

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT Civil Engineering – Land development 469CL – Kai Tak development – infrastructure at north apron area of Kai Tak Airport

Members are invited to recommend to Finance Committee –

- (a) the upgrading of part of **469CL**, entitled “Kai Tak development – reconstruction and upgrading of Kai Tak Nullah”, to Category A at an estimated cost of \$2,488.2 million in money-of-the-day prices; and
- (b) the retention of the remainder of **469CL** in Category B.

PROBLEM

We need to reconstruct and upgrade the section of Kai Tak Nullah within Kai Tak Development (KTD) to meet the current flood protection standard.

PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade part of **469CL** to Category A at an estimated cost of \$2,488.2 million in money-of-the-day (MOD) prices for the reconstruction and upgrading of the section of Kai Tak Nullah from Prince Edward Road East to Kai Tak Approach Channel.

/PROJECT

PROJECT SCOPE AND NATURE

3. The part of **469CL** which we propose to upgrade to Category A (the proposed works) comprises –

- (a) reconstruction and upgrading of Kai Tak Nullah of about 1 300 metres (m) long at the north apron area of the former Kai Tak Airport from Prince Edward Road East to Kai Tak Approach Channel into a combination of a drainage channel and multi-cell box culverts with a total width varying from about 40 m at the upstream to about 70 m at the downstream;
- (b) construction of two enclosed desilting compounds¹ with vehicular access; and
- (c) ancillary works including landscaping works, environmental mitigation measures and related monitoring and audit works.

—————
The site plan and the artist's impression of the reconstructed and upgraded Kai Tak Nullah are at Enclosures 1 and 2 respectively.

4. Subject to funding approval by the Finance Committee (FC), we plan to commence the proposed works in January 2013 for completion in phases from 2016 onwards. All the proposed works will be expected to be completed by April 2018.

5. We will retain the remainder of **469CL** in Category B, which mainly covers construction of the infrastructure to serve the developments at the north apron area of the former Kai Tak Airport². Funding for the remainder of **469CL** will be sought in phases to dovetail with the implementation programme of the project.

/JUSTIFICATION

¹ The respective area of the sites for these two enclosed desilting compounds is about 2 700 square metres (m²) and 17 400 m².

² The developments at the north apron cover public facilities as well as residential and commercial developments.

JUSTIFICATION

6. The existing Kai Tak Nullah serves as a main drainage channel to collect stormwater runoff from the Kowloon east area. It originates from the Po Kong Village Road at Wong Tai Sin, flows along Choi Hung Road adjacent to the Tung Tau Estate and Tung Wui Estate, runs underneath Prince Edward Road East, traverses the KTD area and finally discharges into Kai Tak Approach Channel. It was built in tandem with the former Kai Tak Airport some decades ago and is inadequate to meet the current flood protection standard. We need to carry out the proposed works to improve its drainage capacity to withstand flooding with a return period³ of one in 200 years and mitigate the flooding risk to the surrounding areas.

7. To meet the public aspirations for revitalizing the Kai Tak Nullah to enhance its visual quality and image, we plan to reconstruct and upgrade the entire length of the nullah to turn it into a townscape feature and a special green river, namely Kai Tak River. The Kai Tak River will also serve as a landscape axis linking the adjoining districts and the KTD area to enhance their connectivity. We conducted a two-stage public engagement exercise on ‘Building our Kai Tak River’ in December 2010 and June 2011 to engage the public on the planning of Kai Tak River. The outcome of the exercise reveals that there is public support for our vision to make Kai Tak River an attractive green river corridor through urban areas, which will provide space for leisure and public activities serving the community while meeting the needs for flood protection.

8. The reconstruction and upgrading works of Kai Tak Nullah is being carried out in stages. While the Drainage Services Department (DSD) is responsible for the reconstruction and rehabilitation of the Kai Tak River from Po Kong Village Road to Prince Edward Road East⁴, the Civil Engineering and Development Department will implement the reconstruction works together with upgrading and associated works for the existing nullah within the KTD area. To maintain the drainage capacity of the upgraded Kai Tak Nullah, we will construct

/two

³ “Return period” is the average number of years during which a certain severity of flooding will occur once, statistically. A longer return period means a rarer chance of occurrence of a more severe flooding.

