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

9 October 2020

Dear Ms LAU,

**Legislative Council Finance Committee  
Follow-up actions in relation to the meeting on 10 July 2020**

**Funding proposals relating to the government facilities and accommodation  
to support the Three-Runway System at Hong Kong International Airport  
(LC Paper No.: FCR(2020-21)46)**

**Supplementary Information**

At the meeting of the Finance Committee held on 10 July 2020, in scrutinising LC Paper No. FCR(2020-21)46, Members requested the Government to provide supplementary information on the immigration procedures to be complied with by the staff of the Office for Safeguarding National Security of the Central People's Government in the Hong Kong Special Administrative Region ("CPG Office on National Security") when entering and exiting Hong Kong, and on project 402IO – Provision of facilities and accommodation for various government departments to support the Three-Runway System at Hong Kong International Airport. Having consulted the relevant policy bureaux and departments, we provide a consolidated reply as follows.

## **Immigration arrangement for the staff of CPG Office on National Security**

2. The staff of CPG Office on National Security shall hold valid permits and have the immigration procedures completed by the staff of the Immigration Department according to the Immigration Ordinance (Cap. 115) when entering and exiting Hong Kong.

## **Comparison of the proposed police facilities for supporting the Three-Runway System (“3RS”) with the existing police facilities**

3. The government facilities and accommodation listed in paragraph 1(a) of Enclosure 2 to the discussion paper will be located inside the buildings financed and built by the Airport Authority Hong Kong (“AAHK”). To ensure safe and efficient operation of Hong Kong International Airport (“HKIA”), AAHK will earmark areas, including the police facilities listed under sub-item (iii) (i.e. police reporting centres, interview rooms, equipment rooms and other office and operational areas), for various government departments for the purpose of exercising their duties. The Government will only be responsible for carrying out the building works<sup>1</sup> and providing the building services installations in the relevant premises. Such implementation approach has been adopted in various HKIA developments for a long time. In terms of net operating floor area (“NOFA”)<sup>2</sup>, the areas of the police facilities covered by project 402IO is about 1 110 square metres (“m<sup>2</sup>”), while the total NOFAs of similar police facilities currently located at HKIA (i.e. Terminal 1, Midfield Concourse, North Satellite Concourse and SkyPier) is about 1 050 m<sup>2</sup>. The ratio of total floor areas to be occupied by the proposed police facilities in the new passenger terminal buildings under the 3RS (i.e. the expanded Terminal 2 (“T2”) and the Third Runway Passenger Building (“TRPB”)) is similar to the ratio of total floor areas occupied by the police facilities currently in operation in various passenger terminal buildings<sup>3</sup>. Nevertheless, as the sizes and scales of the police facilities located at different areas of the airport vary depending on their operational needs and such facilities cannot replace each other, it is not appropriate to make direct comparisons between the NOFAs of various police facilities.

4. Regarding the unit construction cost of the police facilities, the building works and building services for the above police facilities located at various locations of HKIA are usually carried out in conjunction with the works for other government facilities

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<sup>1</sup> For the details of the building works, please refer to the table in paragraph 5 below.

<sup>2</sup> NOFA is the net usable floor area allocated to the users of a building for carrying out the intended activities, which does not include areas of the following basic facilities: corridors, wall thickness, pipes and services ducts, barrier-free access facilities, toilets, bathrooms and showers, refuse rooms, parking spaces, loading and unloading areas, plant rooms, etc.

<sup>3</sup> Including Terminal 1, Midfield Concourse, North Satellite Concourse and SkyPier.

(e.g. customs, immigration and port health control facilities) in the vicinity. Some of these facilities are shared by various government departments and involve inseparable ancillary installations, e.g. infrastructure of building services systems, public spaces and access. Thus, it is not appropriate to provide a breakdown of the construction costs by departments. According to the available information, the unit construction costs (represented by the building and building services costs) of public works projects<sup>4</sup>, of which the natures and types are similar to that of project 402IO, are between \$20,500 and \$43,300 per m<sup>2</sup> (in September 2019 prices<sup>5</sup>), while the unit construction cost of project 402IO (represented by the building and building services costs) is about \$27,200 per m<sup>2</sup> (in September 2019 prices). Nevertheless, given the uniqueness of each works project and the differences among projects in terms of the year of implementation, site location, scope of works, geographical conditions, scale, design adopted and materials used, etc., it is not appropriate to make direct comparisons between the unit construction costs of the relevant works projects.

