

ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 33 – CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Subhead 000 Operational expenses

Members are invited to recommend to the Finance Committee the creation of the following two supernumerary posts in the Civil Engineering and Development Department with immediate effect upon approval of the Finance Committee up to 31 March 2026 –

1 Government Engineer
(D2) (\$179,350 - \$196,050)

1 Chief Engineer
(D1) (\$150,950 - \$165,200)

PROBLEM

We need to strengthen the directorate support in the Civil Engineering and Development Department (CEDD) for leading the Kai Tak Office (KTO) for the co-ordination and implementation of on-going and upcoming projects in and around the Kai Tak Development (KTD).

PROPOSAL

2. The supernumerary Government Engineer (GE)/Government Architect (GA) (D2) post (designated as Head (Kai Tak Office) (H(KTO)) and

/supernumerary

supernumerary Chief Engineer (CE) (D1) post (designated as CE/Kowloon 3 (CE/K3)) created in KTO of CEDD overseeing KTD projects had lapsed on 1 April 2019. We propose re-creating the two supernumerary posts of one GE (D2) and one CE (D1) in CEDD with immediate effect upon approval of the Finance Committee (FC) up to 31 March 2026.

JUSTIFICATION

(a) Establishment of KTO to oversee KTD

3. KTD is a mega development project in the urban area, transforming the ex-airport site for the future development of Hong Kong and at the same time giving an impetus to stimulate the regeneration of the adjoining older districts. The Kai Tak Outline Zoning Plan has been formulated under the theme of developing Kai Tak into a heritage, green, sports and tourism hub so as to meet the public aspirations for a distinguished, vibrant, attractive and people-oriented area fronting the Victoria Harbour.

4. In early 2009, a master development plan was drawn up for the phased implementation of KTD projects. On 13 February 2009 and 5 February 2010, the FC approved respectively the creation of one supernumerary CE post (designated as CE/K3) and one supernumerary GE/GA post (designated as H(KTO)), both up to 31 March 2014. Upon the creation of H(KTO) post on 1 March 2010, KTO¹ was set up to ensure that the developments in Kai Tak will be taken forward in a co-ordinated and progressive manner, whilst taking into consideration their relative priorities and readiness to proceed. The H(KTO) post was at first filled by a GA when KTD was at the planning stage which required more input from the perspectives of works planning, architectural and urban design. As KTD had progressed from the planning stage to actual implementation which required the incumbent of H(KTO) to have rich engineering knowledge and experience in the design and implementation of infrastructure and development projects, the post was filled by a GE since January 2012.

/5.

¹ Back in 2010, KTO was set up in the then Kowloon Development Office of CEDD. In December 2017, CEDD was re-organised and KTO has been under the East Development Office since then. KTO is responsible for implementing the infrastructure projects of KTD and co-ordinating interface issues. On the other hand, the Energizing Kowloon East Office (EKEO) was set up under the Development Bureau in 2012 with a major focus on the overall planning and co-ordination of various Energizing Kowloon East (EKE) (initiatives including KTD). The two offices have been and will continue to work closely together to implement the developments in Kowloon East (KE) with an aim to transforming KE into another Core Business District (CBD) of Hong Kong.

5. On 6 December 2013, the FC approved the retention of the two supernumerary posts of H(KTO) and CE/K3 up to 31 March 2019. Upon re-organisation of CEDD in December 2017, the supernumerary post of CE/K3 was re-designated as CE/East 4 (CE/E4). Since the two supernumerary posts lapsed on 1 April 2019, the duties of H(KTO) are temporarily carried out by Project Manager (East) and Deputy Project Manager (East) of CEDD, while the duties of CE/E4 are temporarily handled by the other two CEs in KTO. CEDD has reviewed the operational needs of KTO and considers the interim arrangement unsustainable (as further elaborated in paragraphs 16, 18 and 23). Therefore, it proposes to re-create a GE post as H(KTO) and a CE post as CE/E4 to carry out the work relating to KTD.

Encl. 1 6. In accordance with the master plan and through close liaison between KTO and all relevant bureaux/departments (B/Ds), KTO has driven the completion of various major infrastructure projects, planning studies and urban design studies starting from 2013, and has delivered considerable major development sites as broadly depicted in Enclosure 1.

(b) Increasing workload of KTO

Encls. 2 & 3 7. In the coming years, a number of strategic and challenging infrastructure projects in KTD will enter critical stages of design and construction. KTO will continue overseeing and implementing KTD infrastructure projects, which require close co-ordination among various B/Ds for the smooth implementation of projects as broadly depicted in the ensuing paragraphs 8 to 11 and Enclosures 2 and 3.

Works under planning and design

8. KTO is taking forward various green pedestrian initiatives that will enhance the connectivity of KTD itself and with the adjoining communities, including the travellers network linking up the former runway of Kai Tak, Kwun Tong Action Area (KTAA) and Kowloon Bay Action Area (KBAA)²; and the elevated landscaped pedestrian deck to connect the MTR Kwun Tong Station. KTO commissioned an investigation, design and construction assignment in March 2021 on the implementation of the elevated walkway with travellers at Sheung Yee Road and the elevated landscaped pedestrian deck connecting the MTR Kwun Tong Station, and commenced technical studies in June 2021 with regard to the implementation

/of

² The two Action Areas (located at the Hoi Bun Road Redevelopment and at the Kwun Tong Ferry Pier Waterfront Development) are two clusters of government sites designated under the EKE policy initiative for comprehensive development to facilitate a diversity of land uses and activities that will complement the transformation of KE into an alternative CBD.

of the elevated walkway with travellers at Wai Yip Street and the pedestrian-cum-cyclist bridge with travellers across Kwun Tong Typhoon Shelter. These pedestrian facilities are targeted for completion progressively from 2025 to 2028. To facilitate future commercial developments at KTAA, targeted for completion in 2030, KTO is planning and designing the infrastructure works (including new roads and footbridges, and improvement works to the existing roads) for the area. The rough total cost estimate of the above projects under planning and design is about \$9 billion in money-of-the-day prices. Besides, KTO will conduct a comprehensive pedestrian environment improvement review on the betterment of the walkability and connectivity in KE and San Po Kong Business Area (SPKBA)³ to complement the ongoing transformation of KE into a well-connected and pedestrian-friendly CBD.

Works under construction

9. KTO is expediting the implementation of the Trunk Road T2 and Cha Kwo Ling Tunnel (T2 project), which is a multi-disciplinary mega project involving an estimated total capital works expenditure of about \$16 billion in money-of-the-day prices. The T2 project is part of the Route 6 project, which directly links up West Kowloon and Tseung Kwan O and therefore provides traffic relief to the major east-west road corridors in Kowloon and Tseung Kwan O. The T2 project is anticipated to be completed in 2026. Other major infrastructure projects under construction include infrastructure works at the former runway, north apron and south apron (including Road D1 (part of), Road D3 (Metro Park Section), pedestrian subways, footbridges, etc.), with an estimated total project cost of about \$8 billion in money-of-the-day prices. These infrastructure works, which are anticipated to complete progressively by 2026, are crucial for the timely provision of land supply in KTD and essential for supporting future community facilities (such as the New Acute Hospital (NAH) under construction).

Co-ordination of projects

10. Apart from delivering the necessary infrastructure works, KTO will also continue to assume its active role in co-ordinating the remaining projects in KTD, which are implemented by different B/Ds⁴. KTO will co-ordinate and

/rationalise

³ The EKE initiative was extended to San Po Kong in 2017 Policy Agenda, particularly focusing on enhancing connectivity, improving the environment, and promoting vibrancy and diversified development.

