

**For information
on 24 July 2007**

**LEGISLATIVE COUNCIL
PANEL ON PLANNING, LANDS AND WORKS and
PANEL SUBCOMMITTEE ON HERITAGE CONSERVATION**

Implementation Details for the Preservation of Queen's Pier

Purpose

This paper informs Members of the implementation details for the preservation of Queen's Pier.

Background

2. The Central Reclamation Phase III works contract (CRIII contract) was awarded on 10 February 2003, after obtaining funding approval from the Finance Committee of Legislative Council, and is scheduled for completion in mid 2009. The CRIII project is needed to provide land for essential transport infrastructure including the Central-Wan Chai Bypass (CWB) and Road P2 network, the Airport Railway Extended Overrun Tunnel (AR EOT) and the North Hong Kong Island Line. The land formed under CRIII will also provide an opportunity for the development of a vibrant waterfront promenade for public enjoyment.

3. The scope of the CRIII contract includes the reclamation of about 18 hectares of land, construction of Road P2 network, extension of stormwater culverts, 40-m of AR EOT and advance tunnel box for CWB amongst other works. In order to maintain the operation of the existing waterfront facilities including, inter alia, Queen's Pier, the Star Ferry Piers and the seawater cooling water pumping stations (CWPS) prior to their relocation, the reclamation works under the CRIII contract have to be undertaken in phases, namely formation of Initial Reclamation Areas and subsequently, Final Reclamation Areas as shown in Appendix A. At present, the Initial Reclamation Areas have been completed. The Star Ferry Piers, the marine operation of Queen's Pier and all the affected CWPSs have been relocated to the new seafront.

4. Under the terms of the CRIII contract, we are required to hand over the portion of the site occupied by Queen's Pier to the CRIII Contractor on 23 February 2007, 14 days following the date of substantial completion of all the works associated with the new Star Ferry Piers and Pier 9 which was 9 February 2007. Our delay in handing over the Queen's Pier site would lead to a delay in completing the reclamation works and the construction of the planned infrastructures at Queen's Pier which are critical activities in the context of CRIII. The resultant delay to the overall completion of the CRIII contract could give rise to contractual claims in the order of several hundred thousand dollars per day.

5. We have taken steps to mitigate the delay in completing the reclamation works. These include carrying out advance dredging prior to relocation of the marine operation of the Queen's Pier, increase of dredging rate after relocation and concurrent dredging in the two Final Reclamation Areas. We anticipate that all dredging works in the Final Reclamation Areas except those at Queen's Pier will be completed in August 2007 and any further delay in handing over the Queen's Pier site would put a halt to the progress of the CRIII project. To allow site handover, preservation works of Queen's Pier will have to be completed as early as possible. We therefore plan to start the preservation works by end July 2007.

Scope of Preservation Works

6. **The scope of 728CL** – Preservation of Queen's Pier approved by the Finance Committee on 15 June 2007 comprises –

- (a) preservation of the retainable parts of the above-ground structure of the Pier;
- (b) transportation and storage of the preserved parts to/at a temporary location; and
- (c) strengthening of the preserved parts and re-assembly of the Pier.

7. We wish to stress that the preservation, storage and re-assembly of Queen's Pier will be carried out with reference to the relevant international charters and guidelines in respect of heritage preservation. Measured drawings and photographic records of the existing condition of Queen's Pier would be taken, collected and retained and the entire

re-assembly process will be documented. A senior government architect with proven experience in building preservation will advise and supervise the carrying out of items 6(a) and 6(c) having regard to the principles referred to above.

8. We will carry out items 6(a) and 6(b) under the CRIII contract. As for item 6(c), we will implement the works under a separate contract and engage consultants for the detailed design, preparation of tender document, assessment of tender and construction supervision of the proposed re-assembly works at a suitable location in the Central harbourfront area.

Preparatory Work

9. We have utilized the advanced laser scanning technology to store 3D images of Queen's Pier and kept the plan. As can be seen from copies of 3D images shown in Appendix B, dimensions of the components of Queen's Pier and their relative spatial relationship and that with the City Hall can be derived from the 3D images. We have also conducted cartographic and photographic surveys for recording the details of the Pier. Copies of the cartographic records and photographic records are attached in Appendices C and D respectively.

10. We have started fabrication works for the hoarding. We will erect hoarding around Queen's Pier, as in Appendix E, to facilitate the occupation of the Pier site for the preservation works. During the erection of the hoarding, construction plant would need to occupy the part of Edinburgh Place in front of Queen's Pier as shown in Appendix F. In order to reduce disturbance to the public, the erection would be carried out at night starting at around 20:00 for completion by around 12:00 the next day. For safety reason, the Queen's Pier site will be cleared and parts of the Edinburgh Place will be cordoned off as shown in Appendix F.

Preservation Method

11. With regard to item 6(a), we have proceeded with the design of the temporary supports, as shown in Appendix G, immediately after the funding approval. We will prefabricate the temporary supports off site and transport them in parts to the site for installation at Queen's Pier to support the Pier structures during preservation by saw-cutting.

12. Upon hoarding off of the Pier site, careful dismantling and preservation of the metal wares and non-structural parts, as in Appendix H, including bollards, balustrades, baluster columns, handrails, the Chinese and English “Queen’s Pier” plaques, other directory signs, navigation lights, precast concrete landing steps, planters and concrete benches would commence, one by one.

13. The concrete roof is big and heavy (about 500 tonnes). With the temporary supports for lifting off the roof, the total weight will be about 800 tonnes. We will therefore preserve the roof in parts by saw-cutting in accordance with the preservation plan as shown in Appendix I. The central pitched roof portion will be divided into two halves. We will preserve the 34 existing concrete columns, one by one, by carefully saw-cutting at roof and deck level. We will carefully take down the stone facing of the two load bearing walls, block by block.

14. After saw-cutting, the roof panels/the columns will be lifted up by a crane barge and stored on a flat barge for transportation to a temporary storage area. The flat roof panels will be lifted by a 200-tonne crane barge whereas the pitched roof portion can only be lifted by a 500-tonne crane barge. The 200-tonne crane barge is readily available. The 500-tonne crane barge is not available locally and we plan to source one from the nearest place. We have identified a suitable 500-tonne crane barge in Guangzhou. To tie in with the preservation programme, we need to proceed with the order of the crane barge as soon as possible. Our plan is to do so towards end July 2007.

15. To facilitate the re-assembly of Queen’s Pier, all the preserved parts would be meticulously labeled. The labels would be marked on the fabric and components of the Pier as well as indicated clearly on the cartographical record. Photographs with the labels would be taken before, during and after the preserved parts are taken down so that there are sufficient information and details for the re-assembly works.

Storage Arrangement

16. We have searched for suitable sites for safe storage of the preserved parts at Kai Tak, Tseung Kwan O and Lantau.

17. At Kai Tak, we have identified a possible site at the ex-runway close to To Kwa Wan. The site has sea frontage and a 1:1.5 sloping seawall.

Our site survey however indicates that the existing seabed level is not deep enough for the 500-tonne crane barge to get close enough to the landside for down loading the preserved parts. As shown in Appendix J, the preserved parts would be overhung by about 2m at the edge of the site. It is also not practicable to further move the preserved parts of the roof by land-based crane due to their size and weight. The site at Kai Tak is therefore not suitable.

18. For Tseung Kwan O, we have examined potential sites at Fat Tong Chau. Our findings show that the sloping seawall of the sea frontage site is protected with tetrapods (specially shaped concrete armour units) as shown in Appendix K. For the same reasons as stated in paragraph 17 above, Fat Tong Chau is not suitable for use as a temporary store for the preserved parts of Queen's Pier.

19. On Lantau, we have identified a site which we consider to be suitable. It is the Government Explosive Depot at demarcation district 358L as shown in Appendix L. The site has a vertical seawall frontage and the seabed level is deep enough for berthing the 500-tonne crane barge. The site is a restricted area with no land access and is protected with 24-hour security. We will erect single storey structures with ground slab, walls and roof on the vacant flat land thereat to store the preserved parts. The inventory of all the parts will be kept in safe custody and we will carry out regular checking of the conditions of the preserved parts as well as that of the labelling system and the temporary stores.

Strengthening of the Preserved Parts and Re-assembly of the Pier

20. For the purpose of re-assembly, we need to strengthen all the preserved parts. This will be done nearer the time for re-assembly. The columns will be strengthened by coring through them and providing structural steel column inserts. We will construct a flat roof in the form of a concrete and steel composite structure and join it to the structural steel column inserts. The preserved pitched roof will be tied down to the concrete and steel composite roof. A concrete foundation will be constructed to support the columns. We will reconstruct the two load bearing walls and re-instate the original stone facing to the walls. All major load bearing parts of Queen's Pier will thus be substantially strengthened without change of appearance. We will also re-install the metal wares and non-structural parts with reference to their original positions in the Pier. The relocation and re-assembly would be carried out with precision, based

on documentary evidence, using the preserved parts as far as practicable. Explanatory signage would be displayed to recount the history of the Pier and the reassembly process.

Implementation Programme

21. An implementation programme and the target dates for the main activities of the preservation works in items 6(a) and (b) are set out in Appendix M. We will start the hoarding erection by end July 2007. Our target is to complete the preservation works in items 6(a) and (b) within four months after erection of the hoarding.

22. The Planning Department is now conducting the Urban Design Study for the New Central Harbourfront, under which the permanent location and design ideas for the future re-assembly of the Pier will be examined through extensive public engagement activities. Reconstruction of the old Star Ferry clock tower and re-assembly of Queen's Pier at their original location would be one of the options to be considered in the Study. Public engagement has already commenced in early May 2007. Physical models and other illustrative materials showing the design ideas and locations of the clock tower and the Pier would be made to facilitate further public engagement activities. The Study is scheduled for completion by end 2007.

23. If the chosen location is on land and is cleared of the planned infrastructures, we plan to start the proposed works in item 6(c) around December 2009 for completion around December 2010.

24. If the re-assembled Pier is to resume its marine function, gazettal under the Foreshore and Sea-bed (Reclamations) Ordinance and marine piled foundation will be required. The proposed works in item 6(c) will then start around December 2010 for completion around December 2011.

25. If the Pier is to be re-assembled at its original location (or in other position similarly in conflict with the proposed Airport Railway Extended Overrun Tunnel (AR EOT)), advance works for the AR EOT will be required. The advance works will take about two years to complete. We will then start the proposed works in item 6(c) around December 2011 for completion around December 2012. Road P2 will also need to be re-aligned with time required for gazettal.

