emitting materials including carpet, composite wood and agrifiber products.

25. The total estimated additional cost for adoption of the above features is about \$44.9 million (including about \$15.4 million for energy efficient features), which has been included in the project estimates. The energy efficient features will achieve about 15.4% energy savings in the annual energy consumption with a payback period of about six years.

26. The increased emphasis on energy conservation and greening for the project is in line with the “Green City” concept of KTDA. The environmental performance of this project will be assessed under the Leadership in Energy and Environmental Design (“LEED”) certification program which is an internationally recognised building environmental assessment system for building design, construction and operation. We aim at achieving at least a Gold rating.

## BACKGROUND INFORMATION

27. We upgraded **109KA** to Category B in November 2007. We employed contractors to carry out ground investigation works in April 2008, topographical survey in August 2008, utility mapping in February 2009 and LEED pre-assessment in September 2009, as well as a quantity surveying consultant to assist in the tender assessment in November 2008. We charged the total cost of \$2 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 contractors and consultant have completed all the above consultancy services and works.

28. All the 12 trees within the project boundary will be felled. None of the trees to be removed is an important tree<sup>11</sup>. We will incorporate planting proposals as part of this project, including planting of about 150 trees as well as 6 000 shrubs, groundcovers and climbers.

29. We estimate that the proposed works will create about 1 010 jobs (about 915 for labourers and 95 for professional/technical staff), providing a total employment of about 27 090 man-months.

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<sup>11</sup> “Important tree” refers to a tree in the Register of Old and Valuable Trees, or any other tree that meets one or more of the following criteria –

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

30. 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 the “South East Kowloon Development”) Public Works Programme items in future PWSC submissions relating to the Kai Tak Development. The information is at Enclosure 9.

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**Financial Services and the Treasury Bureau**  
**December 2011**

**109KA – Construction of Trade and Industry Tower in Kai Tak Development Area****Breakdown of Estimate for Consultants' Fees and Resident Site Staff Costs (in September 2011 Prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(i) Quantity surveying services <sup>(Note 2)</sup>	Professional	-	-	-	3.0
	Technical	-	-	-	3.0
				Sub-total	6.0
(ii) Soft landscape services <sup>(Note 3)</sup>	Professional	10	38	1.6	1.0
	Technical	-	-	-	-
				Sub-total	1.0
(iii) Infrastructure works for information technology systems <sup>(Note 3)</sup>	Professional	20	38	1.6	2.0
	Technical	59	14	1.6	2.0
				Sub-total	4.0
(iv) Resident site staff costs <sup>(Note 3)</sup>	Professional	300	38	1.6	30.0
	Technical	1180	14	1.6	40.0
				Sub-total	70.0
Comprising -					
(a) Consultants' fee for management of resident site staff					10.0
(b) Remuneration of resident site staff					60.0
<b>Total</b>					<b>81.0</b>

\*MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS point to estimate the cost of resident site staff supplied by the consultants. (As at now, MPS point 14 = \$21,175 per month and MPS point 38 = 62,410 per month.)
2. The consultants' staff cost for quantity surveying services is calculated in accordance with existing consultancy agreement for the provision of quantity surveying services for **109KA**. The consultancy assignment for the construction of the TI Tower will only be executed subject to the Finance Committee's approval to upgrade **109KA** to Category A.
3. We will only know the actual man-months and actual fees after completion of the construction works.

**Kai Tak Development**  
**List of Public Works Programme (“PWP”) Items in Category A**

PWP item no.: **440CL**

Project title: South East Kowloon Development – Comprehensive Feasibility Study

Date of upgrading to Category A: April 1995

Approved project estimate: \$220 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 finalised at the sum of \$185.2 million.

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PWP item no.: **494CL** (part upgrade from **469CL**)

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 finalised at the sum of \$281.8 million.

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- PWP item no.: **694CL** (part upgrade 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 (“km”) 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 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 and Stage 2 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 upgrade from **465CL**)
- Project title: South East Kowloon Development – Consultants’ Fees and Site Investigation for Kai Tak Approach Channel Reclamation
- Date of upgrading to Category A: November 2001
- 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 the 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 (“CFA”)’s ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$50.2 million.