⁴ The remaining projects include the relevant sections of Central Kowloon Route (CKR), Kai Tak Sports Park (KTSP), NAH, Inland Revenue Tower, Agriculture, Fisheries and Conservation Department Animal Management and Animal Welfare Building Complex, District Cooling System (DCS) Phase III (remaining works), additional DCS and about 100 hectares (ha) of open space including Kai Tak Avenue Park, Kai Tak Station Square, Sung Wong Toi Park, Metro Park, Kai Tak Runway Park Phase 2 as well as the 11-kilometre long waterfront promenade in KTD.

rationalise the technical and interface issues in design and construction among projects, such as co-ordinating and synchronizing the design theme of the waterfront promenade, the works programme and temporary traffic arrangement, etc., with a view to facilitating smooth implementation of the projects in accordance with their plans. Unlike a conventional new town, KTD is surrounded by developed areas and therefore it is of great importance to preserve the close integration with the old neighbourhoods in the adjoining districts. KTO is co-ordinating the design and construction of 27 pedestrian link projects, including closely liaising with the Urban Renewal Authority (URA) on its proposed development scheme at Kai Tak Road/Sa Po Road, so as to enable direct connections to the adjacent districts and provide easy and convenient access to the parks and waterfront areas. The development scheme at Kai Tak Road/Sa Po Road is anticipated to complete in 2030-31. In addition, KTO is working with the Architectural Services Department to provide a pedestrian subway connecting Kowloon City and the Lung Tsun Stone Bridge Preservation Corridor, which will facilitate the public to travel between Kowloon City and the adjacent developments in Kai Tak. KTO also oversees the works-related district administration matters in Kowloon City District and Wong Tai Sin District.

11. To facilitate the construction of a 13-kilometre long GreenWay network for the shared use of pedestrians and cyclists, which will link up waterfront promenades and open spaces in KTD, KTO commissioned a study in February 2021 on the design and implementation of the GreenWay, including reviewing the relevant design standards, ancillary facilities, modes of management and operation; as well as exploring the feasibility of adopting smart measures to enhance the daily operation and management of the GreenWay. Since the waterfront promenades and open spaces associated with the GreenWay in KTD are designed and constructed by various B/Ds and developers, it is necessary for KTO to co-ordinate with different stakeholders with regard to the design of the GreenWay (including the number of bicycle parking spaces), connection details and implementation programme, etc. KTO will continue to collaborate with various B/Ds to implement the GreenWay in two phases. The first phase of about 7.5 kilometres long is targeted to be completed by 2023, with the remaining phase of about 5.5 kilometres long to be completed beyond 2025.

12. Realising the vision of developing Kai Tak into “a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour” requires satisfactory and orderly completion of various studies and infrastructure projects. To this end, there is an imminent need to strengthen the directorate support at KTO by re-creating the proposed posts to be filled with officers with a strong engineering background to provide substantial and high-level input required for the time-critical and challenging tasks.

/(c)

(c) Need for re-creation of the supernumerary GE and CE posts for KTD

13. As explained above, a substantial amount of major infrastructure works are being implemented concurrently and in phases. Having regard to the level and scope of responsibilities and the professional input required, CEDD carried out a comprehensive review of the operational needs of KTO, upon the lapse of the abovementioned supernumerary GE/GA and CE posts on 1 April 2019.

14. The review shows that KTD is in an active and continued implementation phase. The key challenge that KTO will continue to face in the coming five years is to co-ordinate and complete various projects which are in different stages of implementation. For instance, KTD involves many crucial projects which are intertwined with one another or sitting on overlapping sites and are being implemented under tight timeframes, creating substantial interfacing work among various B/Ds and stakeholders. Since the majority of facilities to be provided in KTD are inter-related, any delay in the completion of a single facility could impose significant implications and knock-on effects on the others. Acknowledging the key challenges in delivering the strategic, time-critical and inter-related engineering projects, we consider it necessary to re-create a supernumerary GE post as H(KTO) with strategic project management capability and strong engineering and construction contract administration background. The review also shows that a supernumerary CE post, designated as CE/E4, is required to provide directorate steer in the co-ordination and implementation of on-going and upcoming projects for KTD under a very tight timeframe. As such, we propose re-creating the two posts with immediate effect upon approval of the FC up to 31 March 2026 to lead KTO for the co-ordination and implementation of various projects for KTD. Further details are elaborated in paragraphs 15 to 21 below.

Need for the supernumerary GE post

15. With the design and construction activities of a number of KTD projects proceeding at full speed in the coming years, there is an imminent need to co-ordinate and iron out a vast amount of inter-bureaux and cross-departmental issues, and to engage the community and relevant stakeholders, so as to ensure a smooth project delivery. In this regard, steer from the proposed H(KTO) at the senior directorate level with a strong engineering background will facilitate –

- (a) co-ordination of the implementation of mega interfacing works projects in and around KTD under a very tight programme, including CKR, Road D1 (part of), Road D3 (Metro Park Section), T2 project, NAH, DCS Phase III (Remaining Works), KTSP and all sorts of other infrastructure projects, all of which are expected to complete progressively either around or before 2026;

/(b)

- (b) close steering of the planning, design, construction and public engagement/consultation of KTD infrastructure works;
- (c) enhanced integration of KTD with the adjacent districts through elevated landscaped walkways, footbridges, subways and at-grade crossings;
- (d) implementation of infrastructure projects to enhance walkability and connectivity in KE and SPKBA to suit the major developments complementing the on-going transformation of KE into the second CBD; and
- (e) realisation of the GreenWay network and enhanced green features in KTD and quality urban and landscape design to achieve the planning vision of KTD.

Apart from the above projects/tasks, the proposed H(KTO) will also be responsible for overseeing the works-related district administration matters⁵ in Kowloon City District and Wong Tai Sin District.

16. As these major and complex projects in KTD are proceeding in a full swing, there is a genuine need to have a GE officer, who possesses ample engineering and project management knowledge with substantive experience in the design and implementation of infrastructure and development projects, to take up the post of H(KTO). We therefore propose re-creating a supernumerary GE (D2) post to perform the duties of H(KTO) as it is not sustainable and operationally possible for Project Manager (East) and Deputy Project Manager (East) to continue to shoulder such additional workload without affecting the discharge of their core duties.

Need for the supernumerary CE post

17. The supernumerary post of CE/E4 in KTO is proposed to head a division of KTO, which will be responsible for the overall administration, planning, design and construction supervision of works packages under each team, with major focus on –

- (a) design, construction and site supervision of infrastructures at the former north apron (near Kowloon City);

/(b)

⁵ Works-related administration matters include improvement to the engineering infrastructure (in particular the transport and roads) and other supporting facilities for new developments in Kowloon City District and Wong Tai Sin District.

- (b) design, construction and site supervision of infrastructures for the development at KTAA;
- (c) resolving interfacing issues with URA's proposed development scheme at Kai Tak Road/Sa Po Road and co-ordination of associated land use and drainage works;
- (d) investigation, design, construction and site supervision of the travellers network that links up the former runway of Kai Tak, KBAA and KTAA;
- (e) design, construction and site supervision of the elevated landscaped pedestrian deck near the MTR Kwun Tong Station;
- (f) reviewing and enhancing the pedestrian environment in KE and SPKBA; and
- (g) overall co-ordination for the implementation of the GreenWay network in KTD.

The proposed supernumerary CE/E4 post will also be responsible for the works-related district administration matters of the Kowloon City District⁶, and co-ordinating public relations matters for promoting the KTD. The workload arising from the above projects will continue to be heavy in the coming years, requiring the focused attention of a full-time dedicated directorate officer to facilitate smooth project delivery.

18. At present, there are two permanent CE posts in KTO, namely CE/East 3 (CE/E3) and CE/East 5 (CE/E5). CE/E3 is fully engaged in the design and construction of infrastructure for KTD at the former north apron area (near Choi Hung Estate) and the former south apron area including the T2 project (a mega project that is multi-disciplinary and challenging). CE/E3 is also responsible for the works-related district administration matters of the Wong Tai Sin District. On the other hand, CE/E5 is fully engaged in the overall planning and co-ordination of design matters in KTD, including resolving project interfacing issues,

/implementation

⁶ Works-related district administration matters include improvement to the engineering infrastructure (in particular the transport and roads) and other supporting facilities for new developments in Kowloon City District.

implementation of urban design requirements, heritage matters, and the design and construction of infrastructure works at the former runway, as well as providing technical support for the infrastructure works of the EKE initiative. Due to their heavy and increasing workload in the forthcoming years, CE/E3 and CE/E5 do not have any spare capacity to absorb the duties and increasing workloads of the proposed supernumerary CE/E4 post without compromising the operation of KTO and the development pace of KTD.

