

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

### **HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT**

#### **Transport – Railway**

#### **65TR – Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East**

Members are invited to recommend to the Finance Committee the upgrading of **65TR** to Category A at an estimated cost of \$92.3 million in money-of-the-day prices for carrying out a detailed feasibility study for the proposed Environmentally Friendly Linkage System for Kowloon East.

### **PROBLEM**

We need to conduct a detailed feasibility study (DFS) to provide in-depth evaluation on the most suitable green public transport mode(s)<sup>1</sup> as the proposed Environmentally Friendly Linkage System (EFLS) to support the transformation of Kowloon East (KE)<sup>2</sup> into a new Central Business District (CBD).

**/PROPOSAL .....**

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<sup>1</sup> Green public transport modes include, but not limited to, monorail, modern tramway, automatic people mover, bus rapid transit, urban light transit, trolley bus, electric or hybrid bus, cable car, traveller, or a combination of the above modes.

<sup>2</sup> KE covers Kai Tak Development, Kwun Tong and Kowloon Bay business areas.

**PROPOSAL**

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade **65TR** to Category A at an estimated cost of \$92.3 million in money-of-the-day (MOD) prices for carrying out the proposed DFS and the preliminary site investigation works.

**PROJECT SCOPE AND NATURE**

3. The scope of **65TR** comprises –
- (a) formulation of a well-planned integrated multi-modal linkage system to enhance the connectivity of KE at different stages of the CBD development;
  - (b) in-depth evaluation on the most suitable green public transport mode(s) as the proposed EFLS for KE;
  - (c) review on the network development for the proposed EFLS to address key issues identified from the two-stage Public Consultation (PC) exercise and the latest development of KE, with sensitivity tests on alternative alignments or routings, station and stop locations, and connections with Mass Transit Railway (MTR) stations covering patronage forecast, and associated economic and financial performance assessment;
  - (d) study to examine the preferred alignment or routing, operation mode, station and stop design, related electrical and mechanical works, rolling stock and depot requirements of the proposed EFLS, if necessary;
  - (e) assessment on innovative designs, and arrangements for enhancing attractiveness and cost-effectiveness for the proposed EFLS;
  - (f) technical assessments, including preliminary environmental assessment, for the proposed EFLS;

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- (g) financial assessment, procurement options and implementation programme assessment for the proposed EFLS;
- (h) topical study to examine the impacts of the proposed Kwun Tong Transportation Link (KTTL) on the use of the water body at Kwun Tong Typhoon Shelter (KTTS) and/or Kai Tak Approach Channel (KTAC), justifications for KTTTL, mitigation measures to address impact of KTTTL on high-mast vessels and any reprovisioning options of KTTS to comply with the requirements of the Protection of the Harbour Ordinance (PHO);
- (i) public consultation with relevant stakeholders; and
- (j) preliminary site investigation works including supervision.

\_\_\_\_\_ A plan showing the preliminary EFLS proposal<sup>3</sup> as presented during the Stage 2 PC is at Enclosure 1.

4. Subject to funding approval of the Finance Committee, we plan to commence the DFS in the third quarter of 2015 for completion in phases by the third quarter of 2017.

## **JUSTIFICATION**

5. The Kai Tak Outline Zoning Plan, as approved in 2007 and revised in 2012, had undergone extensive public engagement from 2004 to 2006. It provides for a possible rail-based EFLS, running within the Kai Tak Development (KTD). In December 2009, we commissioned a study to examine the preliminary feasibility of the rail-based EFLS. In 2011-12 Policy Address, the Chief Executive announced the initiative to transform KE into an attractive CBD to sustain Hong Kong's economic development. In drawing up the preliminary EFLS proposal through the study, its important role in enhancing both inter-district and intra-district connectivity of KE has been duly considered.

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<sup>3</sup> The preliminary EFLS proposal recommended under the preliminary feasibility study for the EFLS is in the form of an elevated monorail, which is one of the various possible modes of EFLS to be studied in the DFS.

