

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

### **HEAD 703 – BUILDINGS**

#### **Law and Order – Police**

#### **237LP – Kowloon East Regional Headquarters and Operational Base-cum- Ngau Tau Kok Divisional Police Station**

Members are invited to recommend to the Finance Committee the upgrading of **237LP** to Category A at an estimated cost of \$2,848.2 million in money-of-the-day prices for the construction of Kowloon East Regional Headquarters and Operational Base-cum-Ngau Tau Kok Divisional Police Station.

### **PROBLEM**

The scattering accommodation of the Kowloon East Regional Headquarters (KERHQ) and affiliated units/facilities has resulted in fragmented command situation and ineffective resource management.

### **PROPOSAL**

2. The Director of Architectural Services, with the support of the Secretary for Security, proposes to upgrade **237LP** to Category A at an estimated cost of \$2,848.2 million in money-of-the-day (MOD) prices for the construction of KERHQ and Operational Base-cum-Ngau Tau Kok Divisional Police Station (NTKDPS) (the integrated complex).

**/PROJECT .....**

**PROJECT SCOPE AND NATURE**

3. The project site occupies an area of around 6 618 square metres (m<sup>2</sup>) at 105 Concorde Road, Kai Tak, Kowloon. The scope of works under **237LP** comprises —

- (a) demolition of the existing vacated Kai Tak Operational Base (KTOB);
- (b) construction of an integrated complex for the reprovisioning of the following units/facilities -
  - (i) KERHQ units (Administration Wing, Operations Wing, Crime Unit, Traffic Unit) and two operational units including Emergency Unit and Police Tactical Unit;
  - (ii) Railway District Headquarters currently located in Kowloon East Operational Base (KEOB) at 2 Siu Yip Street, Ngau Tau Kok;
  - (iii) Kowloon East Auxiliary Headquarters Unit currently housed in Sau Mau Ping Divisional Police Station;
  - (iv) Indoor Firing Range currently located at 2 Siu Yip Street, Ngau Tau Kok;
  - (v) NTKDPS currently located at 1 Siu Yip Street, Ngau Tau Kok;
  - (vi) provision of ancillary facilities including armouries, dangerous goods storage facilities, dog kennels, petrol filling station, parade and inspection area, changing rooms, dining and physical training facilities, etc.; and
  - (vii) provision of 322 parking spaces for vehicles of various sizes and 97 for motorcycles; and

/(c) .....

- (c) demolition of the following buildings/facilities upon commissioning of the integrated complex -
- (i) KEOB;
  - (ii) Indoor Firing Range;
  - (iii) NTKDPS; and
  - (iv) ex-Tsz Wan Shan Divisional Police Station (ex-TWSDPS) at 151 Tsz Wan Shan Road, Tsz Wan Shan.

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A plan showing the current locations of the KERHQ and the affiliated units/facilities is at Enclosure 1. A site plan, layout plans, a sectional plan, an artist's impression and a barrier-free access plan for the proposed integrated complex are at Enclosures 2 to 7. Subject to funding approval of the Finance Committee, we plan to commence the demolition works of the existing KTOB in July 2014 and to complete the construction works of the proposed integrated complex in November 2017. Upon commissioning of the integrated complex, we plan to commence the demolition works mentioned in paragraph 3(c) in July 2018 for completion in November 2019.

## JUSTIFICATION

4. There are five police land regions in Hong Kong, namely the Hong Kong Island Region, Kowloon East Region, Kowloon West Region, New Territories North Region and New Territories South Region. The Kowloon East Region consists of four Police Districts namely the Kwun Tong Police District, Wong Tai Sin Police District, Sau Mau Ping Police District and Railway District.

5. The KERHQ is responsible for the overall operations, criminal investigations, traffic management, community relations and administrative matters for the Kowloon East Region and overseeing the daily local policing at Regional, District and Divisional levels. Currently, the KERHQ's administration and operations wings are located within the Tseung Kwan O Divisional Police Station (TKODPS). The remaining headquarters and operational units are scattered across Kwun Tong Divisional Police Station (KTDPS), KEOB and ex-TWSDPS as shown in Enclosure 1. This is not conducive to the efficient coordination and deployment of police resources.

6. Furthermore, the Hong Kong Police Force (HKPF) plans to upgrade the Tseung Kwan O Police Division to a Police District in 2015. To cater for the accommodation requirements of the additional manpower to be created for the Tseung Kwan O Police District upon its upgrading, the Crime and Traffic units of KERHQ have been moved out of the TKODPS and temporarily accommodated in ex-TWSDPS and KEOB respectively. The development of the new KERHQ is imperative in order to re-accommodate the displaced KERHQ units.

7. Pursuant to the Government's commitment to transform Kowloon East into a major commercial, tourism and recreation hub, new developments such as the Cruise Terminal cum tourism node, office buildings, public infrastructure projects will be steadily completed and commissioned. The transient population of the Kai Tak Development (KTD) area is projected to surge over 217 000. We anticipate that the crime cases and traffic issues will also increase, which necessitate a strategic and visible police presence and services for deterrence of crime and quick responses to emergencies. Moreover, the KTD area will have an estimated population of 89 800 in total. The current set up and policing resources available in NTKDPS are hardly sufficient to meet the demands in policing services resulting from the additional residential and transient populations. The project will strengthen the HKPF's capability in meeting the increasing demands for policing services in the Kowloon East Region.

8. Co-locating various units of the KERHQ under the proposed integrated complex will address the issue of fragmented command and enable the HKPF to improve its operational efficiency to cope with future policing challenges brought about by the new development and transformation of the Kowloon East.

## FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the project to be \$2,848.2 million in MOD prices (please see paragraph 10 below), broken down as follows –

	<b>\$ million</b>
(a) Site works	11.6
(b) Piling	151.5
(c) .....	

		\$ million	
(c)	Basement works	40.7	
(d)	Building	1,267.7	
(e)	Building services	498.2	
(f)	Drainage	8.0	
(g)	External works	20.4	
(h)	Demolition works	32.6	
(i)	Additional energy conservation, green and recycled features	27.7	
(j)	Furniture and equipment <sup>1</sup>	66.0	
(k)	Consultants' fees for quantity surveying services	5.8	
(l)	Contingencies	159.8	
	Sub-total	2,290.0	(in September 2013 prices)
(m)	Provision for price adjustment	558.2	
	Total	2,848.2	(in MOD prices)

We propose to engage consultants to undertake quantity surveying services for the project. A detailed breakdown of the estimates for consultants' fees is at Enclosure 8. The construction floor area (CFA) of the project is about 58 094 m<sup>2</sup>. The estimated construction unit cost, represented by the building and building services costs, is \$30 397 per m<sup>2</sup> of CFA in September 2013 prices. We consider this comparable to that of similar projects built by the Government.

