

For information

**NOTE FOR LEGISLATIVE COUNCIL PANEL
ON PLANNING, LANDS AND WORKS**

**Supplementary Information on
343CL – Central Reclamation Phase III – Engineering Works**

INTRODUCTION

At the meeting on 1 March 2002, Members requested additional information regarding the Central Reclamation Phase III (CRIII) project on the following issues:-

- (i) Confirmation that the reclamation complies with the Protection of the Harbour Ordinance;
- (ii) The construction and maintenance cost for the proposed wave-absorbing seawall;
- (iii) Disposal and treatment of contaminated mud;
- (iv) Encouraging the use of environmental friendly water-cooled air-conditioning systems by the private sector; and
- (v) Design of the waterfront promenade at CRIII.

THE ADMINISTRATION'S RESPONSE

Confirmation that the reclamation complies with the Protection of the Harbour Ordinance.

2. The Administration has obtained legal advice on the Protection of the

Harbour Ordinance in relation to the CRIII Minimum Option. The Administration has had genuine and proper regard to the presumption principle set out in s. 3(1) of the Protection of the Harbour Ordinance.

Construction and maintenance cost for the proposed wave-absorbing seawall

3. Wave-absorbing seawall will be constructed along the Central Waterfront. The proposed seawall could absorb wave energy by 75% and reduce wave height by 50%. The slots on the seawall would prevent debris on the sea from being trapped inside the chamber.

4. The Civil Engineering Department will conduct regular maintenance works on the seawall. To facilitate maintenance works, direct access into the seawall chamber would be provided through the manholes on the roof of the chambers. Inside the chamber, a continuous concrete walkway with stainless steel handrailings would provide a safe environment for maintenance and cleaning activities. Labourers would only enter the seawall chambers during calm weather conditions and when surge tides were not present. Every effort would be made to ensure safety of the maintenance environment and to minimize the residual risks.

5. The total construction cost of the 850-m wave-absorbing seawall is about HK\$140M. The estimated annual maintenance cost is about \$ 0.8 M.

Disposal of contaminated mud

6. According to the Civil Engineering Department, the estimated quantity of contaminated mud to be disposed to East Sha Cha in the coming five years from all the works project is 12 Mm³. The estimated quantity of contaminated mud to be generated by the CRIII project that needs to be disposed of is 0.478 Mm³.

7. There are clear policy to discourage sediment dredging and established procedures to assess the real need for removal of marine sediments. In case sediment removal is demonstrated to be inevitable, the project proponent must go through the following procedures before they can proceed with the project:-

(i) the project proponent will be required to conduct sediment quality assessment in consultation with Director of Environmental Protection (DEP). The result of the assessment will be submitted in a formal Sediment Quality Report (SQR) for DEP's approval. The Report shall include results of testing, classification of sediment, volume of sediment to be dredged and the recommended disposal method. DEP will specify the reliability period of the SQR upon approval.

(ii) The project proponent will proceed to seek agreement of Marine Fill Committee (MFC), an inter-departmental committee, for allocation of disposal space. The MFC will study the rationale for sediment removal and allocate disposal space accordingly.

(iii) The works contractor will make formal application to DEP for a dumping permit under the Dumping at Sea Ordinance. The contractor is required to observe the expiry date of reliability period of the SQR when applying for a dumping permit. Otherwise, he will be required to carry out any works necessary to extend the reliability period of the SQR.

8. With a view to avoiding the need of dredging, the Administration is working to improve the contaminated mud treatment techniques. In the past, removal of polluted and odorous mud by dredging was the only feasible option for improving the environment. Nowadays, we have put into use or testing different pre-treatment methods that have proven success overseas. These methods include bio-remediation (non-chemical method) and mixing with cement/lime (chemical method). The Civil Engineering Department is currently undertaking a project at Shing Mun River using bio-remediation techniques to remove bad odour and organic pollutants from river sediment. It is intended that the sediments will be left in place where there is sufficient water depth for flood control purposes. The result so far is encouraging and the applicability of the technique in other areas will be investigated.

Encouraging the use of environmental friendly water-cooled air-conditioning systems by the private sector

9. The study for territory-wide implementation of water-cooled conditioning systems is in progress, and would be completed later this year. The Administration will consider the way forward having regard to the findings of the consultancy study and will brief LegCo Members in due course.

Design of the waterfront promenade at CRIII

10. In connection with the decision to use the Tamar site for the development of the Central Government Complex, the new LegCo Building and a range of public facilities, the Government will invite expression of interests shortly to solicit a conceptual design for the developments on the Tamar site and the Central waterfront promenade, so as to ensure that the design of the buildings on Tamar would blend coherently with the landscape design and setting of the waterfront promenade.

Planning and Lands Bureau
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