19. Indeed, KTD is mega-sized not only in terms of its public works spending which exceeds \$100 billion⁷, but also in terms of its complexity due to the different functional requirements and phased implementation of the facilities to be provided. The two proposed supernumerary posts of GE and CE are necessary as high-level engineering input from directorate officers will be required for steering and managing project implementation, conducting public engagement/consultation, refining the works packages to meet public aspirations, as well as resolving complex interface issues in design and construction. The re-creation of the two supernumerary posts will help ensure that the 320 ha of land in urban area can be materialised as soon as possible for the benefit of the Hong Kong economy. It will also facilitate the Government in maintaining the level of infrastructure investment and create employment opportunities for the construction sector. The proposed job descriptions of the supernumerary GE (H(KTO)) and CE (CE/E4) posts proposed to be re-created are at Enclosures 4 and 5 respectively.

Encls. 4 & 5

20. The existing and proposed organisation charts of CEDD before and after the re-creation of the supernumerary GE (D2) and CE (D1) posts are at Enclosure 6.

Encl. 6

21. As the major projects of KTD will proceed at a full speed in the coming few years, CEDD proposes that the supernumerary GE (D2) and CE (D1) posts be re-created with immediate effect upon the approval of the FC up to 31 March 2026 to tie in with the target completion date of some major projects such as those mentioned in paragraphs 15 and 17. Subject to the implementation progress of the relevant projects in 2025, we will review before March 2026 whether there is a need to retain the said supernumerary GE (D2) and CE (D1) posts.

/NON-DIRECTORATE

⁷ Legislative Council (LegCo) paper no. EC(2008-09)17.

NON-DIRECTORATE SUPPORT

22. The proposed supernumerary H(KTO) and CE/E4 posts will be underpinned by an existing team of 52 non-directorate posts⁸ in KTO, including 17 permanent posts of professional grade, four permanent posts of technical grade and 13 permanent posts of general grade, as well as 18 time-limited posts of professional grade. These non-directorate posts will support the daily operation of KTO, and co-ordinate and implement various projects in and around KTD.

ALTERNATIVES CONSIDERED

23. CEDD has carefully examined and reviewed the existing manpower situation and found that other incumbents are already fully engaged in their existing work schedules in respect of a large number of on-going and new major projects, including Tseung Kwan O-Lam Tin Tunnel; Cross Bay Link in Tseung Kwan O; Anderson Road Quarries Development; new development areas at Kwu Tung North/Fanling North and New Territories North; Kam Tin South and Yuen Long South Developments; development of Lok Ma Chau Loop; new development areas at Hung Shui Kiu/Ha Tsuen; Tung Chung New Town Extension; the West Kowloon Cultural District Government Infrastructure Project; Lantau development and conservation; and the artificial islands in the Central Waters, etc. As such, it is operationally not possible for them to take up the tasks of the proposed posts without adversely affecting the discharge of their current duties. Enclosure 7 shows the key portfolios of other existing GE and CE posts in CEDD. In order to expedite the projects of KTD, there is a genuine and pressing need to re-create the two supernumerary GE (D2) and CE (D1) posts to handle the increasing workload. Otherwise, KTO will not have adequate resources at the directorate level to cope with the operational demands for co-ordination and implementation of ongoing and upcoming projects in and around the KTD.

Encl. 7

FINANCIAL IMPLICATIONS

24. The proposed re-creation of one GE supernumerary post (D2) and one CE supernumerary post (D1) at CEDD will bring about an additional notional annual salary cost at mid-point of \$4,207,200. The additional full annual average staff cost, including salaries and staff on-cost, is about \$5,822,000. A breakdown is shown below. We have included sufficient funding provision in the Estimates to meet the cost of this staffing proposal and will reflect the resources required in the Estimates of subsequent years concerned –

/Supernumerary

⁸ Apart from the proposed supernumerary H(KTO) and CE/E4 posts, there are two permanent CE posts in KTO, namely CE/E3 and CE/E5, who are also supported by these non-directorate posts.

Supernumerary posts	No. of posts	Notional annual salary cost at mid-point (\$)	Full annual average staff cost (\$)
GE (D2)	1	2,283,600	3,199,000
CE (D1)	1	1,923,600	2,623,000
Total	2	4,207,200	5,822,000

PUBLIC CONSULTATION

25. On 30 April 2019, we consulted the LegCo Panel on Development on the original proposal of creating two supernumerary posts of one GE (D2) and one CE (D1) in KTO of CEDD for a period of about nine years up to 31 March 2028. Majority of Members expressed support for submitting the staffing proposal to the Establishment Subcommittee (ESC) for consideration, whereas a Member requested additional information on specific tasks and targets of the two proposed supernumerary posts for implementation of KTD projects. We provided the requested supplementary information to the Panel on Development on 20 May 2019. On 26 June 2019, the ESC supported the submission of the original staffing proposal to the FC for approval, whereas a Member requested additional information on the changes in professional grades in the directorate establishment of the Development Bureau and KTO. We provided the requested supplementary information to the ESC on 29 July 2019.

26. Noting the views of the LegCo Members on the creation of directorate posts, the Chief Executive announced in the 2020 Policy Address that the Government would withdraw all the directorate establishment proposals (including the original proposal mentioned in the preceding paragraph) awaiting scrutiny and would review them individually. We have critically scrutinised and reviewed the original proposal. After the review, we have revised the original proposal such that the duration of the two proposed supernumerary posts is shortened to less than five years up to 31 March 2026⁹.

ESTABLISHMENT CHANGES

27. The establishment changes in CEDD for the past two years are as follows –

/Establishment

⁹ The decision was set out in paper no. ECI(2020-21)8 which was issued in January 2021.

Establishment (Note)	Number of posts			
	Existing (as at 1 August 2021)	As at 1 April 2021	As at 1 April 2020	As at 1 April 2019
A	55+(8) [#]	55+(1)	55+(6)	55+(5)
B	775	767	734	691
C	1 225	1 233	1 221	1 195
Total	2 055+(8)	2 055+(1)	2 010+(6)	1 941+(5)

Note:

A - ranks in the directorate pay scale or equivalent

B - non-directorate ranks, the maximum pay point of which is above MPS point 33 or equivalent

C - non-directorate ranks, the maximum pay point of which is at or below MPS point 33 or equivalent

() - number of supernumerary directorate posts

- as at 1 August 2021, there was no unfilled directorate post in CEDD

CIVIL SERVICE BUREAU COMMENTS

28. The Civil Service Bureau supports the proposed re-creation of two supernumerary posts in CEDD for leading KTO for the co-ordination and implementation of on-going and upcoming projects in and around the KTD. The grading and ranking of the proposed posts are considered appropriate having regard to the level and scope of responsibilities involved and the professional input required.

ADVICE OF THE STANDING COMMITTEE ON DIRECTORATE SALARIES AND CONDITIONS OF SERVICE

29. As the directorate posts proposed to be re-created are on a supernumerary basis, their re-creation, if approved, will be reported to the Standing Committee on Directorate Salaries and Conditions of Service in accordance with the agreed procedure.

Development Bureau
August 2021

**Completed Projects
of Kai Tak Development (KTD)**

In accordance with the master development plan for Kai Tak Development and through close liaison between Kai Tak Office (KTO) and relevant bureaux/departments, KTO has driven the completion of various major infrastructure projects, planning studies and urban design studies starting from 2013, and has delivered considerable major development sites as broadly depicted as follows –

Major projects

2. Major KTD projects already completed are tabulated below, and their location plan and photos are shown at Annex 1 and Annex 2 respectively.