⁴ Construction of **162CD** “Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road – stage 1” and **140CD** “Reconstruction and rehabilitation of Kai Tak Nullah from Po Kong Village Road to Tung Kwong Road – remaining works” commenced in August 2010 and October 2011 for completion in 2013 and 2017 respectively. Detailed design for another project, **159CD** “Reconstruction and rehabilitation of Kai Tak Nullah from Tung Kwong Road to Prince Edward Road East”, is underway.

two desilting compounds to enable the periodic removal of the sediment accumulated along the drainage channel and box culverts. The compounds will be fully enclosed so that the future maintenance contractor could conduct all desilting works inside the enclosed area without causing the environmental nuisance to the nearby areas.

FINANCIAL IMPLICATIONS

9. We estimate the cost of the proposed works to be \$2,488.2 million in MOD prices (please see paragraph 11 below), broken down as follows –

	\$ million	
(a) Reconstruction and upgrading of Kai Tak Nullah	1,440.5	
(i) multi-cell box culverts	868.6	
(ii) drainage channels	571.9	
(b) Construction of two enclosed desilting compounds	144.2	
(c) Ancillary works including landscaping works	34.4	
(d) Environmental mitigation measures and related monitoring and audit works	15.9	
(e) Consultants' fees for	13.8	
(i) contract administration	4.1	
(ii) management of resident site staff	9.7	
(f) Remuneration of resident site staff	132.6	
(g) Contingencies	165.0	
Sub-total	1,946.4	(in September 2012 prices)

/(h)

	\$ million	
(h) Provision for price adjustment	541.8	
Total	2,488.2	(in MOD prices)

10. We have engaged consultants to carry out detailed design of the proposed works. Due to insufficient in-house resources, we propose to engage consultants to undertake contract administration and site supervision of the proposed works. A breakdown of the estimate for consultants' fees and resident site staff by man-months is at Enclosure 3.

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

Year	\$ million (Sept 2012)	Price adjustment factor	\$ million (MOD)
2012 – 2013	3.0	1.00000	3.0
2013 – 2014	150.0	1.06250	159.4
2014 – 2015	251.0	1.12625	282.7
2015 – 2016	348.7	1.19383	416.3
2016 – 2017	410.8	1.26545	519.8
2017 – 2018	304.2	1.34138	408.0
2018 – 2019	233.2	1.41180	329.2
2019 – 2020	165.5	1.48239	245.3
2020 – 2021	80.0	1.55651	124.5
	1,946.4		2,488.2

12. 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 2012 to 2021. Subject to funding approval, we will deliver the works under standard re-measurement contract because of the uncertainties arising from the underground utilities and ground conditions and hence the quantities of underground works to be involved. The contract will provide for price adjustments.

13. We estimate the annual recurrent expenditure arising from the proposed works to be \$1.9 million.

PUBLIC CONSULTATION

14. We gazetted the proposed works under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 2 July 2010 and received no objection. The proposed works were authorized on 15 October 2010.

15. We consulted the Housing and Infrastructure Committee of Kowloon City District Council (DC) and the Kwun Tong DC on 16 February and 6 March 2012 respectively on the proposed works. Members of the two DCs were generally supportive of the proposed works. The Wong Tai Sin DC was also consulted through submission of an information paper on 13 March 2012. Members did not raise any objection to the proposed works.

16. We consulted the Legislative Council Panel on Development on 24 April 2012 on the proposed works. Members supported the proposed works.

ENVIRONMENTAL IMPLICATIONS

17. The proposed works are not designated projects under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). Nonetheless, they form part of KTD which is a designated project requiring an EIA report under Schedule 3 of the EIA Ordinance. The KTD EIA report approved by the Director of Environmental Protection on 4 March 2009 concluded that KTD would not cause long-term adverse environmental impacts with implementation of recommended mitigation measures.

/18.

18. For short-term impacts caused by the proposed works during construction, we will control noise, dust and site run-off nuisances to within the established standards and guidelines through the implementation of the mitigation measures under the works contract. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers/enclosures and silenced plant to reduce noise generation and the use of temporary drains to discharge site runoff. We will also implement an environmental monitoring and audit programme during the construction period. We have included \$15.9 million (in September 2012 prices) in the project estimate of the proposed works for the provision of the necessary environmental mitigation measures and implementation of an environmental monitoring and audit programme.

19. At the planning and detailed design stages, we have considered the alignment, design level and construction method of the proposed works, and have considered ways to optimize the size and extent of the proposed drainage river and box culverts 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 and rock fill) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at the public fill reception facilities⁵. We will encourage the contractor to maximize the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

20. 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.

/21.

⁵ 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 licence issued by the Director of Civil Engineering and Development.

