

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 – stages 3A and 4 infrastructure at north apron area of Kai Tak Airport”, to Category A at an estimated cost of \$2,255.3 million in money-of-the-day prices; and
- (b) the retention of the remainder of **469CL** in Category B.

PROBLEM

We need to provide infrastructure to serve the future government, institution or community facilities, comprehensive development area, and residential, commercial and other specified uses developments at the north apron of the former Kai Tak Airport.

/PROPOSAL

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 \$2,255.3 million in money-of-the-day (MOD) prices, for construction of the stages 3A and 4 infrastructure to serve the future developments at the north apron of the former Kai Tak Airport.

PROJECT SCOPE AND NATURE

3. The part of **469CL** which we propose to upgrade to Category A (the proposed works) covers two packages of works, namely stages 3A and 4 infrastructure, at the Kai Tak Development (KTD).

4. Stage 3A infrastructure comprises the construction of the following major items east of Kai Tak Nullah at the north apron area of the former Kai Tak Airport and also in the adjoining San Po Kong area –

- (a) new roads about 890 metres (m) in total length covering Road L1, Road L11 and a slip road linking Prince Edward Road East (PERE) to Road D1;
- (b) a vehicular underpass about 225 m long across PERE forming part of Road L1;
- (c) a new pedestrian subway about 205 m long, and extension of an existing subway about 60 m in total length, across PERE;
- (d) modification, widening and closure of existing roads in San Po Kong area;
- (e) modification and widening of part of existing Concorde Road to form part of Road D1;
- (f) associated footpaths, street lighting, traffic aids, drainage, sewerage, water mains, landscaping, electrical and mechanical works; and
- (g) ancillary works, including environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (f) above.

5. Stage 4 infrastructure comprises the construction of the following major items west of Kai Tak Nullah at the north apron area of the former Kai Tak Airport and also in the adjoining Ma Tau Kok area –

- (a) new roads about 1 630 m in total length covering part of Road D2, Road L6 and Road L19;
- (b) reconstruction and widening of sections of existing footpaths at Sung Wong Toi Road and To Kwa Wan Road;
- (c) two sewage pumping stations;
- (d) twin rising mains about 2 000 m long and gravity sewer about 2 300 m long;
- (e) stormwater drains, including about 3 600 m long road drains and about 430 m long box culverts;
- (f) associated footpaths, street lighting, traffic aids, water mains and landscaping works; and
- (g) ancillary works, including environmental mitigation measures and implementation of an EM&A programme for the works mentioned in paragraphs (a) to (f) above.

———— The plans and the artist's impression showing the proposed works are at Enclosure 1.

6. Subject to funding approval of the Finance Committee (FC), we plan to commence the proposed works in July 2013 for completion in phases by June 2017.

7. We will retain the remainder of **469CL** in Category B, which mainly covers construction of the infrastructure to serve the remaining developments at the north apron area of the former Kai Tak Airport¹. Funding for the remainder of **469CL** will be sought in phases to dovetail with the implementation programme of the KTD.

/JUSTIFICATION

¹ The developments at the north apron area cover public facilities as well as residential and commercial developments.

JUSTIFICATION

8. The vast flat land at the north apron area is largely planned as the new Kai Tak City Centre with a mixed use of commercial, office, government, institution or community and residential developments. We are carrying out staged implementation of the infrastructure based on the approved Kai Tak Outline Zoning Plan to enhance the connectivity of KTD with adjoining districts and support the developments in accordance with the development programme. The stages 1 and 2 infrastructure works at the north apron area are currently under construction for completion in 2013 and 2015 respectively. Phased completion of these infrastructure works are arranged to tie in with the population intake of public housing development and to make available the private residential sites east of Kai Tak Nullah for land disposal progressively starting from 2013.

9. We need to continue to carry out infrastructure works to serve the government, institution or community facilities (including the Trade and Industry Tower to be completed in 2014), comprehensive development area, as well as residential, commercial and other specified uses developments at the north apron area. The proposed stage 3A infrastructure will enhance the connectivity with San Po Kong via the proposed vehicular underpass and pedestrian subways across PERE, whereas the associated road and junction improvements within San Po Kong will cope with the increase in local traffic. Under the proposed stage 4 infrastructure, the proposed Road D2 will provide a direct district linkage between Ma Tau Kok and Kowloon Bay to relieve the traffic loading along PERE and, through its future connection with the Central Kowloon Route, will enable KTD and adjoining districts to be strategically well-connected with West Kowloon.

