

For discussion
on 24 May 2016

Legislative Council Panel on Development

3185GK - Re-provisioning of Transport Department's Vehicle Examination Centres at Tsing Yi

PURPOSE

This paper seeks Members' support to upgrade **3185GK** to Category A, at an estimated cost of \$2,898.0 million in money-of-the-day (MOD) prices to relocate the existing Kowloon Bay (KB), New Kowloon Bay (NKB) and To Kwa Wan (TKW) Vehicle Examination Centres (VECs) of the Transport Department (TD) to Tsing Yi.

PROJECT SCOPE AND NATURE

2. The scope of **3185GK** comprises -
 - (a) construction of a new 4-storey VEC at Sai Tso Wan, Tsing Yi for reprovisioning of the three existing VECs, namely KB VEC, NKB VEC and TKW VEC;
 - (b) road widening works of approximately 485 metres (m) in length along the eastern side of Sai Tso Wan Road; and
 - (c) decontamination and demolition of the three existing VECs.

The site plan showing the proposed new VEC is at **Enclosure 1**.

3. In order to minimise the possible traffic impact on the neighbourhood and also to enhance the operation efficiency of the new VEC, road widening works will be carried out on Sai Tso Wan Road to improve the traffic near the VEC site. The proposal is one of the necessary mitigation measures recommended in the Traffic Impact Assessment (TIA).

4. The new VEC site occupies an area of about 34 050 square metres (m²) at Sai Tso Wan, Tsing Yi. It will be constructed as a 4-storey building for the reprovision of the three existing VECs. The new VEC will provide the following facilities:

- (a) 30 inspection lanes for different kinds of vehicles;
- (b) 10 chassis dynamometers for commercial vehicles;
- (c) ancillary facilities for vehicle examination, such as tilting stability test platform, a track lane and test ramps for brake testing, a swept circle testing area and axle weigh bridges;
- (d) vehicle queuing and waiting areas; and
- (e) office accommodation, ancillary plant rooms and parking spaces etc.

Details of the facilities and operation of the new VEC are set out in **Enclosure 2**.

5. Subject to funding approval of the Finance Committee (FC) within this legislative session, we plan to commence the construction works in the third quarter of 2016 for completion in the second quarter of 2019. Upon commencement of operation of the new VEC around the fourth quarter of 2019, decontamination works for the three existing VECs will be carried out for completion in the first quarter of 2020. Demolition of the existing VECs will follow and is expected to be completed in the third quarter of 2021.

JUSTIFICATION

6. The Energizing Kowloon East (EKE) initiative was first announced in the 2011-12 Policy Address with an objective to transform Kowloon East (KE) (including Kai Tak Development Area, Kowloon Bay Business Area and Kwun Tong Business Area) into an attractive core business district (CBD) to sustain Hong Kong's economic development. The Government pledged in the subsequent Policy Addresses to facilitate the provision of new commercial/office land to realise the potential of KE. One of the measures is through relocating or rationalising the existing government facilities in the Kowloon Bay and Kwun Tong Action Areas in KE.

7. The existing KB VEC and NKB VEC are located within the Kowloon Bay Action Area (KBAA). The location plan is at **Enclosure 3**. Under the Conceptual Master Plan (CMP) for EKE, KBAA is planned to be developed into a commercial/office hub which could provide about 480,000 m² of commercial floor space. Relocating these two VECs would release the development potential and facilitate comprehensive development of KBAA.

8. The relocation of the existing TKW VEC (**Enclosure 4**) is to make way for the planned development at Kai Tak, including a continuous waterfront promenade as shown on the approved Kai Tak Outline Zoning Plan (OZP) **No.**

S/K22/4. The provision of the waterfront promenade echoes with the EKE policy objective to provide quality open space for public enjoyment.

9. The new VEC at Sai Tso Wan, Tsing Yi will provide better facilities for carrying out vehicle examination services by TD, enhance operational efficiency and flexibility, and conducive to providing better services to the public in vehicle examination.

FINANCIAL IMPLICATIONS

10. We estimate the capital cost of the project to be \$2,898.0 million in MOD prices, broken down as follows:-

	\$ million	
(a) Site development	219.6	
(b) Building & building services works	1,654.2	
(c) Others ¹	456.8	
	<hr/>	
Sub-total	2,330.6	
(d) Provision for price adjustment	567.4	
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Total	2,898.0	(in MOD prices)
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¹ It comprises items including additional conservation, green and recycled feature, furniture and equipment, consultants' fee, remuneration of resident site staff, decontamination and demolition works of the existing VECs and contingency.

