

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 \$3,186 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 and 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 \$3,186 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 (m²) 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 and facilities —
 - (i) KERHQ units (Administration Wing, Operations Wing, Crime Unit and Traffic Unit) and two operational units i.e. 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 parking spaces for motorcycles; and

/(c)

- (c) demolition of the following buildings and 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.

4. A plan showing the current locations of the KERHQ and the affiliated units and 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 the third quarter of 2016 and to complete the construction works of the proposed integrated complex in the fourth quarter of 2019. Upon commissioning of the integrated complex, we plan to commence the demolition works mentioned in paragraph 3(c) in the third quarter of 2020 for completion in the fourth quarter of 2021.

JUSTIFICATION

5. 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 is the only land region which does not have its own headquarters building to accommodate its various units. 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.

6. 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, KEOB and ex-TWSDPS as shown in Enclosure 1. This is not conducive to the efficient co-ordination and deployment of police resources.

/7.

7. The Hong Kong Police Force (HKPF) plans to upgrade the Tseung Kwan O (TKO) Police Division to a Police District. To cater for the accommodation requirements of the additional manpower to be created for the TKO Police District upon its upgrading, the Crime and Traffic units of KERHQ have already been moved out of the TKODPS and temporarily accommodated in ex-TWSDPS and KEOB respectively. The development of the new KERHQ integrated complex is imperative in order to re-accommodate these displaced KERHQ units and to accommodate the Administration and Operations Wings of KERHQ which should also be moved out of the TKODPS so as to make room for the future TKO Police District.

8. Pursuant to the Government's commitment to transform Kowloon East into a major commercial, tourism and recreation hub, new developments such as the Kai Tak Cruise Terminal cum tourism node, office buildings, public infrastructure projects have been or will be completed and commissioned. With the approved minor relaxation in the development parameters, the estimated population of Kai Tak development (KTD) will reach 105 000 upon full development. The housing developments at Anderson Road and Anderson Road Quarry are expected to bring additional population of about 73 500 ultimately. The current set up and policing resources available in Kowloon East are hardly sufficient to meet the new demands for policing services resulting from the additional population. An enhanced and strategic police presence and services for deterrence of crime and quick responses to emergencies are therefore necessary. The project will strengthen the HKPF's capability in meeting the increasing demands for policing services in these areas.

9. 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 to be brought about by the new development and transformation of Kowloon East.

FINANCIAL IMPLICATIONS

10. We estimate the capital cost of the project to be \$3,186 million in MOD prices (please see paragraph 12 below), broken down as follows –

	\$ million
(a) Site works	13.2
(b) Piling	173.0

/(c)

		\$ million	
(c)	Basement works	46.5	
(d)	Building	1,428.6	
(e)	Building services	561.4	
(f)	Drainage	9.2	
(g)	External works	23.2	
(h)	Demolition works	37.2	
(i)	Additional energy conservation, green and recycled features	31.2	
(j)	Furniture and equipment ¹	66.0	
(k)	Consultants' fees for quantity surveying services	6.5	
(l)	Contingencies	183.0	
	Sub-total	2,579.0	(in September 2015 prices)
(m)	Provision for price adjustment	607.0	
	Total	3,186.0	(in MOD prices)

11. 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 m². The estimated construction unit cost, represented by the building and building services costs, is \$34,255 per m² of CFA in September 2015 prices. We consider this comparable to that of similar projects built by the Government.

/12.

¹ Based on an indicative list of furniture and equipment.

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

Year	\$ million (Sept 2015)	Price adjustment factor	\$ million (MOD)
2016 – 2017	100.0	1.05775	105.8
2017 – 2018	420.0	1.12122	470.9
2018 – 2019	780.0	1.18849	927.0
2019 – 2020	765.0	1.25980	963.7
2020 – 2021	230.0	1.33539	307.1
2021 – 2022	160.0	1.40549	224.9
2022 – 2023	75.0	1.47577	110.7
2023 – 2024	49.0	1.54956	75.9
	<hr/> 2,579.0 <hr/>		<hr/> 3,186.0 <hr/>

13. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2016 to 2024. 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.

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

/PUBLIC

PUBLIC CONSULTATION

15. 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.

16. 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

17. 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.

18. 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.

19. 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.

20. 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 facilities². 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.

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

22. 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 IMPLICATIONS

23. This project 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

² 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.

LAND ACQUISITION

24. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

25. 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.

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

27. The total estimated additional cost for adoption of the above features is around \$31.2 million (including \$3.2 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features are projected to achieve 5.2% energy savings in the annual energy consumption with a payback period of about 4.9 years.

/BACKGROUND

BACKGROUND INFORMATION

28. 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 cost was about \$2.8 million. We have 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.