FINANCIAL IMPLICATIONS

10. We estimate the cost of the proposed works to be \$2,255.3 million in MOD prices (please see paragraph 12 below), broken down as follows –

	\$ million
(a) Road works	128.0
(b) Vehicular underpass	491.6
(c) Pedestrian subways	216.8
(d) Sewage pumping stations	231.2

/(e)

	\$ million	
(e) Rising mains and gravity sewer		195.1
(f) Drainage works		123.0
(g) Waterworks		57.2
(h) Associated works including landscape works		36.1
(i) Environmental mitigation measures and EM&A programme		24.1
(j) Consultants' fee for		13.6
(i) contract administration	4.5	
(ii) management of resident site staff	5.1	
(iii) independent environmental checker service ²	4.0	
(k) Remuneration of resident site staff		158.9
(l) Contingencies		155.0
	Sub-total	1,830.6
		(in September 2012 prices)
(m) Provision for price adjustment		424.7
	Total	2,255.3
		(in MOD prices)

/11.

² As part of the EM&A programme for the proposed works, we will hire two separate consultants to perform the independent environmental checker service to review and audit the environmental monitoring works and results for stages 3A and 4 works.

11. We have engaged consultants to carry out the 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 costs by man-months is at Enclosure 2.

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

Year	\$ million (Sept 2012)	Price adjustment factor	\$ million (MOD)
2013 – 2014	145.7	1.06225	154.8
2014 – 2015	391.6	1.12599	440.9
2015 – 2016	440.9	1.19354	526.2
2016 – 2017	402.9	1.26516	509.7
2017 – 2018	234.5	1.34107	314.5
2018 – 2019	134.4	1.41147	189.7
2019 – 2020	80.6	1.48205	119.5
	<u>1,830.6</u>		<u>2,255.3</u>

13. 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 2013 to 2020. Subject to funding approval, we will deliver the works under two standard re-measurement contracts because the quantities of works involved will vary depending on actual ground conditions. The contracts will provide for price adjustments. We will award the two proposed independent environmental checker consultancies for the proposed works on a lump sum basis with provision for price adjustments.

/14.

14. We estimate the annual recurrent expenditure arising from the proposed works to be about \$15.8 million. The cost arising therefrom will be taken into consideration when determining the affected fees and charges as appropriate in future.

PUBLIC CONSULTATION

15. We consulted the Housing and Infrastructure Committee of the Kowloon City District Council (DC) on 16 February 2012 and Kwun Tong DC on 6 March 2012 regarding the proposed stages 3A and 4 infrastructure. The two DCs were generally supportive of the proposed works. We consulted the Wong Tai Sin (WTS) DC on 13 March 2012 regarding the proposed stage 3A infrastructure. WTS DC was generally supportive of the proposed works. The WTS DC was also informed of the proposed stage 4 infrastructure through submission of an information paper on 7 March 2012, and raised no comment.

16. We gazetted the proposed stage 3A roadworks and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) respectively on 18 May 2012 and received no objection. The proposed stage 3A roadworks and sewerage works were authorised on 10 August 2012.

17. We gazetted the proposed stage 4 roadworks and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) respectively on 6 July 2012 and the proposed box culvert under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 10 August 2012, and received no objection. The proposed stage 4 roadworks and sewerage works were authorised on 30 November 2012 and the proposed box culvert was authorised on 23 November 2012.

18. We consulted the Legislative Council Panel on Development on 22 January 2013 on the proposed works. Members generally supported the proposed works. We provided supplementary information³ on the planned road network for KTD and its connections with the existing/new road networks.

/ENVIRONMENTAL

³ As requested by the Members of Legislative Council Panel on Development, the Administration provided a map on 14 February 2013 showing the planned road network for KTD and its connections with the existing/new road networks of the neighbouring areas such as Wong Tai Sin, San Po Kong, Kowloon City, To Kwa Wan and Sai Kung.

ENVIRONMENTAL IMPLICATIONS

19. The proposed district distributor Roads D1 and D2 and the two sewage pumping stations are designated projects under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499), whilst the other proposed works are non-designated projects. The EIA report for KTD approved by the Director of Environmental Protection (DEP) on 4 March 2009 concluded that the proposed works would not cause any adverse environmental impact with implementation of the recommended mitigation measures. We have obtained the environmental permits (EPs) from DEP for the construction and operation of the proposed district distributor Roads D1 and D2 and the two sewage pumping stations.