PUBLIC CONSULTATION

11. The Traffic and Transport Committee (T&TC) of the Kwai Tsing District Council (KTDC) was consulted on 16 April 2015 on the proposed relocation of the three existing VECs to Tsing Yi. The T&TC did not object to the project but some members raised questions on the traffic impact in the vicinity after commissioning, reprovisioning of the existing temporary parking spaces at the project site, and some detailed arrangements at the implementation and operational stages of the new VEC. We provided supplementary information to T&TC on 20 May 2015 and suitably addressed their comments in formulating the traffic mitigation measures. No further adverse comment was received.

12. An information paper on this project was submitted to T&TC of KTDC on 1 April 2016 to update the latest progress of the project. A site visit with interested KTDC members was also conducted on 8 April 2016. No adverse comment was received.

13. We also consulted relevant trades² in April 2015 on the proposed relocation of the three existing VECs to Tsing Yi. Further trade engagement meetings were conducted in April 2016. While the trades generally raised no objection to the proposal, some of the trade members raised concerns on the traffic impact on the nearby roads, and reprovision of existing temporary parking spaces. We have explained the proposed traffic mitigation measures as mentioned in paragraphs 21 to 23, and the reprovisioning arrangement of the existing temporary parking spaces as mentioned in paragraph 24 to address their concerns. Members of the trades had no objection to the proposals in general.

14. We submitted an information paper on this project to the Legislative Council Panel on Development on 23 June 2015. Panel Members did not raise any comment.

ENVIRONMENTAL IMPLICATIONS

15. This project involves (i) construction of a new VEC at Sai Tso Wan, Tsing Yi; (ii) widening works along the eastern side of Sai Tso Wan Road which is a local road; and (iii) demolition of the three existing VECs in Kowloon Bay and To Kwa Wan. This is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We completed a Preliminary Environmental Review (PER) in March 2016. The PER concluded that the project would not cause long-term adverse environmental impacts with the implementation of the proposed mitigation measures. We have included in the project estimates the cost to implement suitable mitigation measures recommended in the PER.

16. 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 facilities³. We will encourage the contractor to maximise the use of recycled or recyclable inert

² Relevant trades include maintenance trade for trailer and goods vehicles, non-franchised buses, light buses, and taxis.

³ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

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

18. During construction and demolition works, we will control noise, dust and site run-off nuisances to levels within established standards and guidelines through the implementation of mitigation measures in the relevant contracts. These measures include use of noise barriers, silencers, mufflers, acoustic lining or shields for noisy activities to reduce noise impact, frequent cleaning and watering of the sites, and provision of wheel-washing facilities. We will carry out site inspections to ensure that these recommended mitigation measures and good site practices are properly implemented.

19. We estimate that the project will generate in total 91 270 tonnes of C&D waste. Of these, we will reuse 34 850 tonnes (38.2%) of inert C&D waste on site and deliver 44 800 tonnes (49.1%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 11 620 tonnes (12.7%) of non-inert C&D waste at landfills. The total cost for accommodating C&D waste at public fill reception facilities and landfill sites is estimated to be \$2.7 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 (Cap. 354N)).

TRAFFIC IMPLICATIONS

Traffic measures

20. We have completed a TIA for the new VEC at Sai Tso Wan, Tsing Yi. The TIA addresses the traffic issues and recommends necessary mitigation measures for the project including:

- (a) road widening works (about 485 m long) along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC site and one lane away, and associated works; and

- (b) enhancement of two signalised junctions at Tsing Yi Road/Tsing Yi Road West/Sai Tso Wan Road, and at Tsing Hung Road/Tsing Yi Road.

The measures should be in place before the operation of the new VEC around the fourth quarter of 2019. The extent of the road widening works and the locations of the junction enhancement works are shown in **Enclosures 5a and 5b**.

21. The entry gate of the new VEC will be opened earlier (i.e. about an hour before normal operation hours) to allow vehicles to queue inside the new VEC site, when necessary.

22. With the proposed mitigation measures in place, the TIA concludes that the new VEC will not cause any significant traffic impact to the surrounding areas.

