

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 705 - CIVIL ENGINEERING

Transport - Ferry Piers

37TF - Reconstruction of Pak Sha Wan Public Pier, Sai Kung

Members are invited to recommend to Finance Committee the upgrading of **37TF** to Category A at an estimated cost of \$35.2 million in money-of-the-day prices.

PROBLEM

The existing public pier at Pak Sha Wan, Sai Kung is in poor condition and should be replaced.

PROPOSAL

2. The Director of Civil Engineering, with the support of the Secretary for Economic Services, proposes to upgrade **37TF** to Category A at an estimated cost of \$35.2 million in money-of-the-day (MOD) prices for the reconstruction of the existing Pak Sha Wan Public Pier at Sai Kung.

PROJECT SCOPE AND NATURE

3. The scope of the project comprises -

/(a)

- (a) demolition of the existing pier;
- (b) construction of a replacement pier with a roof cover;
and
- (c) provision of the associated landscaping and paving works.

4. We will maintain operation of at least two of the five berths of the existing pier during the construction of the new pier.

JUSTIFICATION

5. In April 1995, we commissioned a consultancy study “Condition Audit of Reinforced Concrete Piers and Review of Concrete Design for the Marine Environment” (the Study) at an estimated cost of \$9.5 million for a comprehensive audit on the conditions of 93 reinforced concrete government piers maintained by Civil Engineering Department. The condition audit revealed that the existing Pak Sha Wan Public Pier, which was built in 1974, was in very poor condition with extensive reinforcement corrosion and spalling. The Study recommended urgent short-term repair and long-term replacement of the pier. We completed the short-term repair of the pier in February 1998. We consider that the pier should now be replaced to ensure public safety.

FINANCIAL IMPLICATIONS

6. We estimate the total cost of the project to be \$35.2 million in MOD prices (see paragraph 7 below), made up as follows -

	\$million
(a) Demolition of the existing pier	1.0
(b) Construction of a replacement pier with roof cover	26.5
(c) Provision of associated landscaping and paving works	2.0
(d) Environmental mitigation measures	1.0

(e) Contingencies	2.1	/(e)
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Sub-total	32.6	(at December 1998 prices)
(f) Provision for price adjustment	2.6	
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Total	35.2	(in MOD prices)
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7. Subject to approval, we will phase the expenditure as follows -

Year	\$ million (Dec 1998)	Price adjustment factor	\$ million (MOD)
2000 – 2001	19.8	1.06217	21.0
2001 – 2002	9.6	1.09934	10.6
2002 – 2003	3.2	1.13782	3.6
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	32.6		35.2
	<hr/>		<hr/>

8. We have derived the MOD estimate on the basis of the Government's latest forecasts of trend labour and construction prices for the period between 2000 and 2003. We will tender the proposed works under a remeasurement contract as the quantities of the piling and dredging works for the pier structure are uncertain. As the contract period is not more than 21 months, the contract will not provide for price adjustments. We will use in-house site staff to supervise the construction works.

9. We estimate the additional recurrent expenditure to be \$121,000 per year.

/PUBLIC

PUBLIC CONSULTATION

10. We consulted the local village representatives and the members of Sai Kung Provisional District Board representing the area in May 1998. They had no objection to the proposed works, but requested that adequate lighting facilities be provided at the new pier and that these should be properly maintained. The design for the new pier has incorporated this request and has the support of the Board.

11. We gazetted the project under the Foreshore and Seabed (Reclamations) Ordinance on 15 January 1999 and received no objection during the two-month statutory period. The project was authorized on 1 April 1999 under the Ordinance.

12. We circulated an Information Paper to members of the Economic Services Panel in June 1999. We received no comments.

ENVIRONMENTAL IMPLICATIONS

13. The project is a designated project under Schedule 2, Part I of the Environmental Impact Assessment (EIA) Ordinance. An Environmental Permit (EP) is required for the construction and operation of the project. Having regard to the project profile, the Director of Environmental Protection (DEP) is satisfied that the environmental impact of the project can meet the requirements of the Technical Memorandum on the EIA process. Permission to apply directly for the EP with conditions was granted by DEP on 18 March 1999 and the EP was subsequently approved by DEP on 7 June 1999. We shall implement the mitigation measures set out in the project profile as required by the DEP. We estimate the cost of implementing the environmental mitigation measures to be \$1.0 million and have included this cost in the project estimate.