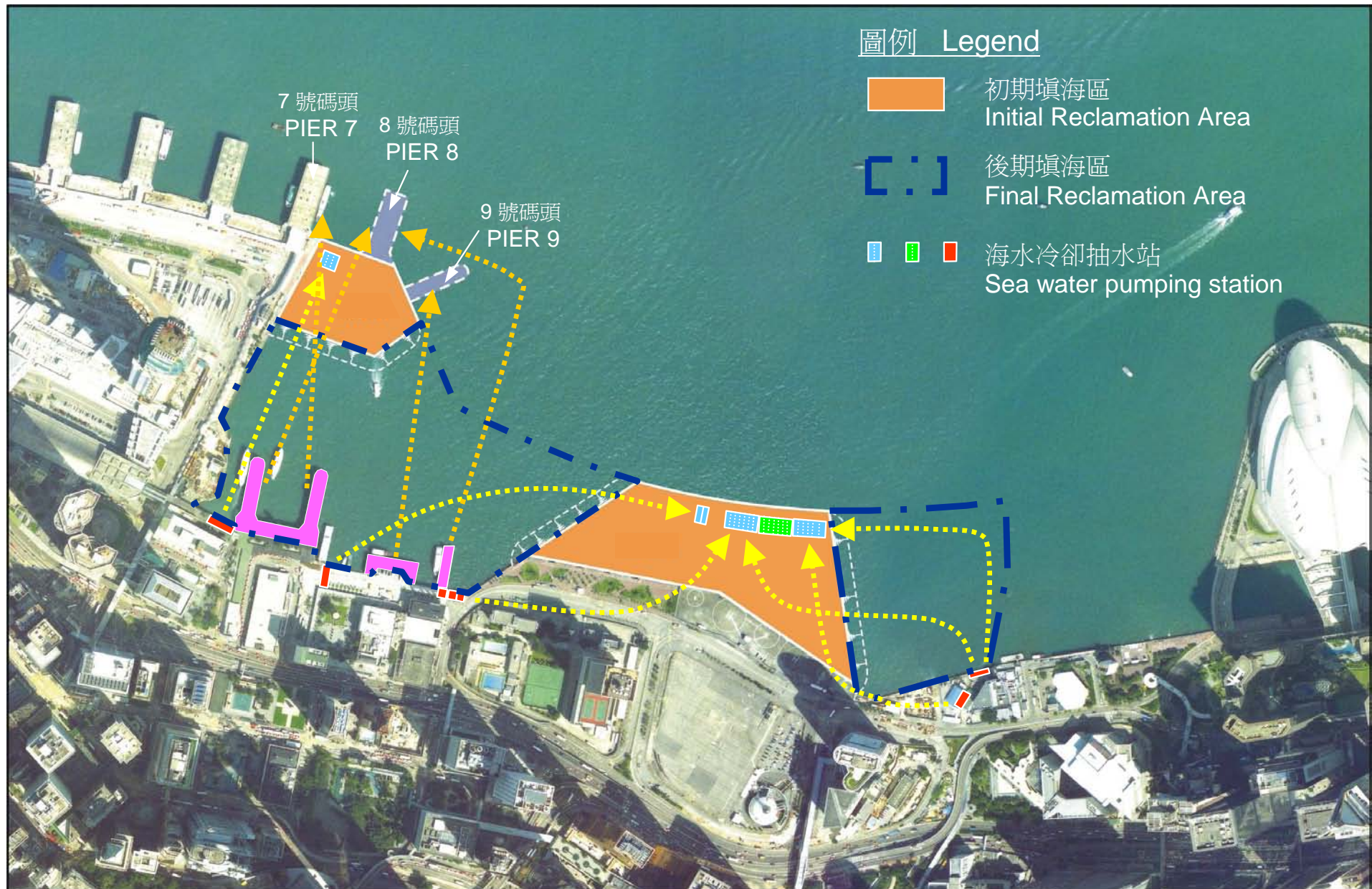
Advice Sought

26. Members are requested to note the detailed plan and timetable to preserve Queen's Pier pursuant to approval of funding for the works by the Finance Committee at its meeting on 15 June 2007 upon recommendation of the Public Works Sub-Committee.

Development Bureau
Civil Engineering and Development Department
Planning Department
Architectural Services Department

中環填海計劃第三期合約 – 填海安排 CRIII Contract – Reclamation Phasing

附件 A
Appendix A



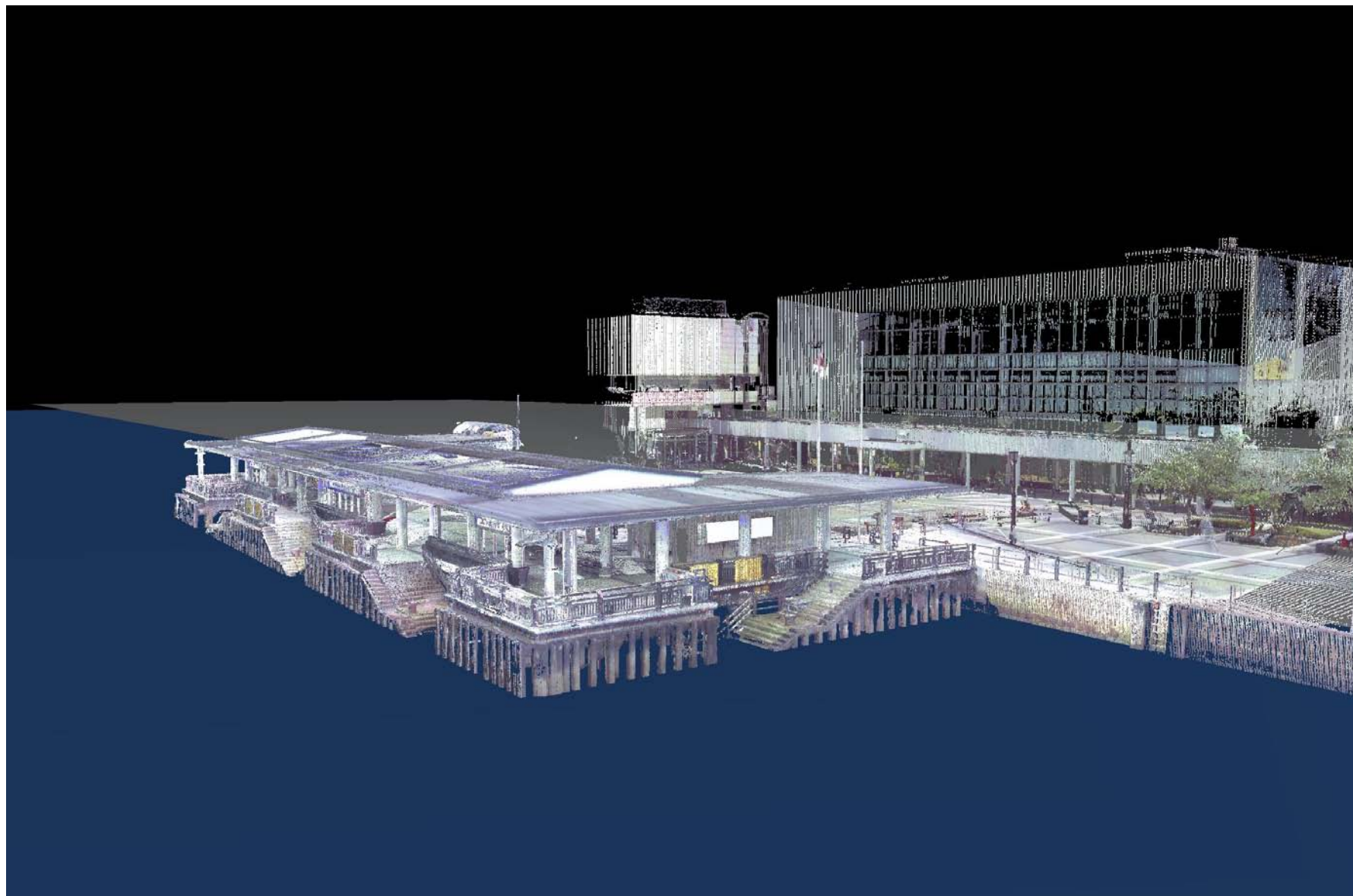
皇后碼頭 - 激光掃描的立體影像 Queen's Pier – 3D Images by Laser Scanning

附件 B
Appendix B
(sheet 1 of 2)



皇后碼頭 - 激光掃描的立體影像 Queen's Pier – 3D Images by Laser Scanning

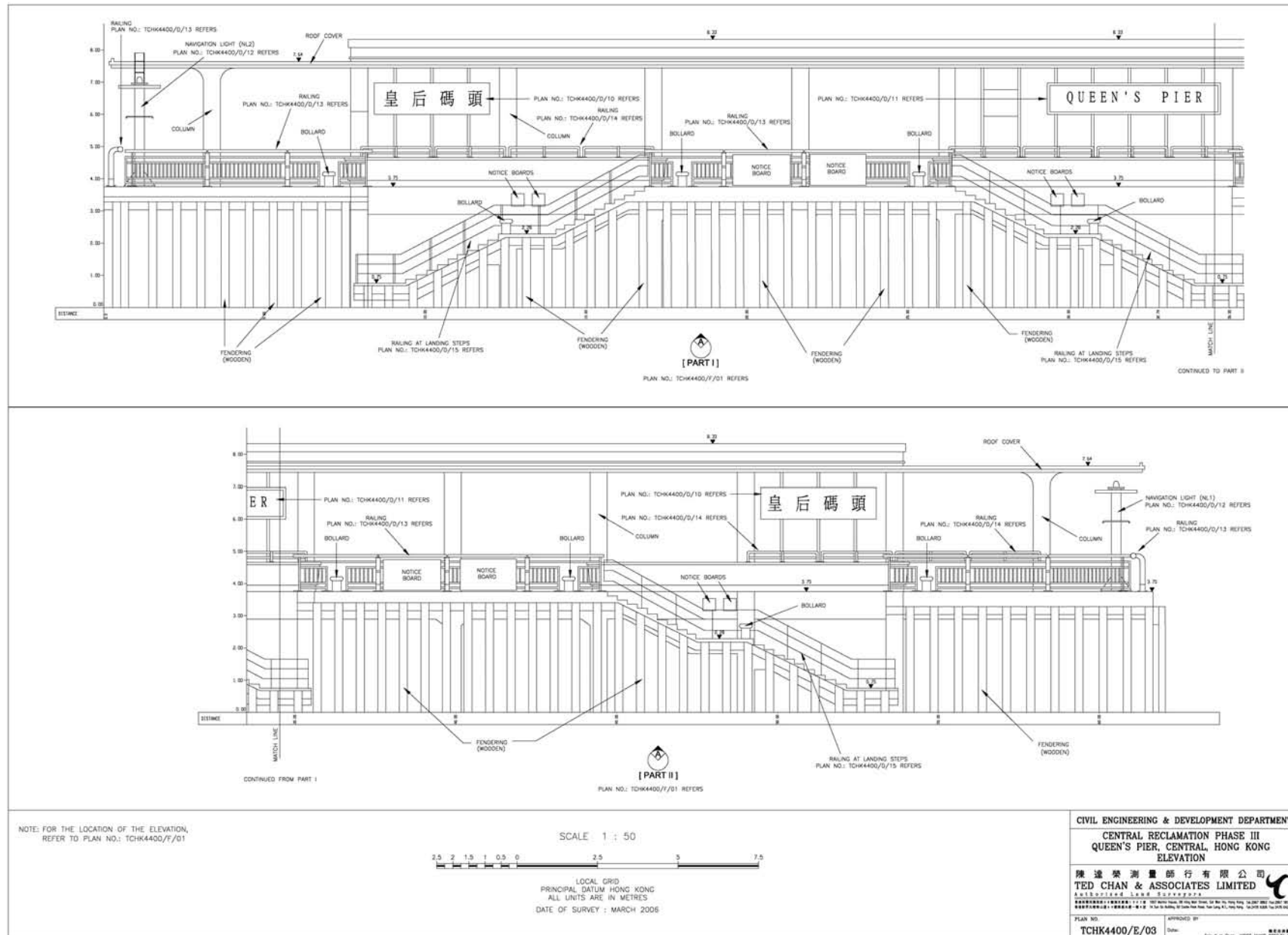
附件 B
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地圖測量記錄