Reprovisioning of Existing Temporary Parking Site

23. At present, the new VEC site is occupied by a temporary parking site under a Short Term Tenancy. Our survey conducted in 2015 indicated that in general about 250 vehicles are parking on the site. We have identified a suitable site in the vicinity for the reprovisioning of about 110 temporary parking spaces. The arrangement for the reprovisioning is shown in **Enclosure 6a**. In addition, we conducted a car park utilisation study in Tsing Yi in 2015 and found that two other temporary parking sites in Tsing Yi South would have spare parking spaces which could cater for about 140 vehicles that might be affected by the new VEC project. The locations of these two temporary parking sites are shown in **Enclosure 6b**.

Temporary Vehicle Queuing Area

24. The new VEC is targeted to commence operation around the fourth quarter of 2019. A temporary vehicle queuing area (**Enclosure 6**) adjoining the new VEC site will be provided to allow additional queuing spaces and facilitate the smooth transition during the initial operation of the new VEC. With this arrangement, the new VEC will not cause any significant traffic impact on the traffic network in the vicinity.

HERITAGE IMPLICATIONS

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

LAND ACQUISITION

26. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

27. The project will adopt various energy conservation features and renewable energy technologies, in particular:

- (a) water-cooled chillers (evaporative cooling tower using fresh water);
- (b) variable speed drive for chillers;
- (c) automatic demand control of chilled water circulation system;
- (d) solar hot water system; and
- (e) photovoltaic system.

28. For greening features, we will provide greening at the pedestrian zone and on the roof, and vertical greening on building facades as well as landscape features for environmental and amenity benefits.

29. For recycled features, we will adopt a rainwater harvesting system for landscape irrigation.

BACKGROUND

30. We upgraded 3185GK to Category B in September 2014.

31. We engaged consultants to carry out a Quantitative Risk Assessment in late 2013 as the site falls within the consultation zones of the nearby oil depots; and a traffic impact assessment in early 2014 to address the traffic issues and recommend necessary mitigation measures for the project. The total cost of \$0.68 million was charged to block allocation Subhead 7100CX “New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme”.

32. Between end 2014 and early 2016, we engaged consultants and contractors to carry out site investigation, utility mapping, geotechnical, topographical and tree survey, preliminary environmental assessment,

microclimate study. In addition, we engaged Electrical and Mechanical Services Trading Fund in early 2015 to carry out the design of the vehicle examination equipment and the associated electronics and information technology system for the new VEC. We charged the total cost of \$16.6 million to block allocation Subhead 3100GX “Project feasibility studies, minor investigations and consultants’ fees for items in Category D of the Public Works Programme”