6. Provision of a world-class integrated multi-modal linkage system is a vital ingredient for transforming KE into another CBD in Hong Kong. Consisting of MTR, the proposed EFLS, conventional road-based transport and improved pedestrian facilities, the system aims to achieve different connectivity objectives viz. strategic, inter-district, intra-district and local levels<sup>4</sup>. At the early stage of the KE transformation, it is envisaged that conventional road-based transport and improved walking environment may suffice to meet the growing traffic demand. In the longer term, the limited road space in KE cannot accommodate the substantial increase in traffic arising from the CBD development. The proposed EFLS would need to overcome the constraints of limited road capacity in KE and offer a high level of service in terms of reliability, efficiency, safety and comfort. As an essential component of the integrated multi-modal linkage system, the proposed EFLS would provide efficient intra-district connectivity services within the new CBD, especially for those areas not served by the existing or planned MTR networks, and facilitate inter-district travelling through interchanges with the existing MTR Kwun Tong Line and the future Shatin to Central Link.

7. We conducted a two-stage PC exercise on the preliminary EFLS proposal between early 2012 and early 2014. The Stage 1 PC successfully aroused public awareness of the proposed EFLS and identified general support for the need to enhance the connectivity of KE for the CBD development. However, there were divergent views on the need, the alignment and coverage of the proposed elevated monorail system and its implications for the KTTS.

8. The Stage 2 PC prompted detailed discussions amongst various sectors in the community. While local communities generally supported the preliminary EFLS proposal and urged for its early implementation or extension to adjacent districts, some commented on its visual impact and financial viability. There were strong local objections to the proposed relocation of a station of the proposed elevated monorail from Kai Ching Estate to Wang Kwong Road, as well as suggestions on connecting the proposed elevated monorail with alternative MTR stations. We also received a proposal for adopting modern tramway as the proposed EFLS instead.

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<sup>4</sup> “Strategic level” means connection to strategic routes that enable quick access to the airport and cross-boundary facilities, whilst “inter-district level” refers to connection with other key office nodes in the territory facilitating business activities. As for “intra-district level”, it involves connectivity within KE, in particular, with those areas not well covered by the catchment of existing or planned MTR networks, whilst “local level” means connection within walking distance through pedestrian corridors, footbridges and subways, enhanced footpaths, etc.

9. The preliminary EFLS proposal is a conceptual scheme based on the findings of the preliminary feasibility study. It does not have the level of details that can fully address the key issues identified in the two-stage PC exercise. To take forward the proposed EFLS, we recommend conducting a DFS to address the various public concerns and to draw up a scheme which would meet all statutory and government requirements and would be generally accepted by the stakeholders.

10. The proposed DFS will be conducted in two stages. The first stage is to formulate a well-planned integrated multi-modal linkage system by evaluating various green public transport modes to enhance the connectivity of KE at different stages of its development. Without a pre-conceived position, we will select the most suitable and cost-effective green public transport mode(s) before developing the EFLS scheme at the second stage. We will conduct consultations and seek support from different stakeholders during the DFS. The final decision on whether to implement the proposed elevated monorail as the EFLS, or other more suitable mode(s) of public transport, would only be made after conclusion of the DFS.

**FINANCIAL IMPLICATIONS**

11. We estimate the cost of the proposed DFS and the preliminary site investigation works to be \$92.3 million in MOD prices (please see paragraph 13 below), broken down as follows –

		<b>\$ million</b>
(a)	Consultants’ fees for	69.5
	(i) formulation of an integrated multi-modal linkage system, evaluation on various green public transport modes, review on network development and study on preferred option	38.0
	(ii) engineering, technical and financial assessments, including procurement and implementation options	22.0
		/(iii) .....

		<b>\$ million</b>
	(iii) preliminary environmental assessment	4.0
	(iv) topical study on impacts of KTTL on the use of the water body at KTTS and KTAC	5.0
	(v) supervision of preliminary site investigation works	0.5
(b)	Preliminary site investigation works	4.0
(c)	Contingencies	7.3
	Sub-total	80.8 (in September 2014 prices)
(d)	Provision for price adjustment	11.5
	Total	92.3 (in MOD prices)

12. In view of the multi-disciplinary nature of the proposed DFS and inadequate in-house resources, we propose to engage consultants to conduct the DFS and supervise the preliminary site investigation works. A breakdown of the estimates for consultants' fees by man-months is at Enclosure 2.