21. We estimate that the proposed works will generate in total about 1 350 385 tonnes of construction waste. Of these, we will reuse about 590 385 tonnes (43.7%) of inert construction waste on site and deliver 735 385 tonnes (54.5%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 24 615 tonnes (1.8%) 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 \$22.9 million for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁶ at landfills).

HERITAGE IMPLICATIONS

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

TRAFFIC IMPLICATIONS

23. Except for the reconstruction and upgrading works for the section of existing box culverts underneath Kai Fuk Road near the entrance and exit of Kai Tak Tunnel at Kowloon Bay, the majority of the proposed works will be constructed within KTD area, which will not have impacts on the existing roads. To minimize disturbance to the traffic flow during the construction of the proposed box culvert across Kai Fuk Road, we will maintain the existing number of traffic lanes along this major road.

24. During construction, we will establish a Traffic Management Liaison Group and closely liaise with the Transport Department, the Police and other stakeholders, to agree on the proposed temporary traffic arrangements with a view to minimizing the traffic impacts arising from the proposed works.

/LAND

⁶ 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 m³), nor the cost to provide new landfills (which is likely to be more expensive), when the existing ones are filled.

LAND ACQUISITION

25. The proposed works do not require any land acquisition.

BACKGROUND INFORMATION

26. We included **469CL** in Category B in October 1996.

27. In February 1998, the FC approved upgrading part of **469CL** as **494CL** “South East Kowloon development at Kai Tak Airport – decontamination and site preparation” at an estimated cost of \$316.9 million in MOD prices for ground decontamination, demolition of existing buildings and structures in northern part of the north apron, breaking up of existing apron slab and formation of land for housing development. We started works in October 1998 and completed them in April 2002.

28. In November 2001, the FC approved upgrading another part of **469CL** as **694CL** “South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation” at an estimated cost of \$115.9 million in MOD prices for site investigation and engagement of consultants to carry out detailed design of infrastructure at the north apron area. We have completed the detailed design and tender documents of the proposed works mentioned in paragraph 3 above. The detailed design of the other infrastructure works at the north apron area is in progress.

29. In February 2004, the FC approved upgrading another part of **469CL** as **708CL** “South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport” at an estimated cost of \$131.6 million in MOD prices for demolition of the passenger terminal building and associated structures at the north apron area and construction of associated drainage works. We started works in April 2004 and completed them in September 2006.

30. In May 2009, the FC approved upgrading another part of **469CL** as **739CL** “Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport” at an estimated cost of \$566.5 million in MOD prices for construction of stage 1 infrastructure such as roadworks, footbridges, drainage, sewerage, water mains and landscaping works at the north apron area. We started works in July 2009 for completion in December 2013.

31. In June 2011, the FC approved upgrading another part of **469CL** as **746CL** “Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport” at an estimated cost of \$355.8 million in MOD prices for construction of stage 2 infrastructure such as roadworks, drainage, sewerage, water mains and landscaping works at the north apron area. We started works in July 2011 for completion in October 2015.

32. 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 KTD (formerly known as South East Kowloon development) Public Works Programme items in future PWSC submissions relating to KTD. The information is at Enclosure 4.

33. Of the 137 trees within the boundary of the proposed works, 75 trees will be preserved. Of the remaining 62 trees to be removed, two trees will be transplanted and 60 trees will be felled. All trees to be removed are not important trees⁷. We will incorporate planting proposal as part of the proposed works, including estimated quantities of 162 trees, 36 133 shrubs and 5 248 m² of grassed area.

34. We estimate that the proposed works will create about 465 jobs (375 for labourers and another 90 for professional/technical staff), providing a total employment of 26 200 man-months.

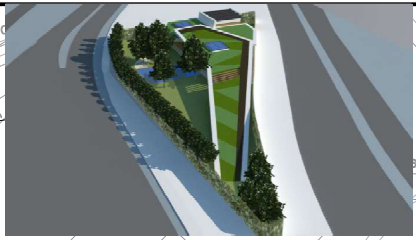
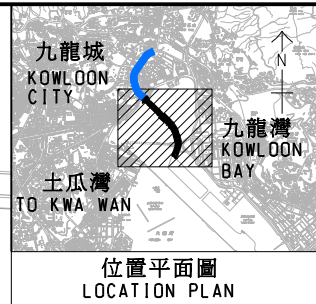
Development Bureau November 2012

⁷ An “important tree” refers to trees in 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.