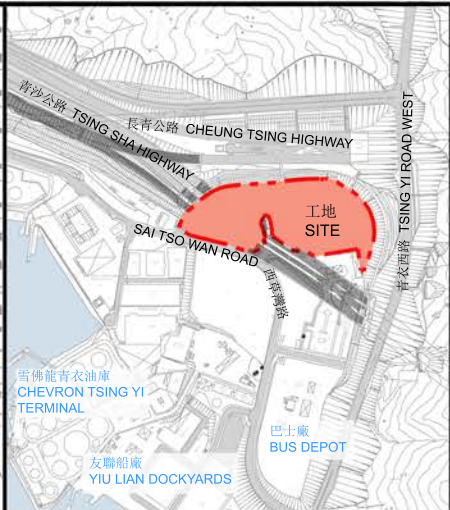
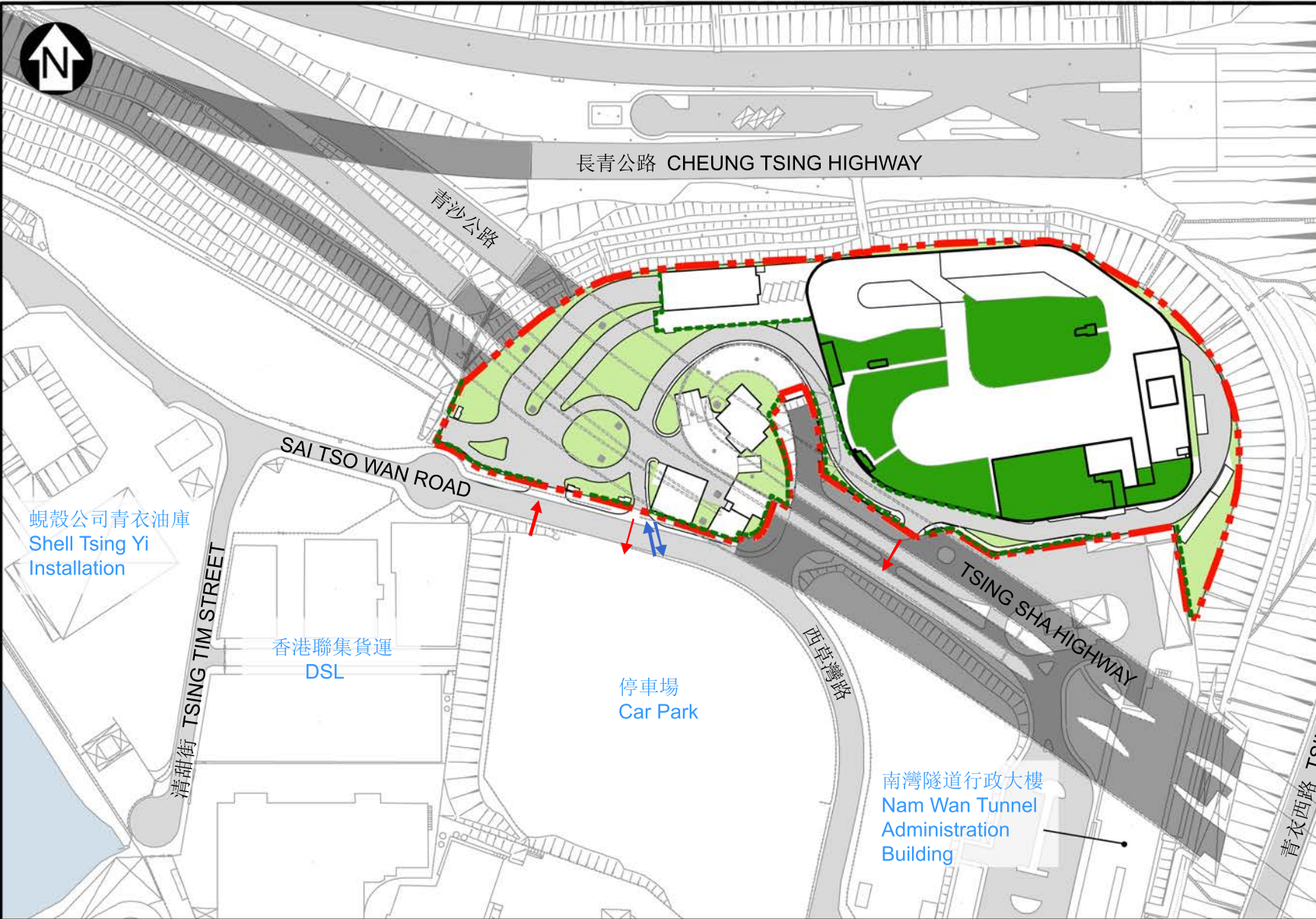
33. We engaged a consultant to undertake a study on reprovisioning of the existing temporary car parking facilities in the project site to identify possible reprovisioning sites. The study was completed in late 2015 at a cost of \$0.17 million, which was charged to block allocation Head 159 Subhead 000 “Operational Expenses” of the Development Bureau.

34. The proposed new VEC site basically falls within the “Industrial” zone on the draft Tsing Yi OZP No. S/TY/27. According to the Notes of the OZP, ‘Government Use (not elsewhere specified)’ is always permitted in this zone.

WAY FORWARD

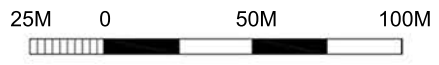
35. Subject to Members’ support, we plan to submit the proposal to the Public Works Sub-committee for consideration and to the Finance Committee for funding approval within this legislative session.

**Development Bureau
Transport Department
May 2016**



位置圖 LOCATION PLAN

圖例 LEGEND	車輛出入口 VEHICULAR INGRESS/EGRESS	工地界線 SITE BOUNDARY	地面綠化 AT-GRADE GREENING
	行人出入口 PEDESTRIAN ENTRANCE/EXIT	垂直綠化 VERTICAL GREENING	屋頂綠化 LANDSCAPED ROOF



工地平面圖
SITE PLAN

3185GK
重置運輸署驗車中心往青衣
REPROVISIONING OF TRANSPORT DEPARTMENT'S VEHICLE EXAMINATION CENTRES
AT TSING YI



**Details of the Facilities and Operation
of the Proposed New Vehicle Examination Centre in Tsing Yi**

1. Services currently provided by the three existing VECs will be reprovisioned in the new VEC in Tsing Yi are as follows:-
 - i) annual vehicle examination for commercial vehicles (including taxis, light buses, non-franchised buses, goods vehicles, trailers, special-purpose vehicles);
 - ii) pre-registration vehicle examination for parallel-import vehicles and vehicles with non-factory-built bodies; and
 - iii) other vehicle examinations such as call-up inspections, type approval inspections (for new vehicle types), vehicle alteration inspections, etc.

