

**Proposed extension of one supernumerary Government Engineer /  
Government Architect post and two supernumerary Chief Engineer posts in  
the Civil Engineering and Development Department**

**Introduction**

When considering Paper No. **CB(1)65/13-14(03)** on the proposed extension of one supernumerary Government Engineer (GE) / Government Architect (GA) post and two supernumerary Chief Engineer (CE) posts in the Civil Engineering and Development Department at the Panel on Development Meeting held on 22 October 2013, Members requested additional information about (i) the uniqueness of Kai Tak Development (KTD) in comparison with conventional new town development projects so as to provide justifications for extension of the two supernumerary posts; and (ii) the duties and responsibilities of four existing CEs in the Civil Engineering Office (CEO), including the timeframes for the completion of individual major projects under their purview, so as to consider whether the existing four CEs to take up the work of the two supernumerary CE posts is practicable. The Administration is pleased to provide the requested information below.

**The uniqueness of KTD in comparison with conventional new town development projects**

2. KTD is a mega-sized and highly complex development project in the urban area, offering a unique opportunity for transforming the ex-airport site for the future growth of Hong Kong, and at the same time providing an impetus for stimulating regeneration of the adjoining older districts. Unlike those of other new towns, the Kai Tak Outline Zoning Plan has been formulated to meet public aspirations for a distinguished, vibrant, attractive and people-oriented area fronting the Victoria Harbour, through adopting the planning theme of a heritage, green, sports and tourism hub. Furthermore, KTD forms part of the Energizing Kowloon East initiative of transforming the industrial areas at Kowloon Bay and Kwun Tong into an alternative Central Business District. Specifically, the KTD is characterized in the following areas –

## Design Excellence

3. KTD seeks to improve the quality of living for the local population and cultivate a sense of belonging. Serving as a green web for sustainable development, KTD embodies a comprehensive network of parks and continuous promenades intermingled with residential and commercial neighbourhoods. Greening areas are maximized and wider landscaped footpaths are purposely designed. With its array of projects of different nature, its prominent waterfront location, its social and cultural legacies, KTD has exceptional potential to be developed into a high-quality community. Kai Tak Office (KTO) is actively pursuing the design concept, principles and theme recommended in the Study on Public Creatives for KTD. Design guidelines are being formulated to guide various development projects in the area, which will help create an overall visual identity and branding for KTD. In addition, the landscaped Kai Tak River with enhanced connectivity to the waterfront, as well as the preservation corridor for the Lung Tsun Stone Bridge remnants provides a valuable opportunity to further excel the design features of KTD as a whole. The success of KTD also bears a strategic role in stimulating the regeneration of adjacent older districts.

## Connectivity

4. Surrounded by the existing developed areas, KTD is distinct from conventional new towns in its mission to closely integrate with the adjoining districts. Integration with the old neighbourhoods through the phased introduction of some 25 major pedestrian linkages is thus critical to the success of KTD, and KTO is committed to taking forward the provision of sufficient pedestrian links in KTD in phases for easy and convenient access to the parks and waterfront areas. As the bulk of KTD infrastructure projects are currently in the implementation stage, KTO is pressing ahead with the detailed design and construction so as to also further strengthen the vehicular connectivity between the new and existing urban fabrics. Moreover, KTO is proactively taking forward the Environmentally Friendly Linkage System (EFLS) proposal vital for the Energizing Kowloon East policy initiative.

## Environmental Issues

5. To alleviate the odour issue and improve the water quality at the Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS), KTO

has been joining hands with concerned parties to tackle the problem at source through interception of polluted flow under various sewerage works projects in the hinterland of KTD. In parallel, in-situ bioremediation treatment of the sediments is on-going at KTAC and KTTS. KTO will continue to gauge the effectiveness of the above measures and consult interested parties to firm up the way forward on the proposed opening at the ex-runway to enhance water circulation and hence the sustainability of the mitigation measures in the longer term.