29. **237LP** was first put on the agenda of the PWSC on 10 June 2014. It was discussed at the PWSC meetings on 26 November 2014, 17 December 2014 and 9 January 2015. On 9 January 2015, PWSC did not render its support to the funding application. Enclosure 9 is a summary of the Government’s response to the various issues raised by Members during the three PWSC meetings from November 2014 to January 2015.

30. 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.

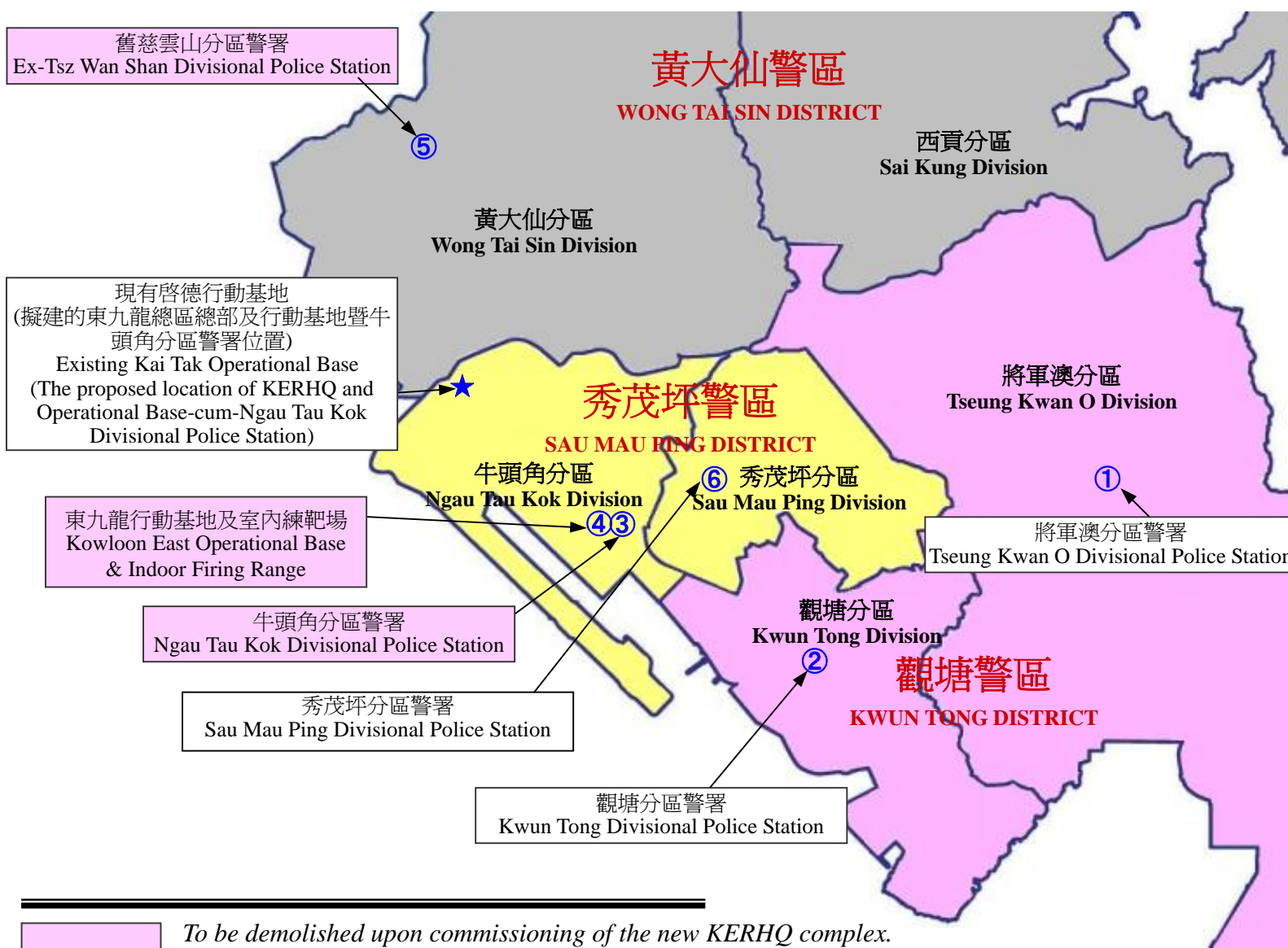
31. We estimate that the proposed works will create about 555 jobs (500 for labourers and another 55 for professional or technical staff) providing a total employment of 22 840 man-months.