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- PWP item no.: **699CL** (part upgrade from **482CL**)
- 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 –
- (a) treatment of contaminated sediments (including post-treatment monitoring) at the seabed of Kowloon Bay;
- (b) reclamation for about 61 hectares (“ha”) of land in Kowloon Bay;
- (c) construction of a new seawall, breakwater and marine facilities including public landing steps;
- (d) demolition of existing breakwaters and marine facilities including Kowloon City vehicular ferry pier, passenger ferry pier and public pier;
- (e) construction of new drainage culverts and improvements to existing hinterland drainage systems necessitated by the proposed reclamation in Kowloon Bay;

- (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;
- (g) construction of public transport facilities;
- (h) construction of sewage holding facilities adjacent to the existing To Kwa Wan sewage treatment works and sewage pumping stations;
- (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 CFA's ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$6.1 million.

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PWP item no.:	<b>708CL</b> (part upgrade 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 estimate:	\$131.6 million

- Project scope: Site investigation works and detailed design for –
- (a) construction of about 600 metres (“m”) 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 completed in September 2006.
  - (c) The project account has been finalised 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: Consultancy commenced in January 2007 and substantially completed in April 2010.

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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 million
- Project scope:
- (a) Detailed design of the works described below including the associated Schedule 2 environmental impact assessments:
    - construction of approximately 2 km 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 MVTIS system of the 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 works.

Brief account of progress: (a) Works contract commenced in May 2008.

(b) The works were substantially completed in January 2010.

(c) The finalisation of contract account is in progress.

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PWP item no.: **738CL** (part upgraded from **465CL**)

Project title: Kai Tak Development – Detailed Design and Site Investigation for KTAC and Kwun Tong Typhoon Shelter (“KTTS”) Improvement Works

Date of upgrading to Category A: May 2009

Approved project estimate: \$50 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 m opening at the former runway and construction of a piled deck for support of Metro Park on the 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 works.

Brief account of progress: (a) Consultancy commenced in August 2009.

(b) Detailed design of Phase 1 works has been completed.

(c) Design of the Phase 2 works is in progress.

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PWP item no.:	<b>740CL</b> (part upgraded from <b>702CL</b> )
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 million
Project scope:	Site investigation works, environmental mitigation trial and monitoring, and detailed design for –  (a) construction of approximately 1 km 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 m opening;  (d) construction of local roads, footbridges and subway extensions, junction improvement, drainage, sewerage, water mains and landscaping works at the former runway 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 NAKTA
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$566.5 million
Project scope:	<p>(a) Construction of about 2.6 km 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;</p> <p>(b) construction of two footbridges (FB1 and FB4) of total length of about 260 m and improvement works to three existing subways (SW1, SW3 and SW5) across Prince Edward Road East;</p> <p>(c) construction of two drainage box culverts (3.0 m by 2.8 m and 2.5 m by 2.5 m respectively) of total length of about 600 m;</p> <p>(d) associated landscaping works; and</p> <p>(e) provision of necessary environmental mitigation measures, and implementation of an EM&amp;A programme for the works mentioned in subparagraphs (a) to (d) above.</p>
Brief account of progress:	Works contract commenced in July 2009 for completion by December 2013.

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PWP item no.:	<b>741CL</b> (part upgraded from <b>711CL</b> )
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:
- (a) Construction of approximately 1.8 km long single 2-lane carriageway and associated footpaths and landscaping works;
  - (b) improvements to the former taxiway bridge, existing roads and junctions;
  - (c) construction of a fireboat berth cum public landing steps together with access roads;
  - (d) construction of storm drains, sewers and water mains of length of about 3 km, 7.5 km and 8.6 km respectively;
  - (e) construction of a sewage pumping station; and
  - (f) provision of necessary environmental mitigation measures, and implementation of an EM&A programme for the works mentioned in subparagraphs (a) to (e) above.

Brief account of progress: Works contract commenced in September 2009 for completion by December 2013.

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PWP item no.: **841TH** (part upgraded from **785TH**)

Project title: Trunk Road T2 – Investigation and Design

Date of upgrading to Category A: June 2009

Approved project estimate: \$133.6 million

- Project scope:
- (a) Impact assessments on environment, traffic, marine, heritage and other related aspects;
  - (b) detailed design of the works; and
  - (c) associated site investigations and supervision.

Brief account of progress: Consultancy commenced in July 2009. Impact assessments and site investigation are in progress.

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PWP item no.: **736CL**

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:

- (a) Construction of about 1 100 m long seawall;
- (b) construction of a 35 m wide and 850 m long apron area, including piled structures for two alongside berths, mooring and fender systems, and interfacing provisions for installation of apron facilities, for berthing or cruise vessels;
- (c) construction of about 150 m long associated piled transition structures at two ends of the berths;
- (d) dredging of about 86 ha 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: Works contract commenced in November 2009 for project completion by end-2015, with the target of commissioning the first berth around mid-2013.