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

<b>Year</b>	<b>\$ million (Sept 2014)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2015 – 2016	8.3	1.05725	8.8
2016 – 2017	44.6	1.12069	50.0
			/2017 – 2018.....

Year	\$ million (Sept 2014)	Price adjustment factor	\$ million (MOD)
2017 – 2018	22.0	1.18793	26.1
2018 – 2019	5.9	1.25920	7.4
	80.8		92.3

14. 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 2015 to 2019. We will engage consultants to undertake the DFS on a lump sum basis with provision for price adjustment. We will deliver the preliminary site investigation works under a standard re-measurement contract because the quantity of works involved may vary depending on actual ground conditions. The contract for site investigation works will provide for price adjustment.

15. The proposed DFS and the preliminary site investigation works will not give rise to any recurrent consequences.

## **PUBLIC CONSULTATION**

16. We completed a two-stage PC exercise on the preliminary EFLS proposal as mentioned in paragraphs 7 and 8 above.

17. As part of the Stage 2 PC, we briefed the following District Councils (DCs) on the proposed DFS –

- (a) Kwun Tong District Council on 5 November 2013;
- (b) Wong Tai Sin District Council on 5 November 2013;  
and
- (c) Housing and Infrastructure Committee of the Kowloon City District Council on 7 November 2013.

There was general support from the above DCs for the preliminary EFLS proposal, as well as for the proposed DFS.

18. We consulted the Task Force on Kai Tak Harbourfront Development of the Harbourfront Commission on 14 January 2014. While some Members had reservations about adopting an elevated monorail as the EFLS, they agreed that the proposed DFS should be conducted to resolve and address their concerns. Members would like the DFS to consider other possible mode(s) of transport so as to derive a suitable solution to enhance connectivity for KE.

19. We consulted the Legislative Council Panel on Development on 27 May 2014, and subsequently on 16 July and 28 October 2014 with supplementary information on cost and financial aspects, applicability of modern tramway and other at-grade green transport modes, procurement approach and implementation programme, network coverage and implications on the KTTS to address their concerns. At the Panel Meeting on 28 October 2014, Members rendered support for the proposed DFS.

## **ENVIRONMENTAL IMPLICATIONS**

20. The proposed DFS including preliminary site investigation works are not designated projects under the Environmental Impact Assessment (EIA) Ordinance (Chapter 499) and will not cause adverse environmental impacts. A preliminary assessment will be conducted under the proposed DFS to evaluate the environmental implications of the proposed EFLS to facilitate decision-making.

21. The preliminary site investigation works will only generate very little construction waste. We will require the consultants to fully consider measures to reduce the generation of construction waste where possible and to reuse or recycle inert construction waste as far as possible in the construction phase of the project, if necessary. We will implement suitable mitigation measures to control any short-term environmental impacts arising from the site investigation works.

22. The environmental impact of a rail-based EFLS within the KTD area has been broadly addressed in Schedule 3 of the KTD EIA report approved under the EIA Ordinance in March 2009, which recommended conducting a statutory EIA study to assess its environmental impact and identify mitigation measures in detail. After the decision on whether to proceed with the EFLS has been made upon completion of the DFS and depending on the mode(s) of the EFLS to be recommended, the statutory EIA study will be carried out separately if the EFLS is a designated project under Schedule 2 of the EIA Ordinance, and an environmental permit is required for its construction and operation.



## HERITAGE IMPLICATIONS

23. The proposed DFS including preliminary site investigation works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

## LAND ACQUISITION

24. The proposed DFS including preliminary site investigation works will not require any land acquisition.

## BACKGROUND INFORMATION

25. We commissioned a study to examine the preliminary feasibility for the rail-based EFLS in 2009 and conducted a two-stage PC exercise on that proposal between early 2012 and early 2014. The approved project estimate of the preliminary feasibility study and the PC exercise is \$18.7 million and charged to **Subhead 7100CX** “New Towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”.