32. At the 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 10.

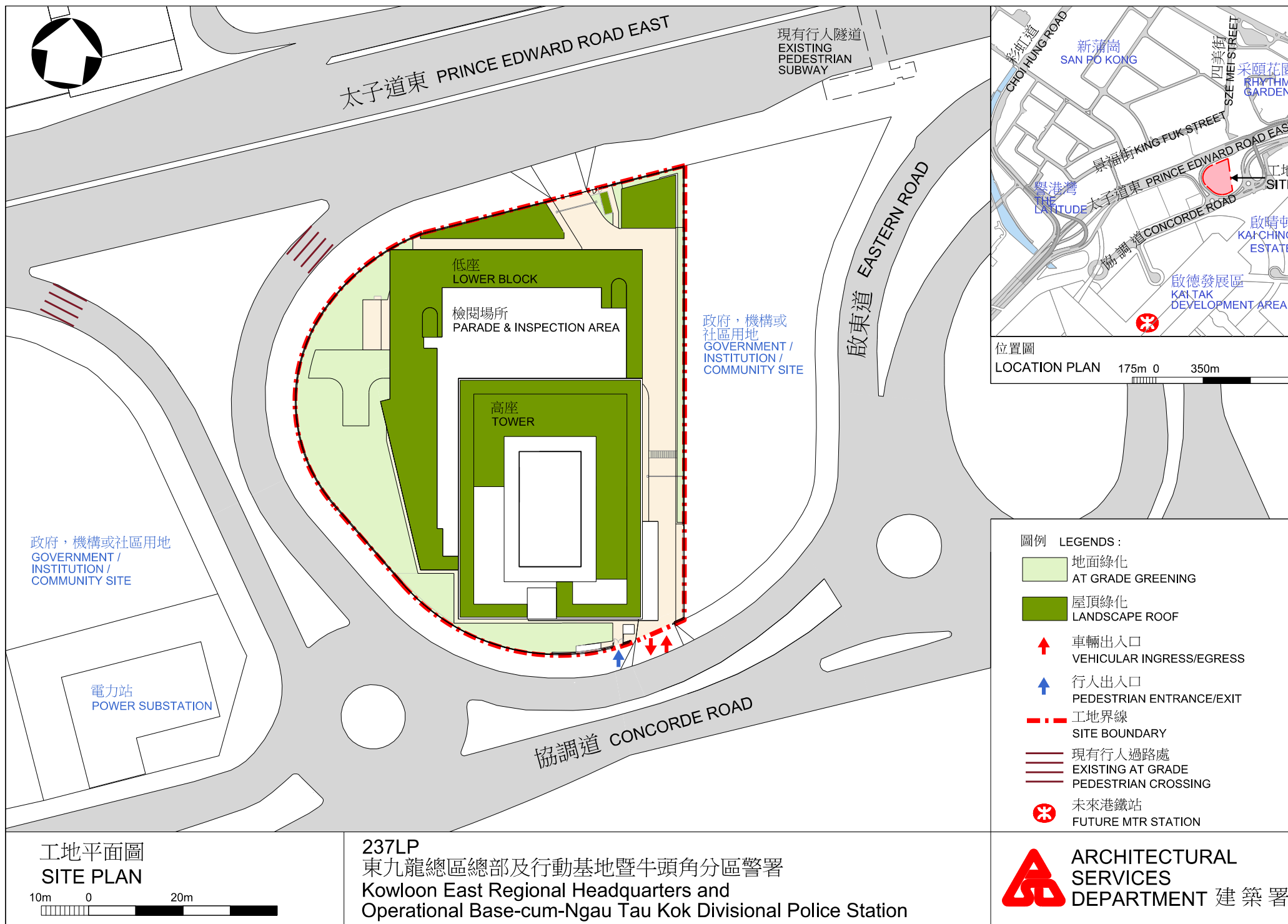
東九龍總區總部及其附屬單位／設施現處位置