LAND ACQUISITION

14. The project does not require any land acquisition.

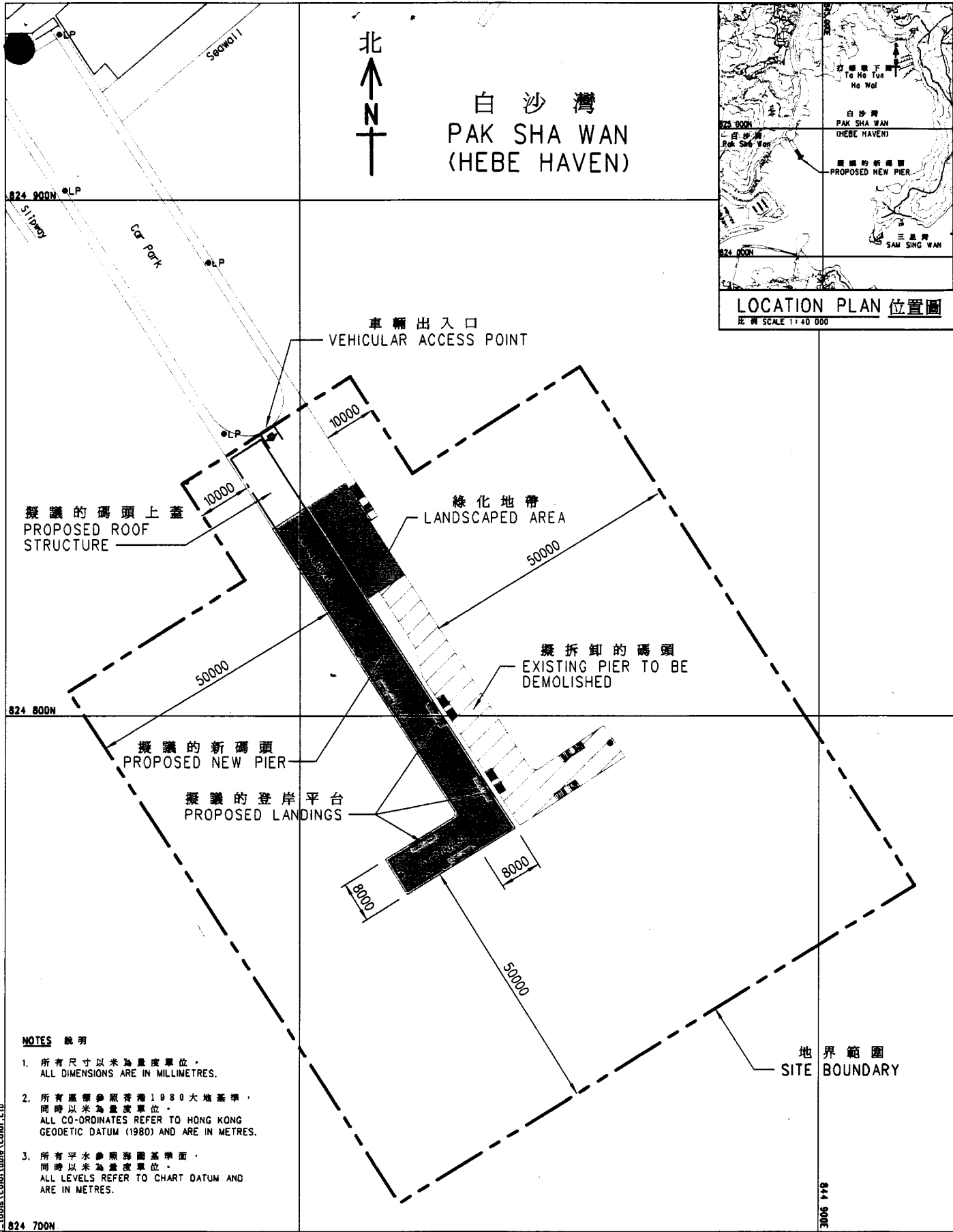
BACKGROUND INFORMATION

15. We upgraded **37TF** to Category B in September 1998.

16. We plan to start the proposed works in February 2000 for completion in October 2001. /16.

Economic Services Bureau
October 1999

[TF37-07.DOC]




NOTES 說明

1. 所有尺寸以米為量度單位。
ALL DIMENSIONS ARE IN MILLIMETRES.
2. 所有座標參照香港1980大地基準，
同時以米為量度單位。
ALL CO-ORDINATES REFER TO HONG KONG
GEODETIC DATUM (1980) AND ARE IN METRES.
3. 所有平水參照海圖基準面，
同時以米為量度單位。
ALL LEVELS REFER TO CHART DATUM AND
ARE IN METRES.

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title 圖則名稱
**RECONSTRUCTION OF
PAK SHA WAN PUBLIC
PIER, SAI KUNG
西貢白沙灣
公眾碼頭重建**

designed 設計	name 姓名	initial 簡簽	date 日期
drawn 繪圖	T. L. WONG	SIGNED	28.9.99
checked 核對	K. C. LO	SIGNED	29.9.99
approved 核准	C. Y. CHAN	SIGNED	29.9.99
office	PORT WORKS DIVISION CIVIL ENGINEERING OFFICE 土木工程處 海港工程部		

no. 編號	date 日期	description 說明	checked 核對	approved 核准
drawing no. 圖則編號		P20275-1	scale 比例	
			1:1000	
		 CIVIL ENGINEERING DEPARTMENT HONG KONG	土木 工程 署 香 港	

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