

For the meeting
on 14 January 2003

Legislative Council
Panel on Planning, Lands and Works

Policy Briefing on the Chief Executive's 2003 Policy Address
Works Portfolio

Investment and Opportunities

1. The Government spent an average of about \$27 billion per annum in the past five years. For the coming five years, we target to spend around \$147 billion which means an average of more than \$29 billion per year. Under a deflationary trend in construction prices in recent years, the increased investment will imply that we can implement a lot more projects and help create more employment opportunities for the construction sector.

2. In the past few years, the CWP required about 35 000 to 37 000 man-years in terms of manual labour per year. Under our spending programme of \$147 billion for the coming five years, we require initially about 40 000 man-years of manual labour in the current financial year and will progressively increase the requirement to 44 000 man-years in 2004-2005. Apart from manual labour, we require additionally about 4 000 man-years of professional and technical staff per year for the planning, design and supervision of the projects.

Greening Policy

3. As from January 2003, the Environment, Transport and Works Bureau is responsible for the implementation of greening policies. We have set up in December 2002 a high level Steering Committee on Greening to formulate and coordinate greening policies and initiatives. The Steering committee is chaired by the Permanent Secretary (Transport and Works) with members coming from 17 bureaux and departments. We aim to implement a comprehensive greening policy for Hong Kong with the input of experts and specialists in this area. We will proactively carry out beautification and planting work in various locations of the urban areas

in the coming year, including roadside amenity areas, vacant government sites and pedestrianisation areas. We will strive to enlist community and private sector supports on greening works through education and promotional activities in co-operation with the District Councils.

Use of Recycled Construction and Demolition Materials

4. Local construction industry has produced about 14M tonnes of Construction & demolition (C&D) materials (e.g. broken concrete) that can be recycled for reuse in construction projects. The Government has been promoting the use of recycled material in PWP projects in order to minimise the impact on environment and to help preserve natural resources. All government departments have been directed to use recycled C&D materials as far as possible. The first temporary recycling plant has commenced operation in Tuen Mun Area 38 in July 2002. The recycle aggregates will be used in PWP projects.

Speeding up PWP Delivery

5. As one of our continuing efforts to expedite the delivery of public works, we target to seek passage of the Foreshore, Sea-bed and Roads (Amendment) Bill in mid 2003. The proposed legislative amendments will shorten the statutory periods for raising and resolving objections to these works (and hence the pre-construction lead-time of projects) by six to nine months. The speeding up public works projects will help engender efficiency in project implementation, thereby bring forward the economic and social benefits stemming from the projects and the creation of jobs associated with the projects.

Major Projects

6. In the ensuing paragraphs, we will set out some of the examples of major projects and our target implementation programmes for Members' information.

Architectural Services Department

7. The Architectural Services Department prequalified five tenderers in December 2002 for a design and build contract for the Central

Government Complex, Legislative Council Complex, Exhibition Gallery and Civic Place at the Tamar site. At the moment, we are drawing up the requirements for this mega building project. We target to commence the construction works for this project in 2004 for completion of it in 2007.

8. The planning and design of some capital works initiatives for enhancing Hong Kong's tourist attractions are underway. Among them, the Phase II of the International Wetland Park and Visitor Centre at Tin Shui Wai, at an estimated cost of \$460 million, will commence construction this year for completion in 2005. The Tsim Sha Tsui promenade beautification project, at an estimated cost of \$245 million, will commence construction in late 2003 for completion in 2005.

9. Our new school programme is proceeding well. At the moment, we are targeting to complete 13 primary schools, 12 secondary schools and one special school in 2003. Under the School Improvement Programme at a total cost of \$17.3 billion and split into five phases for implementation, we have already completed the improvement works to 384 schools under phases I to IV of the Programme. Improvement works to another 203 schools are being carried out under phases IV and V. In addition, we have completed feasibility studies for a further 131 schools and will commence the improvement works to these schools in the coming year.

Civil Engineering Department

10. The Civil Engineering Department (CED) is pushing ahead the Penny's Bay reclamation and infrastructure project which will support the development of the Disney theme park. The project is in good progress. To prepare for the potential theme park expansion in the future and take the opportunity in providing a much-needed outlet for public fill, we will award a contract for stage 2 reclamation at Penny's Bay in March 2003 for completion of the works in 2008.

11. CED is planning two major site formation projects for housing development at Anderson Road and Cha Kwo Ling. The two projects, at a total cost of about \$2.4 billion, have been scheduled for commencement of construction works in 2004 and 2005 respectively.