Annexes 1 & 2

Project	Completion Date
Building	
Kai Tak Cruise Terminal Building	May 2013
Kai Tak Fire Station cum Ambulance Depot	June 2013
Public Rental Housing (Kai Ching Estate and Tak Long Estate)	By phases from March 2013 to March 2014
Trade and Industry Tower	April 2015
Two Primary Schools (namely S.K.H. Holy Cross Primary School and Po Leung Kuk Stanley Ho Sau Nan Primary School)	December 2015
Hong Kong Children's Hospital	September 2017
One Secondary School (namely Cognitio College (Kowloon))	June 2019
Kowloon East Regional Headquarters and Operational Base cum Ngau Tau Kok Divisional Police Station	March 2020
Infrastructure ^{Note}	
Kai San Road	June 2017
Shing Kai Road	July 2018
Shing Cheong Road	December 2019
Shing Fung Road	December 2019
District Cooling System Phases I, II and III	By phases from May 2013 to September 2020

/Open

^{Note} Two elevated walkways, four pedestrian subways and six sewage pumping stations were also completed.

Project	Completion Date
Open Space	
Kai Tak Runway Park Phase 1	June 2014
Kwun Tong Promenade	January 2010 (Stage 1) May 2015 (Stage 2)
Waterfront Promenade adjacent to the Hong Kong Children's Hospital	November 2020
Kai Tak Sky Garden	May 2021

Planning studies and urban design studies

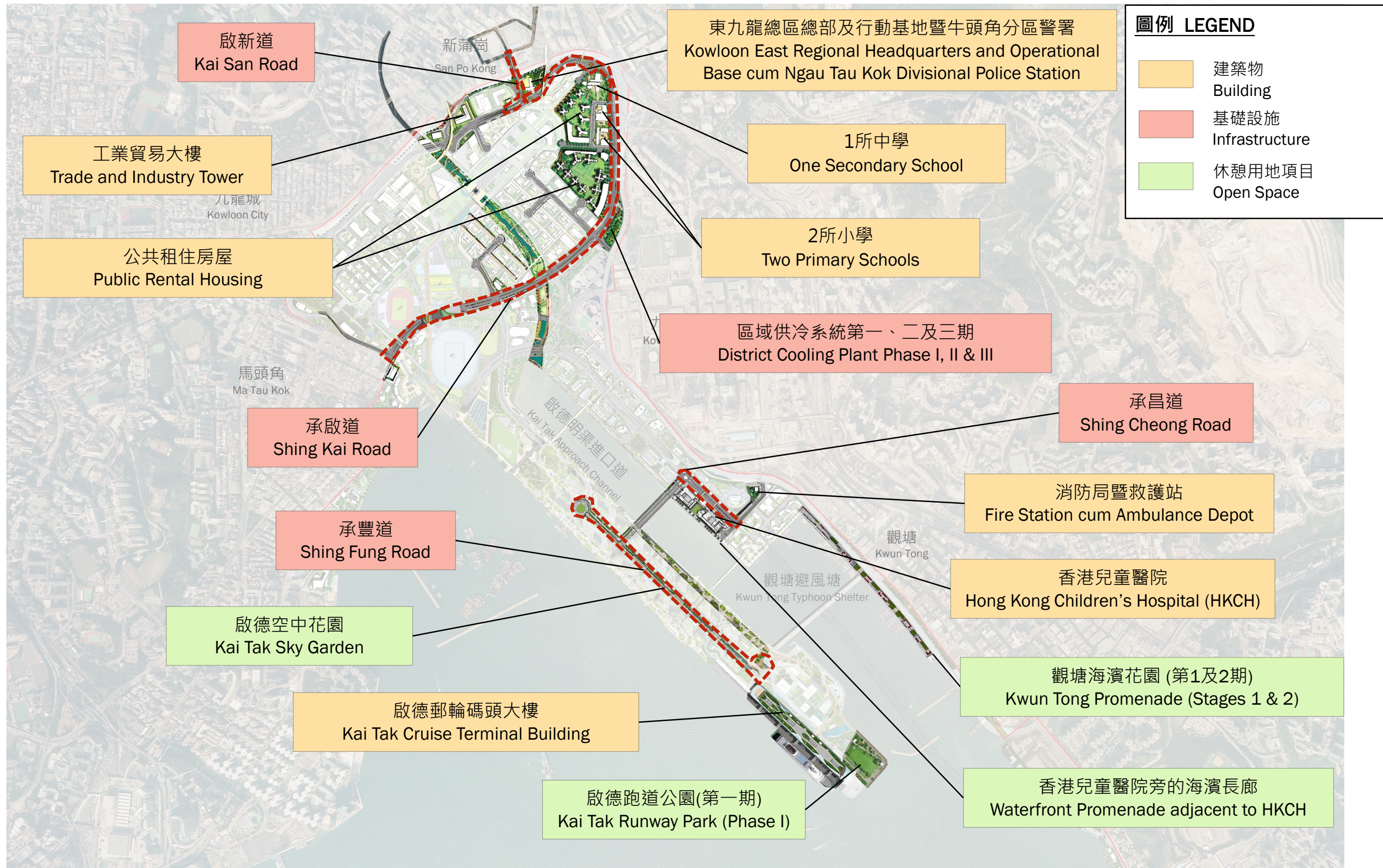
3. On planning fronts, KTO completed in 2016 a comprehensive planning review and associated technical assessment to optimise the development potential of sites in KTD against the continual pressing demand for housing and commercial land. As a result, residential gross floor area (GFA), flat production and commercial GFA in KTD have increased to about 2 900 000 square metres (m²), 49 900 units and 2 280 000 m² respectively. On urban design, KTO has formulated guidelines to synchronise quality urban and landscape design and issued guidelines on creating branding and place making strategy for KTD.

Major development sites

4. On land supply, KTO has delivered in batches 30 residential, three commercial and two mixed uses sites in total, comprising a total residential and commercial GFA of about 2 200 000 m² and 340 000 m² respectively to cope with the development needs.

啟德發展計劃 – 已完成的主要項目

Kai Tak Development – Major Projects Already Completed



啟德郵輪碼頭大樓

Kai Tak Cruise Terminal Building



啟德消防局暨救護站

Kai Tak Fire Station cum Ambulance Depot



啟晴邨

Kai Ching Estate



工業貿易大樓

Trade and Industry Tower



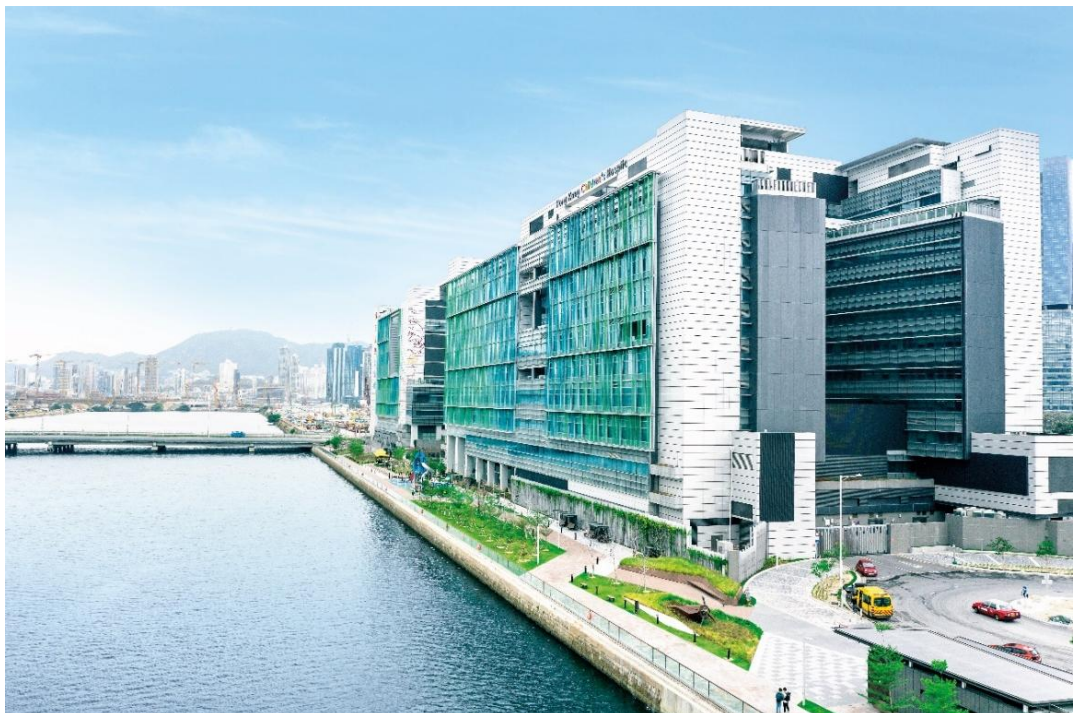
聖公會聖十架小學

S.K.H. Holy Cross Primary School



香港兒童醫院

Hong Kong Children's Hospital



文理書院(九龍)
Cognitio College(Kowloon)