Records of cartographic survey

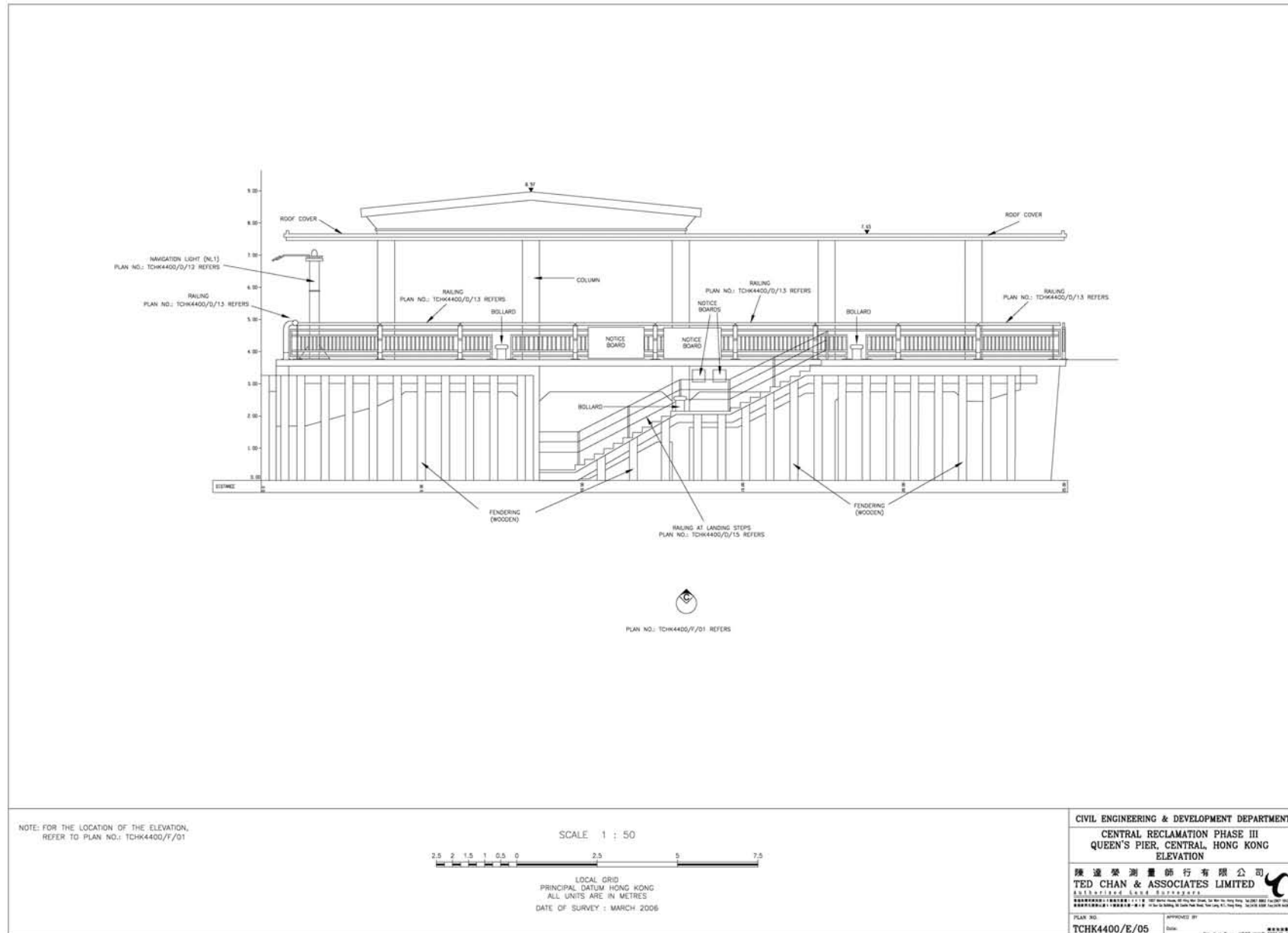
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(sheet 1 of 7)



地圖測量記錄

Records of cartographic survey

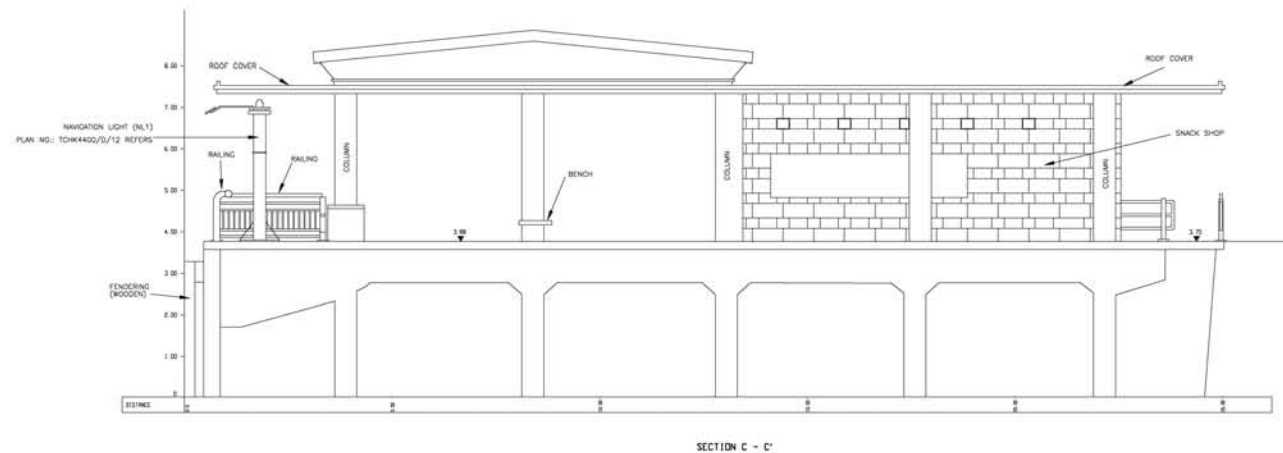
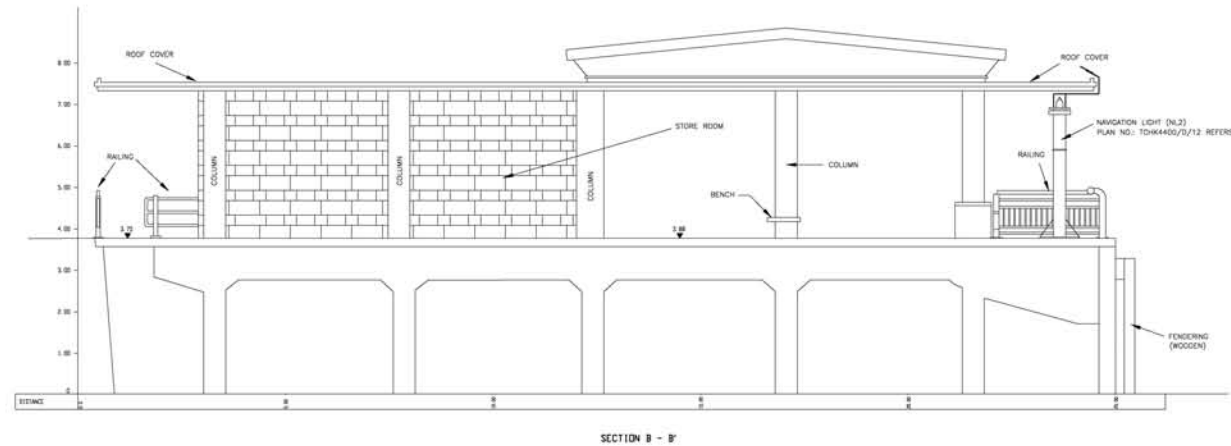
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地圖測量記錄

Records of cartographic survey

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NOTED: THE LOCATION OF THE SECTION MARKS,
REFER TO PLAN NO.: TCHK4400/F/01

SCALE 1 : 50



LOCAL GRID
PRINCIPAL DATUM HONG KONG
ALL UNITS ARE IN METRES
DATE OF SURVEY : MARCH 2006

CIVIL ENGINEERING & DEVELOPMENT DEPARTMENT
CENTRAL RECLAMATION PHASE III
QUEEN'S PIER, CENTRAL, HONG KONG
CROSS-SECTIONS

陳達榮測量師行有限公司
TED CHAN & ASSOCIATES LIMITED
S u b s i d i a r y
REGISTERED SURVEYORS
INCORPORATED IN HONG KONG
MEMBERS OF THE SURVEYORS' BOARD OF HONG KONG
MEMBERS OF THE SURVEYORS' BOARD OF HONG KONG