20. For short-term impacts caused by the proposed works during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through implementation of the recommended mitigation measures under the works contract. The key 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 EM&A programme during the construction period. As required under the EPs, Environmental Teams and Independent Environmental Checkers will be established for the implementation of the EM&A programme. We have included \$24.1 million (in September 2012 prices) in the project estimate for provision of necessary environmental mitigation measures and implementation of an EM&A programme.

21. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works 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 minimise the disposal of inert construction waste at public fill reception facilities⁴. We will encourage the contractor to maximise the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

/22.

⁴ 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.

22. 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.

23. We estimate that the proposed works will generate in total of about 444 493 tonnes of construction waste. Of these, we will reuse about 66 283 tonnes (14.9%) of inert construction waste on site and 70 027 tonnes (15.8%) of inert construction waste on other construction site(s), deliver 272 580 tonnes (61.3%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 35 603 tonnes (8.0%) 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 \$11.8 million for the proposed works (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne⁵ at landfills).

HERITAGE IMPLICATIONS

24. 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 Monument Office.

TRAFFIC IMPLICATIONS

25. We have completed traffic impact assessments (TIAs) for the proposed works. The TIAs have concluded that the proposed works would not cause any significant traffic impact. To minimise disturbance to the traffic flow during the construction of the proposed vehicular underpass and subways across PERE and the road improvement works in San Po Kong area, we will maintain the existing number of traffic lanes along these roads as far as practicable.

/26.

⁵ 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.

26. During construction, we will establish Traffic Management Liaison Groups and closely liaise with the Transport Department, Hong Kong Police Force, MTR Corporation Limited and other stakeholders, to discuss, scrutinise and review the proposed temporary traffic arrangements with a view to minimising the traffic impacts arising from the proposed works.

LAND ACQUISITION

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

BACKGROUND INFORMATION

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

29. 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.

30. 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. We have completed the detailed design and tender documents of the proposed works mentioned in paragraphs 4 and 5 above. The detailed design of the other infrastructure works at the north apron is in progress.

31. 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 and construction of associated drainage works. We started works in April 2004 and completed them in September 2006.

32. 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. We started works in July 2009 for completion in December 2013.

33. 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.

34. In January 2013, the FC approved upgrading another part of **469CL** as **167CD** “Kai Tak development – reconstruction and upgrading of Kai Tak Nullah” at an estimated cost of \$2,488.2 million in MOD prices for reconstruction and upgrading the section of Kai Tak Nullah within KTD. We started works in January 2013 for completion in April 2018.

35. 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 3.

36. Of the 324 trees within the boundary of the proposed works, 165 trees will be preserved. The proposed works will involve the removal of 158 common trees including 128 trees to be felled and 30 trees to be transplanted. One important tree⁶ identified within the project boundary will be transplanted to

/a

⁶ “Important trees” 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 trees, trees 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 the 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 a trunk diameter equal to or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with a height/canopy spread equal to or exceeding 25 m.

_____ a new location within the project site. A summary of the important tree affected is provided at Enclosure 4. We will incorporate planting proposals as part of the proposed works, including estimated quantities of 611 trees, 335 329 shrubs and about 3 874 square metres of grassed area.

37. We estimate that the proposed works will create about 785 jobs (625 for labours and another 160 for professional/technical staff), providing a total employment of 29 700 man-months.