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<sup>1</sup> Based on an indicative list of furniture and equipment.

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

<b>Year</b>	<b>\$ million (Sept 2013)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2014 – 2015	47.0	1.05450	49.6
2015 – 2016	335.0	1.11777	374.5
2016 – 2017	609.0	1.18484	721.6
2017 – 2018	833.0	1.25593	1,046.2
2018 – 2019	182.0	1.33128	242.3
2019 – 2020	122.0	1.40117	170.9
2020 – 2021	98.0	1.47123	144.2
2021 – 2022	64.0	1.54479	98.9
	<hr/> 2,290.0 <hr/>		<hr/> 2,848.2 <hr/>

11. 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 2014 to 2022. We will deliver the project through a design-and-build contract. We will award the contract on a lump-sum basis because the scope of the works can be clearly defined in advance. The contract will provide for price adjustment.

12. We estimate the annual recurrent expenditure arising from this project to be \$22.9 million.

/PUBLIC .....

**PUBLIC CONSULTATION**

13. We consulted the district councils of Kwun Tong, Sai Kung, Wong Tai Sin and Kowloon City on the project in March 2013. Members generally supported the project and some members urged for its early implementation.

14. We consulted the Legislative Council Panel on Security on 2 July 2013. The Panel supported the project and did not raise any objection to the submission of the funding proposal to the Public Works Subcommittee (PWSC).

**ENVIRONMENTAL IMPLICATIONS**

15. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We had commissioned an independent consultancy firm to conduct a Preliminary Environmental Review (PER) and agreed the PER findings with the Director of Environmental Protection (DEP) in January 2011. The PER concluded that the project would not cause long-term adverse environmental impact and the short-term environmental impacts could be controlled by mitigation measures. We have included in the project estimates the cost to implement suitable mitigation measures to control short-term environmental impacts.

16. We will implement suitable mitigation measures in the relevant contract to control noise, dust and site run-off nuisances during construction. These include the use of silencers, mufflers, acoustic linings or shields and the building of barrier walls for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities.

17. We also appointed an independent consultancy firm to conduct an Asbestos Investigation Report (AIR) and Asbestos Abatement Plan (AAP) for the existing KTOB and had agreed the contents with the DEP in February 2011. As the AIR identified some asbestos containing materials (ACM), we will remove and dispose of the ACM in accordance with the recommendations of the AAP and the requirements under the Air Pollution Control Ordinance and Waste Disposal Ordinance prior to demolition of the existing buildings.

18. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>2</sup>. 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.

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

20. We estimate that the project will generate in total about 34 960 tonnes of construction waste. Of these, we will reuse about 7 200 tonnes (21%) of inert construction waste on site and deliver 23 520 tonnes (67%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 4 240 tonnes (12%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$1.2 million for this project (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation).

**/HERITAGE .....**

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<sup>2</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.



## **HERITAGE IMPLICATIONS**

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

## **LAND ACQUISITION**

22. The project does not require any land acquisition.

## **ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES**

23. This project has adopted various forms of energy efficient features and renewable energy technologies, in particular –

- (a) automatic demand control of chilled water circulation system;
- (b) automatic demand control of supply air;
- (c) demand control of fresh air supply with carbon dioxide sensors;
- (d) heat wheels for heat energy reclaim of exhaust air;
- (e) heat pump for domestic hot water /dehumidification;
- (f) photovoltaic system; and
- (g) solar hot-water system.

24. For greening features, we will provide green roof and vertical greening as appropriate. For recycled features, we will adopt condensate water and rainwater recycling system for irrigation purpose.

/25. ....

25. The total estimated additional cost for adoption of the above features is around \$27.7 million (including \$2.7 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 5% energy savings in the annual energy consumption with a payback period of about 4.4 years.

## BACKGROUND INFORMATION

26. We upgraded **237LP** to Category B in February 2009. We engaged consultants to carry out utility mapping in September 2009, topographical survey in October 2009, environmental and traffic assessment in July 2010, asbestos survey in October 2010 and ground investigation in November 2010, as well as a quantity surveying consultant to assist in the tender documentation in June 2013. The total estimated cost is about \$2.8 million. We charged this amount to block allocation **Subhead 3100GX** “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”. The consultants have completed all the above consultancy services and works.

27. There is no tree within the project boundary. We will incorporate planting proposals as part of the project, including the planting of about 20 trees, 20 000 shrubs, groundcovers, and climbers.

28. We estimate that the proposed works will create about 555 jobs (500 for labourers and another 55 for professional/technical staff) providing a total employment of 22 840 man-months.