Facilities of the proposed new VEC

2. The new VEC will be equipped with the following facilities:

Inspection Lanes

- 30 inspection lanes to serve different classes of vehicles, organised in 10 lanes per floor. Types include goods vehicle inspection lanes, trailer inspection lanes, bus inspection lanes, taxi inspection lanes, parallel-import vehicle inspection lanes, type approval inspection lanes and motorcycle inspection lanes.

Vehicle Testing Facilities

- 10 chassis dynamometers for emission testing of commercial vehicles;
- 1 tilting stability test platform for tilt testing of buses during type-approval examinations;
- brake testing lane and test ramps for different types of vehicles; and
- other ancillary facilities for vehicle examination such as swept-circle test area, axle weigh bridges and four-post hoists.

Others

- Vehicle waiting and queuing spaces;
- office accommodation (including appointment offices);
- plant rooms, parking spaces for visitors, etc.; and
- electronic and information technology systems related to vehicle examination, security and operational surveillance, vehicle circulation management, etc.

Operation of the new VEC

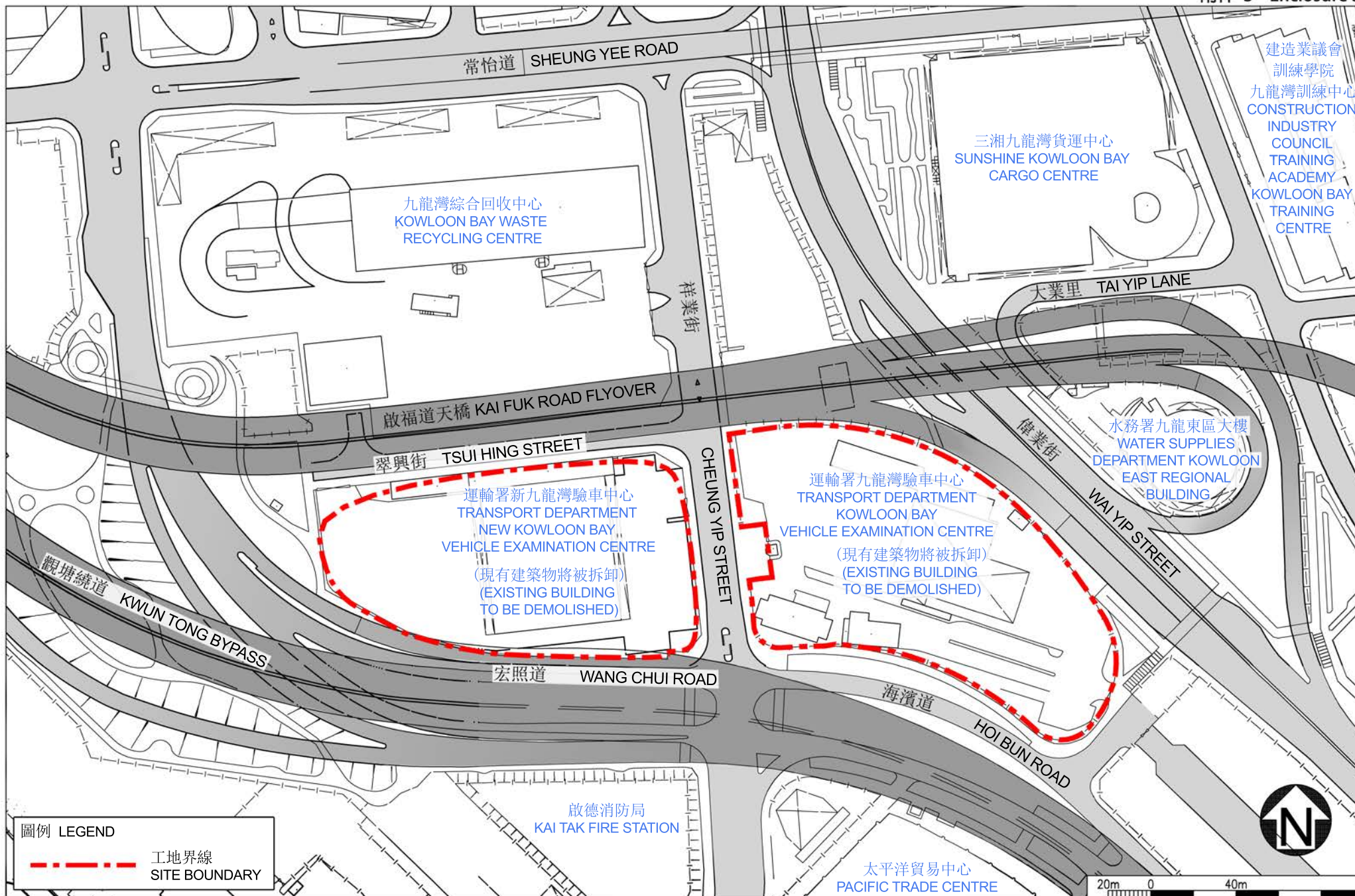
3. The new VEC in Tsing Yi will accommodate 30 vehicle inspection lanes on different floors, together with other necessary vehicle testing facilities (such as chassis dynamometers, tilting stability test platform, etc.), capable of serving all vehicle classes such as taxi, light bus, bus, goods vehicle, trailer, etc. The design maximum handling capacity of the proposed new VEC is 1 000 vehicles per day.