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**



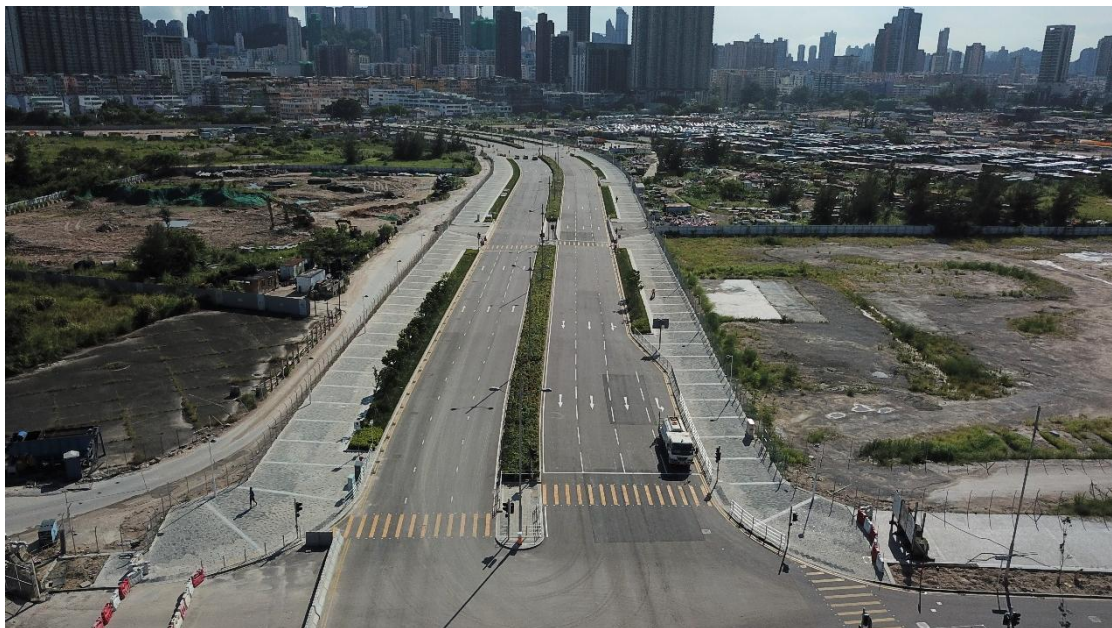
啟新道

Kai San Road



承啟道

Shing Kai Road



承昌道

Shing Cheong Road



承豐道

Shing Fung Road



區域供冷系統

District Cooling System



啟德跑道公園第一期

Kai Tak Runway Park Phase 1



觀塘海濱花園

Kwun Tong Promenade



香港兒童醫院旁的海濱長廊

Waterfront Promenade adjacent to the Hong Kong Children's Hospital

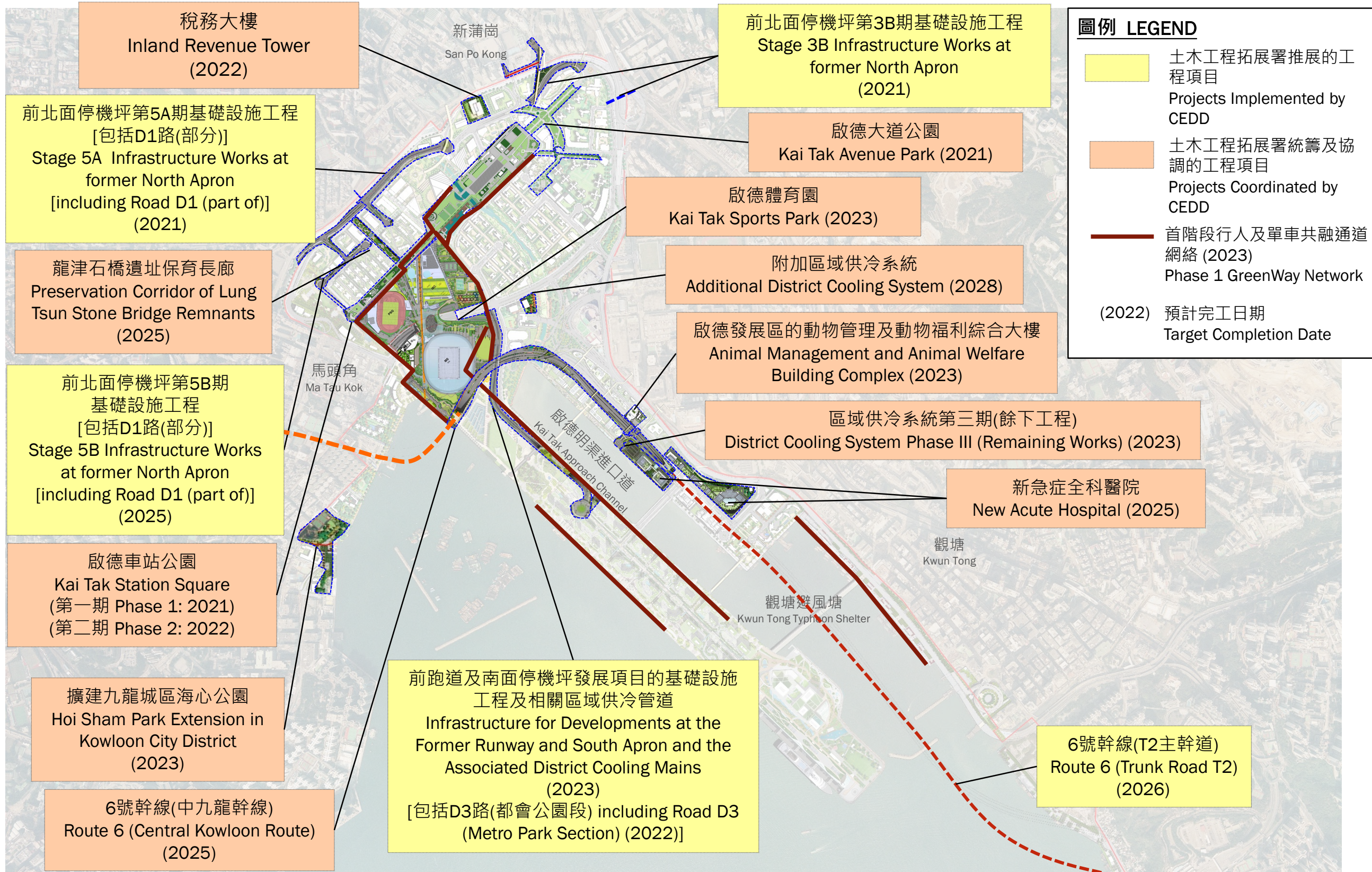


啟德空中花園
Kai Tak Sky Garden



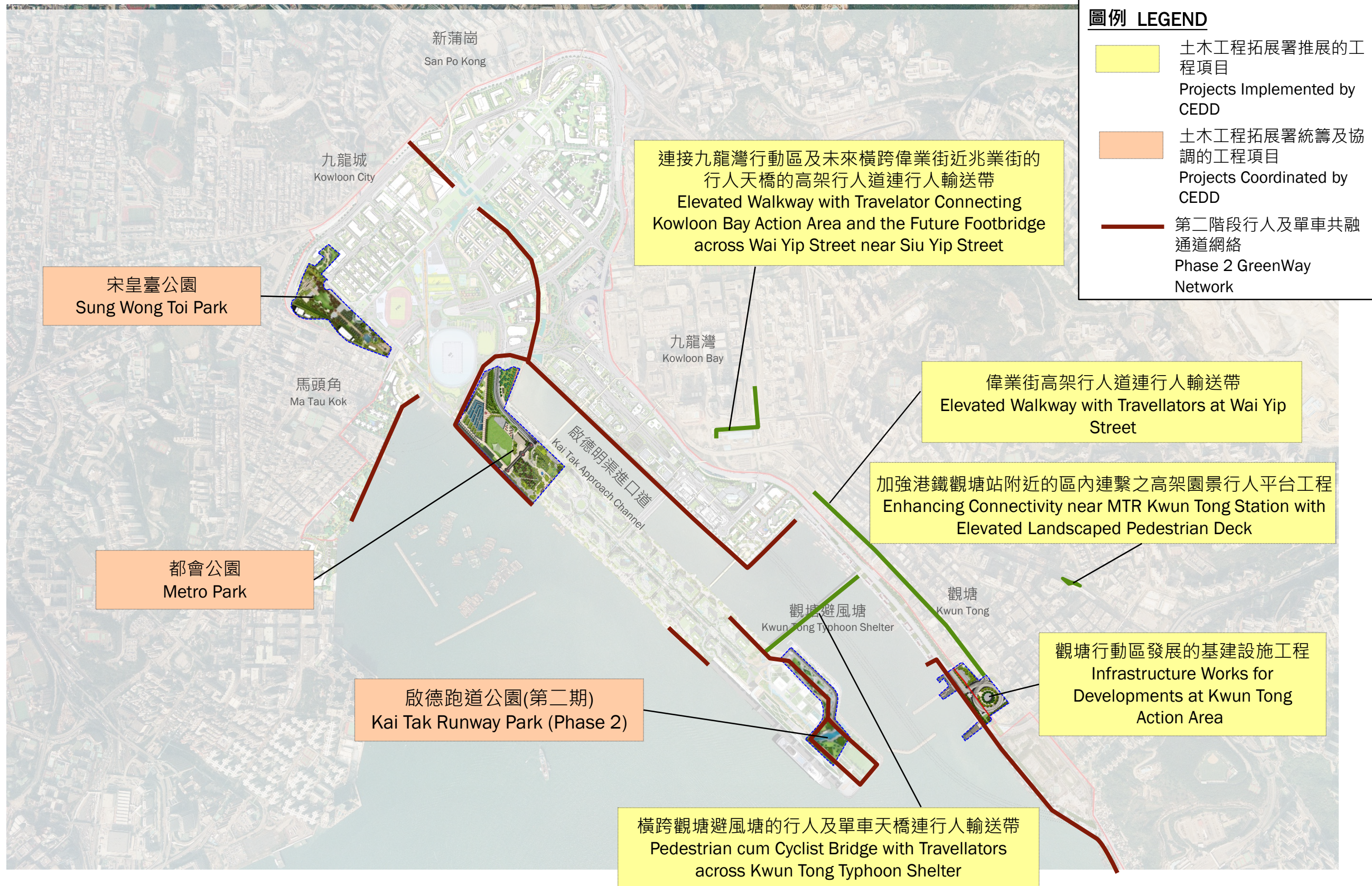
啟德發展計劃 – 建造中的主要項目

Kai Tak Development – Major Projects under Construction



啟德發展計劃 – 積極規劃 / 設計中的主要項目

Kai Tak Development – Major Projects under Active Planning / Design



Proposed Job Description Head (Kai Tak Office) (H(KTO))

Rank : Government Engineer (D2)

Responsible to : Project Manager (East)

Major Duties and Responsibilities –

In charge of the Kai Tak Office, the H(KTO) is responsible to the Project Manager (East) for the co-ordination of the implementation of mega interfacing works projects in and around Kai Tak Development (KTD) under a very tight programme, including Central Kowloon Route, Road D1 (part of), Road D3 (Metro Park Section), Trunk Road T2 and Cha Kwo Ling Tunnel, New Acute Hospital, District Cooling System Phase III (Remaining Works), Kai Tak Sports Park, and all sorts of other infrastructure projects; close steering of the planning, design, construction and public engagement/consultation of KTD infrastructure works; enhanced