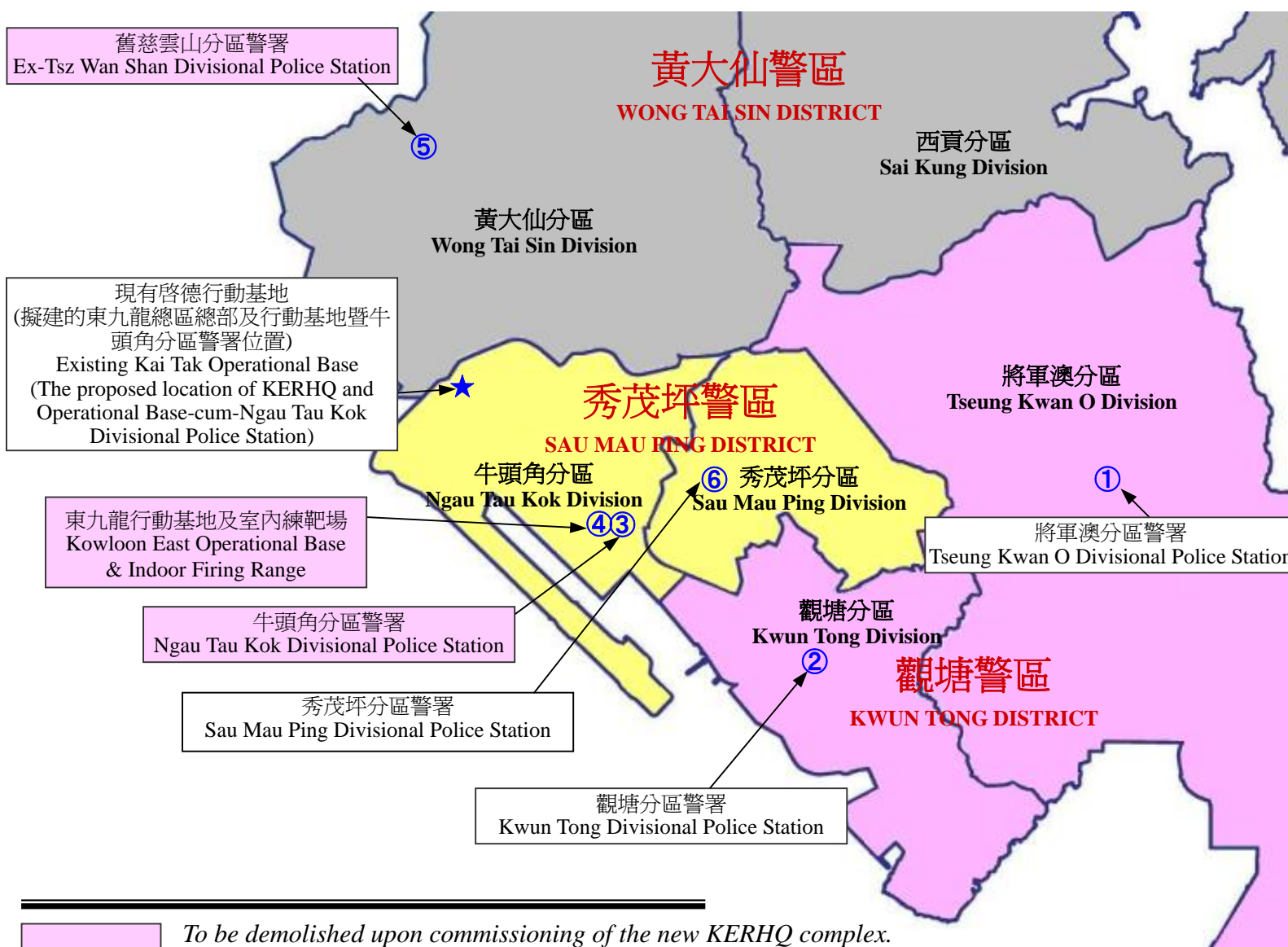
29. At the PWSC meeting on 31 October 2001, some Members suggested and the Administration agreed to include information on the scope, approved project estimates and progress of all items under the KTD (formerly known as the “South East Kowloon Development”) Public Works Programme in future PWSC submissions relating to the KTD. The information is at Enclosure 9.

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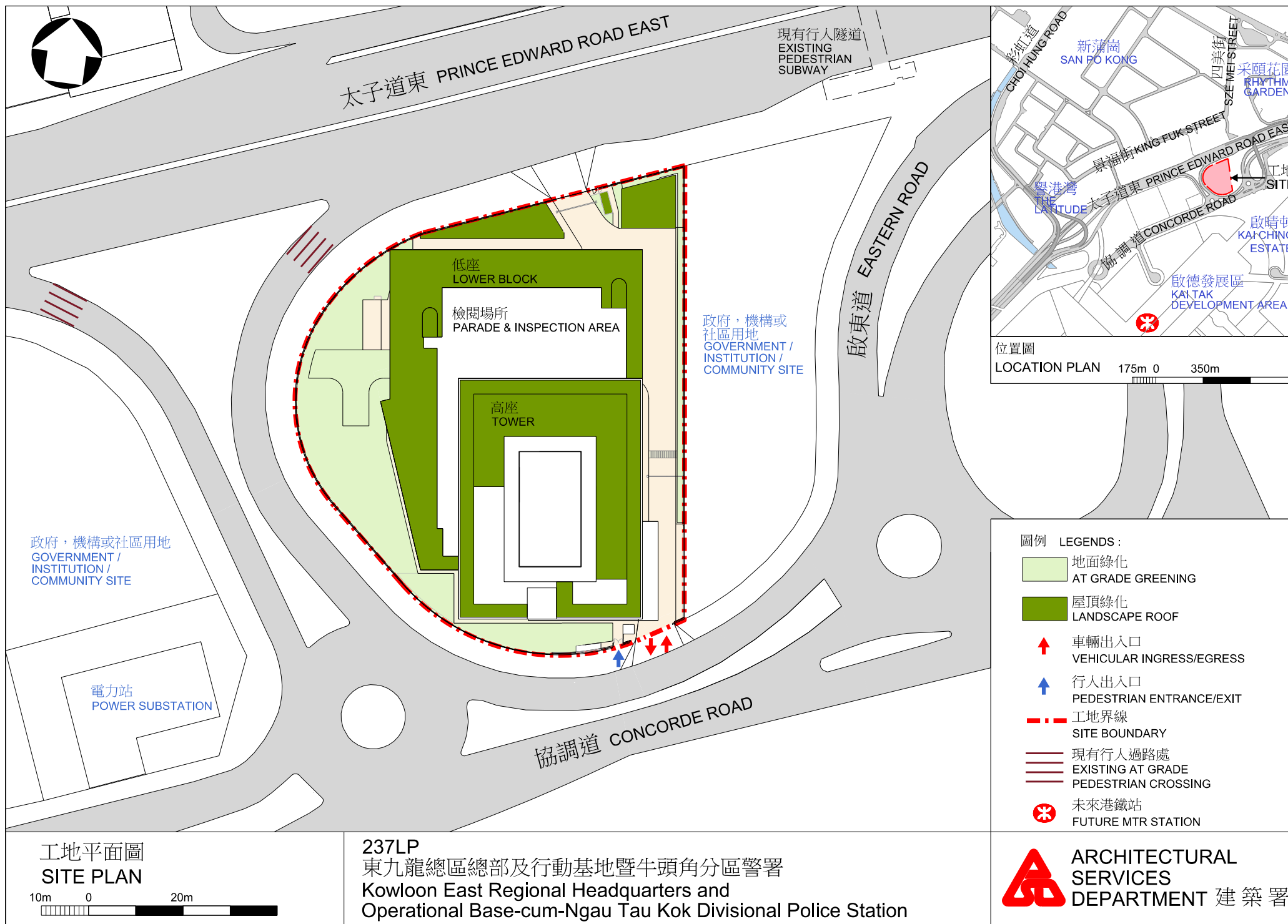
# 東九龍總區總部及其附屬單位／設施現處位置