4. A vehicle to undergo examination/inspection is required to make prior appointment. The vehicle owner or his/her agent can make the appointment through internet, or in person at the appointment office of the VEC. Specific date and time will be assigned for the vehicle examination appointment.

5. At the date of appointment, the vehicle will go into the VEC and wait at the available queuing spaces, and then go through different stages of inspection along the inspection lane, including visual check, lamp test, brake test, exhaust emission test, under-carriage inspection and any other inspections as required. Some vehicles will have to undergo certain tests at the vehicle testing facilities.

6. There will be about 200 staff in the new VEC including staff under outsourced services such as security, cleaning, etc. The Transport Department will arrange suitable transport to/from the nearest public transport points for government employees.

7. The normal opening hours of the new VEC is 8:30 to 18:00 on Monday to Friday and 8:30 to 13:00 on Saturday. The new VEC will open the entry gate earlier (i.e. about an hour before normal operation hours) to allow vehicles to queue inside the new VEC site, when necessary.



圖例 LEGEND

--- 工地界線
SITE BOUNDARY

位於九龍灣的現有驗車中心位置圖
LOCATION PLAN OF EXISTING
VEHICLE EXAMINATION
CENTRES IN KOWLOON BAY

3185GK
重置運輸署驗車中心往青衣
REPROVISIONING OF TRANSPORT DEPARTMENT'S
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署