26. We upgraded **65TR** to Category B in September 2013.

27. The proposed DFS including preliminary site investigation works will not involve any tree removal or planting proposals.

28. We estimate that the proposed DFS including preliminary site investigation works will create about 38 jobs (two for labourers and another 36 for professional or technical staff) providing a total employment of 870 man-months.

29. At the Public Works Subcommittee (PWSC) meeting on 31 October 2001, some Members suggested and the Government 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 3.

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Development Bureau  
June 2015



附件一  
Enclosure 1

圖例  
Legend :

- 港鐵觀塘線  
MTR Kwun Tong Line
- 施工中的沙田至中環線  
Shatin to Central Link under Construction
- 啟德發展區  
Kai Tak Development
- 已進行諮詢的環保連接系統初步建議  
Preliminary EFLS Proposal Alignment on which Public Consultation was conducted
- 環保連接系統初步建議 - 替代走線  
Preliminary EFLS Proposal - Alternative Alignment
- 初步建議的環保連接系統車站  
Preliminary EFLS Station
- 港鐵與環保連接系統的交匯站  
MTR Station Interchange with EFLS
- 環保連接系統車廠  
EFLS Depot

工程名稱 Project title  
工務計劃項目第 65TR 號  
九龍東環保連接系統詳細可行性研究  
PWP Item No. 65TR  
Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East

圖則名稱 Drawing title  
環保連接系統初步建議  
Preliminary EFLS proposal

圖則編號 Drawing no.	比例 Scale
KZ933	As Shown

辦事處 Office  
**九龍拓展處**  
KOWLOON DEVELOPMENT OFFICE



## 65TR – Detailed Feasibility Study for Environmentally Friendly Linkage System for Kowloon East

### Breakdown of the estimates for consultants' fees (in September 2014 prices)

Consultants' staff costs (Note 1)			Estimated man- months	Average MPS* salary point	Multiplier (Note 2)	Estimated fee (\$million)
(i)	formulation of an integrated multi-modal linkage system, evaluation on various green public transport modes, review on network development and study on preferred options	Professional	200	38	2.0	28.6
		Technical	192	14	2.0	9.4
(ii)	engineering, technical and financial assessments, including procurement and implementation options	Professional	120	38	2.0	17.1
		Technical	100	14	2.0	4.9
(iii)	preliminary environmental assessment	Professional	22	38	2.0	3.1
		Technical	18	14	2.0	0.9
(v)	topical study on impacts of KTTL on the use of the water body at KTTS and KTAC	Professional	25	38	2.0	3.6
		Technical	28	14	2.0	1.4
(vi)	supervision of preliminary site investigation works	Professional	2	38	2.0	0.3
		Technical	4	14	2.0	0.2
<b>Total</b>						<b>69.5</b>

\* MPS = Master Pay Scale

#### Notes

- The actual man-months and fees will only be known when we have selected the consultants through the usual competitive fee bidding system.
- A multiplier of 2.0 is applied to the average MPS point to estimate the full staff costs including the consultants' overheads and profit, as the staff will be employed in the consultants' offices (as at now, MPS point 38 = \$71,385 per month and MPS point 14 = \$24,380 per month).

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

(Note: For details on the project scope of the PWP items listed below, please refer to the corresponding PWSC papers.)

PWP item no.: **440CL**

Project title: South East Kowloon development – comprehensive feasibility study

Date of upgrading to Category A: April 1995

Approved project estimate: \$220 million

Project scope: The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.

Brief account of progress: (a) The feasibility study was completed in December 2003.

(b) The project account has been finalised at the sum of \$185.2 million.

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

Project title: South East Kowloon development at Kai Tak Airport – decontamination and site preparation

Date of upgrading to Category A: February 1998

Approved project estimate: \$316.9 million

Project scope: Ground decontamination, demolition of existing buildings and structures and site preparation at the north apron of Kai Tak Airport.

- Brief account of progress:
- (a) The civil engineering works and the post-decontamination monitoring works were completed in April 2002 and December 2003 respectively.
  - (b) 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 6 kilometres (km) drainage box culverts, five sewage pumping stations, flyovers, roads, sewerage, drainage and demolition of the passenger terminal building for the planned developments in the north apron area of Kai Tak Airport.