Development Bureau
May 2013

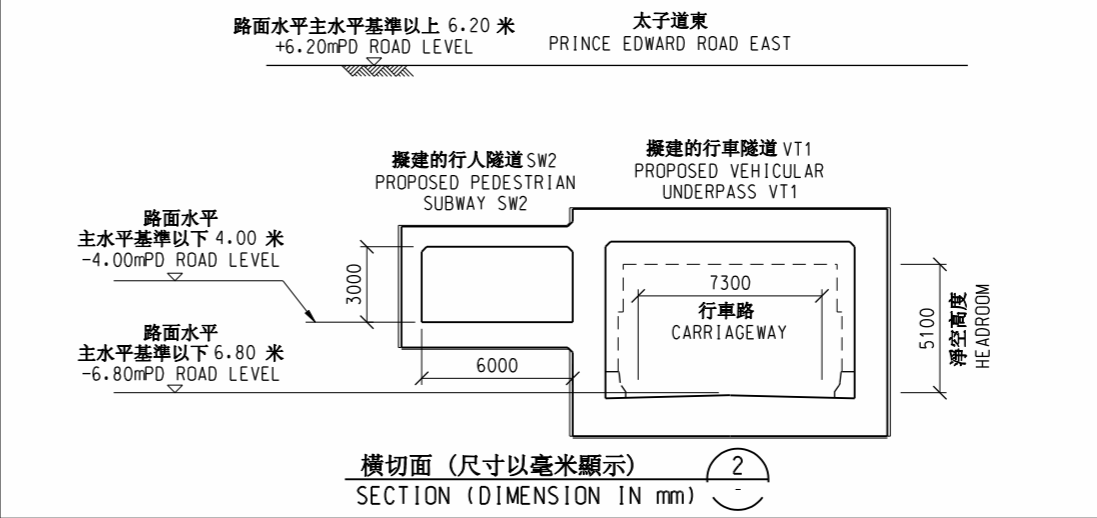
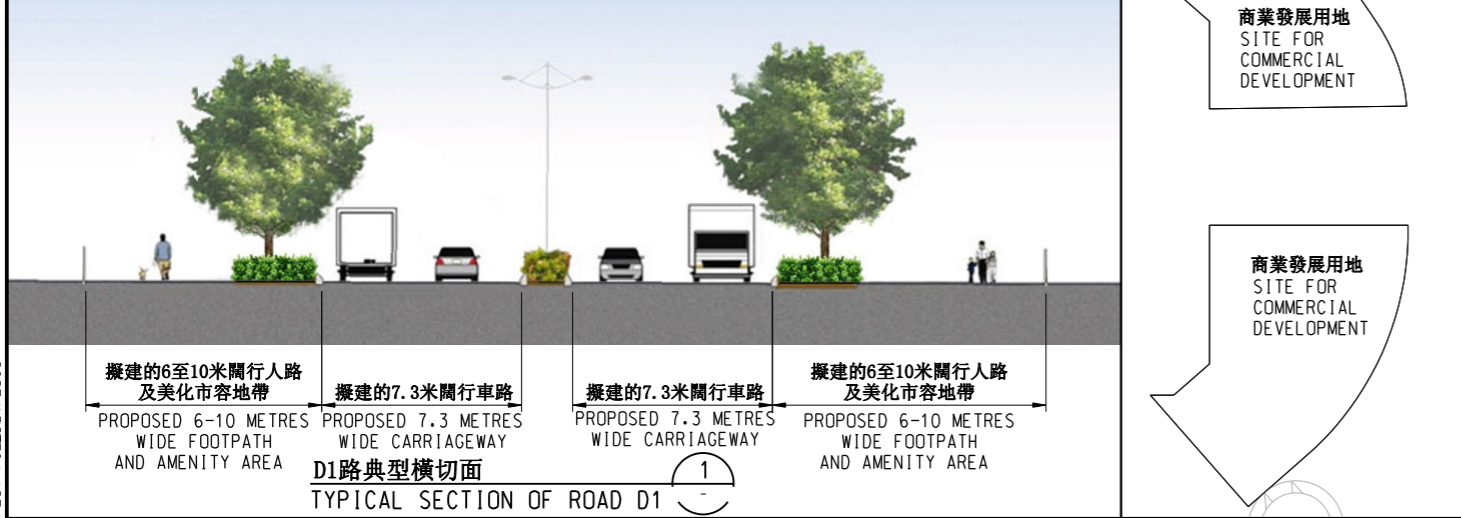
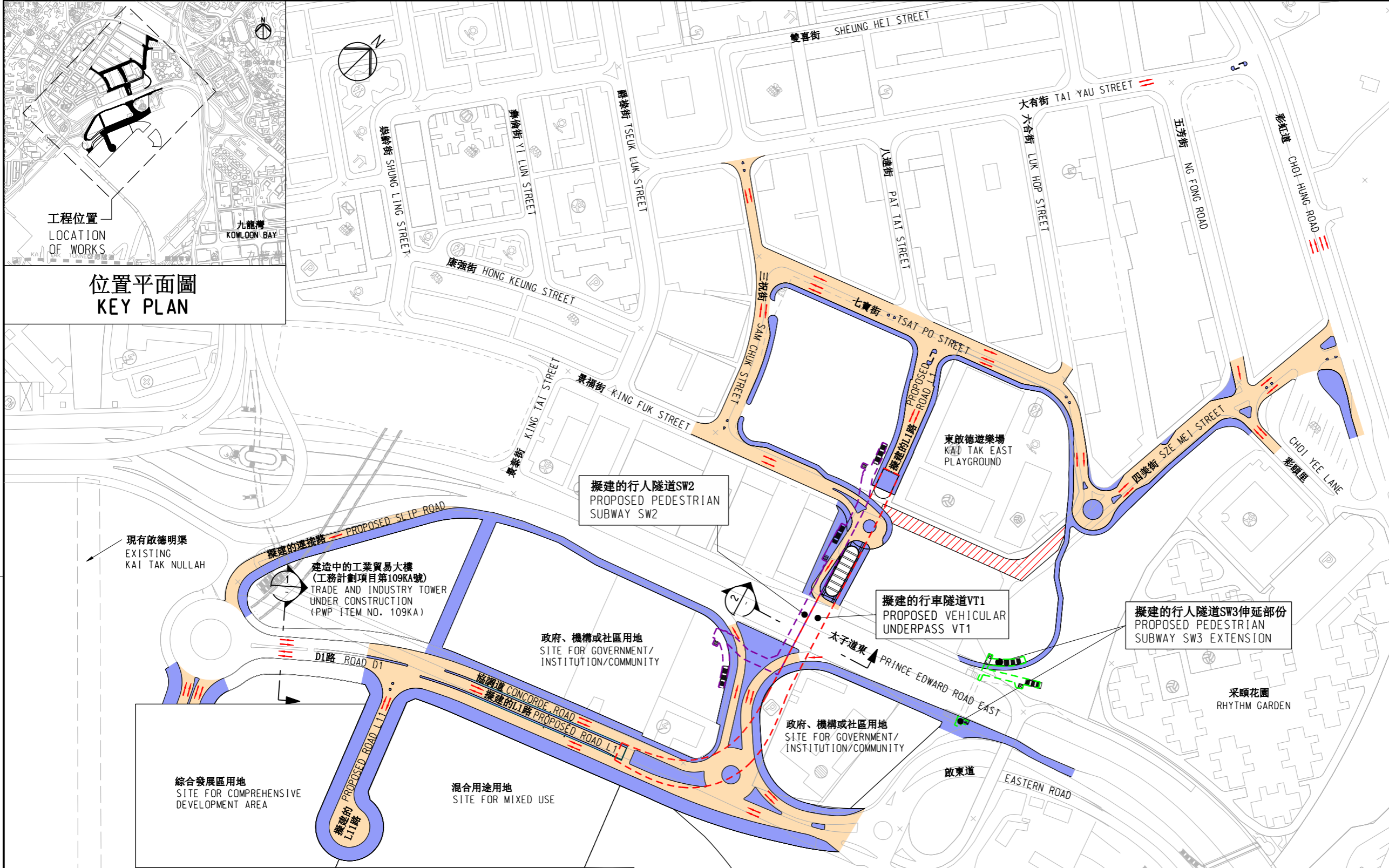
- 圖例**
LEGEND:
- 擬建的行車道/現有行車道將予重建或擴闊
PROPOSED CARRIAGEWAY / EXISTING CARRIAGEWAY TO BE RE-CONSTRUCTED OR WIDENED
 - 擬建/重建的行人路, 中央分隔帶, 安全島或美化市容地帶
PROPOSED / RE-CONSTRUCTED FOOTPATH, CENTRAL MEDIAN, TRAFFIC ISLAND OR AMENITY AREA
 - 擬建的行車隧道
PROPOSED VEHICULAR UNDERPASS
 - 擬建的行人隧道伸延
PROPOSED PEDESTRIAN SUBWAY EXTENSION
 - 擬建的行人隧道
PROPOSED PEDESTRIAN SUBWAY
 - 永久封閉四美街(部分)及景福街(部分)
PERMANENT CLOSURE OF SZE MEI STREET (PART) & KING FUK STREET (PART)
 - 行車道的行車線 (每一箭嘴表示一條行車線)
TRAFFIC LANE FOR CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)
 - 擬建的行車隧道通風口
VENTILATION OPENING AT PROPOSED VEHICULAR UNDERPASS