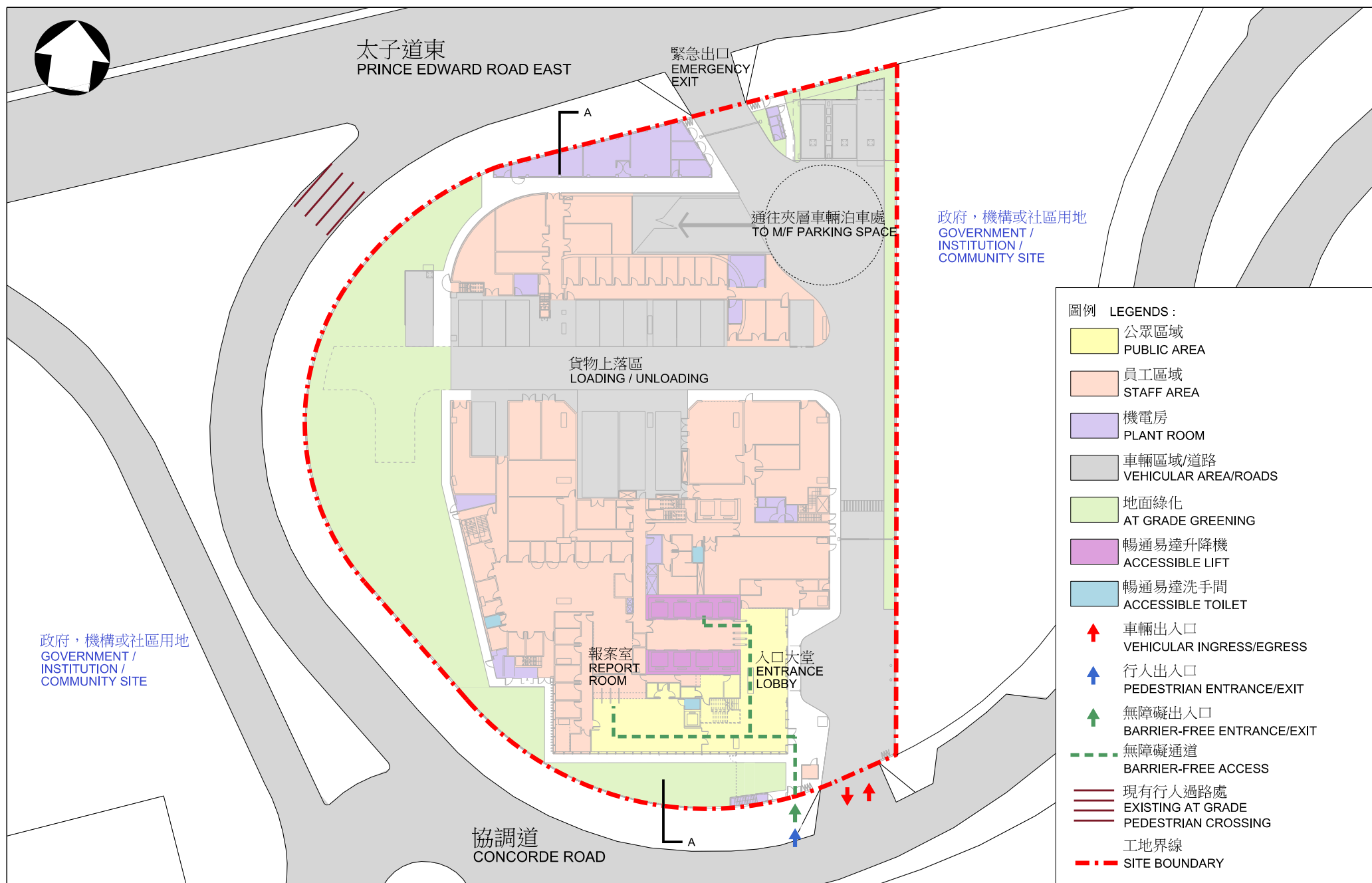
## Current locations of the Kowloon East Regional Headquarters (KERHQ) and Affiliated units/facilities

附件 1  
Enclosure 1



東九龍總區總部及其行動部隊 KERHQ & affiliated units	位置 Locations
總區行政部 Administration Wing	①
總區行動部 Operations Wing	
總區刑事部 Crime Unit	⑤
總區交通部 Traffic Unit	④
衝鋒隊 Emergency Unit	
機動部隊 Police Tactical Unit	②
其他須重置的單位/設施 Other Units/ Facilities to be reprovisioned to the new KERHQ Complex	位置 Locations
鐵路區總部 Railway District HQs	④
東九龍輔警總部 KE Auxiliary Police Headquarters	⑥
東九龍室內練靶場 KE Indoor Firing Range	④
牛頭角分區警署 Ngau Tau Kok Divisional Police Station	③