**Relevant project information on the government facilities to support the 3RS**

5. In response to Members’ enquiries on the details to be covered by the building works and external works under project 402IO (i.e. the items in paragraphs 13(a) and (d) of Enclosure 2 to the discussion paper), we collate the following information, which has been provided in the discussion paper, for Members’ reference -

Works Item	Works to be covered
Building works	Fitting-out works for the government premises/facilities located inside AAHK’s buildings. The scope of works comprises works for internal partitions and doors, internal architectural walls and finishes, fixtures and fittings, sanitary fittings as well as other relevant fitting-out works.
External works	The scope of works comprises structural works, building works and building services works for the Customs Dog Base, vehicle control kiosks and vehicle search bays with canopies; minor works in the airfield (e.g. installation of closed-circuit television (“CCTV”) and antenna poles), as well as minor road works and drainage/sewerage works associated with the above facilities.

<sup>4</sup> Including project 172IC – Fitting out works for customs, immigration and quarantine facilities at the SkyPlaza of the Hong Kong International Airport (i.e. the original T2) and project 401IO – Fitting-out works for Government facilities associated with midfield expansion project at Hong Kong International Airport.

<sup>5</sup> For comparison purpose, the relevant unit costs have been adjusted according to the Building Works Tender Price Index and indicated in September 2019 prices for consistency.

## **Information on cable ducting and cabling works**

6. Regarding the cable trunking and cabling works involved in the building services, since the internal duct and cable systems of buildings to be covered therein are entirely different from the communication cable and associated works (i.e. item (i) in paragraph 13 of Enclosure 2 to the discussion paper) in terms of design standards, construction method, scale and purpose. Thus, it is not appropriate to make a direct comparison between them. A brief account of their differences is given in the ensuing paragraph.

7. The internal duct and cable systems of buildings are part of the building services (i.e. item (b) in paragraph 13 of Enclosure 2 to the discussion paper), which provide the necessary conduits, cable trunking and cables for various building services installations (e.g. electrical installation, air-conditioning and mechanical ventilation installations, fire services installation, plumbing and drainage installations) for their proper operation. The scope of works mainly covers the internal ducting and cabling layouts within the buildings and the works are carried out by relevant building services contractors. On the other hand, the communication cable and associated works (i.e. item (i) in paragraph 13 of Enclosure 2 to the discussion paper) provide communication cable networks<sup>6</sup> and equipment, including backbone optical fibre and copper cables, indoor distribution frames and communication cable termination devices, which link the existing premises/facilities of the relevant government departments on the Airport Island with the buildings where their new premises/facilities are located, and are then further connected to the dedicated equipment and systems (e.g. CCTV system) of the relevant government departments through the communication systems in the buildings. With such inter-connection, relevant departments can discharge their duties effectively. As shown in the underground cable duct layout plan at Annex 2 to Enclosure 2 to the discussion paper, the proposed communication cable networks cover various locations under the 3RS project and those on the existing Airport Island. According to a rough estimation, the total length of underground cable ducts exceeds 35 kilometres and the length of communication cables is even multiple times longer than the length of cable ducts. The works for laying the relevant communication cables and ducts are mainly carried out by civil engineering contractors.

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<sup>6</sup> The communication cable networks are mainly laid outdoors and are protected by cable duct systems (i.e. item (h) in paragraph 13 of Enclosure 2 to the discussion paper) with concrete surround. Meanwhile, a small portion of communication cables are installed inside buildings and they are further connected to relevant government facilities through the communication systems in the buildings.