integration of KTD with the adjacent districts through elevated landscaped walkways and footbridges, subways and at-grade crossings; implementation of infrastructure projects to enhance walkability and connectivity in Kowloon East (KE) and the San Po Kong Business Area to suit the major developments complementing the on-going transformation of KE into the second Core Business District; and realisation of the GreenWay network and enhanced green features in KTD and quality urban and landscape design to achieve the planning vision of KTD. The major duties are –

1. to oversee preparation of estimates, resource planning, programme and financial control;
2. to appoint and supervise consultants;
3. to manage feasibility and engineering studies, technical and environmental assessments, investigations and design;
4. to oversee contract administration and finalisation including monitoring progress and resolving contract disputes;
5. to oversee statutory and administrative procedures for securing project delivery and funding;
6. to co-ordinate key interface and programming issues arising from project implementation;

7. to oversee works-related district administration matters for Kowloon City and Wong Tai Sin; and
8. to oversee the work of Chief Engineers under his/her purview.

Proposed Job Description Chief Engineer/East 4 (CE/E4)

Rank : Chief Engineer (D1)

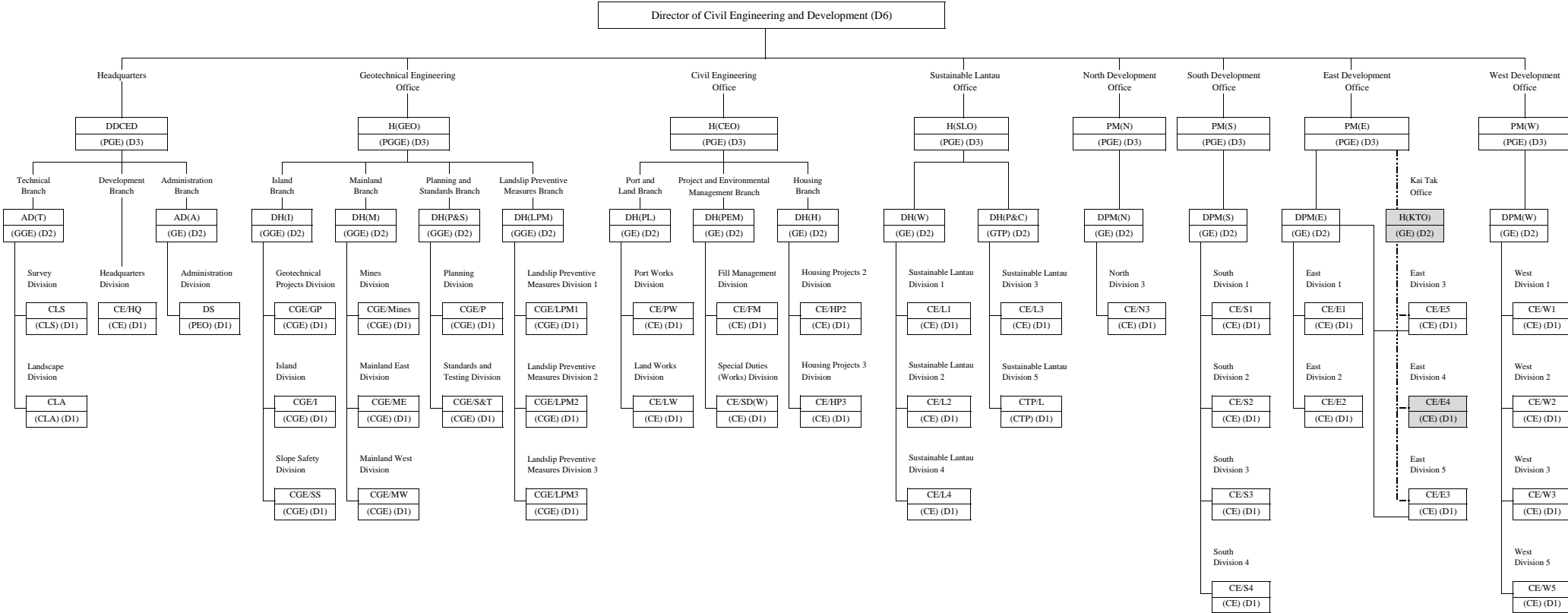
Responsible to : Head (Kai Tak Office)