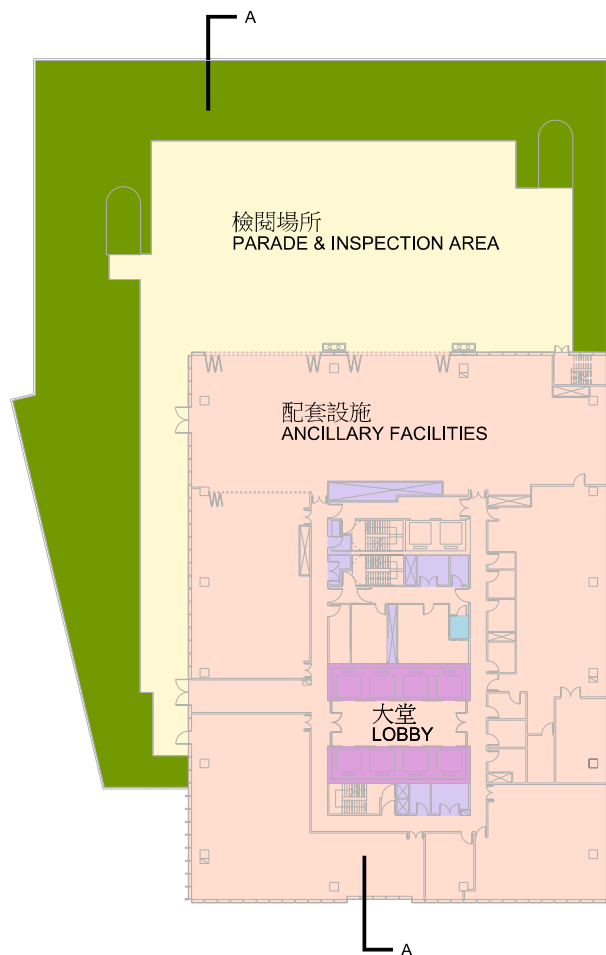




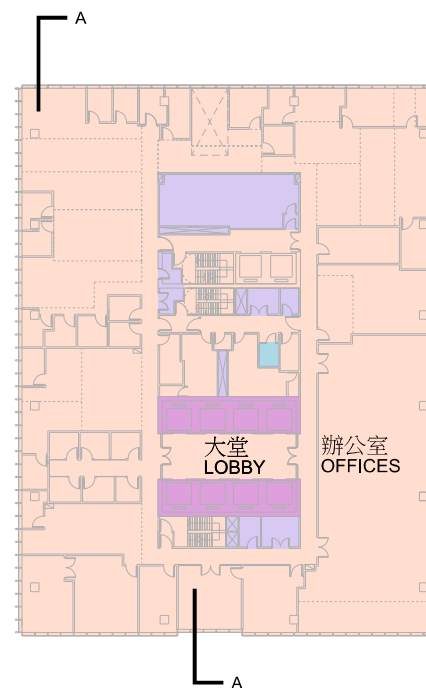
地下平面圖  
GROUND FLOOR PLAN



237LP  
東九龍總區總部及行動基地暨牛頭角分區警署  
Kowloon East Regional Headquarters and  
Operational Base-cum-Ngau Tau Kok Divisional Police Station



九樓平面圖  
NINTH FLOOR PLAN



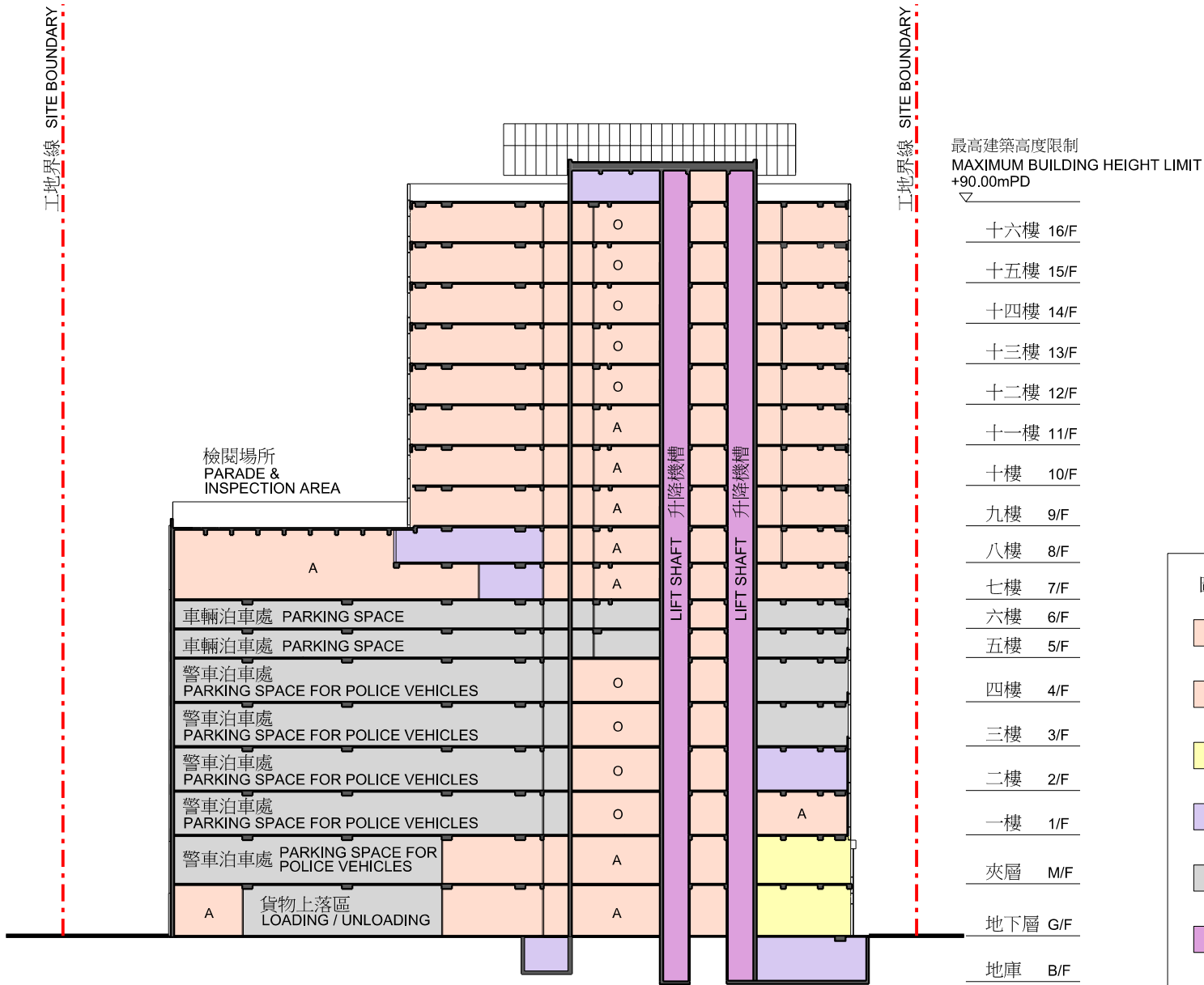
十五樓平面圖  
FIFTEENTH FLOOR PLAN

- 圖例 LEGENDS :
- 員工區域  
STAFF AREA
  - 機電房  
PLANT ROOM
  - 屋頂綠化  
LANDSCAPE ROOF
  - 檢閱場所  
PARADE & INSPECTION AREA
  - 暢通易達升降機  
ACCESSIBLE LIFT
  - 暢通易達洗手間  
ACCESSIBLE TOILET

九樓及十五樓平面圖  
NINTH AND FIFTEENTH  
FLOOR PLANS



237LP  
東九龍總區總部及行動基地暨牛頭角分區警署  
Kowloon East Regional Headquarters and  
Operational Base-cum-Ngau Tau Kok Divisional Police Station