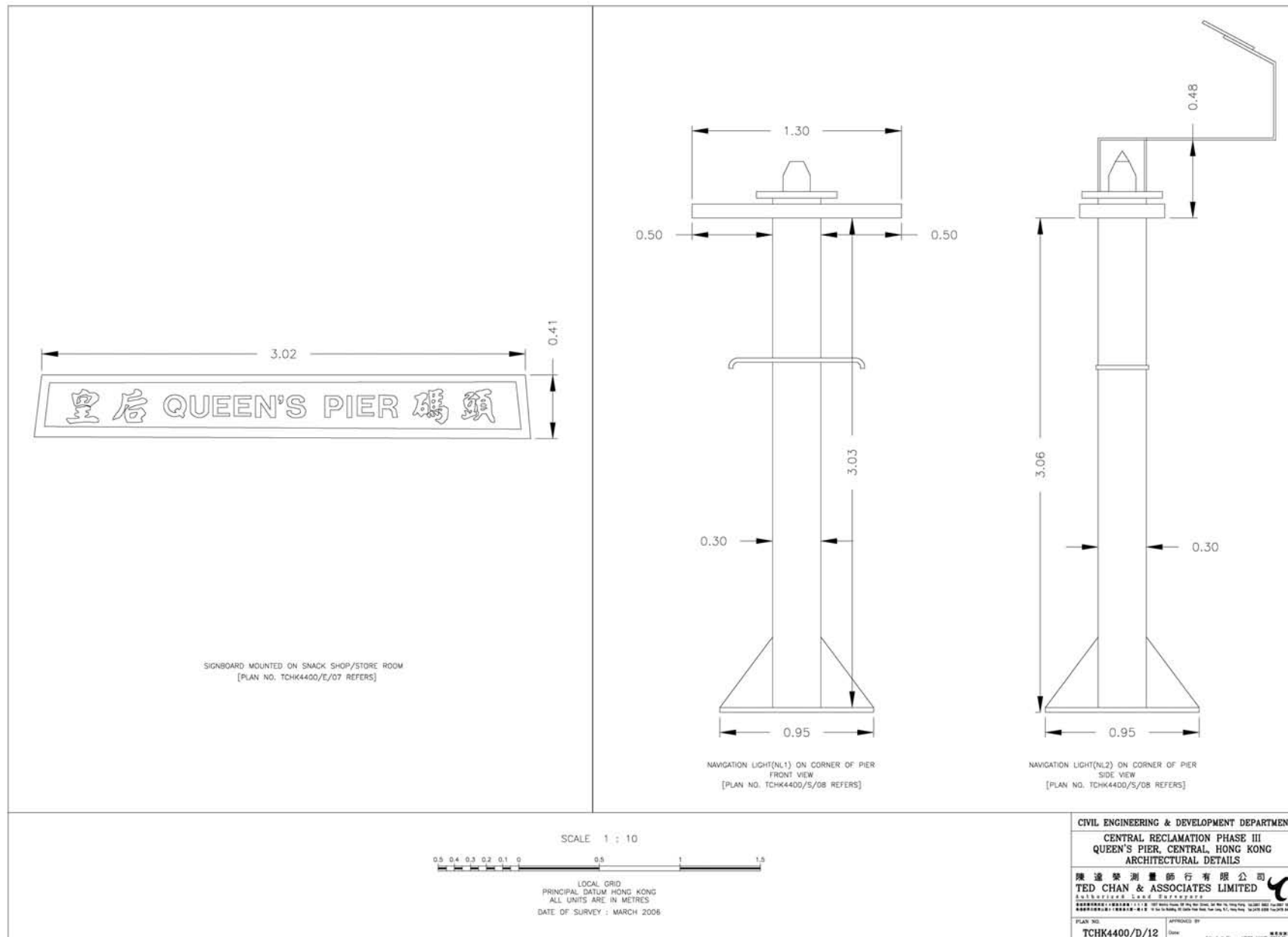
PLAN NO.
TCHK4400/S/09

APPROVED BY
Sect. A. H. Chan, MRCES, MRCES, MRCES, MRCES

地圖測量記錄

Records of cartographic survey

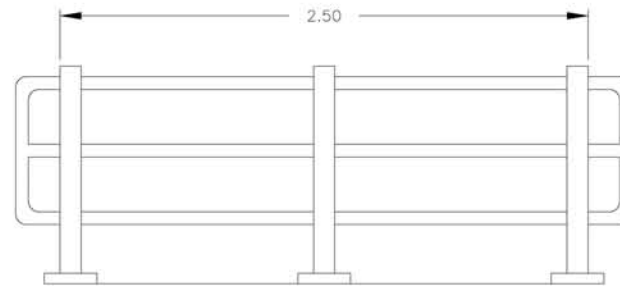
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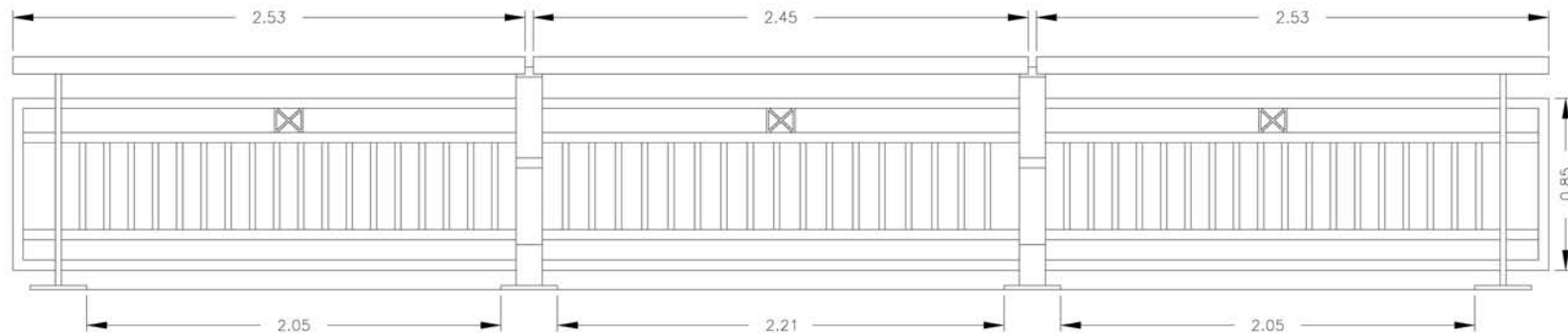
地圖測量記錄

Records of cartographic survey

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RAILING IN THE EDGE OF PIER
[PLAN NO. TCHK4400/E/06 REFERS]



SURROUNDING RAILING OF THE PIER
[PLAN NO. TCHK4400/E/03-05 REFERS]

SCALE 1 : 10



LOCAL GRID
PRINCIPAL DATUM: HONG KONG
ALL UNITS ARE IN METRES
DATE OF SURVEY: MARCH 2006

CIVIL ENGINEERING & DEVELOPMENT DEPARTMENT

CENTRAL RECLAMATION PHASE III
QUEEN'S PIER, CENTRAL, HONG KONG
ARCHITECTURAL DETAILS

陳達榮測量師有限公司
TED CHAN & ASSOCIATES LIMITED

註冊測量師
REGISTERED SURVEYOR

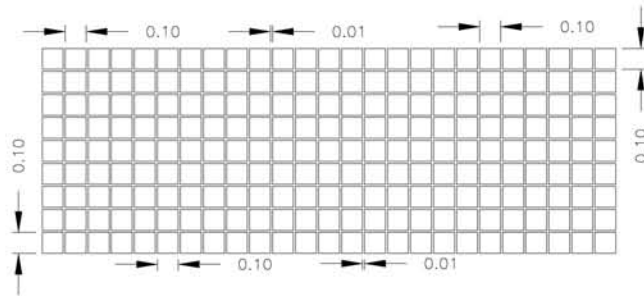
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APPROVED BY: [Signature]

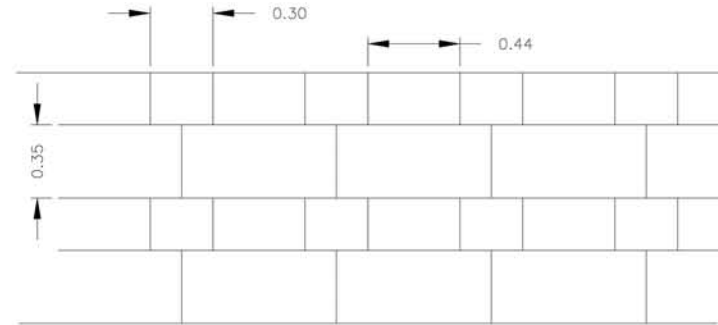
地圖測量記錄

Records of cartographic survey

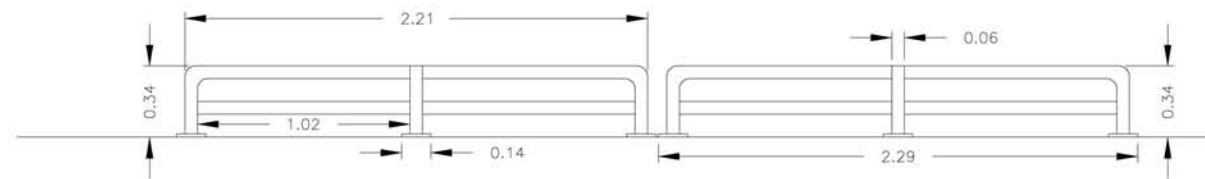
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TYPICAL PATTERN OF FLOOR TILE (PARTIAL SHOWN ONLY)
[PLAN NO. TCHK4400/F/01 REFERS]



PATTERN OF BRICK OF SNACK SHOP/STORE ROOM (PARTIAL SHOWN ONLY)
[PLAN NOS. TCHK4400/S/08-09 REFER]



RAILING UNDER SIGNBOARD (TWO OUT OF FOUR SHOWN ONLY)
[PLAN NO. TCHK4400/E/03 REFERS]



LOCAL GRID
PRINCIPAL DATUM HONG KONG
ALL UNITS ARE IN METRES
DATE OF SURVEY : MARCH 2006

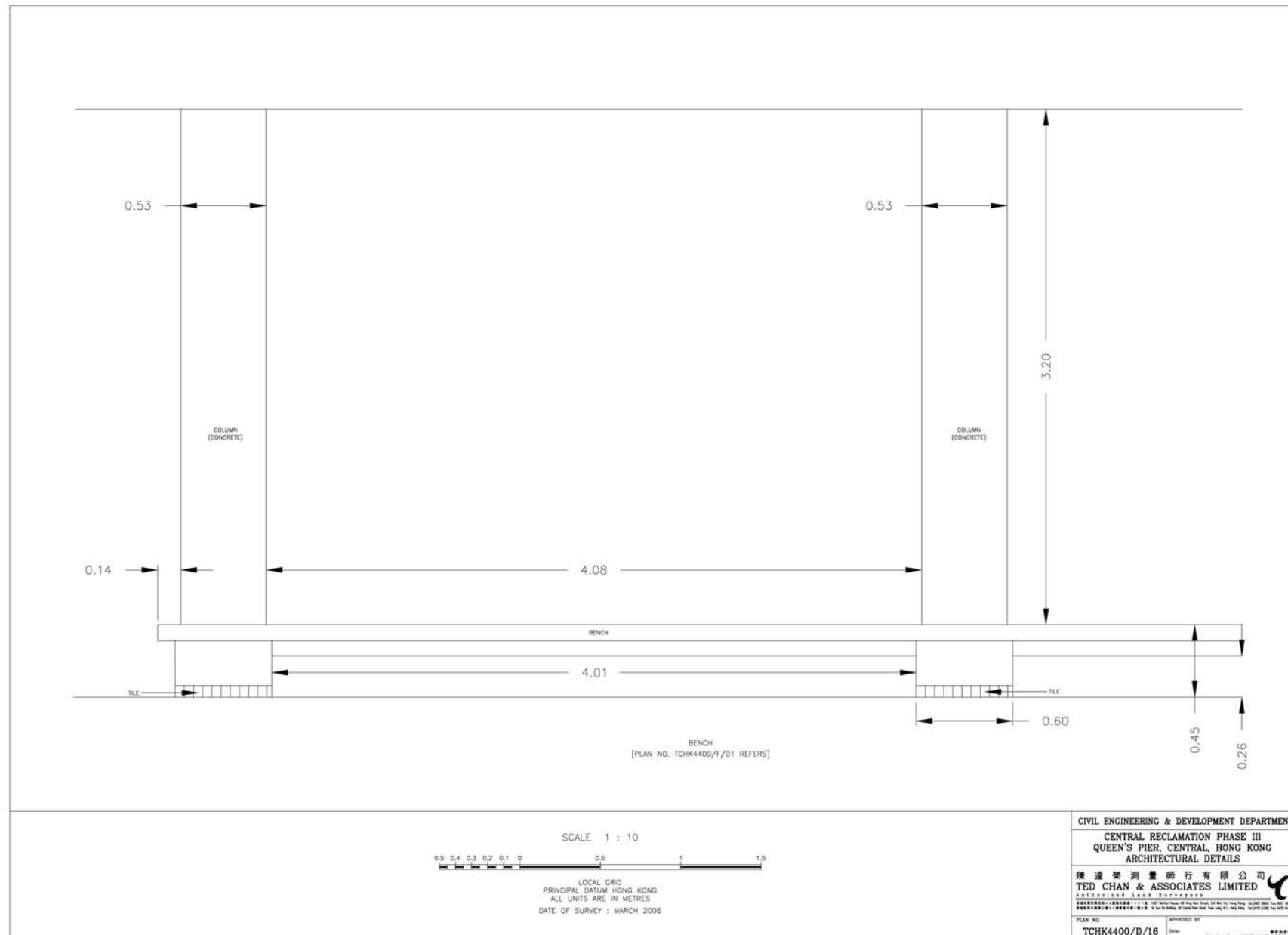
CIVIL ENGINEERING & DEVELOPMENT DEPARTMENT
CENTRAL RECLAMATION PHASE III
QUEEN'S PIER, CENTRAL, HONG KONG
ARCHITECTURAL DETAILS

陳達榮測量師行有限公司
TED CHAN & ASSOCIATES LIMITED

PLAN NO.
TCHK4400/D/14

APPROVED BY
Date: 01/04/2006

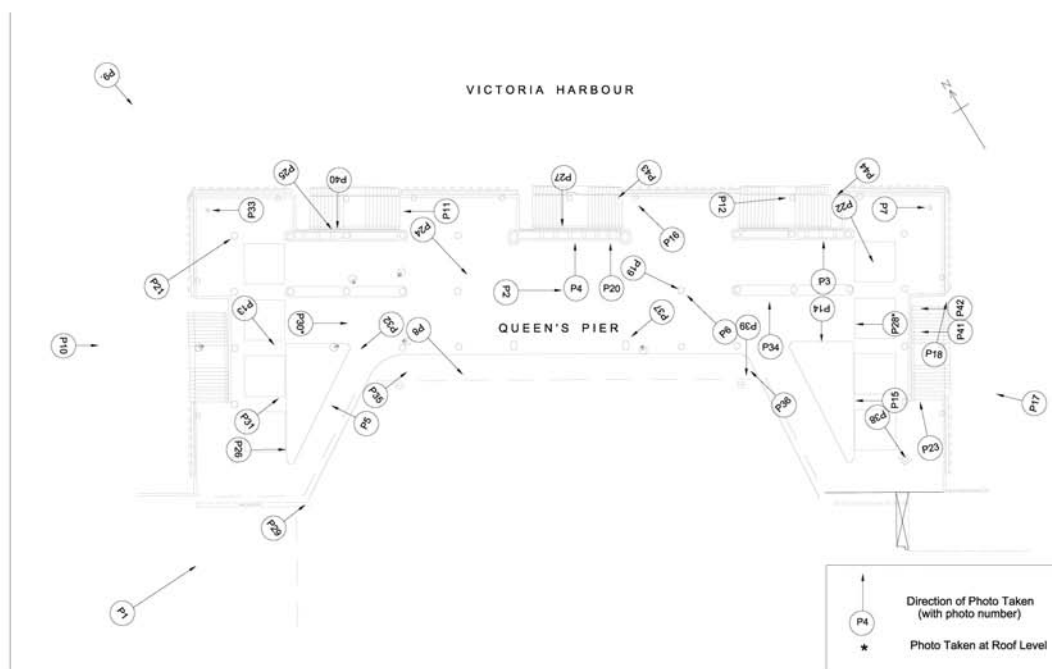
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攝影測量記錄