Major Duties and Responsibilities –

CE/E4 heads a division of the Kai Tak Office and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the design, construction and site supervision of infrastructures at the former north apron (near Kowloon City) and Kwun Tong Action Area (KTAA); resolving interfacing issues with Urban Renewal Authority's proposed development scheme at Kai Tak Road/Sa Po Road and co-ordination of associated land use and drainage works; investigation, design, construction and site supervision of the travellers network that links up the former runway of Kai Tak, Kowloon Bay Action Area and KTAA; design, construction and site supervision of the elevated landscaped deck near the MTR Kwun Tong Station; reviewing and enhancing the pedestrian environment in Kowloon East and San Po Kong Business Area; and overall co-ordination for the implementation of the KTD GreenWay network. The major duties are –

1. to oversee the overall administration, planning, design, construction and supervision of works packages;
2. to undertake budgetary control of projects;
3. to drive for timely achievement of milestone targets, co-ordinate and oversee timely resolution of interfacing matters with other projects and developments;
4. to plan and conduct public engagement/consultation with a view to soliciting public support to project implementation;
5. to supervise and ensure that projects are implemented to the quality requirements and within budget;
6. to select and manage consultants and contractors;
7. to oversee works-related district administration matters for Kowloon City; and
8. to oversee the work of Senior Engineers under his/her purview.

Existing and Proposed Organisation Chart of Civil Engineering and Development Department



Legend

- AD - Assistant Director
 - CE - Chief Engineer
 - CGE - Chief Geotechnical Engineer
 - CLS - Chief Land Surveyor
 - CLA - Chief Landscape Architect
 - CTP - Chief Town Planner
 - DDCED - Deputy Director of Civil Engineering and Development
 - DH - Deputy Head of Office
 - DPM - Deputy Project Manager
 - DS - Departmental Secretary
 - GE - Government Engineer
 - GGE - Government Geotechnical Engineer
 - GTP - Government Town Planner
 - H - Head of Office
 - PEO - Principal Executive Officer
 - PGE - Principal Government Engineer
 - PGGE - Principal Government Geotechnical Engineer
 - PM - Project Manager
- Supernumerary posts proposed to be re-created up to 31 March 2026
- Proposed line of command after the re-creation of the proposed supernumerary posts

Key Portfolios of the Existing Government Engineer and Chief Engineer Posts in the Civil Engineering and Development Department (CEDD)

All the existing Government Engineer and Chief Engineer posts in CEDD are fully engaged in their respective duties. It is operationally not possible for them to take up the additional tasks without adversely affecting the discharge of their current duties.

Civil Engineering Office

2. **Deputy Head (Port and Land)** is responsible for the overall administration and management of the Port and Land Branch of the Civil Engineering Office, comprising the Port Works Division, Land Works Division and Pier Improvement Unit.

3. **Deputy Head (Project and Environmental Management)** is responsible for the overall administration and management of the Project and Environmental Management Branch of the Civil Engineering Office, comprising the Fill Management Division, Special Duties (Works) Division and Universal Accessibility Projects Unit.

4. **Deputy Head (Housing)** is responsible for the overall administration and management of the Housing Branch of the Civil Engineering Office, comprising the Housing Projects 1 Unit, Housing Projects 2 Division and Housing Projects 3 Division.

5. **Chief Engineer/Special Duties (Works)** is responsible for the overall administration, planning, design, construction and site supervision of the Anderson Road Development, decontamination works for the concerned site at Kennedy Town, and site formation and infrastructure works for public housing development projects at Pik Wan Road, Shek Pai Street, Hiu Ming Street, Yan Wing Street, Lin Cheung Road, Fung Tak Road, near Cheung Shan Estate and Tsing Yi Road West, etc. He/She is also responsible for the provision of technical support to the Steering Committee on Implementation of Hong Kong Disneyland and Ocean Park Redevelopment Committee on further expansion of the concerned theme parks; and coordination of maintenance issues in Penny's Bay Development Area.

6. **Chief Engineer/Port Works** is responsible for the overall construction and site supervision of development of Tai Po Lung Mei Beach project and Lei Yue Mun waterfront enhancement project; implementation of near-shore reclamation at Lung Kwu Tan and re-planning of Tuen Mun West; planning for near-shore reclamations at Ma Liu Shui and the seafront of Sai Kung Sewage Treatment Works, reconstruction of Cheung Chau Ferry Pier; expansion of Aberdeen Typhoon Shelter and enhancement of landing facilities; implementation of enhancement measures under the coastal hazard study; formulation of shoreline management plan; carrying out technical studies for climate change relating to extreme sea level, enhancing resilience of critical infrastructure, etc.; enhancement and maintenance of public marine facilities including piers, ferry terminals, seawalls, breakwaters, typhoon shelters and fairways; application of Building Information Modelling in marine works asset management; implementation of smart pier initiatives and eco-shoreline project; and providing advisory services for marine works.

7. **Chief Engineer/Land Works** is responsible for the overall planning, design, construction and site supervision of the site formation and infrastructure works for public housing developments in Tuen Mun Area 54; the site formation for development of the columbarium and crematorium facilities in Sandy Ridge; site formation for development of columbarium in Siu Ho Wan and Yuen Long; road improvement works for development of columbarium in Wo Hop Shek; construction of a subway to support columbarium development in Shek Mun; the footbridge widening and bus layby extension in the vicinity of MTR Fanling Station; and the planning, design and construction of New Territories (NT) Greening Master Plans covering nine NT Districts and the Islands District. He/She is also responsible for overseeing the administration and management of CEDD Landscape Term Contract.

8. **Chief Engineer/Fill Management** is responsible for the strategic planning and management of construction and demolition materials, marine disposal for contaminated and uncontaminated sediments; design and operation of public fill reception facilities including two barging points and two fill banks, mud pits for contaminated sediments and construction waste sorting facilities; and liaison with the Mainland authorities for the cross-boundary disposal of inert construction and demolition materials and dredged sediments. He/She is also responsible for the overall management of the Dredging Works at Kwai Tsing Container Basin and its Approaching Channel; issuance of Sand Removal Permits and related issues, and providing secretarial support to the Public Fill Committee and Marine Fill Committee.

9. **Chief Engineer/Housing Projects 2** is responsible for the overall administration, planning, design, construction and site supervision of the site formation and infrastructure works projects for the public housing development sites (including those at Tin Wah Road, Tin Tsz Road, Tan Kwan Tsuen, Wang Chau Phase 1, Long Bin Phase 1 and Phase 2 in Yuen Long, as well as San Hing Road, San Hing Road Extension, Hong Po Road, Hin Fat Lane, Hang Fu Street, Wu Shan Road, Tin Hau Road and Tuen Hing Road in Tuen Mun). He/She is also responsible for leading his/her team to consult District Councils, Rural Committees, and local organisations/committees so as to foster communication with stakeholders and ensure timely completion of the relevant site formation and infrastructure projects.

10. **Chief Engineer/Housing Projects 3** is responsible for the overall administration, planning, design, construction, and site supervision of the site formation and infrastructure works projects for the public housing development sites (including those at Pok Fu Lam South, Wang Chau Remaining Phases at Yuen Long, Kowloon East, Pak Tin Extension and Chak On Road South at Sham Shui Po, Choi Shun Street at Sheung Shui, Cheung Man Road at Chai Wan and Ching Hong Road North at Tsing Yi). He/She is also responsible for leading his/her team to consult District Councils, Rural Committees and local organisations/groups so as to foster communication with stakeholders and ensure timely completion of the relevant site formation and infrastructure works.

North Development Office

11. **Deputy Project Manager (North)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in the North, Sha Tin and Tai Po Districts.

12. **Chief Engineer/North 3** is responsible for the overall administration, planning, design and construction supervision of works packages serving the First Phase of Kwu Tung North/Fanling North New Development Area (NDA), as well as the development projects in Tai Po District. He/She is also responsible for the works-related district administration matters of the Tai Po District

East Development Office

13. **Deputy Project Manager (East)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in the Sai Kung District and east Kowloon.