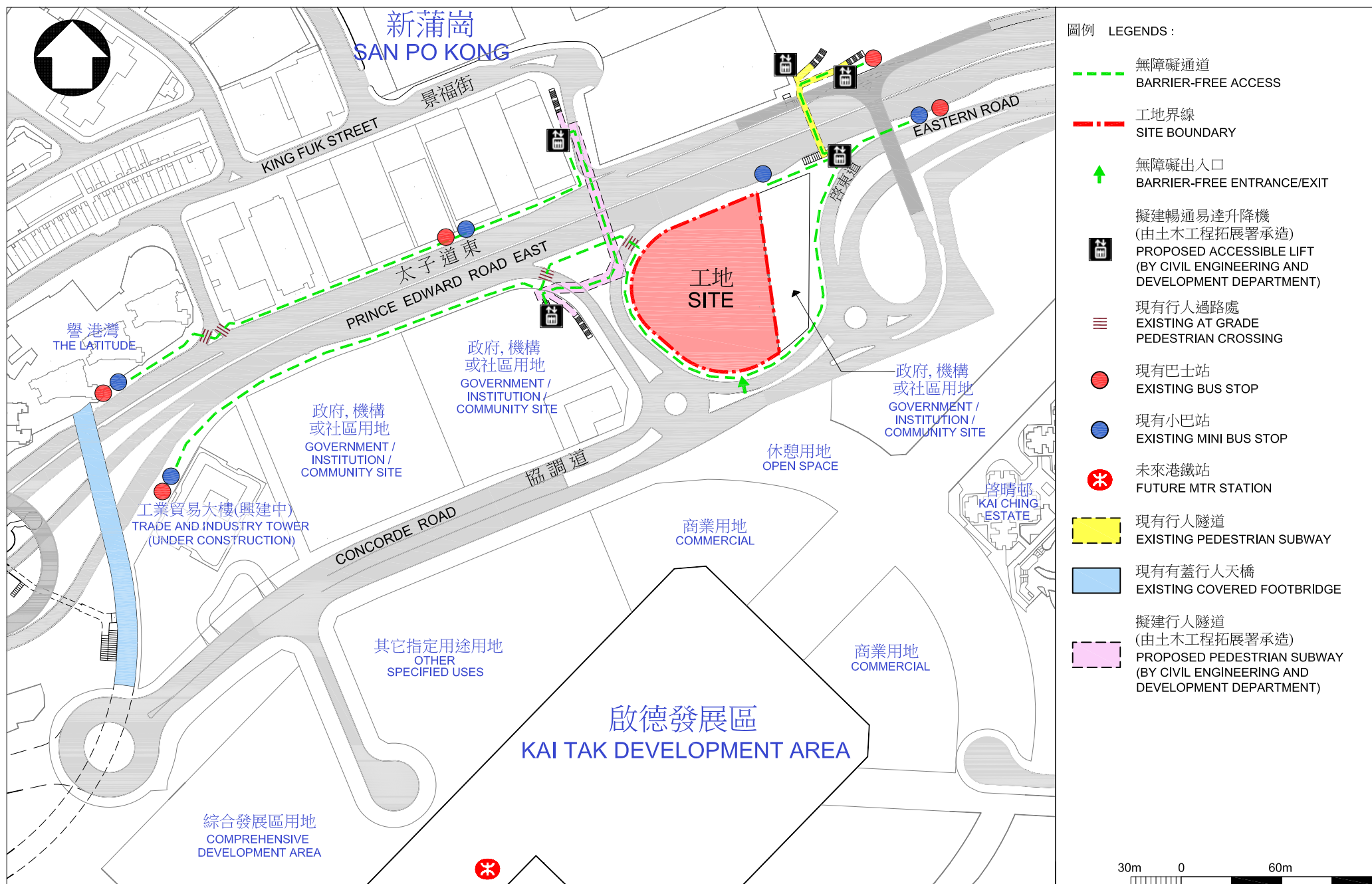
從西南面望向警署的構思透視圖  
PERSPECTIVE VIEW  
FROM SOUTH WESTERN DIRECTION  
(ARTIST'S IMPRESSION)

237LP  
東九龍總區總部及行動基地暨牛頭角分區警署  
Kowloon East Regional Headquarters and  
Operational Base-cum-Ngau Tau Kok Divisional Police Station



ARCHITECTURAL  
SERVICES  
DEPARTMENT 建築署





無障礙通道平面圖  
PLAN OF BARRIER-FREE ACCESS

237LP  
東九龍總區總部及行動基地暨牛頭角分區警署  
Kowloon East Regional Headquarters and  
Operational Base-cum-Ngau Tau Kok Divisional Police Station

**237LP – Kowloon East Regional Headquarters and Operational  
Base-cum-Ngau Tau Kok Divisional Police Station**

**Breakdown of the estimates for consultants' fees  
(in September 2013 prices)**

		Estimated man-mont hs	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a)	Consultants' fees for				
	quantity surveying				
	services (Note 1)				
	Professional	—	—	—	2.9
	Technical	—	—	—	2.9
					_____
<b>Total</b>					<b>5.8</b>
					_____

\* MPS = Master Pay Scale

**Notes**

1. The consultants' fees are calculated in accordance with the existing consultancy agreement for the provision of quantity surveying services of **237LP**. The assignment will only be executed subject to the Finance Committee's approval to upgrade **237LP** to Category A.

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

PWP item no.:	<b>440CL</b>
Project title:	South East Kowloon development – comprehensive feasibility study
Date of upgrading to Category A:	April 1995
Approved project estimate:	\$220 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:	<p>(a) The feasibility study was completed in December 2003.</p> <p>(b) The project account has been finalised at the sum of \$185.2 million.</p> <p style="text-align: center;">*                      *                      *</p>
PWP item no.:	<b>494CL</b> (part upgrade from <b>469CL</b> )
Project title:	South East Kowloon development at Kai Tak Airport – decontamination and site preparation
Date of upgrading to Category A:	February 1998
Approved project estimate:	\$316.9 million
Project scope:	<p>(a) Ground decontamination at the north apron of Kai Tak Airport (NAKTA);</p> <p>(b) demolition of existing buildings and structures in the northern part of NAKTA; and</p>

- (c) breaking up of the existing apron slab and land formation at NAKTA for housing development.
- Brief account of progress:
- (a) The civil engineering contract covering the above works was completed in April 2002.
- (b) Post-decontamination monitoring works were completed in December 2003.
- (c) The project account has been finalised at the sum of \$281.8 million.

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

- (f) demolition of remaining ex-airport facilities, including the passenger terminal building and Kai Tak car-parking building and decontamination of land underneath the buildings; and
- (g) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) Detailed design for demolition of the passenger terminal building and associated structures remaining in NAKTA has been completed.
- (c) Detailed design of the 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.