- Brief account of progress:
- (a) Consultancy started in January 2002.
  - (b) Detailed design for demolition of the passenger terminal building and associated structures has been completed.
  - (c) Detailed design of the stages 1, 2, 3A and 4 infrastructure works and the reconstruction and upgrading of Kai Tak Nullah at the north apron has been completed.
  - (d) Detailed design of the remaining infrastructure works at the north apron is in progress.

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PWP item no.: **693CL** (part upgrade from **465CL**)

Project title: South East Kowloon development – consultants’ fees and site investigation for Kai Tak Approach Channel (KTAC) reclamation

Date of upgrading to Category A: November 2001

Approved project estimate: \$63.8 million

Project scope: Site investigation works and detailed design for treatment of contaminated sediments and reclamation of KTAC, drainage and demolition of the existing airport taxiway bridge in KTAC.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) In the light of the Court of Final Appeal (CFA)’s ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$50.2 million.

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PWP item no.: **699CL** (part upgrade from **482CL**)

Project title: South East Kowloon development – consultants’ fees and site investigation for Kowloon Bay reclamation and engineering works

Date of upgrading to Category A: July 2002

Approved project estimate: \$105.7 million

Project scope: Site investigation works and detailed design for treatment of contaminated sediments and reclamation

of Kowloon Bay, marine structures and facilities, roads, drainage and sewerage works.

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:

Construction of a twin-cell box culvert of about 600 m long, decommissioning of an existing culvert, demolition of the passenger terminal building and car-parking building at north apron area of Kai Tak Airport.

Brief account of progress:

- (a) Works contract commenced in April 2004 and was completed in September 2006.
- (b) 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 study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development, preliminary preparatory work for the early development of the cruise terminal in Kai Tak.
Brief account of progress:	Consultancy commenced in January 2007 and substantially completed in April 2010.
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PWP item no.:	<b>724CL</b> (part upgraded from <b>711CL</b> )
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:	Investigation and detailed design for roads, drainage, sewerage, watermains, relocation and reprovisioning of existing radar facilities for the proposed developments at the southern part of the former runway.
Brief account of progress:	<p>(a) Consultancy commenced in January 2007.</p> <p>(b) Detailed design of the decommissioning and decontamination works at the south apron and relocation and reprovision of Marine Vessel Traffic Services radar has been completed.</p> <p>(c) Detailed design of the stage 1 advance infrastructure works has been completed.</p> <p>(d) Detailed design of the remaining infrastructure works is substantially completed.</p>
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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 North Point Government Office (NPGO)

Date of upgrading to Category A: February 2008

Approved project estimate: \$120.1 million

Project scope: Decommissioning and decontamination of about 12 600 square metres of land at the south apron of the former Kai Tak Airport, installation of a supplementary radar at NPGO and associated works.

Brief account of progress: (a) Works contract commenced in May 2008 and was completed in January 2010.

(b) The project account has been finalised 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 and Kwun Tong typhoon shelter 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 treatment of the contaminated sediments, forming of a 600 m opening at the former runway with a piled deck on the top and associated 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 and detailed design for a road including a piled deck on the former runway; roads, footbridges, drainage, sewerage and water mains in south apron; and associated works.

Brief account of progress: Consultancy commenced in July 2009 and 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: Construction of about 2.6 km of new roads and other

roadworks within the north apron area; two footbridges, two drainage box culverts, improvement to three existing subways across Prince Edward Road East, drainage, sewerage, water mains and associated works.

Brief account of progress:

Works contract commenced in July 2009 and was completed in December 2013.

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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:

Construction of about 1.8 km carriageway, a fireboat berth cum landing steps, drainage, a sewage pumping station, sewerage, water mains and associated works for developments at the southern part of the former runway.

Brief account of progress:

Works contract commenced in September 2009 and was completed in December 2013.