Records of photographic survey

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER PHOTO INDEX



PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P1 - Oblique View of Queen's Pier
相片 P1 - 皇后碼頭的外觀



Photo P2 - Internal View of Queen's Pier
相片 P2 - 皇后碼頭的內觀

附件D
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PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P3 - Chinese Signboard of Queen's Pier
相片 P3 - 皇后碼頭的中文名牌



Photo P4 - English Signboard of Queen's Pier
相片 P4 - 皇后碼頭的英文名牌

攝影測量記錄

Records of photographic survey

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PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P5 – Signboard Mounted on Wall
相片 P5 – 掛在牆上的名牌



Photo P6 – Column in Pier
相片 P6 – 碼頭內的柱

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P7 – Navigation Light in Pier
相片 P7 – 在碼頭內的航行燈



Photo P8 – General View of Railing in the Edge of Pier
相片 P8 – 碼頭外圍的欄杆

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P9 – Overview of Queen's Pier Facing Harbour
相片 P9 – 皇后碼頭向海的外觀



Photo P10 – Overview of Queen's Pier facing Westwards
相片 P10 – 皇后碼頭向西面的外觀

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P11 – Steps for Boarding
相片 P11 – 供上落船用的樓梯



Photo P12 – Bollard
相片 P12 – 繫纜柱

攝影測量記錄

Records of photographic survey

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PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P13 – Snack Shop
相片 P13 – 小食店



Photo P14 – Wooden Door of Store Room
相片 P14 – 儲物室的木門

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P15 – Wall of Store Room with Patterned Brick
相片 P15 – 鋪設有圖樣的儲物室外牆



Photo P16 – Surrounding Railing of the Pier
相片 P16 – 圍繞碼頭的欄杆

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P17 – Overview of Queen's Pier facing Eastwards
相片 P17 – 由東面望向皇后碼頭



Photo P18 – Fendering of the Pier
相片 P18 – 碼頭的護舷設備

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P19 – Close-Up of the Bottom of Column
相片 P19 – 柱基部的近攝



Photo P20 – Notice from Transport Department
相片 P20 – 運輸署的告示

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Records of photographic survey

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PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P21 – Close-Up of the Top of Column
相片 P21 – 柱頂部的近攝



Photo P22 – Neon Lamp of Ceiling
相片 P22 – 天花板的霓虹燈

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P23 – Railing Besides the Steps
相片 P23 – 樓梯旁的扶手



Photo P24 – Pattern of Floor Tile
相片 P24 – 地磚的模式

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P25 – Railing under the Signboard
相片 P25 – 招牌下的欄杆



Photo P26 – Opening for Ventilation in Snack Shop/Store Room
相片 P26 – 小食店/士多層的風窗

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P27 – Plate showing Marine Structure No.
相片 P27 – 海事結構編號牌



Photo P28 – Overview of Roof Top of the Pier
相片 P28 – 碼頭屋頂的外觀

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PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P29 – Close-Up of the Edge of Roof Top
相片 P29 – 碼頭屋頂邊緣的近攝



Photo P30 – Close-Up of the Drain in Roof Top
相片 P30 – 屋頂上的排水位近攝

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P31 – Another Angle of Snack Shop
相片 P31 – 小食店的另一角度



Photo P32 – Back of Snack Shop
相片 P32 – 小食店的背後

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P33 – Navigation Light on the Side Facing West
相片 P33 – 向西面的航行燈



Photo P34 – Bench
相片 P34 – 長凳

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P35 – Another Internal View of Queen's Pier
相片 P35 – 皇后碼頭的另一內觀



Photo P36 – Another Internal View of Queen's Pier
相片 P36 – 皇后碼頭的另一內觀

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PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P37 – Another Type of Column in Pier
相片 P37 – 碼頭內另一種柱



Photo P38 – Another Type of Column in Pier
相片 P38 – 碼頭內另一種柱

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P39 – Short Railing
相片 P39 – 船欄欄杆



Photo P40 – Notice showing Maintenance Department
相片 P40 – 維修部門的告示

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



Photo P41 – Notice from Director of Marine
相片 P41 – 海事處處長的告示



Photo P42 – Notice from Director of Marine
相片 P42 – 海事處處長的告示

PHOTOGRAPHIC RECORDING OF QUEEN'S PIER



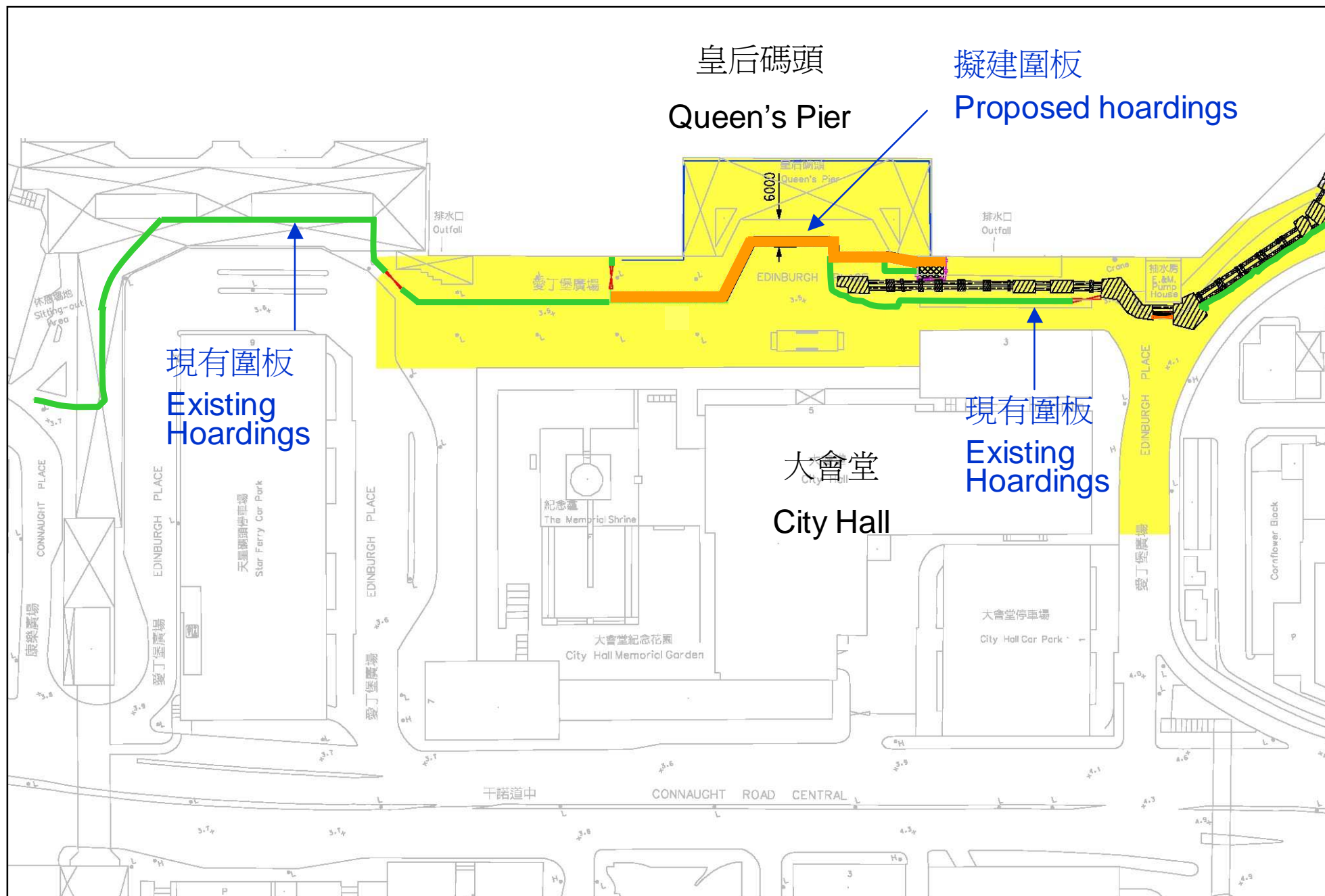
Photo P43 – Railing under English Signboard
相片 P43 – 英文名牌下的鐵欄杆



Photo P44 – Railing under Chinese Signboard
相片 P44 – 中文名牌下的鐵欄杆

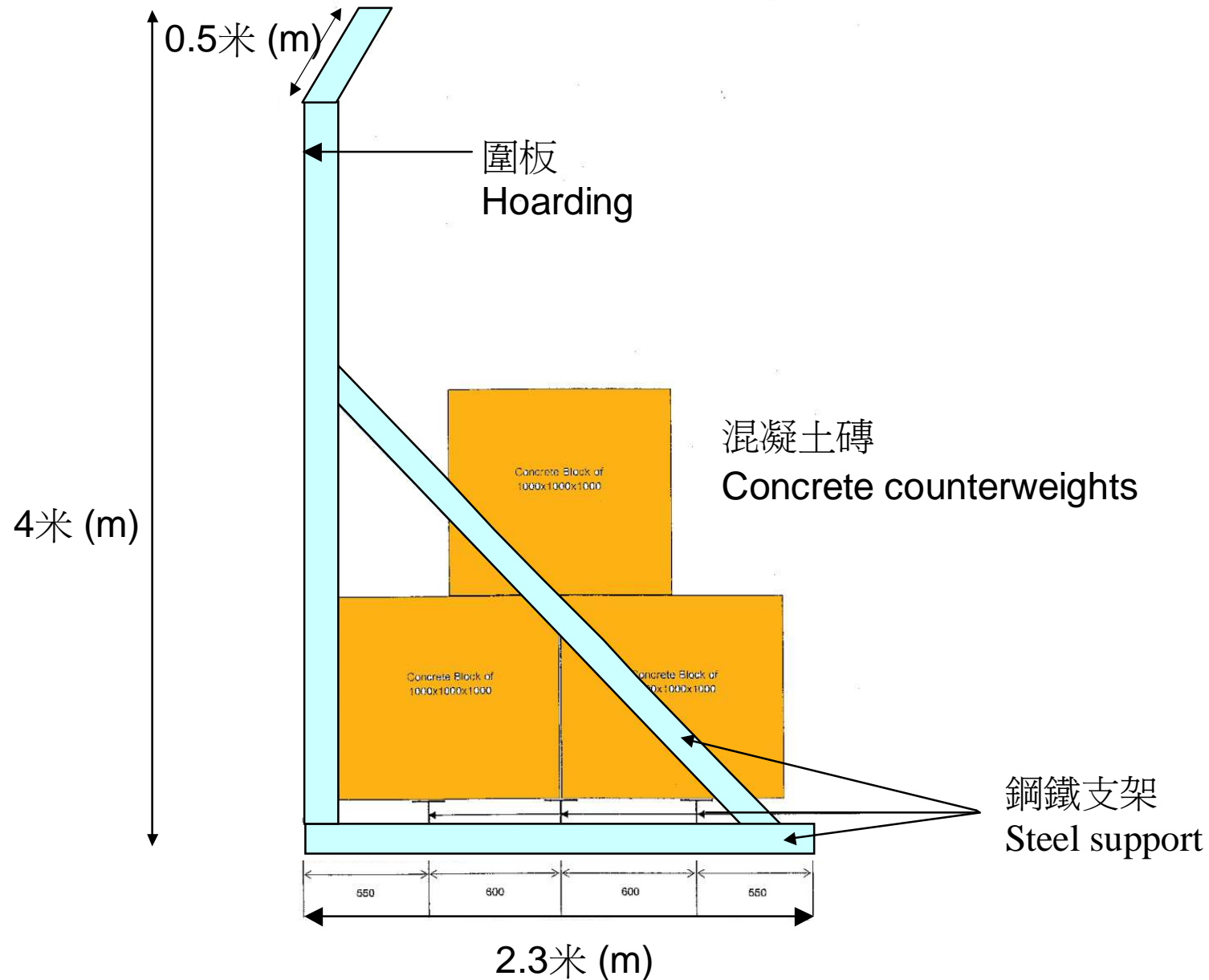
皇后碼頭擬建圍板平面圖 Proposed Hoarding Plan at Queen's Pier