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PWP item no.:

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

Project title:

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

Date of upgrading to Category A:

November 2001

Approved project estimate:

\$63.8 million

- Project scope:                      Site investigation works and detailed design for –
- (a) treatment of the contaminated sediments (including pilot tests and post-treatment monitoring) in the Kai Tak Approach Channel (KTAC);
  - (b) reclamation works in KTAC;
  - (c) new drainage systems (including widening and extension of Kai Tak Nullah and Jordan Valley box culvert, advance work for future road tunnels underneath the box culverts) and improvements to existing drainage systems necessitated by the proposed reclamation in KTAC;
  - (d) demolition of the existing airport taxiway bridge across KTAC;
  - (e) provision of necessary environmental mitigation measures and implementation of an EM&A programme; and
  - (f) field surveys and environmental studies for different scenarios of Kai Tak development.
- Brief account of progress:
- (a) Consultancy started in January 2002.
  - (b) In the light of the Court of Final Appeal (CFA)'s ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
  - (c) The project account has been finalised at the sum of \$50.2 million.

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

- (j) provision of landscaping works at the proposed reclamation area;
- (k) provision of environmental protection measures; and
- (l) implementation of an EM&A programme.
- Brief account of progress:
- (a) Consultancy started in December 2002.
- (b) In the light of CFA's ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$6.1 million.

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- PWP item no.: **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.

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PWP item no.:

**719CL**

Project title:

Kai Tak development – engineering review

Date of upgrading to Category A:

December 2006

Approved project estimate:

\$87.5 million

Project scope:

- (a) A study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development;
- (b) preliminary preparatory work for the early development of the cruise terminal in Kai Tak; and
- (c) associated site investigation and supervision.

Brief account of progress:

Consultancy commenced in January 2007 and substantially completed in April 2010.

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PWP item no.:

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

Project title:

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

Date of upgrading  
to Category A:

December 2006

Approved project  
estimate:

\$38 million

Project scope:

(a) Detailed design of the works described below including the associated Schedule 2 environmental impact assessments:

- construction of approximately 2 km of a dual 2-lane district distributor including associated pedestrian deck;
- provision of a sewage pumping station and rising mains;
- improvements to related existing bridge, roads and junctions;
- construction of associated local roads, transport facilities, drainage, sewerage, watermains and landscaping works;
- relocation and reprovisioning of existing facilities including the Marine Vessel Traffic Services (MVTs) radar and fireboat berthing facilities; and
- an EM&A programme for works mentioned above,
- all for serving the proposed developments at the southern part of the former runway in Kai Tak;

(b) associated site investigation and supervision; and

(c) preparation of tender documents and assessment of tenders.

Brief account of  
progress:

(a) Consultancy commenced in January 2007.

- (b) Detailed design of the decommissioning and decontamination works at the south apron and relocation and reprovision of MVTs radar has been completed.
- (c) Detailed design of the stage 1 advance infrastructure works has been completed.
- (d) Detailed design of the remaining infrastructure works is in progress.

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PWP item no.: **734CL** (part upgraded from **711CL**)

Project title: Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at NPGO

Date of upgrading to Category A: February 2008

Approved project estimate: \$120.1 million

- Project scope:
- (a) Decommissioning and decontamination of about 12 600 square metres of land at the south apron of the former Kai Tak Airport;
  - (b) procurement and installation of a supplementary radar and associated signal processing and relaying equipment on the rooftop of NPGO, including integration into the existing 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.

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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.

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PWP item no.: **740CL** (part upgraded from **702CL**)

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

Date of upgrading to Category A: May 2009

Approved project estimate: \$32 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.

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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 and was completed in December 2013.

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PWP item no.:	<b>741CL</b> (part upgraded from <b>711CL</b> )
Project title:	Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$539.6 million
Project scope:	<ul style="list-style-type: none"> <li>(a) Construction of approximately 1.8 km long single 2-lane carriageway and associated footpaths and landscaping works;</li> <li>(b) improvements to the former taxiway bridge, existing roads and junctions;</li> <li>(c) construction of a fireboat berth cum public landing steps together with access roads;</li> <li>(d) construction of storm drains, sewers and water mains of length of about 3 km, 7.5 km and 8.6 km respectively;</li> <li>(e) construction of a sewage pumping station; and</li> <li>(f) provision of necessary environmental mitigation measures, and implementation of an EM&amp;A programme for the works mentioned in sub-paragraphs (a) to (e) above.</li> </ul>
Brief account of progress:	Works contract commenced in September 2009 and was substantially completed in September 2012.

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PWP item no.:	<b>841TH</b> (part upgraded from <b>785TH</b> )
Project title:	Trunk Road T2 – investigation and design
Date of upgrading to Category A:	June 2009

Approved project  
estimate:

\$133.6 million

Project scope:

- (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:

- (a) Consultancy commenced in July 2009.
- (b) The environmental impact assessment report was approved in September 2013.
- (c) Design is in progress.

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PWP item no.:

**736CL**

Project title:

Site formation for Kai Tak cruise terminal development

Date of upgrading  
to Category A:

November 2009

Approved project  
estimate:

\$2,303.9 million

Project scope:

- (a) Construction of about 1 100 m long seawall;
- (b) construction of a 35 m wide and 850 m long apron area, including piled structures for two alongside berths, mooring and fender systems, and interfacing provisions for installation of apron facilities, for berthing or cruise vessels;
- (c) construction of about 150 m long associated piled transition structures at two ends of the berths;
- (d) dredging of about 86 ha of adjoining seabed to allow manoeuvring and berthing of cruise vessels with deep drafts; and



- (e) provision of necessary environmental mitigation measures, including monitoring and auditing for the works mentioned in subparagraphs (a) to (d) above.

Brief account of progress:

Save some remaining seabed dredging works to be carried out after the diversion of existing submarine gas mains, the site formation for Kai Tak cruise terminal development has been completed, with the first berth commenced operations in June 2013 and the second berth anticipated to be commissioned in 2014.

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PWP item no.:

**7GA**

Project title:

Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development

Date of upgrading to Category A:

April 2010

Approved project estimate:

\$5,852.1 million

Project scope:

- (a) Development of new cruise terminal facilities on a site of 7.6 ha at the southern end of the former runway at the Kai Tak development; and
- (b) provisions of building services to the apron area, including passenger gangways, electricity supply system, on-shore water supply, on-shore sewage reception facilities, external lighting, navigation lighting, fire fighting provisions, cable containment for telephone and data, etc.

Brief account of progress:

Works contract commenced in May 2010 and was substantially completed in May 2013.