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PWP item no.:

**841TH** (part upgraded from **785TH**)

Project title:

Trunk Road T2 – investigation and design

Date of upgrading to Category A:

June 2009

Approved project estimate:

\$133.6 million

Project scope:

Impact assessments on environment, traffic, marine, heritage and other related aspects; detailed design of

the works and associated site investigations and supervision for Trunk Road T2.

Brief account of progress:

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

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PWP item no.:

**45CG**

Project title:

District Cooling System at the Kai Tak Development

Date of upgrading to Category A:

June 2009

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:

Construction of district cooling system including chiller plants, underground seawater pump house and operational facilities, seawater intake and discharge pipelines, chilled water distribution pipe networks; and connection facilities at the Kai Tak development.

Brief account of progress:

- (a) Contract for Phase I commenced in February 2011 and was completed in January 2013.
- (b) Contract for Phase II commenced in March 2011 and was completed in September 2014.
- (c) Contract for Phase III (Package A) commenced in July 2013 for completion by December 2017.

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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:	Construction of about 1.1 km long seawall, piled structures, marine facilities and structures, and dredging works for Kai Tak Cruise Terminal .
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 and the second berth commenced operations in June 2013 and September 2014 respectively.
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PWP item no.:	<b>7GA</b>
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:	Development of new cruise terminal facilities at the southern end of the former runway at the Kai Tak development; and provisions of building services to the apron area.
Brief account of progress:	Works contract commenced in May 2010 and was completed in May 2013.
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PWP item no.:	<b>745CL</b> (part upgraded from <b>465CL</b> )
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:	Bioremediation treatment of the contaminated sediments over an area of about 90 hectares of seabed at KTAC and Kwun Tong typhoon shelter, dredging of seabed at KTAC, and demolition of a disused dolphin and associated improvement works in the vicinity of To Kwa Wan typhoon shelter.
Brief account of progress:	Works contract commenced in July 2011 and was substantially completed in July 2014.
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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:	Construction of about 590 m roads, about 2 110 m footpaths, drainage box culverts, sewage pumping station and associated 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: Reprovisioning of a radar and associated signal processing and relaying equipment and construction of a radome, a radome base support and associated works.

Brief account of progress: (a) The works contract commenced in August 2011 and was completed in June 2013.  
(b) The project account has been finalised at the sum of \$87.7 million.

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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: Construction of government offices and ancillary property management facilities providing a net operational floor area (NOFA) of around 32 400 m<sup>2</sup>, and a community hall of about 600 m<sup>2</sup> in NOFA.  
 Brief account of progress: Works contract commenced in January 2012 and was completed in April 2015.

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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: Construction of a 270 m long waterfront promenade at the runway tip facing Lei Yue Mun and along the waterfront facing Kwun Tong, a large lawn with seating and extensive soft landscape planting, and ancillary facilities.  
 Brief account of progress: Works contract commenced in August 2012 and was completed in April 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:	Construction of a 750 m long waterfront promenade at the former Kwun Tong Public Cargo Working Area with a boardwalk, and 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 and was completed in December 2014.
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PWP item no.:	<b>167CD</b> (part upgraded from <b>469CL</b> )
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:	Reconstruction and upgrading of Kai Tak Nullah from Prince Edward Road East to KTAC, construction of two enclosed desilting compounds with vehicular access and ancillary 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 (Hong Kong Children's Hospital)

Date of upgrading to Category A: June 2013

Approved project estimate: \$12,985.5 million

Project scope: Establishment of the Centre of Excellence in Paediatrics with 468 beds in the south apron of the Kai Tak development.

Brief account of progress: Works contract commenced in August 2013 for completion in June 2017.

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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: \$2,255.3 million

Project scope: Stage 3A –  
Construction of roads, a vehicular underpass, a pedestrian subway, extension of an existing subway, reconstruction of existing roads, associated drainage, sewerage, water mains, roadworks and other ancillary works.

Stage 4 –  
Construction of roads, reconstruction and widening of existing footpaths, two sewage pumping stations, twin rising mains, associated drainage and sewerage works and other ancillary works.

Brief account of progress: Works contracts commenced in stages starting from

progress: July 2013 for phased completion by 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: \$312.4 million

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: \$317.5 million

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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