附件 E
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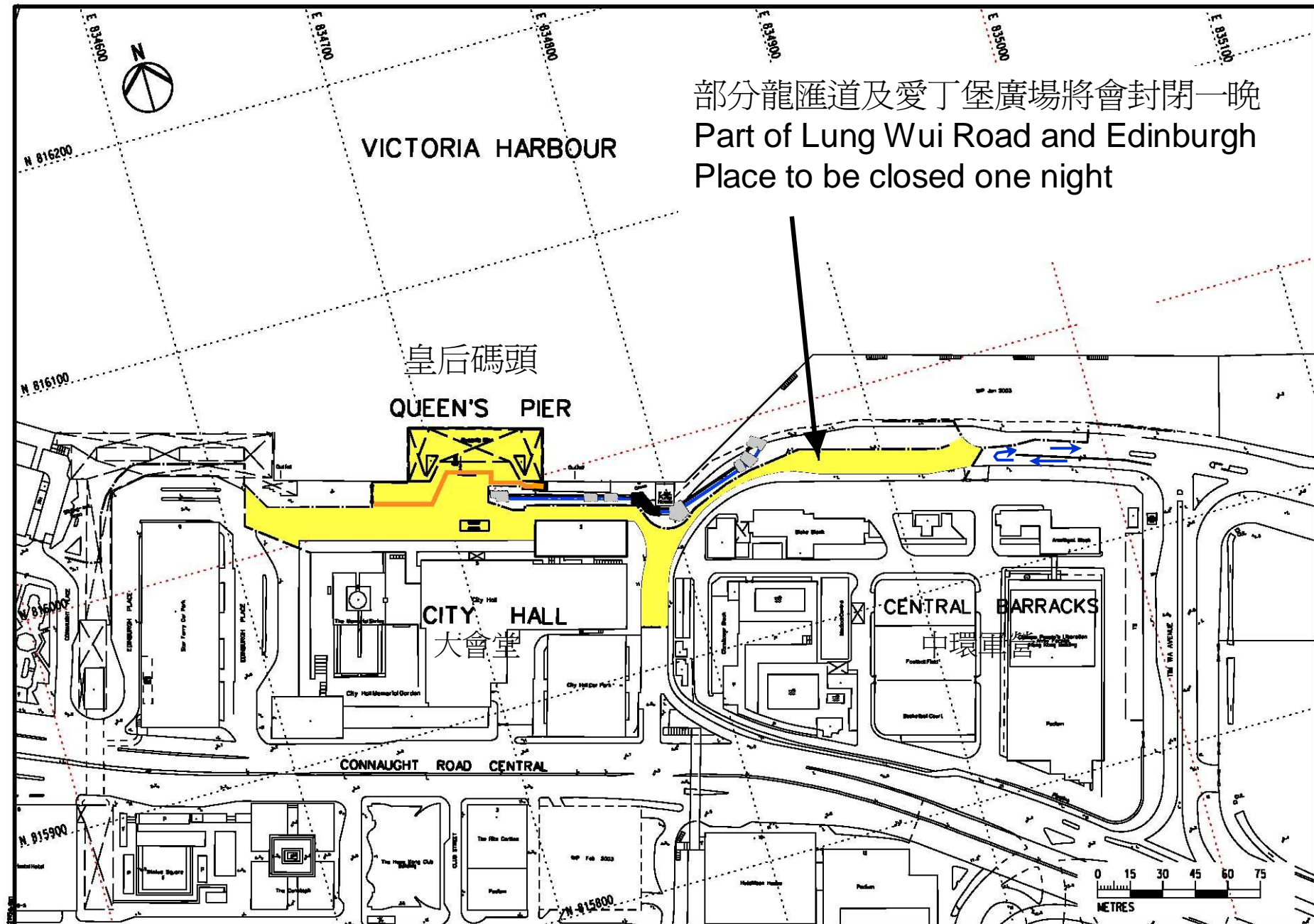
擬建圍板切面圖 Cross-section of Proposed Hoardings

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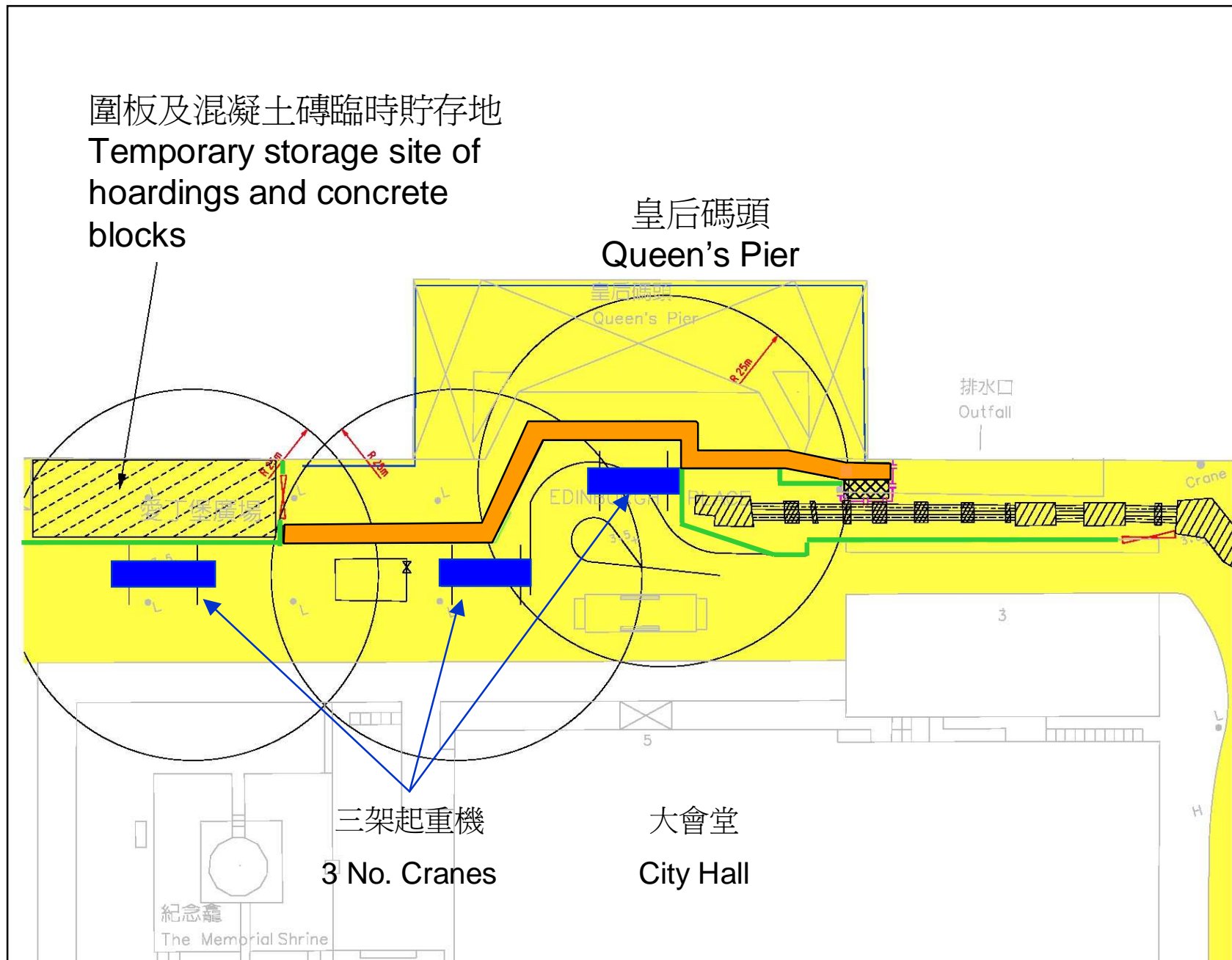
圍板安排 Arrangement of Hoardings

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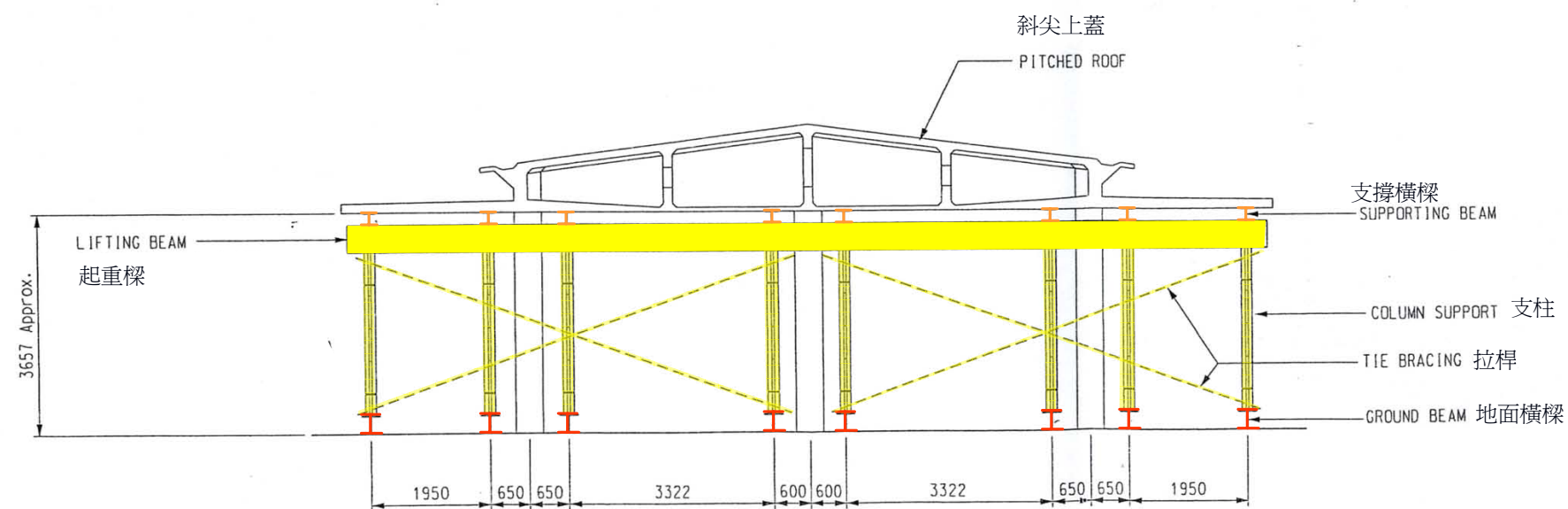
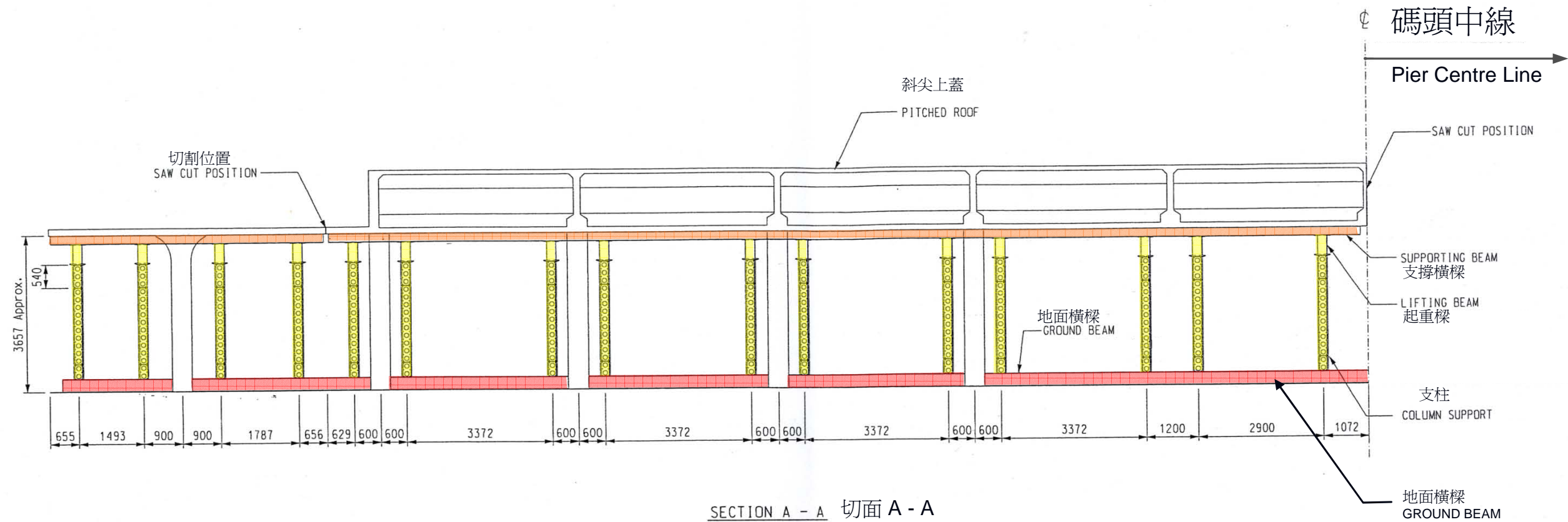
圍板安排 Arrangement of Hoardings