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PWP item no.:	<b>45CG</b>
Project title:	District Cooling System at the Kai Tak Development
Date of upgrading to Category A:	June 2009
Approved project estimate:	\$3,145.9 million (approved by the Finance Committee on 21 June 2013) for Phase I, Phase II and Phase III (Package A) of the project
Project scope:	<ul style="list-style-type: none"> <li>(a) Construction of a northern chiller plant;</li> <li>(b) construction of a southern underground chiller plant cum underground seawater pumphouse and above-ground operational facilities;</li> <li>(c) laying of seawater intake and discharge pipelines;</li> <li>(d) laying of chilled water distribution pipe networks; and</li> <li>(e) provision of connection facilities (including heat exchangers) at user buildings at the Kai Tak Development.</li> </ul>
Brief account of progress:	<ul style="list-style-type: none"> <li>(a) Works contract for Phase I commenced in February 2011 and completed in January 2013. Contract for Phase II commenced in March 2011 for completion of construction works in September 2014.</li> <li>(b) Works contract for Phase III (Package A) commenced in July 2013 for completion by December 2016.</li> </ul>

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

Project title: Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)

Date of upgrading to Category A:	June 2011
Approved project estimate:	\$717.7 million
Project scope:	<p>(a) Bioremediation treatment of the contaminated sediments over an area of about 90 ha of seabed at KTAC and KTTS;</p> <p>(b) dredging of about 13 ha of seabed at KTAC;</p> <p>(c) repairing and reinstatement works to the embankments of the associated waterways; and</p> <p>(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.</p>
Brief account of progress:	<p>Works contract commenced in July 2011 for completion in September 2014.</p> <p style="text-align: center;">*                      *                      *</p>
PWP item no.:	<b>746CL</b> (part upgraded from <b>469CL</b> )
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>

- (c) construction of a sewage pumping station; and
- (d) associated utility, drainage, sewerage, water mains and landscape works.

Brief account of progress:

Works contract commenced in July 2011 for completion in October 2015.

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

Brief account of progress:

The works commenced in August 2011 and was substantially completed in June 2013.

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PWP item no.: **172BF**

Project title: Construction of fire station-cum-ambulance facility at Cheung Yip Street, Kowloon Bay

Date of upgrading to Category A: July 2011

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 and was completed in June 2013.

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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 m<sup>2</sup> 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 m<sup>2</sup> in NOFA, comprising a multi-purpose hall (with seating capacity of 450 persons) with a stage, a stage store room, a stage meeting room, male and female dressing rooms, a conference room as well as ancillary facilities, including a management office, a store room for office, a babycare room and toilets.

Brief account of progress: Works contract commenced in January 2012 for completion in April 2015.

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PWP item no.:	<b>443RO</b> (part upgraded from <b>425RO</b> )
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:	<ul style="list-style-type: none"><li>(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;</li><li>(b) a large lawn with seating and extensive soft landscape planting; and</li><li>(c) ancillary facilities, including toilets, a babycare room and plant rooms.</li></ul>
Brief account of progress:	Works contract commenced in August 2012 and was completed in March 2014.

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PWP item no.:	<b>439RO</b>
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"><li>(a) a 750 metre-long boardwalk;</li><li>(b) pavilions, shelters and benches;</li><li>(c) an open area with fitness stations;</li></ul>

- (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 babycare 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.

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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.

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PWP item no.:

**76MM**

Project title:

Establishment of the Centre of Excellence in Paediatrics

Date of upgrading to Category A:

June 2013

Approved project estimate:

\$12,985.5 million

Project scope:

The major services and facilities to be provided include –

- (a) in-patient and day-patient services with 468 beds, including general wards, neo-natal intensive care unit, paediatric intensive care unit, special care baby unit, day beds for general surgeries/procedures, and a private ward;
- (b) ambulatory care services including specialist outpatient clinics, ambulatory surgery/day procedure centre, integrated rehabilitation centre and child development assessment services;
- (c) community care services, including patient education and resource centre, community health education, and medical social services;



- (d) supporting diagnostic and treatment facilities, including radiology (with magnetic resonance imaging, computed tomography scanner, angiography, interventional radiology and ultrasonography), electro-diagnostic studies laboratories, operating theatres, cardiac catheterisation laboratory and clinical pathology laboratories;
- (e) medical research, teaching and training facilities to provide specific support for basic and translational research in paediatrics as well as teaching and research activities, including clinical research centre, simulation skill laboratory, lecture theatre, meeting and conference facilities;
- (f) support facilities and services to cater for the special needs of children and their families such as children recreation and play therapy areas, classrooms, family rest area, parent's support and spiritual support facilities; and
- (g) other general support and administrative services and facilities including admission, medical records, theatre sterile supplies unit, pharmacy, linen, mortuary, procurement and supplies, housekeeping, hospital data centre, food services, cafeteria / restaurant, transportation, and staff accommodation.

Brief account of progress:

Works contract commenced in August 2013 for completion in June 2017.

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PWP item no.:

**349EP**

Project title:

A 30-classroom primary school at site 1A-3, Kai Tak development, Kowloon

Date of upgrading to Category A:

July 2013

Approved project estimate:

\$312.4M

Project scope: Construction of a 30-classroom primary school at site 1A-3, Kai Tak development

Brief account of progress: Works contract commenced in November 2013 for completion in September 2015.

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PWP item no.: **350EP**

Project title: A 30-classroom primary school at site 1A-4, Kai Tak development, Kowloon

Date of upgrading to Category A: July 2013

Approved project estimate: \$317.5M

Project scope: Construction of a 30-classroom primary school at site 1A-4, Kai Tak development

Brief account of progress: Works contract commenced in November 2013 for completion in September 2015.

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PWP item no.: **761CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stages 3A and 4 infrastructure at north apron area of Kai Tak Airport

Date of upgrading to Category A: June 2013

Approved project estimate: \$2,255.3M

Project scope: Stage 3A –

(a) Construction of new roads about 890 m in total length covering Road L1, Road L11 and a slip road linking Prince Edward Road East (PERE) and Road D1;

- (b) Construction of a vehicular underpass about 225 m long across PERE forming part of Road L1;
- (c) Construction of 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) Construction of 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 EM&A programme for the above works.

Stage 4 –

- (a) Construction of 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) Construction of two sewage pumping stations, twin rising mains about 2 000 m long and gravity sewer about 2 300 m long;
- (d) Construction of stormwater drains, including about 3 600 m long road drains and about 430 m long box culverts;
- (e) Construction of associated footpaths, street lighting, traffic aids, water mains and landscaping works; and

- (f) Ancillary works, including environmental mitigation measures and implementation of an EM&A programme for the above works.

Brief account of progress:

Stage 3A Works contract commenced in July 2013 for completion in June 2017. Stage 4 Works contract commenced in September 2013 for completion in June 2017.