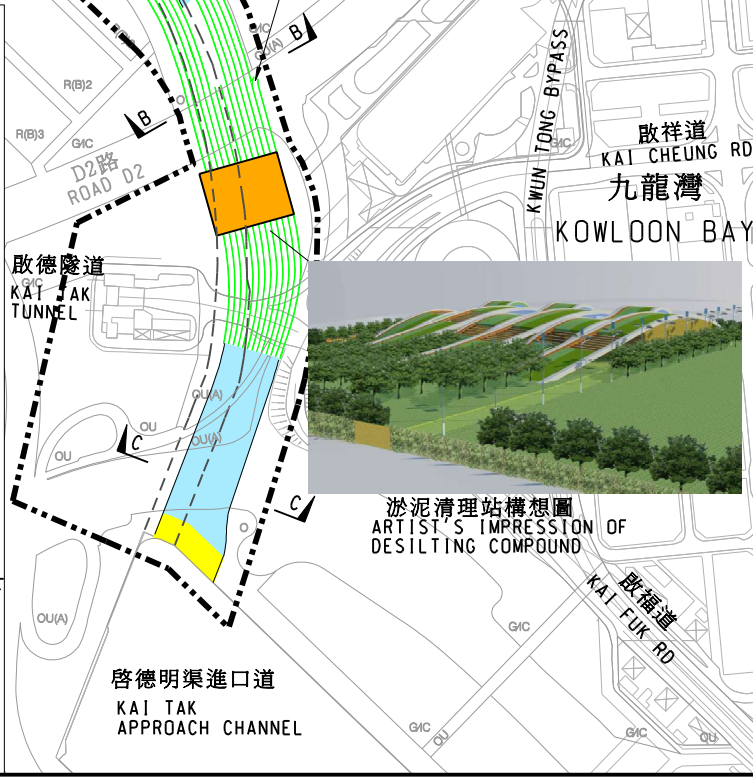
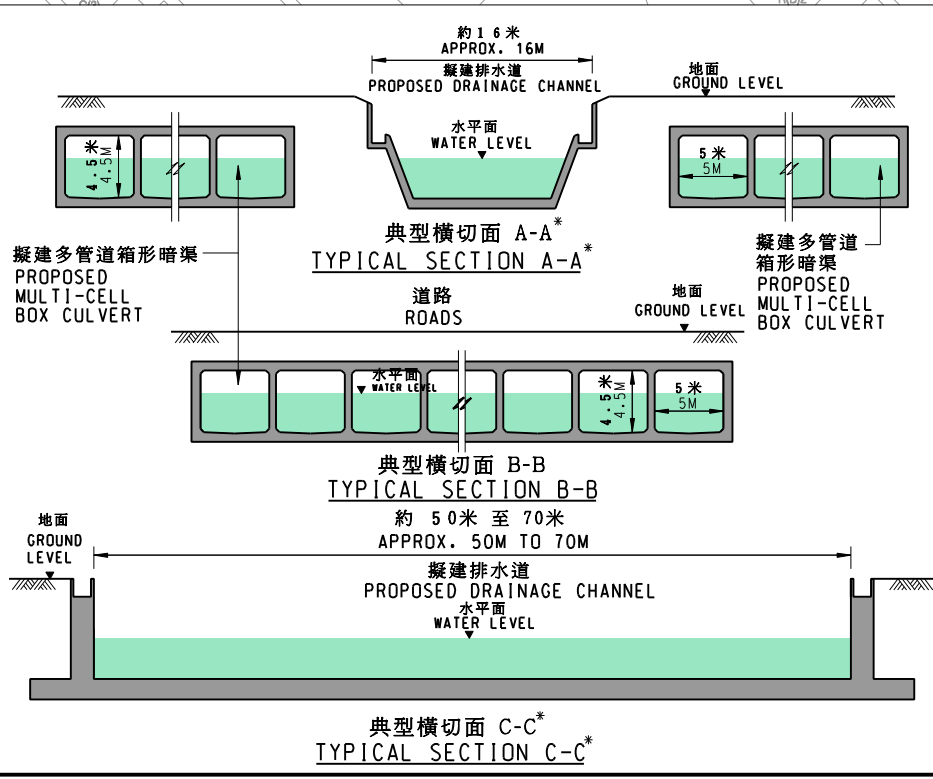
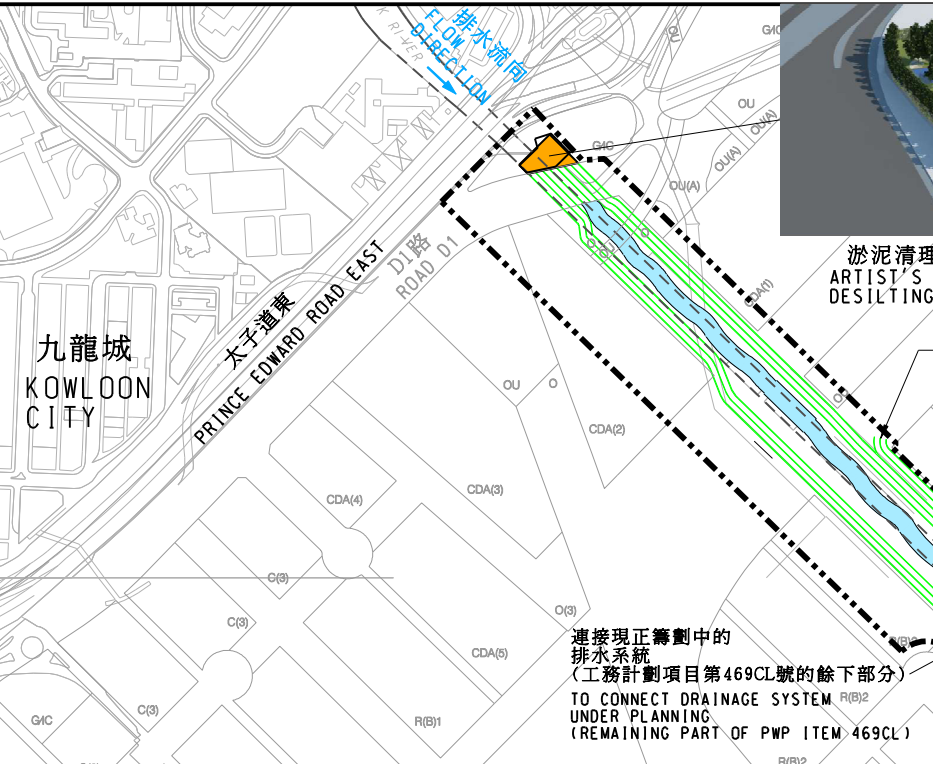
圖例
LEGEND:

-  由渠務署興建的工程 (工程項目第140CD號及162CD號現正施工; 工程項目第159CD號現正進行設計)
-  WORKS BY THE DRAINAGE SERVICES DEPARTMENT (ITEMS 140CD AND 162CD UNDER CONSTRUCTION; ITEM 159CD UNDER DESIGN)
-  * 請參閱附件二的構想圖
-  PLEASE REFER TO ARTIST'S IMPRESSION IN ENCLOSURE 2
-  工程界限
-  PROJECT BOUNDARY
-  現有啟德明渠
-  EXISTING KAI TAK NULLAH
-  擬建淤泥清理站
-  PROPOSED DESILTING COMPOUND
-  擬建多管道箱形暗渠
-  PROPOSED MULTI-CELL BOX CULVERT
-  擬建排水道
-  PROPOSED DRAINAGE CHANNEL
-  擬建海濱長廊平台
-  PROPOSED DECK FOR WATERFRONT PROMENADE

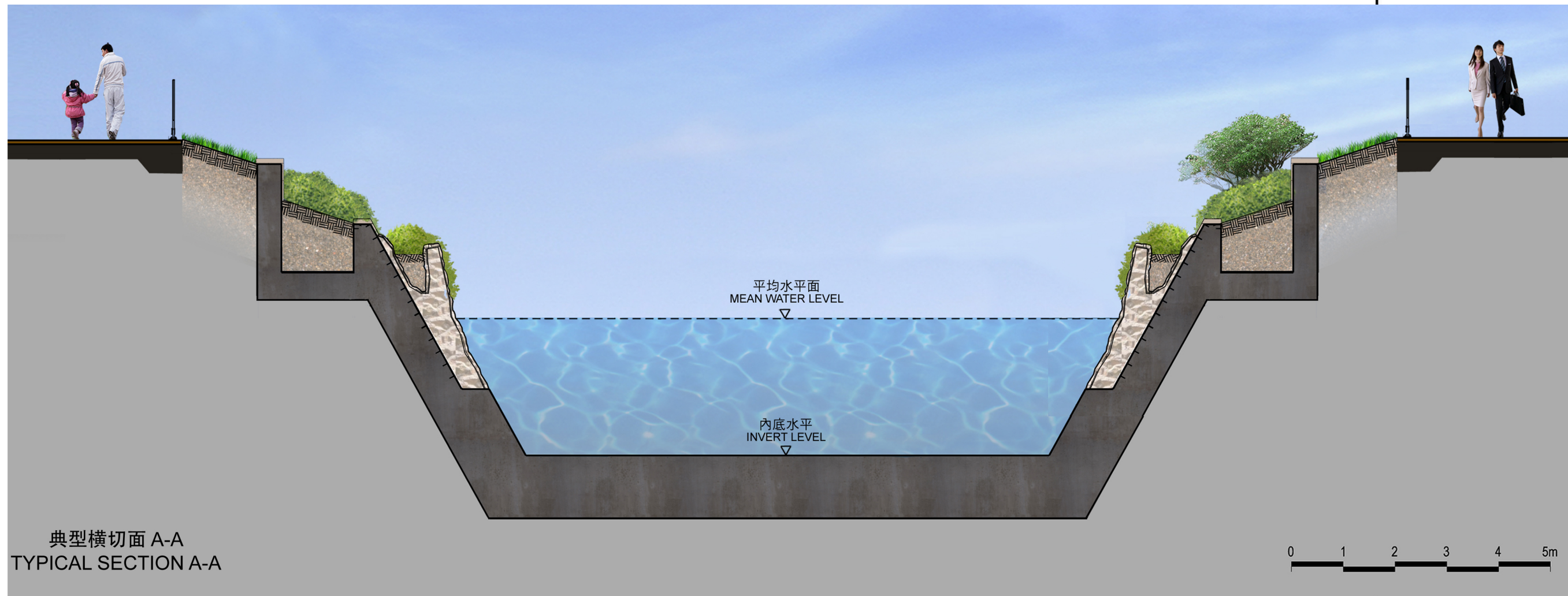


連接現正興建中的排水系統
(工務計劃項目第746CL號)
TO CONNECT DRAINAGE SYSTEM UNDER CONSTRUCTION (PWP ITEM 746CL1)

連接現正籌劃中的排水系統
(工務計劃項目第469CL號的餘下部分)
TO CONNECT DRAINAGE SYSTEM UNDER PLANNING (REMAINING PART OF PWP ITEM 469CL)



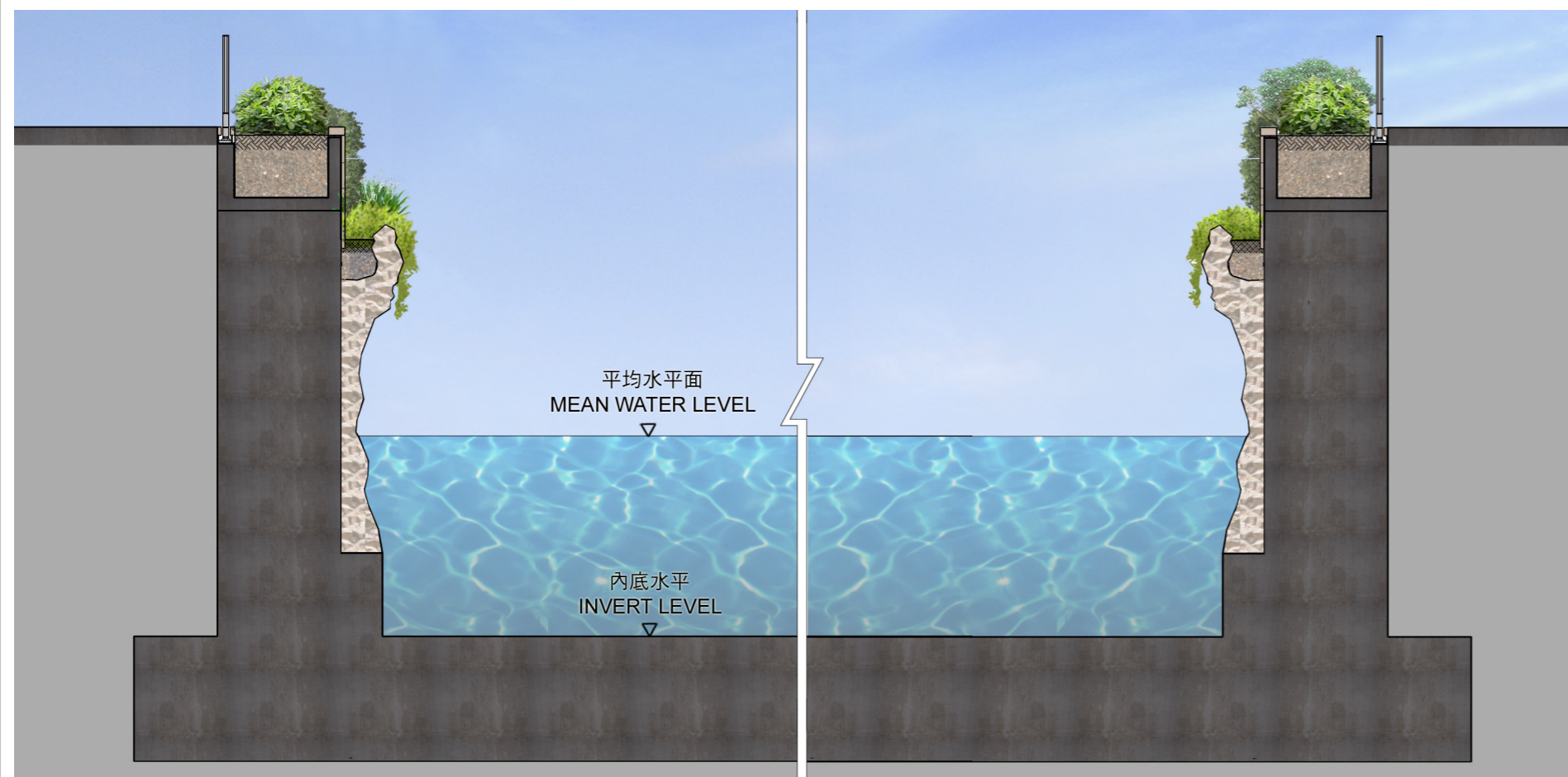
圖則名稱 drawing title
啟德明渠重建及改善工程-平面圖
RECONSTRUCTION AND UPGRADING OF KAI TAK NULLAH
-LAYOUT PLAN