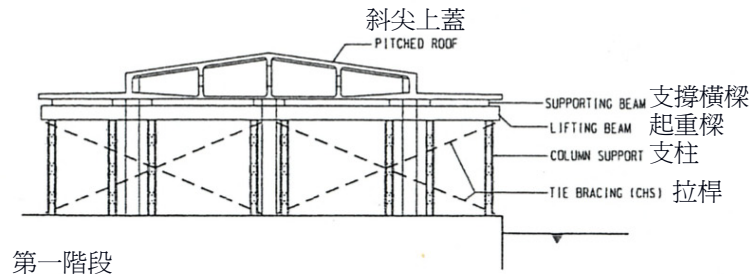
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臨時支架設計 Design of Temporary Support

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Appendix G
(sheet 1 of 2)

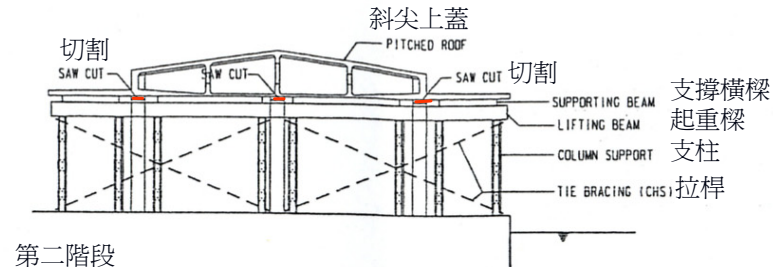




第一階段

STAGE 1 :

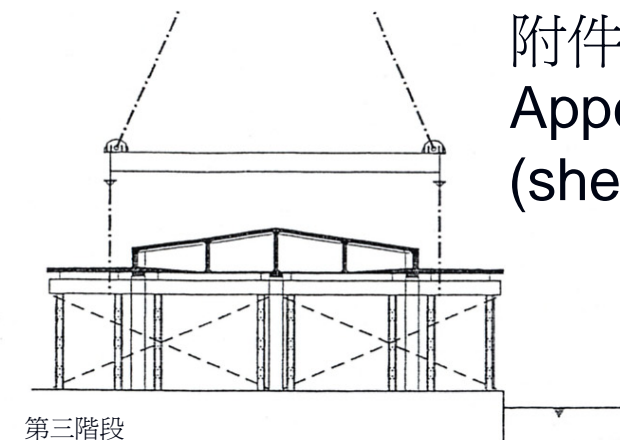
1. Install the temporary supports under the Pier
在上蓋下安裝臨時支柱和支架



第二階段

STAGE 2 :

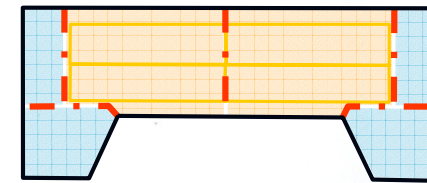
- 1, Saw cut the roof and columns
在柱和上蓋位置切割



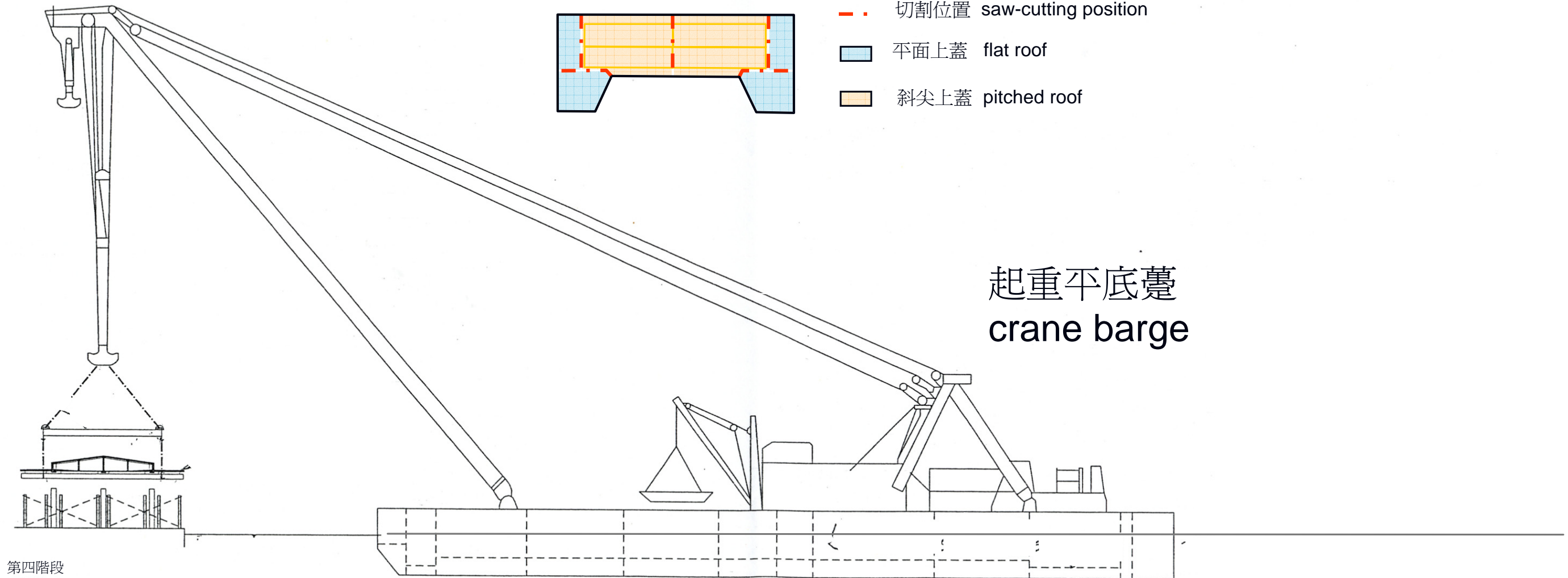
第三階段

STAGE 3 :

1. Use the lifting frame and cables to connect to the lifting beam
以吊架和吊纜連接起重樑



- 切割位置 saw-cutting position
- 平面上蓋 flat roof
- 斜尖上蓋 pitched roof



第四階段

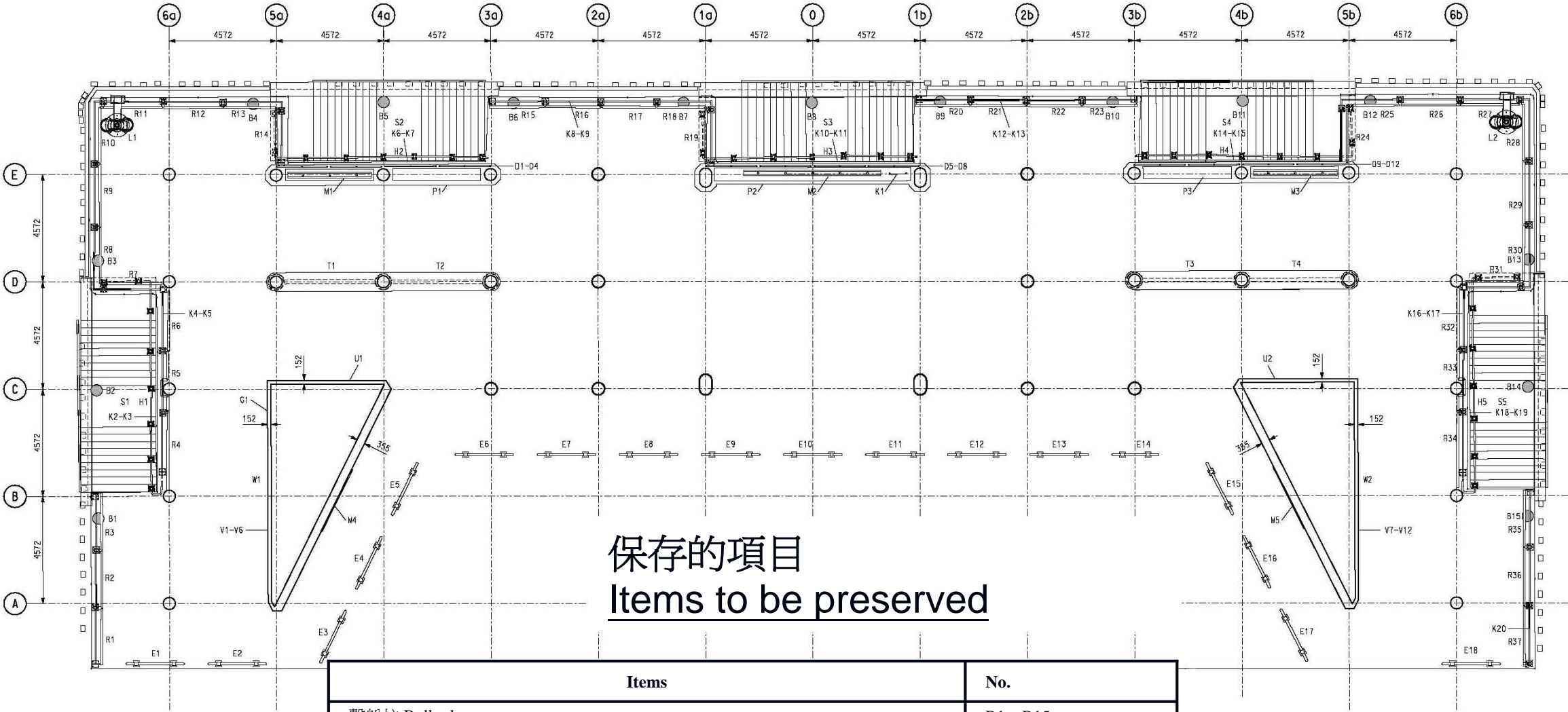
STAGE 4 :