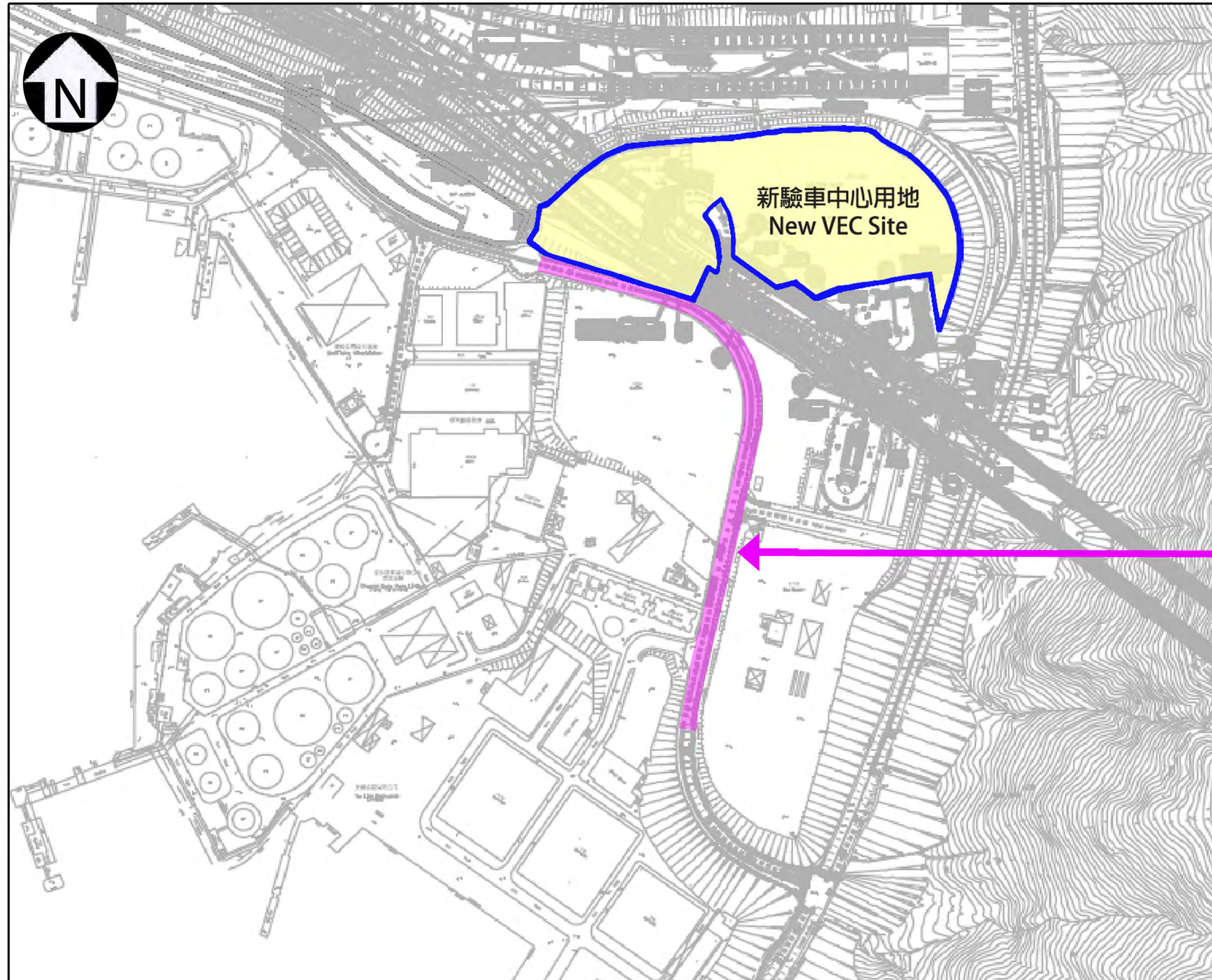


位於土瓜灣的現有驗車中心位置圖
LOCATION PLAN OF EXISTING
VEHICLE EXAMINATION
CENTRE IN TO KWA WAN