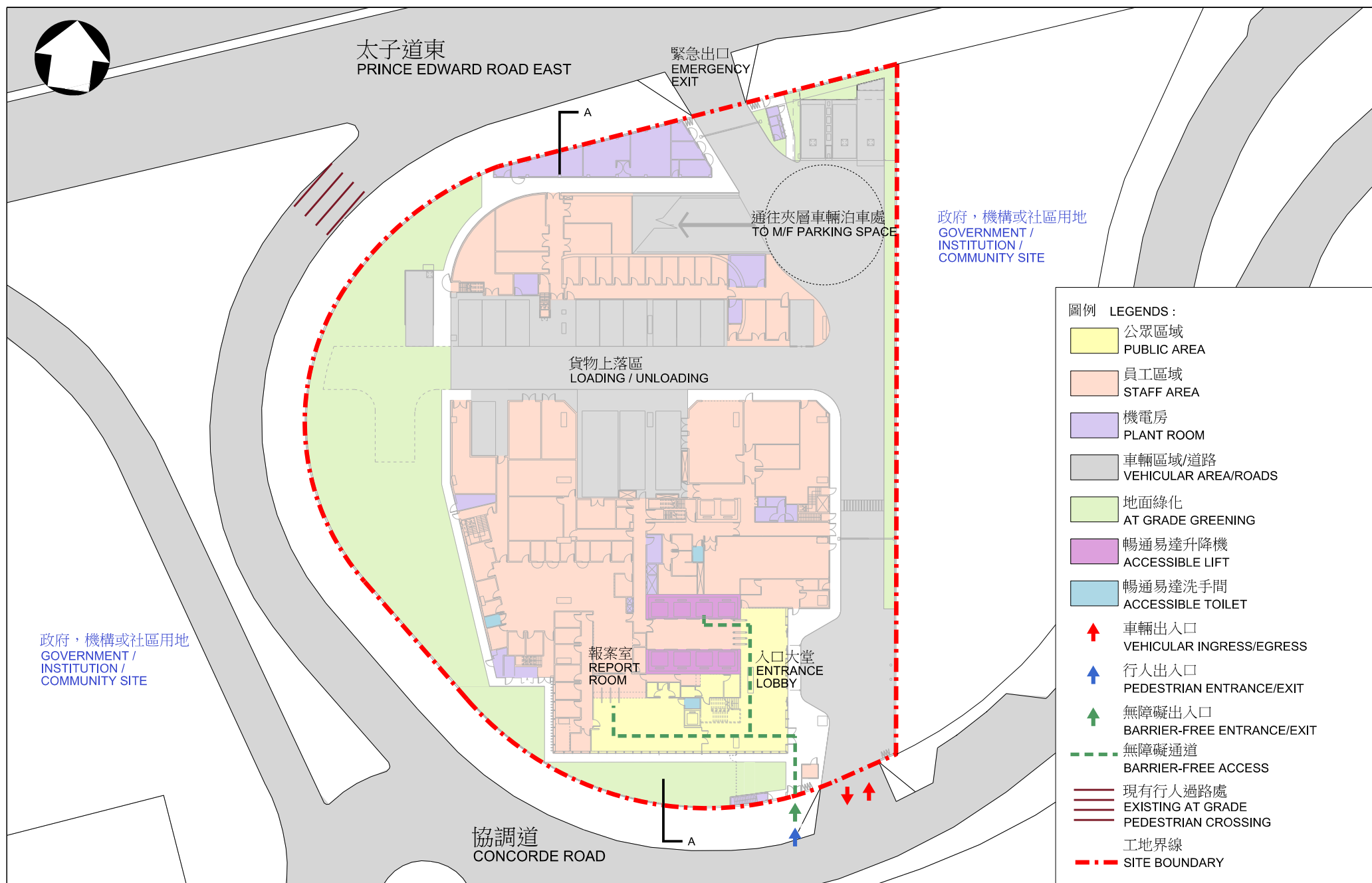
Current locations of the Kowloon East Regional Headquarters (KERHQ) and Affiliated units/facilities