圖則名稱 drawing title

啟德明渠重建及改善工程
-擬建排水道構想圖(第一頁)

RECONSTRUCTION AND
UPGRADING OF KAI TAK NULLAH
-ARTIST'S IMPRESSION OF
PROPOSED DRAINAGE CHANNEL
(PAGE 1)



典型橫切面 C-C
TYPICAL SECTION C-C



典型立視圖
TYPICAL ELEVATION



圖則名稱 drawing title

啟德明渠重建及改善工程
-擬建排水道構想圖 (第二頁)

RECONSTRUCTION AND
UPGRADING OF KAI TAK NULLAH
-ARTIST'S IMPRESSION OF
PROPOSED DRAINAGE CHANNEL
(PAGE 2)

Enclosure 3 to PWSC(2012-13)38

**469CL (Part) – Kai Tak development – infrastructure at north apron area
of Kai Tak Airport**

**Breakdown of the estimate for consultants' fees and resident site staff costs
(in September 2012 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for contract administration ^(Note 2)	Professional	–	–	–	3.1
	Technical	–	–	–	1.0
				Sub-total	4.1
(b) Resident site staff costs ^(Note 3)	Professional	814	38	1.6	85.6
	Technical	1,581	14	1.6	56.7
				Sub-total	142.3
Comprising –					
(i) Consultants' fees for management of resident site staff					9.7
(ii) Remuneration of resident site staff					132.6
				Total	146.4

* MPS = Master Pay Scale

Notes

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of resident site staff supplied by the consultants. (As at now, MPS salary point 38 = \$65,695 per month and MPS salary point 14 = \$22,405 per month.)
2. The consultants' staff cost for contract administration is calculated in accordance with the existing consultancy agreement for the design and construction of **469CL**. The construction phase of the assignment will only be executed subject to Finance Committee's approval to upgrade part of **469CL** 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.:	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. * * *
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);

- Brief account of progress:
- (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.
 - (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.

* * *

- 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 for the reconstruction and upgrading of Kai Tak Nullah at the north apron has been completed.
- (e) Detailed design of the remaining infrastructure works at the north apron is in progress.

* * *

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

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 – <ul style="list-style-type: none">(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.

* * *

PWP item no.:	708CL (part upgrade from 469CL)
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 – <ul style="list-style-type: none"> (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.

* * *

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.

* * *

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.

* * *

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 MVTS 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 project account has been finalized at the sum of \$82.5 million.

* * *

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

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 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.

* * *

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 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 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.

* * *

PWP item no.:

739CL (part upgraded from **469CL**)

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:

- (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;
- (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;
- (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;
- (d) associated landscaping works; and
- (e) provision of necessary environmental mitigation measures, and implementation of an EM&A programme for the works mentioned in sub-paragraphs (a) to (d) above.

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

* * *

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:

- (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 sub-paragraphs (a) to (e) above.

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

* * *

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.

* * *

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 subparagraphs (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.