### Integrated Project Management Approach

6. KTD is unique in many aspects as it involves many high impact projects intertwined with each other or on overlapped sites being implemented under tight programmes, creating substantial interfacing issues among multiple bureaux/departments and stakeholders. The majority of facilities to be provided in KTD are inter-related, and any delay in their completion will have significant implications and knock-on effects on the others. In fact, KTD is mega-sized not only in terms of public works spending, but also in its complexity due to the different functional requirements and phased implementation of the facilities to be provided. With the design and construction of a number of KTD projects reaching their peaks in the coming years, there is an acute need to resolve a vast amount of inter-bureaux and cross-departmental issues, and enhance continuous public participation with a view to addressing stakeholders' concerns, meeting public aspirations and ensuring smooth project delivery.

### Need for retaining the GE/GA and CE posts

7. Having regard to the level and scope of responsibilities and the professional input required, it is considered necessary that the bi-disciplinary supernumerary GE/GA (D2) post designated as Head (Kai Tak Office) (H(KTO)) and the supernumerary CE (D1) post, designated as CE/Kowloon 3 (CE/K3), should be retained for another five years from 1 April 2014 to 31 March 2019 so as to continue to provide directorate steer in the coordination and implementation of on-going and upcoming projects for KTD under a very tight timeframe. The posts are necessary in view of the input required of directorate officers to continue engaging the public and stakeholders and enhance the details of works packages to meet public aspirations.

8. Continuous input from H(KTO) (D2) at the senior management level would be necessary to provide –

- (a) centralised coordination for implementation of mega interfacing projects in and around KTD under a tight programme, including Shatin-to-Central Link (SCL), Central Kowloon Route (CKR), District Cooling System and Multi-Purpose Sports Complex etc;
- (b) close steering of the design development of KTD infrastructure works for public engagement/consultation, including EFLS, feature bridges, parks and promenades, etc, with potential major impact on the KTD scheme;
- (c) proactive enhancement of green features in KTD without compromising the implementation schedule, and promoting more opportunities for local industries, whilst at the same time maintaining the impetus of the implementation programme;
- (d) conservation of heritage including the preservation of the remnants of the Lung Tsun Stone Bridge, and enhanced integration with the adjacent districts through elevated landscape walkways and footbridges, subways and at-grade crossings; and
- (e) synchronising quality urban and landscape design to achieve the planning vision of KTD.

9. In view of the complex nature of the tasks involved, H(KTO) will need to possess ample engineering/architectural knowledge and substantive experience in the design and management of infrastructure and development projects, as well as expertise in urban design. We consider it appropriate to keep the H(KTO) post unchanged as bi-disciplinary in the engineering or architectural discipline.

10. CE/K3 (D1) heads a Division of Kowloon Development Office and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the planning and design of infrastructures in north apron area, reconstruction and upgrading of Kai Tak Nullah, improvement works for KTAC and KTTS, structural deck at the ex-runway, cycle track network, study on EFLS, interfaces with SCL, and coordination of land use and drainage works.

11. Due to the uniqueness of KTD mentioned above and as elaborated in paragraphs 7 to 10 above, the continuous focused attention and dedicated input from the supernumerary posts of GE/GA and CE in KTO is essential to maintain the momentum of developing KTD.

**Duties and responsibilities of four Chief Engineers in CEO, including the timeframes for the completion of individual major projects under their purview**

12. A brief account of the major projects undertaken by the four Chief Engineers in CEO is given below.

Chief Engineer/Special Duties (Works) (CE/SD(W))

13. CE/SD(W) is responsible for planning and implementing the infrastructure and site formation works for housing site projects which is an on-going task with project completion dates beyond 2019. Other major projects under the purview of CE/SD(W) such as the Development at Anderson Road for the housing site and the Kwai Tsing Container Basin Dredging Works are in full swing for completion in 2016/17. The new initiative of the Universal Access Facilities (i.e. to install passenger lifts in existing public footbridges and subways) involves large amount of liaison and consultation work in various districts. Packages 1 and 2 of this new initiative, involving the installation of some 100 lifts, are planned to start works in 2015 in phases for completion in 2017-18. CE/SD(W) is also responsible for the planning and implementation of the subsequent packages involving some further 80 lifts of which the overall completion is expected to be beyond 2019. Separately, the planning and design for the decontamination works at the Kennedy Town Comprehensive Development Area is on-going and the clean-up site is expected to be available by 2020 the earliest for future development.