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

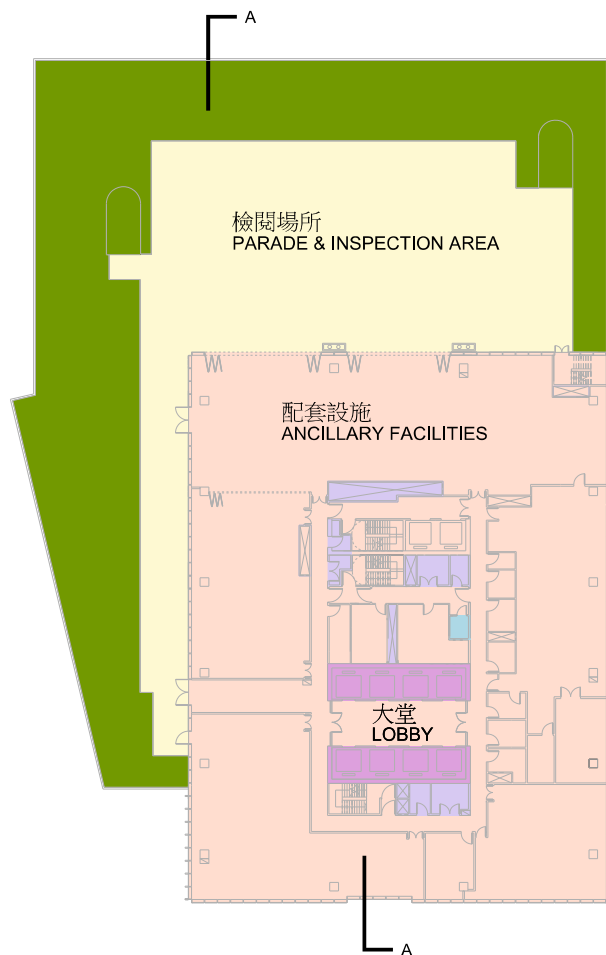




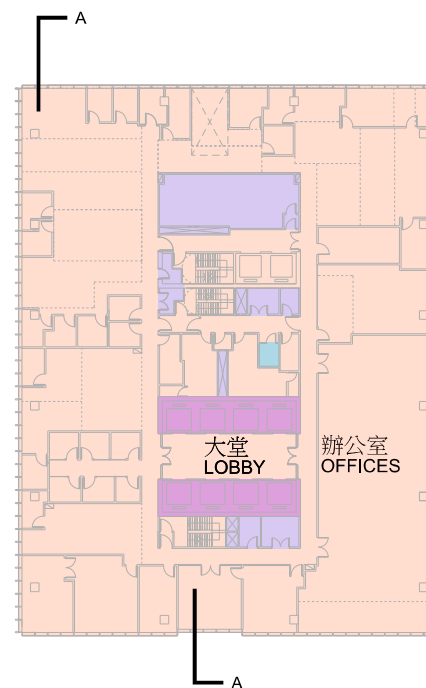
地下平面圖
GROUND FLOOR PLAN



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



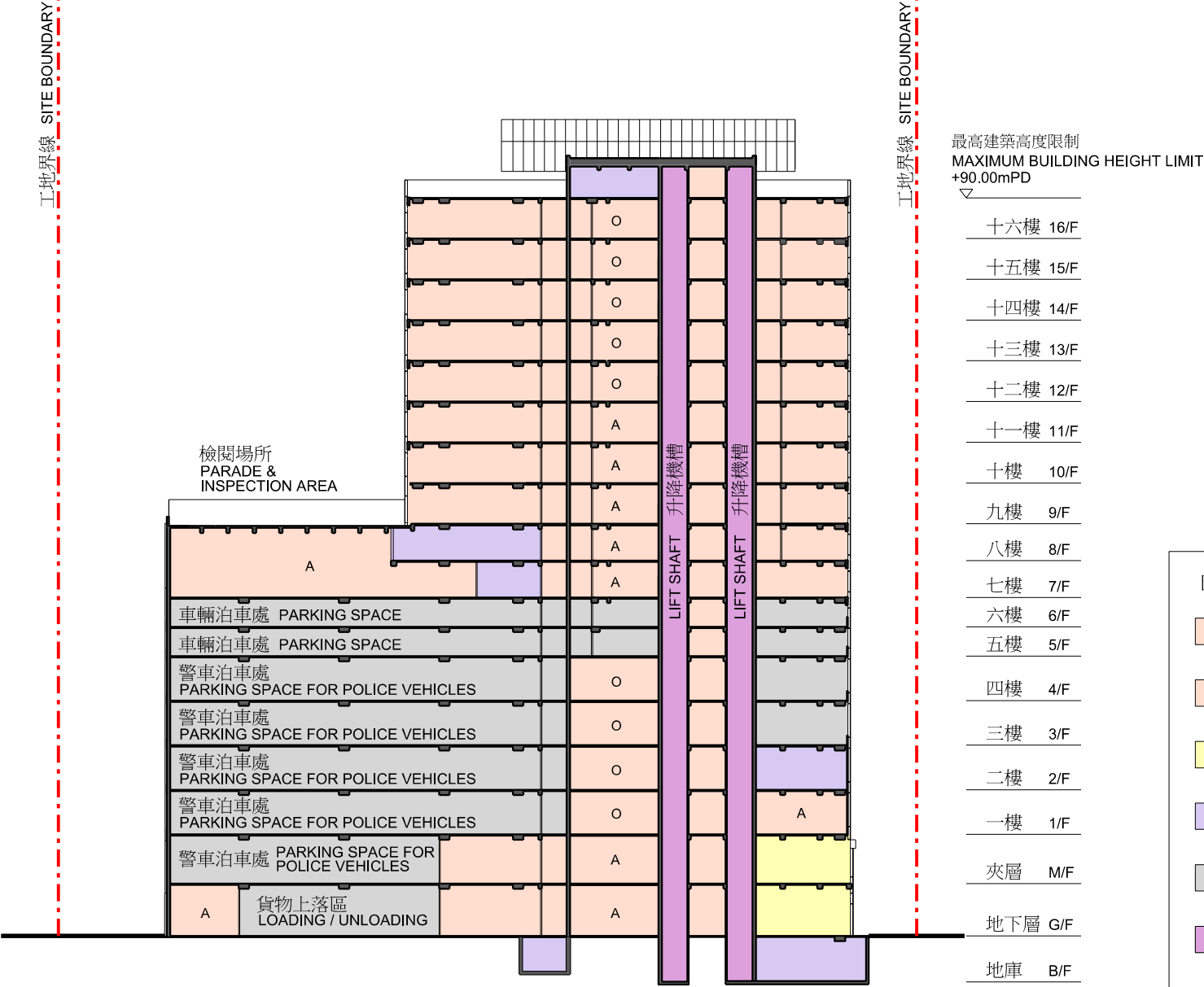
十五樓平面圖
FIFTEENTH FLOOR PLAN

- 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



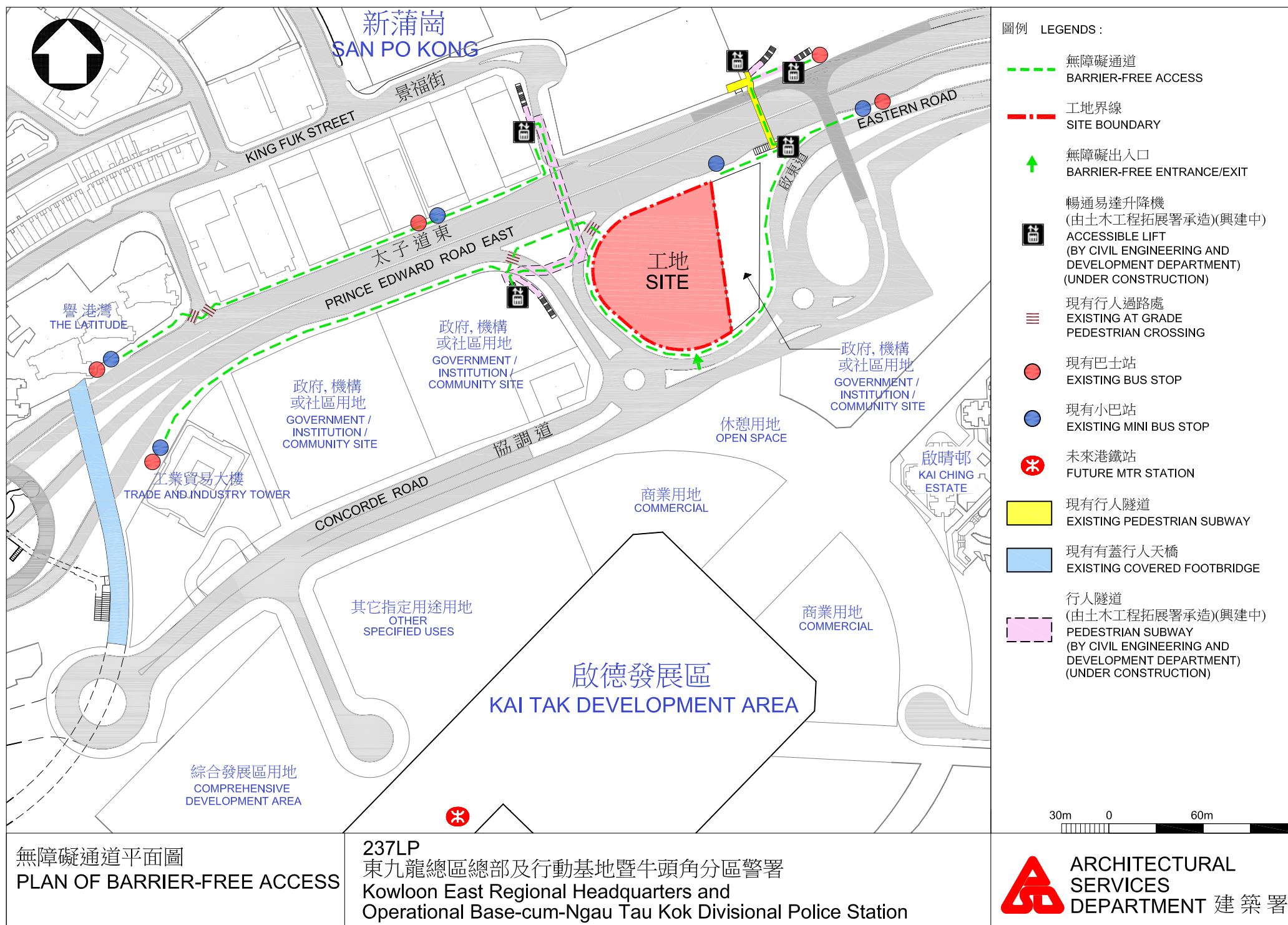


從西南面望向警署的構思透視圖
PERSPECTIVE VIEW
FROM SOUTH WESTERN DIRECTION
(ARTIST'S IMPRESSION)

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



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

**Breakdown of the estimates for consultants' fees
(in September 2015 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a)	Consultants' fees for				
	quantity surveying				
	services (Note 1)				
	Professional	—	—	—	3.3
	Technical	—	—	—	3.2
Total					6.5

* MPS = Master Pay Scale

Notes

- 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.