14. **Chief Engineer/East 1** is responsible for the overall administration, planning, design, construction and site supervision of works packages, with major focus on the infrastructure works for the Sai Kung area and Tseung Kwan O (TKO) New Town, including the TKO-Lam Tin Tunnel, Cross Bay Link and infrastructure works for TKO Stage 1 Landfill Site. He/She is also responsible for the works-related district administration matters of the Sai Kung District.

15. **Chief Engineer/East 2** is responsible for the overall administration, planning, design, construction and site supervision of works packages, with major focus on the development of the Anderson Road Quarry site, the development of TKO Area 137 and Sai Kung Town improvement works. He/She is also responsible for the works-related district administration matters of the Kwun Tong District.

16. **Chief Engineer/East 3** is responsible for the overall administration, design, construction and site supervision of works packages, with major focus on the design and construction of infrastructure for Kai Tak Development (KTD) at the former north apron area (near Choi Hung Estate) and the former south apron area including Trunk Road T2 and Cha Kwo Ling Tunnel. He/She is also responsible for the works-related district administration matters of the Wong Tai Sin District.

17. **Chief Engineer/East 5** is responsible for the overall administration, planning, design, construction and site supervision of works packages, with major focus on the overall planning and co-ordination of design matters in KTD, including resolving project interfacing issues, implementation of urban design requirements, heritage matters, and the design and construction of infrastructure works at the former runway, as well as providing technical support for the infrastructure works of the Energizing Kowloon East initiative.

South Development Office

18. **Deputy Project Manager (South)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in Hong Kong Island and west Kowloon, and liaison on projects in Hong Kong Island, Sham Shui Po and Yau Tsim Mong Districts.

19. **Chief Engineer/South 1** is responsible for the overall administration, planning, design, construction and site supervision of works packages in Kowloon, with major focus on the infrastructure and site formation projects for the public housing development sites (including those at ex-Cha Kwo Ling Kaolin Mine Site,

three urban squatter areas namely Cha Kwo Ling Village, Ngau Chi Wan Village and Chuk Yuen United Villages, and Wong Tai Sin Community Centre), and three footbridges at Sham Mong Road. He/She is also responsible for the works-related district administration matters of the Sham Shui Po District.

20. **Chief Engineer/South 2** is responsible for the overall administration, planning and implementation of works packages in West Kowloon, with major focus on design and construction of integrated basement and government infrastructure works for the West Kowloon Cultural District, in addition to coordination of major interfacing projects. He/She is also responsible for the works-related district administration matters of the Yau Tsim Mong District.

21. **Chief Engineer/South 3** is responsible for the overall administration, planning, design, construction and site supervision of works packages on Hong Kong Island and Kowloon, with major focus on the proposed boardwalk underneath the Island Eastern Corridor, reassembly of Queen's Pier, the site formation at Ka Wai Man Road Phase 2, housing sites at Braemar Hill, Cheung Man Road, Chai Wan and Diamond Hill, incremental implementation of share-used cycle track at Central to Wan Chai waterfront, pedestrian linkage projects for Kwun Tong Town Centre redevelopment. He/She is also responsible for the works-related district administration matters of the Central and Western District and Eastern District.

22. **Chief Engineer/South 4** is responsible for the overall administration, planning, design, construction and site supervision of works packages on Hong Kong Island, with major focus on the projects of Central Reclamation phase 3, Wan Chai development phase II (WDII), construction of promenade near Wan Chai North ex-Public Cargo Working Area and water quality monitoring and assessment at Wai Chai Basin. He/She is also responsible for overseeing interfacing issues among the remaining works packages of WDII and the Shatin to Central Link, as well as the works-related district administration matters of the Wan Chai and Southern Districts.

West Development Office

23. **Deputy Project Manager (West)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in the Yuen Long, Tuen Mun, Tsuen Wan and Kwai Tsing Districts, as well as the New Territories Cycle Track Network Project.

24. **Chief Engineer/West 1** is responsible for the overall administration, planning, design and construction supervision of the site formation and infrastructure projects for Yuen Long South and Kam Tin South Developments. He/She is also responsible for the land use review study for Ngau Tam Mei and works-related district administration matters of the Yuen Long District (excluding the San Tin/Lok Ma Chau areas).

25. **Chief Engineer/West 2** is responsible for the overall administration, planning and supervision of the technical study for the potential sites for relocation of wholesale markets and for other industrial uses in North West Tsing Yi, the engineering feasibility study for developments in Tin Shui Wai Area 14 and the preliminary technical review on potential sites in Yuen Long Areas 13 and 14 for housing development, as well as the overall administration, planning, design and construction supervision of the New Territories Cycle Track Network projects. He/She is also responsible for the works-related district administration matters of the Tsuen Wan and Kwai Tsing Districts.

26. **Chief Engineer/West 3** is responsible for the overall administration, planning, design and construction supervision of the site formation and infrastructure project for Package A Works of the Second Phase development for Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA, as well as the overall administration, planning and supervision of the feasibility studies for the environmentally-friendly transport services in HSK/HT NDA and adjacent areas, fostering a pedestrian and bicycle-friendly environment in HSK/HT NDA and Yuen Long South Development, the study for river revitalisation and flood attenuation facilities for HSK/HT NDA, the urban and green design studies for the future town centre, the district commercial node as well as the riverside promenade area along the revitalised Tin Shui Wai River Channel in HSK/HT NDA. He/She is also responsible for the works-related district administration matters of the Tuen Mun District.

27. **Chief Engineer/West 5** is responsible for the overall administration, planning, design and construction supervision of the infrastructure and associated works under the Lok Ma Chau Loop development project. He/She is also responsible for the works-related district administration matters of the San Tin/Lok Ma Chau areas.

Sustainable Lantau Office

28. **Deputy Head (Works)** is responsible for the effective operation of the Sustainable Lantau Office in the implementation and co-ordination of development and conservation programmes, mostly those at the design and construction stages, to promote sustainable development of Lantau. He/She

/oversees

oversees the resource planning, contract administration and financial control for development projects, such as the Tung Chung New Town Extension and Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge, as well as the secretariat work for the subcommittees under the Lantau Development Advisory Committee.

29. **Chief Engineer/Lantau 1** is responsible for carrying out the design work as well as implementing the reclamation, site formation and infrastructure works at Tung Chung East of Tung Chung New Town Extension. He/She is also responsible for implementation of the infrastructure works for the Public Housing Development at Area 54 of Tung Chung.

30. **Chief Engineer/Lantau 2** is responsible for taking forward development projects and local improvement works in Lantau. He/She is also responsible for the site formation and infrastructure works in Tung Chung West of the Tung Chung New Town Extension project, the engineering study of Road P1 (Tai Ho – Sunny Bay Section), the planning and engineering study on the Sunny Bay Reclamation and the improvement works at Tai O and Ma Wan Chung.

31. **Chief Engineer/Lantau 3** is responsible for taking forward local improvement works, conservation and recreation initiatives in Lantau, and smart, green and resilient measures. These include the review of the traffic and transport infrastructure networks in Lantau and taking forward the follow-up actions, and the improvement works at Mui Wo. He/She is also responsible for the implementation of Lantau Trails and Recreation Plan, and the expansion and enhancement of the mountain bike trail networks in Lantau.

32. **Chief Engineer/Lantau 4** is responsible for supervising and managing the Studies related to the Artificial Islands in the Central Waters and formulation of an implementation strategy.

CEDD Headquarters

33. **Assistant Director (Administration)** is responsible for the overall administration and management of the Administration Branch, comprising the Administration Division, Accounts and Supplies Division, Communications Unit and Training Unit, providing a range of administrative services for the management of CEDD as well as the professional and technical grades under the central authority of the Director of Civil Engineering and Development.

34. **Chief Engineer/Headquarters** is responsible for the overall administration and management of the Development Branch, comprising the Planning Unit and Town Planning Unit. He/She oversees the Department's commitment to land formation, land supply and road development; assists in formulating departmental strategies and co-ordinating inputs over planning related issues; oversees the Department's project delivery and expenditure under the Public Works Programme and Capital Works Reserve Fund (CWRF); and vets applications for funding under CWRF Block Votes, undertaking of projects, employment of consultants, entrustment of works and increase in consultancy fees.