14. Besides, CE/SD(W) also takes charge of other recurrent duties such as coordination of maintenance issues in Penny's Bay Development Area, provision of technical supports to the Hong Kong Disneyland Theme Park, and Ocean Park Redevelopment and their future expansions. In view of the above, CE/SD(W) has no spare capacity to take up additional workload in the period up to 2019.

### Chief Engineer/Port Works (CE/PW)

15. CE/PW is heavily committed to implementing and overseeing all maintenance contracts for the piers, landings, seawalls, breakwaters, navigation channels and other marine facilities in Hong Kong. These maintenance works, which are recurrent in nature, are on-going and will extend beyond 2019.

16. CE/PW is currently and will continue to be heavily involved in various feasibility studies, engineering studies, and environmental impact assessment studies for increasing land supply by reclamations outside Victoria Harbour and rock cavern development, both of which are essential for the long term development of Hong Kong. These studies and the associated public engagement exercises, together with the ensuing works for delivery of the land supply projects, will last beyond 2019. Input at directorate level is required to continue engaging the public and stakeholders to meet public aspirations. Besides, CE/PW also takes charge of major capital projects. Among them, the Lei Yue Mun Waterfront Enhancement Works and the improvement and reconstruction works of various public piers such as Trio Beach Pier, Sai Kung Public Pier and Tap Mun Pier are planned for completion in 2017 and 2018 respectively. He is also in charge of the planning and implementation of Phase 2 of the Yung Shue Wan Development Engineering Works and the construction of cycle parking areas near Yung Shue Wan Ferry Pier, which are targeted for completion in 2018. In this regard, CE/PW has no spare capacity to take up additional workload in the period up to 2019.

### Chief Engineer/Land Works (CE/LW)

17. Amongst the major projects undertaken by CE/LW, the site formation and associated infrastructural works at Site 2 and the sewage pumping station in Tuen Mun Area 54 are currently under active construction for completion in 2015 and 2016 respectively. The site formation, roads and drainage works in the remaining parts of Tuen Mun Area 54, including Site 1&1A, Site 3/4 (East), Site 4A (South & West) and Site 5, will then follow for completion in phases between 2017 and 2019. All these works which are being implemented under a compact programme are essential to support the public housing development in the area.

18. CE/LW is also responsible for timely delivery of the site formation and associated infrastructural works for development of columbarium, crematorium

and related facilities at the Sandy Ridge Cemetery. These works are targeted for completion in 2019. Besides, he takes charge of the project for widening of the existing footbridge connecting MTR Fanling Station and extension of bus layby on Pak Wo Road that is targeted for completion in 2018. Furthermore, the Greening Master Plan for nine New Territories Districts and the Islands District is also under the purview of CE/LW who is committed to delivering all the greening projects by 2020. Given the large number and the diversity of projects undertaken by CE/LW, he has no spare capacity to take up additional workload in the period up to 2019.

#### Chief Engineer/Fill Management (CE/FM)

19. Most of the projects undertaken by CE/FM are recurrent in nature and extend beyond 2019. These projects include -

- (a) strategic planning and management of construction and demolition (C&D) materials;
- (b) design and operation of public fill reception facilities including two barging points and two fill banks;
- (c) design and operation of construction waste sorting facilities;
- (d) cross-boundary disposal of inert C&D materials;
- (e) strategic planning and management of marine disposal for contaminated and uncontaminated sediments;
- (f) design and operation of mud pits for contaminated sediments;
- (g) cross-boundary disposal of dredged sediments; and
- (h) controlling the issuance of sand permits.

20. The above projects and services are crucial to the smooth and continuous operation of the entire construction industry in Hong Kong. CE/FM needs to provide input on a regular basis and coordinate closely with various stakeholders, and is fully committed to the heavy recurrent workload. In this connection, CE/FM has no spare capacity to take up additional workload in the period up to 2019.

21. All in all, the above four CEs in CEO continue to be fully committed under the current set-up and have no spare capacity to take up the whole or part of the additional duties and responsibilities related to KTD and Liantang/Heung Yuen Wai Boundary Control Point project without adversely affecting the quality, safety or programme of the various tasks they are now undertaking.