**Government's response to issues raised by Members
during PWSC meetings on 26 November 2014,
17 December 2014 and 9 January 2015**

Justifications and urgency of the project

Currently, various units of the Hong Kong Police Force (Police)'s Kowloon East Regional Headquarters (KERHQ) are scattered across four different locations, which has resulted in fragmented command situation and ineffective resource management. The Kowloon East Region is in fact the only police land region which does not have its own headquarters building to accommodate its various units. Co-locating various units under the proposed KERHQ and Operational Base-cum-Ngau Tau Kok Divisional Police Station (the integrated complex) will improve Police's operational efficiency and enable police resources to be more effectively shared.

2. In addition, the proposed project ties in with the planned upgrading of the Tseung Kwan O (TKO) Police Division to a Police District, which involves vacating the space in the TKO Divisional Police Station currently occupied by the Administration and Operations Wings of KERHQ. The new development and transformation of Kowloon East such as Kai Tak development and developments in the Anderson Road area have also brought about new demands for policing services. The proposed integrated complex of KERHQ will strengthen the Police's capability in meeting these demands, as well as provide an enhanced and strategic police presence and services for deterrence of crime and enable quick responses to emergencies to be made in the new development areas in Kowloon East.

3. Detailed justifications for the project are set out in paragraphs 5-9 of the main paper. It should also be noted that members of the district councils of Kwun Tong, Sai Kung, Wong Tai Sin and Kowloon City already supported the project in 2013 and some district councils urged the Government to implement this project as early as possible.

Facilities to be provided on individual floor of the integrated complex

4. Provision of office space and ancillary facilities in the proposed integrated complex of KERHQ is planned in accordance with the operational, spatial, locational and timing requirements of the Police and the resources available, and vetted according to the prevailing government standards.

5. The facilities to be provided in the proposed integrated complex are basically for the purpose of re-provisioning the facilities to be relocated. The report room, detention facility and regional operations room etc. will be suitably enhanced to meet today's standards.

6. Due to security reasons, the Government will not disclose the detailed layout of the integrated complex.

Provision of 322 parking spaces for vehicles and 97 parking spaces for motor cycles

7. For the 322 parking spaces for four-wheel vehicles, 139 are for government vehicles and 183 are for detained vehicles and operational users (including officers who are required to use their private cars to discharge official duties, such as crime officers). The 97 parking spaces for motorcycles are for government vehicles and operational users.

Proper use of public funds

8. The Architectural Services Department will strictly monitor and control the cost and spending of the construction project according to relevant guidelines and regulations. The estimated construction unit cost of this project is comparable to that of similar projects built by the Government. In view of the scale and complexity of the project, the Government plans to adopt a Design-and-Build approach for the project.

Policing services for the Ngau Tau Kok (NTK) community after the relocation of Ngau Tau Kok Divisional Police Station (NTKDPS)

9. To cater for the policing needs of the NTK community, the Police would actively consider setting up a Police Service Centre (PSC) in the area near the current NTKDPS after the latter's relocation. The PSC would provide round-the-clock services such as reporting lost property, reporting crime and lodging complaints against police officers, seven days a week similar to those currently available at the report room of the NTKDPS. After the relocation of the NTKDPS, the level of police patrol services in NTK would also be maintained at the current level.

Accessibility of the new NTKDPS

10. The re-provisioned NTKDPS will be located at Concorde Road, Kai Tak and the NTK community can access the future NTKDPS by public transport, which is only three to four bus stops away from the existing NTK commercial and residential area.

Maintaining the same level of policing services in the Kowloon East Region during the transitional period before completion of the project

11. The Police would deploy manpower and other police resources flexibly to ensure that policing services in the Kowloon East Region would be adequately provided during the transitional period.

Upgrading of TKO Police Division to a Police District and demarcation of boundary

12. The Police have been making preparations for the upgrading of the TKO Police Division to a Police District. In 2013-14 and 2015-16, the Police have created 40 and 60 posts respectively in the TKO Police Division. These 100 new positions, including a permanent Chief Superintendent of Police as the District Commander of the future TKO Police District as approved by Finance Committee of the Legislative Council in February 2014, have increased Police manpower establishment in TKO to 394 and are conducive to meeting the policing needs in the area.