工程名稱 project title
工務計劃項目第469CL號
啟德發展計劃—啟德機場北面停機坪的基礎設施
PWP ITEM NO. 469CL
KAI TAK DEVELOPMENT—INFRASTRUCTURE AT NORTH APRON AREA OF KAI TAK AIRPORT

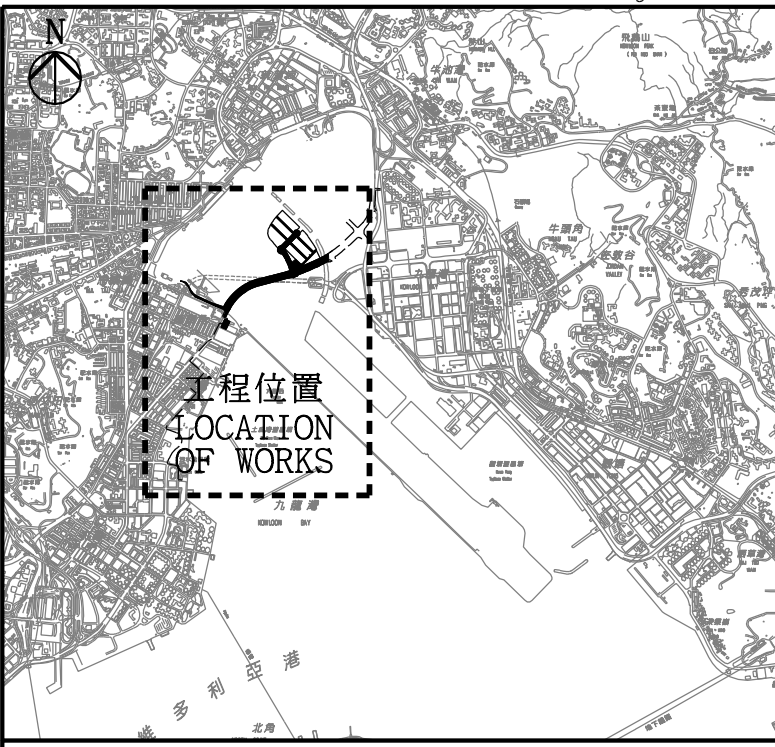
圖則名稱 plan title
啟德機場北面停機坪第3A期基礎設施—平面圖
STAGE 3A
INFRASTRUCTURE AT NORTH APRON AREA OF KAI TAK AIRPORT - LAYOUT PLAN

圖則編號 plan no.	比例 scale
SK 1535	不按比例 N.T.S.