Drainage Services Department

12. The Drainage Services Department is implementing a series of major drainage projects, at a total cost of \$19 billion, to alleviate flooding. So far, we have completed about \$5 billion of the works. In the Northern and Northwest New Territories, we have completed the lower reaches of the major river channels and are working at the middle and upper catchments. We commenced the stage III works of the Shenzhen River regulation in December 2001 and expect to complete the project at end 2005. In the urban area, we are making good progress in implementing the West Kowloon drainage improvement project and expect to complete the Tai Hang Tung storage scheme and the Kai Tak transfer scheme in 2004.

13. Implementation of comprehensive sewerage improvement programmes under the Harbour Area Treatment Scheme (HATS) and the Sewerage Master Plans (SMPs) is underway. We forecast to spend about \$6 billion on these programmes in the coming five years. With the commissioning of the stage 1 of the HATS in 2001, we are carrying out a series of studies with a view to determining the way forward for its further stages. Under the SMPs, we are carrying out sewerage improvement works in various districts. The major upgrading works to the Sha Tin Sewage Treatment Plant and the Siu Ho Wan Sewage Treatment Plant are in good progress.

Environment Protection Department

14. The Environmental Protection Department (EPD) is planning a Recovery Park at Tuen Mun, for commencing operation in 2005, which will provide land for use by the local recycling trade in the long term. When fully commissioned, the Park will provide the facilities to recover 440 000 tonnes of recyclable waste each year resulting in a saving of \$55 million in the disposal cost.

Highways Department

15. The Highways Department (HyD) is carrying out the detailed design of the Shenzhen Western Corridor and the Deep Bay Link in a dual three-lane configuration to serve as the fourth road linkage between Hong Kong and the Mainland.

16 We commenced the construction of the Ngong Shuen Chau Viaduct of Route 9 in April 2002. Works contracts for the remaining works of Route 9 will commence in stages this year with a view to completing the trunk road in 2007.

17. To support the operation of new rail projects, we will construct enabling works associated with the projects including the Sheung Shui to Lok Ma Chau Spur Line and the Sha Tin to Central Link.

Territory Development Department

18. Several major territory development projects in the urban area and the New Territories are underway. In the urban area, the Territory Development Department (TDD) is assessing tenders for the Central Reclamation phase III contract which will provide land along the harbour front for the construction of the Central-Wan Chai Bypass. We have also commenced the detailed design for the Wan Chai development phase II project. The reclamation and infrastructure contracts are expected to commence in phases in 2004.

19. TDD has commenced the detailed design of the major infrastructure projects at South East Kowloon at a total construction cost of about \$16 billion. We expect to start the construction works in late 2003 with the first phase of infrastructure works to be completed in 2006.

20. In the New Territories, we will commence the construction of Road T3 at Sha Tin in early 2003 which serves to connect Route 9 and Tai Po Road. Some major flood protection projects, including the construction of the Tin Tsuen Channels at Yuen Long and the stage 2 works of the village flood protection scheme for Yuen Long, Kam Tin and Ngau Tam Mei, are under detailed design and will commence construction in mid 2003.

Water Supplies Department

21. The Water Supplies Department (WSD) will continue to expand the water supply infrastructure to meet demands for water arising from new developments. For example, the extension of our network to supply

water for the South East Kowloon development has commenced. We will also seek PWSC's funding support in January 2003 to the proposed project of Water Supply to Ngong Ping as a vital element to support the proposed tourist attraction facilities there. This project will include pioneer facilities for reusing treated wastewater for flushing, landscape irrigation and other possible non-potable uses. We will soon start a consultancy study on a pilot desalination plant to identify the optimum design parameters for a full-scale desalination plant and to assess its associated environmental impacts.

22. Rehabilitating or replacing those aged watermains is an important strategy to reduce the main bursting and hence its social impacts. The first batch of works started in stages in 2001 and 2002. More major contracts are in the pipeline and the next one is planned for consideration by the PWSC later this month. The WSD has also planned to reconstruct some catchwaters and water tunnels at various locations on Hong Kong Island, Lantau Island and at Tai Lam Chung at a total project cost of more than \$400 million for improving the conditions of these catchwaters and tunnels and enhance the stability of adjoining slopes. The works at Hong Kong Island and Lantau has commenced and the project for Tai Lam Chung was just upgraded to Cat A last month for commencement of works in early 2003.

Environment, Transport and Works Bureau
January 2003