* * *

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 mid 2013.

* * *

PWP item no.:	45CG
Project title:	District Cooling System at the Kai Tak Development
Date of upgrading to Category A:	June 2009
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
Project scope:	<ul style="list-style-type: none">(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.
Brief account of progress:	<ul style="list-style-type: none">(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) To tie in with the upcoming developments and infrastructure works at the Kai Tak Development, we plan to invite tenders for Phase III (Package A) of the project in 2012–Q4. We plan to seek the Public Works Subcommittee's endorsement and Finance Committee's approval for further increasing the Approved Project Estimate for implementing the Phase III (Package A) works before awarding the contracts. The construction is tentatively scheduled to commence in 2013–Q3

for completion in 2018–Q2.

* * *

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
Approved project estimate:	\$717.7 million
Project scope:	<ul style="list-style-type: none"> (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.
Brief account of progress:	Works contract commenced in July 2011 for completion in September 2014.

* * *

PWP item no.:	746CL (part upgraded from 469CL)
Project title:	Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport
Date of upgrading to Category A:	June 2011

Approved project estimate:	\$355.8 million
Project scope:	<p>(a) Construction of about 590 m of new roads and 2 110 m of footpaths;</p> <p>(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;</p> <p>(c) construction of a sewage pumping station; and</p> <p>(d) associated utility, drainage, sewerage, water mains and landscape works.</p>
Brief account of progress:	<p>Works contract commenced in July 2011 for completion in October 2015.</p> <p style="text-align: center;">* * *</p>
PWP item no.:	749CL (part upgraded from 711CL)
Project title:	Kai Tak development – reprovisioning of radar on top of the cruise terminal building
Date of upgrading to Category A:	June 2011
Approved project estimate:	\$88.4 million
Project scope:	<p>(a) Reprovisioning of a radar and associated signal processing and relaying equipment, including integration into the existing radar network of the Marine Department; and</p> <p>(b) construction of a radome, a radome base support and associated works above the radar tower on top of the cruise terminal building.</p>
Brief account of progress:	The proposed works commenced in mid August 2011 for completion in June 2013.

* * *

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

Approved project estimate: \$210 million

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

Brief account of progress: Works contract commenced in July 2011 for completion in June 2013.

* * *

PWP item no.: **109KA**

Project title: Construction of Trade and Industry Tower in Kai Tak Development Area

Date of upgrading to Category A: January 2012

Approved project estimate: \$2,645.1 million

Project scope: (a) government offices and ancillary property management facilities providing a net operational floor area (NOFA) of around 32 400 m² for one bureau and nine departments, namely the Education Bureau, Trade and Industry Department, Census and Statistics Department, Customs and Excise Department, Highways Department, Hongkong Post, Labour Department, Lands Department, Social Welfare Department and Student Financial Assistance Agency; and

- (b) a community hall of about 600 m² 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.

Brief account of progress:

Works contract commenced in January 2012 for completion in December 2014.

* * *

PWP item no.:

443RO (part upgraded from **425RO**)

Project title:

Runway Park at Kai Tak, Kowloon City District – Phase 1

Date of upgrading to Category A:

July 2012

Approved project estimate:

\$169.7 million

Project scope:

- (a) a 270m long waterfront promenade at the runway tip facing Lei Yue Mun and along the waterfront facing Kwun Tong with a continuous pedestrian walkway, seating and arbours;
- (b) a large lawn with seating and extensive soft landscape planting; and
- (c) ancillary facilities, including toilets, a baby care room and plant rooms.

Brief account of progress:

Works contract commenced in August 2012 for completion in December 2013.

* * *

PWP item no.:	439RO
Project title:	Kwun Tong promenade (stage 2)
Date of upgrading to Category A:	July 2012
Approved project estimate:	\$250.7 million
Project scope:	<ul style="list-style-type: none">(a) a 750 metre-long boardwalk;(b) pavilions, shelters and benches;(c) an open area with fitness stations;(d) an area with fitness equipment suitable for use by elderly people;(e) landscaped area including a mist feature with animated lighting and sound effects;(f) models of waste paper bundles and mechanical cranes to evoke the historical context of the area as a former cargo handling area for waste paper;(g) a sensory garden;(h) ancillary facilities including a café, toilet blocks, a baby care room, a first-aid room and a management office; and(i) upgrading works for the Kwun Tong promenade (stage 1), including installation of more lighting, close-circuit television and a public address system.
Brief account of progress:	Tendering is in progress with a view to commencing the works in January 2013 for completion in December 2014.

* * *