13. Given that some units of KERHQ are still operating in the TKO Divisional Police Station, the delay of the proposed integrated complex of KERHQ will affect the moving-out schedule of these units from the TKO Divisional Police Station and hence the full-scale moving-in of the future TKO Police District to the TKO Divisional Police Station.

14. Regarding whether the Police would review the demarcation of the current boundary of TKO Police Division to tie in with the planned upgrading, the Police would closely monitor the operation of the future TKO Police District after the planned upgrading has been completed. The demarcation of Police District and Division boundaries must enable the Police to execute their duties effectively, particularly during emergency situations. Crime trend, infrastructural development, population growth and geographical characteristics etc. are also key considerations. According to the current plan, the future TKO Police District will be a “single-division District”, while the Sai Kung Police Division will remain in the Wong Tai Sin Police District.

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, 3B, 4 and 5A 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:	<p>(a) Consultancy started in January 2002.</p> <p>(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.</p> <p>(c) The project account has been finalised at the sum of \$50.2 million.</p>

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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 completed in April 2010. The project account has been finalized at the sum of \$76.4 million.

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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: Investigation and detailed design for roads, drainage, sewerage, watermain, relocation and reprovisioning of existing radar facilities for the proposed developments at the southern part of the former runway.
 Brief account of progress: (a) Consultancy commenced in January 2007.
 (b) Design of the decommissioning and decontamination works at the south apron and relocation and reprovision of Marine Vessel Traffic Services radar was completed.

(c) Design of the stage 1 advance infrastructure works was completed.

(d) Design of the remaining infrastructure works was completed.

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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 Phase 2 works is underway.

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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 commenced in July 2009 and were 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: \$3,752.0 million (approved by the Finance Committee on 14 July 2015) for Phase I, Phase II and Phase III (Package A & B) 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.

(d) Contract for Phase III (Package B) commenced in September 2015 for completion by December 2018.

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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: 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. Remaining dredging was also completed in December 2015.

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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: 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.: **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: 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 commenced in July 2011 and were completed in July 2014.

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PWP item no.: **746CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport

Date of upgrading to Category A: June 2011

Approved project estimate: \$355.8 million

Project scope: 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 and was substantially completed in June 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 m², and a community hall of about 600 m² 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.: **439RO**

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.: **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: 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 the third quarter of 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 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 and was substantially completed in December 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 and was substantially completed in December 2015.

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PWP item no.: **287RS** (part upgraded from **272RS**)

Project title: Kai Tak Multi-purpose Sports Complex – pre-construction works

Date of upgrading to Category A: July 2015

Approved project estimate: \$62.7 million

Project scope: Preparation of technical specifications, cost estimate, tender documents (including information in ground investigation, utility mapping, topographic and tree surveys) and tender assessment for the main works

Brief account of progress: Quantity surveying consultancy commenced in December 2015 and invitation for technical services consultancy is in progress. The pre-construction works are targeted for completion in December 2017.

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PWP item no.: **711CL**

Project title: Kai Tak development – infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A: July 2015

Approved project estimate: \$5,757.1 million

Project scope: Construction of roads, an elevated landscaped deck with lifts and staircases, roadside noise barriers, a supporting underground structure as enabling works to facilitate future construction of Trunk Road T2, improvement to three existing road junctions in Kowloon Bay, associated drainage, sewerage, water mains, roadworks, landscaping and other ancillary works.

Brief account of progress: Works contracts commenced in November 2015 for phased completion by 2019.

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PWP item no.: **65TR**

Project title: Detailed Feasibility Study for Environmentally Friendly Linkage System (EFLS) for Kowloon East

Date of upgrading to Category A: July 2015

Approved project estimate: \$92.3 million

Project scope:

- (a) evaluation of the most suitable green transport mode(s) for EFLS and formulation of a well-planned integrated multi-modal linkage system to enhance the connectivity of Kowloon East;
- (b) examination of financial viability and environmental acceptability as well as technical feasibility for EFLS;
- (c) examination of the impact of the proposed Kwun Tong Transportation Link on the use of the water body at the Kwun Tong Typhoon Shelter and Kai Tak Approach Channel and formulation of mitigation measures;
- (d) review and examination on the network development for EFLS; and
- (e) assessment on innovative designs, and arrangements for enhancing attractiveness and cost-effectiveness for EFLS.

Brief account of
progress:

The detailed feasibility study commenced in October
2015 for completion in phases by end 2017.

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