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PWP item no.: **7GA**

Project title: Cruise Terminal Building and Ancillary Facilities for the Kai Tak Cruise Terminal Development

Date of upgrading to Category A: April 2010

Approved project estimate: \$5,852.1 million

Project scope: (a) Development of new cruise terminal facilities on a site of 7.6 ha at the southern end of the former runway at the Kai Tak development; and

(b) 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.

Brief account of progress: Works contract commenced in May 2010 for completion in 2013, with the target to synchronize with the commissioning of the first berth around mid-2013.

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PWP item no.: **45CG**

Project title: District Cooling System at the Kai Tak Development

Date of upgrading to Category A: June 2009

- Project scope:
- (a) Construction of a northern chiller plant;
  - (b) construction of a southern underground chiller plant cum underground seawater pumphouse and above-ground operational facilities;
  - (c) laying of seawater intake and discharge pipelines;
  - (d) laying of chilled water distribution pipe networks; and
  - (e) provision of connection facilities (including heat exchangers) at user buildings at the Kai Tak Development.

Approved project estimate: \$1,861.8 million (approved by the Finance Committee on 18 February 2011) for Phase I and Phase II of the project

- Brief account of progress:
- (a) Works contract for Phase I commenced in February 2011 for completion in December 2012. Contract for Phase II commenced in March 2011 for completion of construction works in September 2014.
  - (b) Subject to the progress and development programme of the Kai Tak Development, we plan to invite tenders for the first package of Phase III works in Q3 2012. Based on the outcome of such tender exercise, we will seek approval from the Public Works Subcommittee and Finance Committee for further increasing the Approved Project Estimate to cover Phase III works in due course.

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PWP item no.: **745CL** (part upgraded from **465CL**)

Project title: Kai Tak Development – Kai Tak Approach Channel and Kwun Tong Typhoon Shelter Improvement Works (Phase 1)

Date of upgrading to Category A: June 2011

- Project scope:
- (a) Bioremediation treatment of the contaminated sediments over an area of about 90 ha of seabed at KTAC and KTTS;
  - (b) dredging of about 13 ha of seabed at KTAC;
  - (c) repairing and reinstatement works to the embankments of the associated waterways; and
  - (d) demolition of a disused dolphin connecting to the former airport runway and associated improvement works in the vicinity of To Kwa Wan typhoon shelter.

Approved project estimate: \$717.7 million

Brief account of progress: Works contract commenced in July 2011 for completion in September 2014. with the treatment of contaminated sediments at KTAC and KTTS to be substantially completed in mid-2013 to tie in with the commissioning of the Cruise Terminal.

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PWP item no.: **746CL** (part upgraded from **469CL**)

Project title: Kai Tak Development – Stage 2 Infrastructure at NAKTA

Date of upgrading to Category A: June 2011

- Project scope:
- (a) Construction of about 590 m of new roads and 2 110 m of footpaths;
  - (b) construction of twin-cell drainage box culverts (maximum cell size 5 m by 3.5 m) of total length of about 615 m and single-cell drainage box culverts (maximum cell size 4 m by 4 m) of total length of about 950 m;
  - (c) construction of a sewage pumping station; and
  - (d) associated utility, drainage, sewerage, water mains and landscape works.

Approved project estimate: \$355.8 million

Brief account of progress: Works contract commenced in mid-August 2011 for completion in October 2015.

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PWP item no.: **749CL** (part upgraded from **711CL**)

Project title: Kai Tak Development – Re provisioning of Radar on Top of the Cruise Terminal Building

Date of upgrading to Category A: June 2011

Project scope: (a) Re provisioning of a radar and associated signal processing and relaying equipment, including integration into the existing radar network of the Marine Department; and  
(b) construction of a radome, a radome base support and associated works above the radar tower on top of the cruise terminal building.

Approved project estimate: \$88.4 million

Brief account of progress: The proposed works commenced in mid August 2011 for completion in June 2013.

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PWP item no.: **172BF**

Project title: Construction of Fire Station-cum-ambulance Facility at Cheung Yip Street, Kowloon Bay

Date of upgrading to Category A: July 2011

Project scope: Construction of a new six-storey fire station with ambulance facility-cum-an urban search and rescue equipment store in Kowloon Bay.

Approved project estimate: \$210 million

Brief account of  
progress:

Works contract commenced in July 2011 for completion in  
June 2013 to tie in with the commissioning of the first  
berth of the cruise terminal at Kai Tak.

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