

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

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14 January 2020

Clerk to Finance Committee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn.: Ms Anita SIT)

Dear Ms Sit,

Finance Committee
Follow-up Actions to Meeting on 8 November 2019

At the Finance Committee meeting on 8 November 2019, Members requested the Government to provide supplementary information in relation to LC Paper No. FCR(2019-20)35 on the “188TB - Footbridge near MTR Kowloon Bay Station Exit B” project. The Government’s response is at **Annex**.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Edwin Wong', written over a white background.

(Edwin WONG)

for Head of Energizing Kowloon East Office

c.c. FSTB (Attn.: Mr Denny HO)
HyD (Attn.: Mr Richard NG)

Finance Committee
Follow-up Actions to meeting on 8 November 2019

Members requested the Government to provide supplementary information as follows -

FCR(2019-20)35

- (a) Paragraph 11 of the Paper No. PWSC(2019-20)3 mentions that the Government will implement the “188TB Footbridge near MTR Kowloon Bay Station Exit B” project (“proposed project”) using New Engineering Contract (“NEC”), which will include terms for price adjustment in the contract. In this regard, the Government is requested to explain the benefits and the general arrangement for using NEC. Please also provide the practice notes prepared by the Development Bureau on the use of NEC in public works projects (a hyperlink of the website can be provided) for members to understand the different types of NEC.

(Requested by Hon Tanya CHAN; meeting time 17:02:46 and 17:06:13)

NEC is a suite of contracts developed by the Institution of Civil Engineers, United Kingdom. It has been used in the United Kingdom and a number of countries for many years. It is a contract form that emphasises cooperation, mutual trust and collaborative risk management between the contracting parties fostering a partnering relationship to avoid or reduce disputes for enhancing the management efficiency and cost-effectiveness of projects. If one of the contracting parties identifies a risk that might result in increase in construction cost or risk of delay, the party has the responsibility to notify the other contracting party at the earliest to avoid evolving into a crisis, and the parties should jointly come up with solutions to reduce the chance of overspending or delay. Since 2009, the Development Bureau has been promoting the adoption of NEC in public works projects where appropriate, and encouraging stakeholders in the industry such as works departments, consultants and contractors to proactively participate and accumulate relevant experience.

The proposed project will be implemented using NEC. Through the contract terms, an effective communication platform can be provided to facilitate the three parties, i.e. the Highways Department, the consultant and the contractor, to collaborate for proactive participation in the optimisation of construction sequence, enhancement of project quality and expediting project progress in the spirit of partnership. There are different options under NEC. Engineering Construction Contract Option B is adopted for the proposed project. The Bill of Quantities in

the contract sets out the quantities of works required to be completed, and the Contractor will receive payments based on the actual amount of works completed and the contract rates, which is conducive to controlling project cost. In addition, the contract includes relevant terms for price adjustment for managing the impact of changes in price levels on the construction cost. For details of the practice notes for NEC, please refer to the following hyperlink (English version only):

https://www.devb.gov.hk/filemanager/en/content_1002/01_NEC_ECC_PN_V1.1_201703.pdf

- (b) The proposed project will need to implement temporary traffic arrangements, including the temporary use of the traffic lane adjacent to the footpath for working space and converting the central median into a traffic lane for maintaining the three-lane traffic on Kwun Tong Road both northbound and southbound. Would the Government consider using the central median for conversion into bus pick-up/drop-off points after completion of the works to improve the current problem of buses occupying the carriageway when stopping at the bus stops? And
(Requested by Hon WU Chi-wai; meeting time 17:21:28 and 17:23:50)

The proposed project includes the construction of a covered elevated ramp to provide barrier-free access. There is a need to permanently convert a section of the slow traffic lane on Kwun Tong Road northbound into footpath near MTR Kowloon Bay Station Exit B to accommodate this new elevated ramp. In order to minimise adverse impact on the traffic on Kwun Tong Road during the construction period, we will temporarily remove a section of the existing central median and temporarily relocate some of the bus stops to free up space for working while maintaining the same number of traffic lanes. Upon completion of the works, we will reconstruct the central median with a width of not less than 2.3 metres for separating the carriageways in opposite directions in accordance with the guidelines in the “Transport Planning & Design Manual”. The bus stops which are temporarily relocated will be reinstated to their original locations along the footpath near MTR Kowloon Bay Station Exit B. As the footpath concerned has been widened to accommodate the proposed elevated ramp, there will not be sufficient space to provide additional bus pick-up/drop-off points.

- (c) With regard to the impact of the proposed project on the traffic on Kwun Tong Road, please provide the following information:
- (i) whether the Government needs to narrow the carriageway of Kwun Tong Road to implement the proposed project; if so, how much it needs to be narrowed; and
 - (ii) whether the current speed limit of Kwun Tong Road at 70 kilometres per hour needs to be tightened to 50 kilometres per hour; if so, how will the Government deal with the possible traffic congestion issue arising from tightening up the speed limit?

(Requested by Hon Jeremy TAM Man-ho; meeting time 16:50:23; 17:11:50 and 17:33:33)

During the construction period, we will maintain the operation of the dual three-lane on Kwun Tong Road. In order to provide sufficient working space, the three-lane carriageway will be slightly narrowed from the current width of about 11 metres to about 10 metres which will still meet the design standards in the “Transport Planning & Design Manual”. As adjustment of the carriageway width is minor, our preliminary plan is to maintain the current speed limit of 70 kilometres per hour at that section of Kwun Tong Road. After commencement of works, we will closely monitor the traffic condition on Kwun Tong Road and will consult the traffic management liaison group on the temporary traffic measures to be implemented during the construction period to minimise adverse impact on traffic.

Development Bureau

14 January 2020