## **Preparation of the project cost estimate and its considerations**

8. In preparing the estimated cost of the project, apart from making reference to the preliminary estimate provided by AAHK, the Architectural Services Department (“ArchSD”) has also made reference to the cost estimates of other public works projects with similar nature and type, such as project 401IO – Fitting-out works for Government facilities associated with midfield expansion project at Hong Kong International Airport. Moreover, ArchSD has also taken into account the uniqueness of the project, including the following major factors which will have an impact on the project cost -

- (a) The proposed project mainly covers the building works and building services provision for the government premises and facilities located inside AAHK’s buildings (e.g. the expanded T2 and TRPB). Unlike general government buildings, although the premises and facilities concerned only account for a small proportion of the total construction floor area of the passenger terminal buildings (around 3.7%), they are scattered in different parts of the buildings, as shown in Annexes 3 to 12 to Enclosure 2 to the discussion paper, to support the public services provided by the relevant government departments at HKIA. Therefore, the conduits, cable trunking and cables inside the buildings for connecting various government premises and facilities need to have a wider coverage than that of the general government buildings to ensure the proper operation of equipment and installations therein, resulting in a higher project cost;
- (b) As the duties of some government departments involve handling and access to confidential and sensitive information, the premises of relevant departments shall be provided with higher security level than that of general government offices based on their security needs. For example, the materials used in building works (e.g. partition walls, doors and door locks) are required to meet specific security requirements, which serve as a robust barrier like the external walls of buildings. In addition, as distinct from the general government office buildings, it is necessary for relevant government departments to provide a number of special purpose facilities such as baggage handling rooms, detention facilities, command centres, interview rooms, negative pressure consultation rooms and isolation rooms at the expanded T2 and TRPB to support their duties. The above facilities need to be equipped with specific indoor fixtures and electrical and mechanical facilities, which differ significantly from those of general offices in terms of settings and specifications. It is not appropriate to make a direct comparison between the construction costs of the above facilities with that of general government offices. The above special security requirements and operational needs will

have an impact on the project cost;

- (c) The works sites of the 3RS project are mostly located in remote areas and lack of land-based transport connection, in particular the newly reclaimed land extended from the existing North Runway where is adjacent to the airport restricted area. In view of airport security and operational needs, the transportation of materials, machinery and equipment as well as workers during the construction period needs to rely on marine transport to connect to the temporary pier at the newly reclaimed land and then to the works sites through land-based transport. This mode of operation will have an impact on the project cost<sup>7</sup> ;
- (d) As the works sites are located in remote areas, workers need longer time to travel to and from their working places. Thus, contractors need to enhance the terms of employment in order to attract more local skilled workers and works supervisors to work at the remote sites of the 3RS project. The additional costs required will be reflected in the tender price; and
- (e) Various construction works are being carried out simultaneously on the Airport Island. Meanwhile, the landside area of the Airport Island has been fully developed and there is a lack of temporary working areas for contractors' use, in particular storage areas for construction materials and machinery. Hence, it poses significant difficulties to the construction works. Contractors need to make special arrangements such as identifying alternative sites for temporary storage of construction materials and machinery outside the Airport Island, to ensure the smooth implementation of the construction works. With such arrangement, contractors inevitably have to repeatedly handle and transport the construction materials and machinery. The additional costs involved will also be reflected in the tender price.

9. As mentioned in paragraph 8 above, in preparing the cost estimate of this project, ArchSD has taken into account the preliminary cost estimate provided by AAHK, for which AAHK has made reference to the information on returned tender prices gathered over the years with a view to reflecting the impact on the project cost arising from the unique factors associated with the implementation of works on the Airport Island. As this project is still at the preliminary design stage, the cost estimate provided in the discussion paper is a preliminary estimate only and it will be adjusted

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<sup>7</sup> This is mainly applicable to the proposed works located within the newly reclaimed land, including mainly the government premises and facilities within TRPB, Customs Dog Base at the Eastern Support Area ("ESA"), and customs vehicle control kiosks and vehicle search bays with canopies at ESA and the Western Support Area.

upon the completion of detailed design to make it closer to the prevailing market conditions. The final project cost will also be subject to the returned tender prices.

Yours sincerely,

( Miss P Y TAI )  
for Secretary for Transport and Housing

c.c.

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