3185GK
重置運輸署驗車中心往青衣
REPROVISIONING OF TRANSPORT DEPARTMENT'S
VEHICLE EXAMINATION CENTRES AT TSING YI



ARCHITECTURAL
SERVICES
DEPARTMENT 建築署



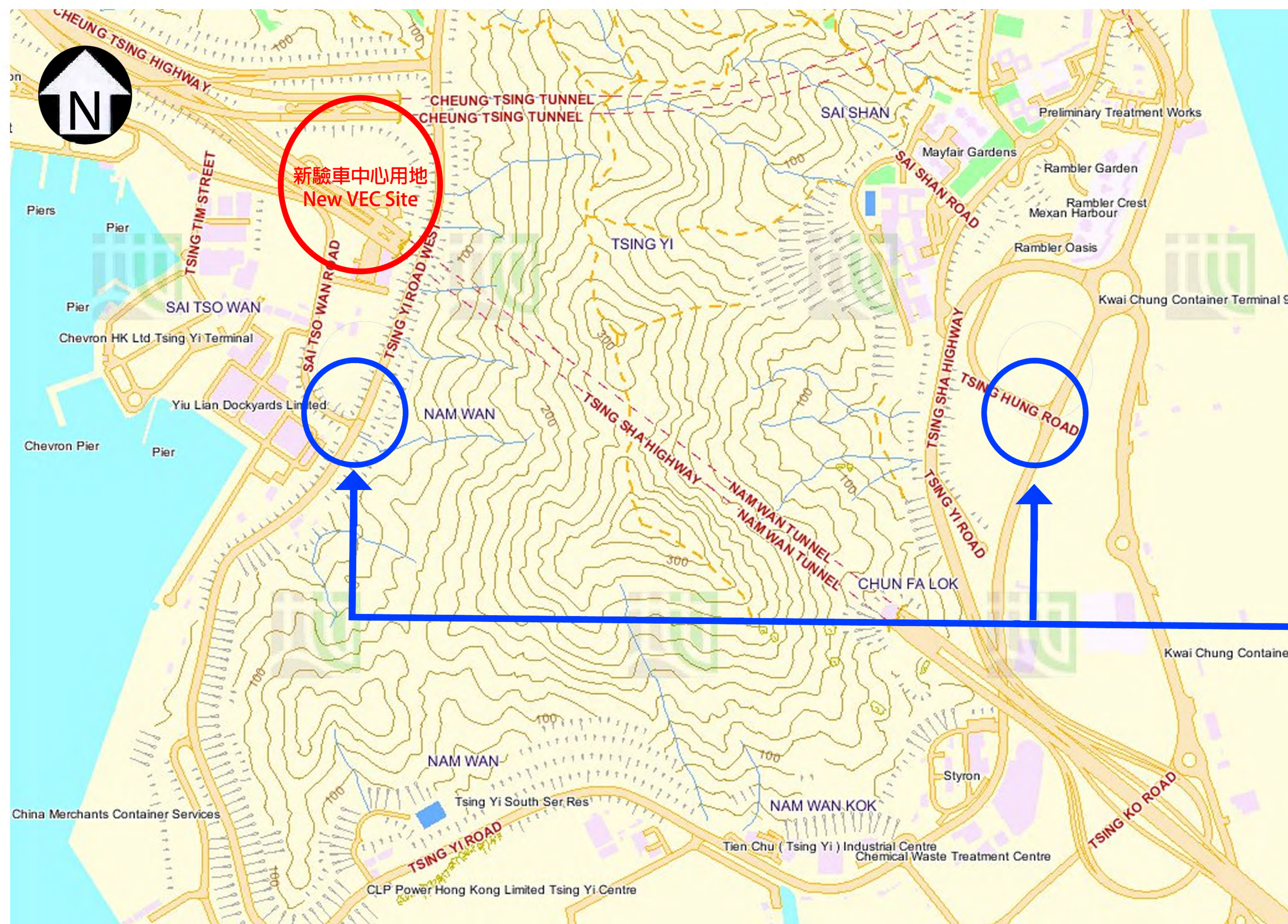
在西草灣路東側進行約485米長的道路擴闊工程，以提供兩條前往新驗車中心方向的行車道及一條離開新驗車中心方向的行車道，及有關工程
Road widening works (about 485m long) along the eastern side of Sai Tso Wan Road to allow two lanes towards the new VEC site and one lane away, and associated works

參考資料 Reference

日期 Date : 10/5/2016

新驗車中心的交通改善措施
Mitigation Measures for the
New Vehicle Examination Centre

起動九龍東辦事處
Energizing Kowloon
East Office
發展局
Development Bureau



改善兩個交通燈號控制路口，分別為青衣路/青衣西路/西草灣路路口及青鴻路/青衣路路口

Enhancement of two signalized junctions at Tsing Yi Road/Tsing Yi Road West/Sai Tso Wan Road, and at Tsing Hung Road/Tsing Yi Road

參考資料 Reference

日期 Date : 10/5/2016

新驗車中心的交通改善措施 Mitigation Measures for the New Vehicle Examination Centre

起動九龍東辦事處
Energizing Kowloon
East Office

發展局
Development Bureau



現時為土木工程拓展署臨時工地辦公室，在新驗車中心運作前改作臨時泊車用地，可提供約110個車位
 Currently allocated to CEDD as temporary site office and will become temporary parking site of about 110 parking spaces before operation of new VEC

預計在2016年下半年作為臨時泊車用地，可提供約110個車位，並在新驗車中心運作前改作該中心的臨時排隊區
 Proposed temporary parking site of about 110 parking spaces by the second half of 2016 and will become temporary vehicle queuing area before operation of new VEC

土木工程拓展署臨時工地辦公室專用車道
 Right-of-way to CEDD temporary site office

新驗車中心用地
 New VEC Site

清甜街
 Tsing Tim Street

西草灣路
 Sai Tso Wan Road

青衣西路
 Tsing Yi Road West

參考資料 Reference

日期 Date : 13/5/2016

重置運輸署驗車中心往青衣
 REPROVISIONING OF TRANSPORT DEPARTMENT'S
 VEHICLE EXAMINATION CENTRES AT TSING YI

起動九龍東辦事處
 Energizing Kowloon East Office

發展局
 Development Bureau

新驗車中心用地
New VEC Site



共約有140個剩餘車位的現有臨時泊車用地
Existing temporary parking sites with about 140 spare parking spaces in total

參考資料 Reference

日期 Date : 13/5/2016

重置運輸署驗車中心往青衣
REPROVISIONING OF TRANSPORT DEPARTMENT'S
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