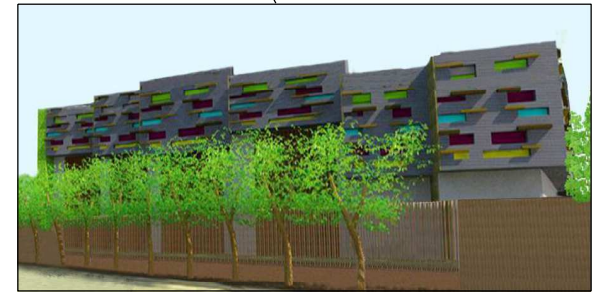
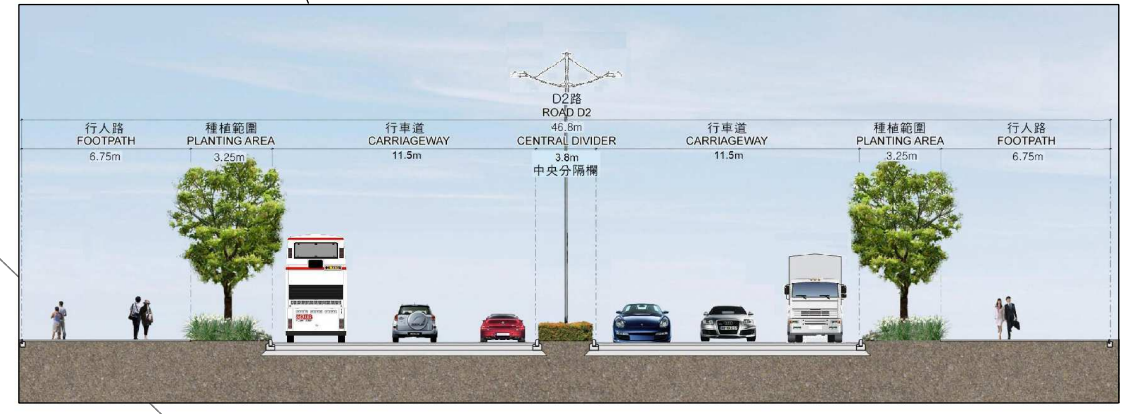
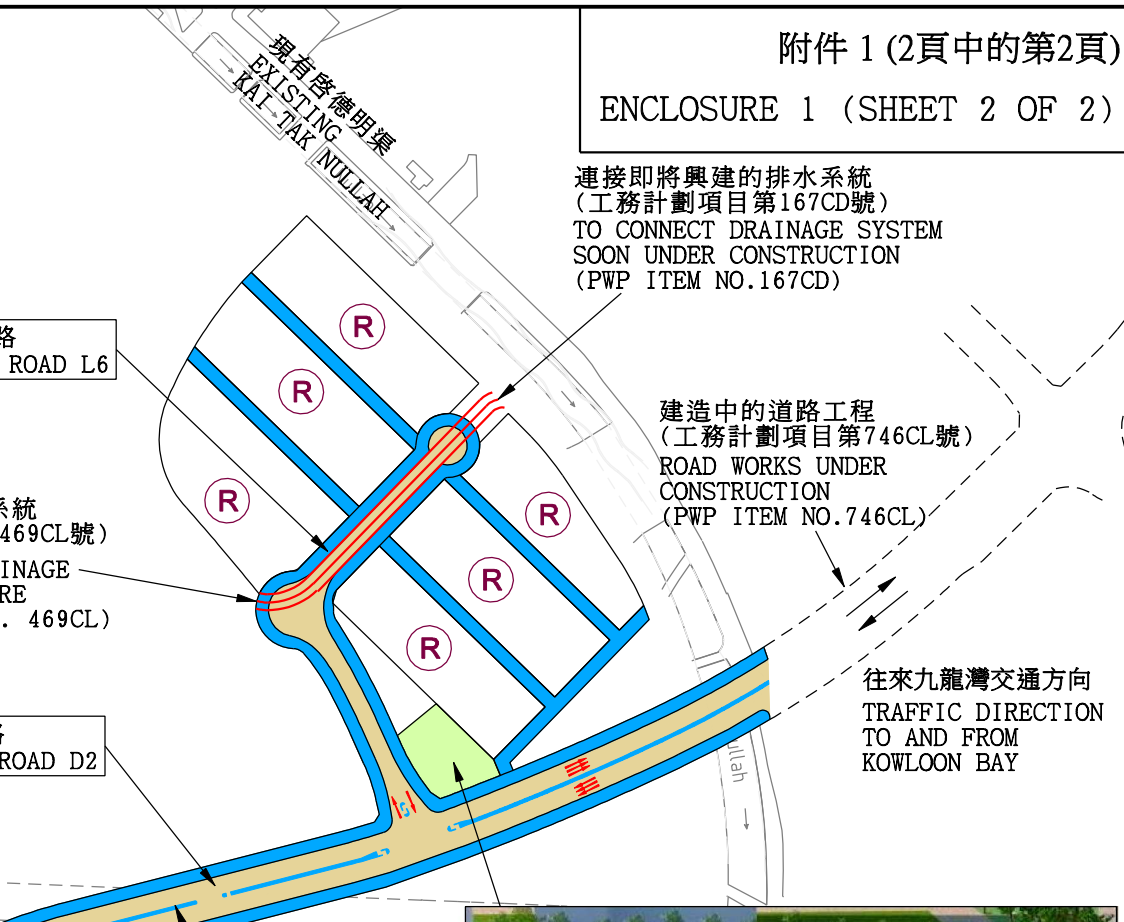
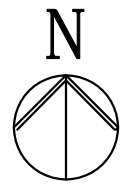
辦事處 office
九龍拓展處
KOWLOON DEVELOPMENT OFFICE



PLOT FILE: 23462\ARUP\CIVIL\SKETCH\23462_2_CSK1535.DGN



位置平面圖
KEY PLAN



土瓜灣避風塘
TO KWA WAN TYPHOON SHELTER

- 圖例
LEGEND:
- 擬建的行車道 / 現有的行車道將予重建或擴闊
PROPOSED CARRIAGEWAY / EXISTING CARRIAGEWAY TO BE RECONSTRUCTED OR WIDENED
 - 擬建的 / 重建的行人路, 中央分隔帶, 安全島或種植範圍
PROPOSED / RECONSTRUCTED FOOTPATH, CENTRAL MEDIAN, TRAFFIC ISLAND OR PLANTING AREA
 - 擬建的污水泵站
PROPOSED SEWAGE PUMPING STATION
 - 在現有行車道和擬建的L19路上鋪設無壓力污水管道 / 加壓污水管道
PROPOSED GRAVITY SEWER / RISING MAIN TO BE LAID IN EXISTING ROAD AND PROPOSED ROAD L19
 - 擬建的箱形暗渠
PROPOSED BOX CULVERT
 - 行車道的行車線 (每一箭嘴表示一條行車線)
TRAFFIC LANE FOR CARRIAGEWAY (ONE ARROW REPRESENTS ONE LANE)
 - 住宅發展用地
SITE FOR RESIDENTIAL DEVELOPMENT

圖則名稱 plan title
啓德機場北面停機坪第4期基礎設施 - 平面圖
STAGE 4 INFRASTRUCTURE AT NORTH APRON AREA OF KAI TAK AIRPORT - LAYOUT PLAN

圖則編號 drawing no. SK0001

比例 scale
不按比例
NOT TO SCALE

辦事處 office
九龍拓展處
KOWLOON DEVELOPMENT OFFICE



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

Breakdown of the estimates 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	–	–	–	3.4
	Technical	–	–	–	1.1
				Sub-total	4.5
(b) Resident site staff costs (Note 3)	Professional	647	38	1.6	68.0
	Technical	2 678	14	1.6	96.0
				Sub-total	164.0
Comprising –					
(i)	Consultants' fees for management of resident site staff			5.1	
(ii)	Remuneration of resident site staff			158.9	
(c) Independent environmental checker service (Note 4)	Professional	13	38	1.6	1.4
	Technical	73	14	1.6	2.6
				Sub-total	4.0
				Total	172.5

* 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 and independent environmental checker 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.
4. The actual man-months and actual costs will only be known after the consultants for independent environmental checker service have been selected through the usual competitive lump-sum bid system.

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 stages 1, 2, 3A and 4 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

- 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.

* * *

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 –

- (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:	<p>(a) Detailed design of the works described below including the associated Schedule 2 environmental impact assessments:</p> <ul style="list-style-type: none">- 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 (MVTTS) 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;

- Brief account of progress:
- (b) associated site investigation and supervision; and
 - (c) preparation of tender documents and assessment of tenders.
 - (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 MVTTS 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 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.
- * * *
- 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 subparagraphs (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 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 in June 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 and completed 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 invited 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 before 2017–Q4.

* * *

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: (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:	Works contract commenced in February 2013 for completion in December 2014.

* * *

PWP item no.: **167CD** (part upgraded from **469CL**)

Project title: Kai Tak development – reconstruction and upgrading of Kai Tak Nullah

Date of upgrading to Category A: January 2013

Approved project estimate: \$2,488.2 million

Project scope:

- (a) reconstruction and upgrading of Kai Tak Nullah of about 1 300 m long at the north apron area of the former Kai Tak Airport from Prince Edward Road East to KTAC 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 compounds with vehicular access; and
- (c) ancillary works including landscaping works, environmental mitigation measures and related monitoring and audit works.

Brief account of progress: Works contract commenced in January 2013 for completion in April 2018.

* * *

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

Summary of the “Important Tree”

Tree ref. no. (and/or photo no.)	Tree species (Botanical name)	Tree maintenance department	Tree size			Form ⁽²⁾ (Good/Fair/Poor)	Health condition (Good/Fair/Poor)	Amenity value (High/Med/Low)	Survival rate after transplanting (High/Med/Low)	Recommendation (Retain/Transplant/Fell)	Remarks (including justification for proposed tree removal /ecological and historical significance (if any) of affected trees, etc.)
			Overall height (metres)	Trunk diameter ⁽¹⁾ (mm)	Average crown spread (metres)						
T015 ⁽³⁾	<i>Ficus microcarpa</i>	Leisure and Cultural Services Department	12	1100	10	Fair	Fair	High	Medium	Transplant	Tree no. T015 will be in conflict with the structure of vehicular underpass VT1, and the alignment of vehicular underpass VT1 is highly constrained by the existing industrial building and proposed public rental housing development at King Hong Street. As such, transplanting is proposed to preserve the tree.

(1) Trunk diameter of a tree refers to its diameter at breast height (DBH) (i.e. measured at 1.3 m above ground level).

(2) Form of a tree will take account of the overall tree size, shape, and any special feature.

(3) The important tree in the summary is not registered Old and Valuable Tree.