1. Use crane barge to lift the roof panels and store on the barge
以起重機吊升上蓋並放於平底躉

臨時支架設計 Design of Temporary Support

鐵器和非結構部分的保存

Preservation of the metal wares and non-structural parts



保存的項目

Items to be preserved

Items	No.
繫船柱 Bollard	B1 – B15
花槽上之扶手 Handrail on planter	D1 – D12
鐵柱 Baluster column	E1- E18
捲閘 Rolling Gate	G1
登岸階梯的扶手 Handrail on stair	H1 – H5
其他告示牌 Other directory signs	K1 – K20
導航燈 Navigation light	L1 – L2
「皇后碼頭」中英文牌匾 Chinese and English “Queen’s Pier” plaque	M1 – M5
電燈 Lighting	N1 – N30
花槽 Planter	P1 – P3
鐵欄 Balustrade	R1 – R37
登岸階梯的預製混凝土條 Precast concrete landing steps	S1 – S5
混凝土長凳 Concrete bench	T1 – T4
門 Door	U1 – U2
天窗 Louvre	V1 – V12
受力牆的石面 Stone facing of load bearing walls	W1 – W2

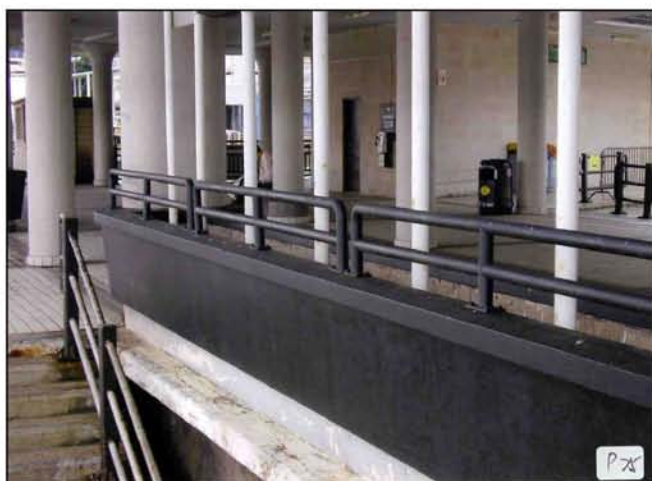
Preservation of the metal wares and non-structural parts



繫船柱 Bollard



其他告示牌 Other directory sign



花槽上之扶手 Handrails on planter



其他告示牌 Other directory sign

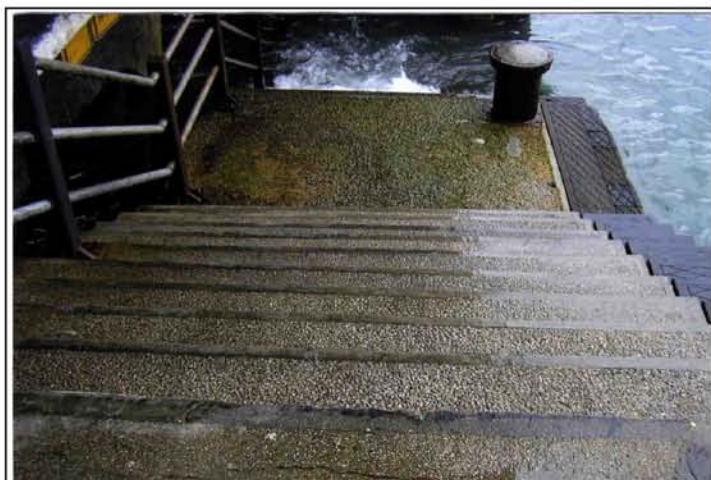


鐵柱 Baluster columns



其他告示牌 Other directory sign

Preservation of the metal wares and non-structural parts



登岸階梯的預製混凝土條及扶手
Precast concrete landing steps and handrails



「皇后碼頭」中文牌匾
Chinese “Queen’s Pier” plaque



導航燈 Navigation light



「皇后碼頭」英文牌匾
English “Queen’s Pier” plaque



「皇后碼頭」中英文牌匾
Chinese and English “Queen’s Pier” plaque

Preservation of the metal wares and non-structural parts



花槽 Planter



混凝土長椅 Concrete bench



鐵欄 Balustrades

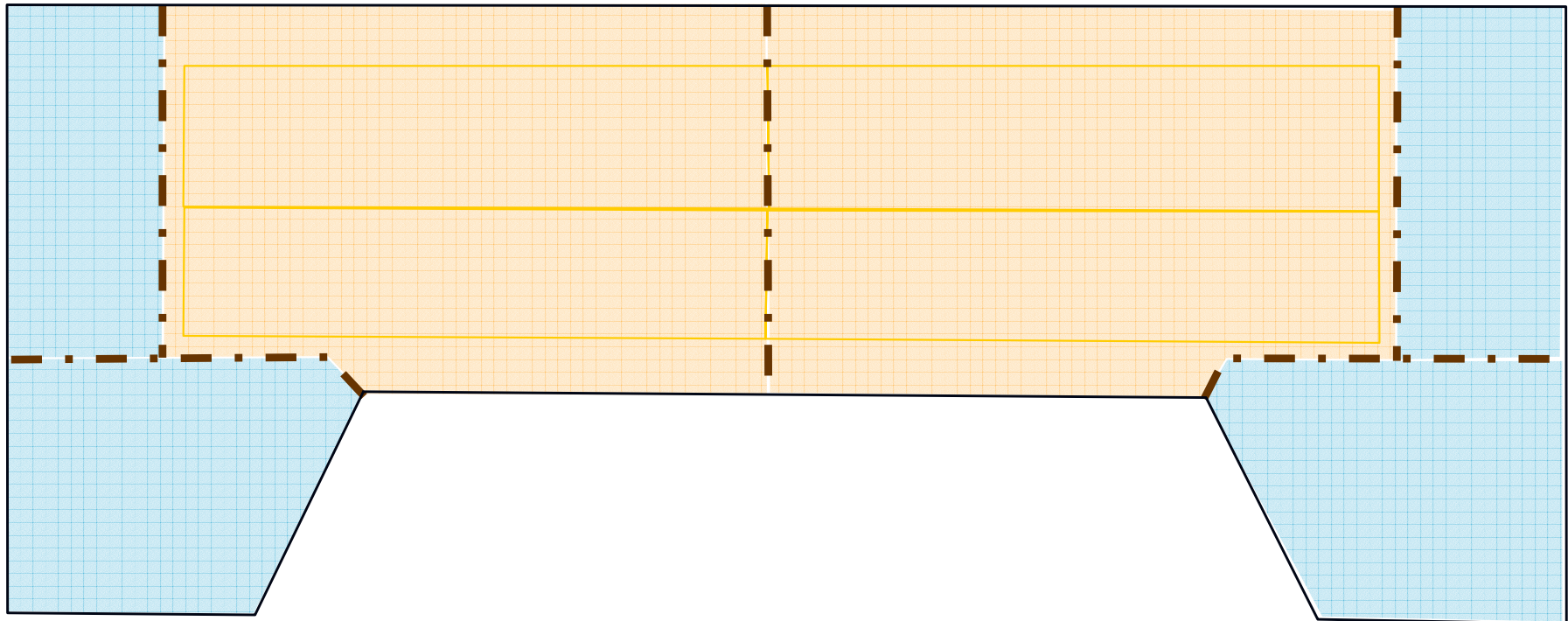


受力牆的石面
The stone facing of the load bearing wall

碼頭上蓋的保存 Preservation of the Roof

附件 I
Appendix I

- | | | |
|---|------|----------------------|
|  | 切割位置 | saw-cutting position |
|  | 平面上蓋 | flat roof |
|  | 斜尖上蓋 | pitched roof |

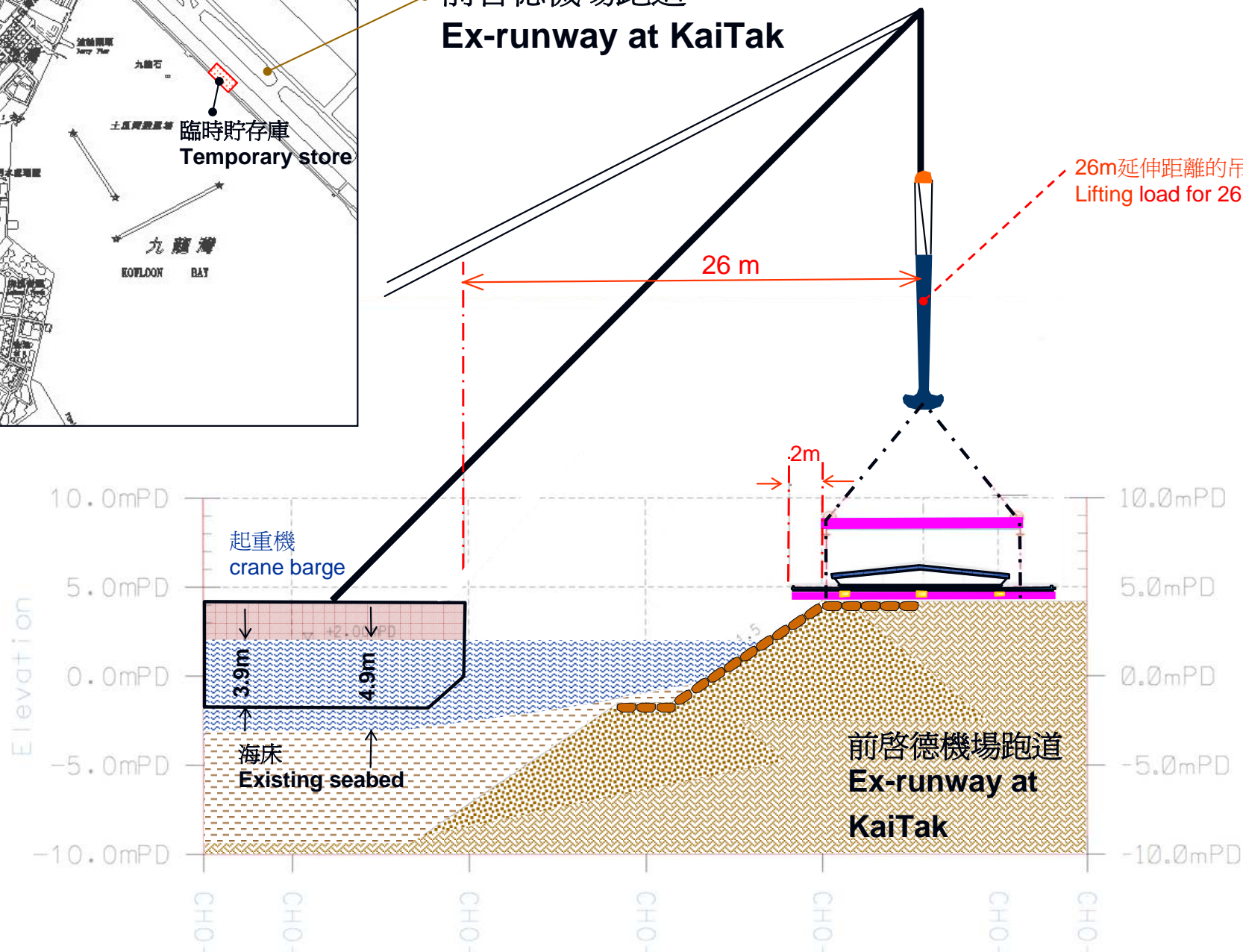


啓德臨時貯存庫 Kai Tak Temporary Store

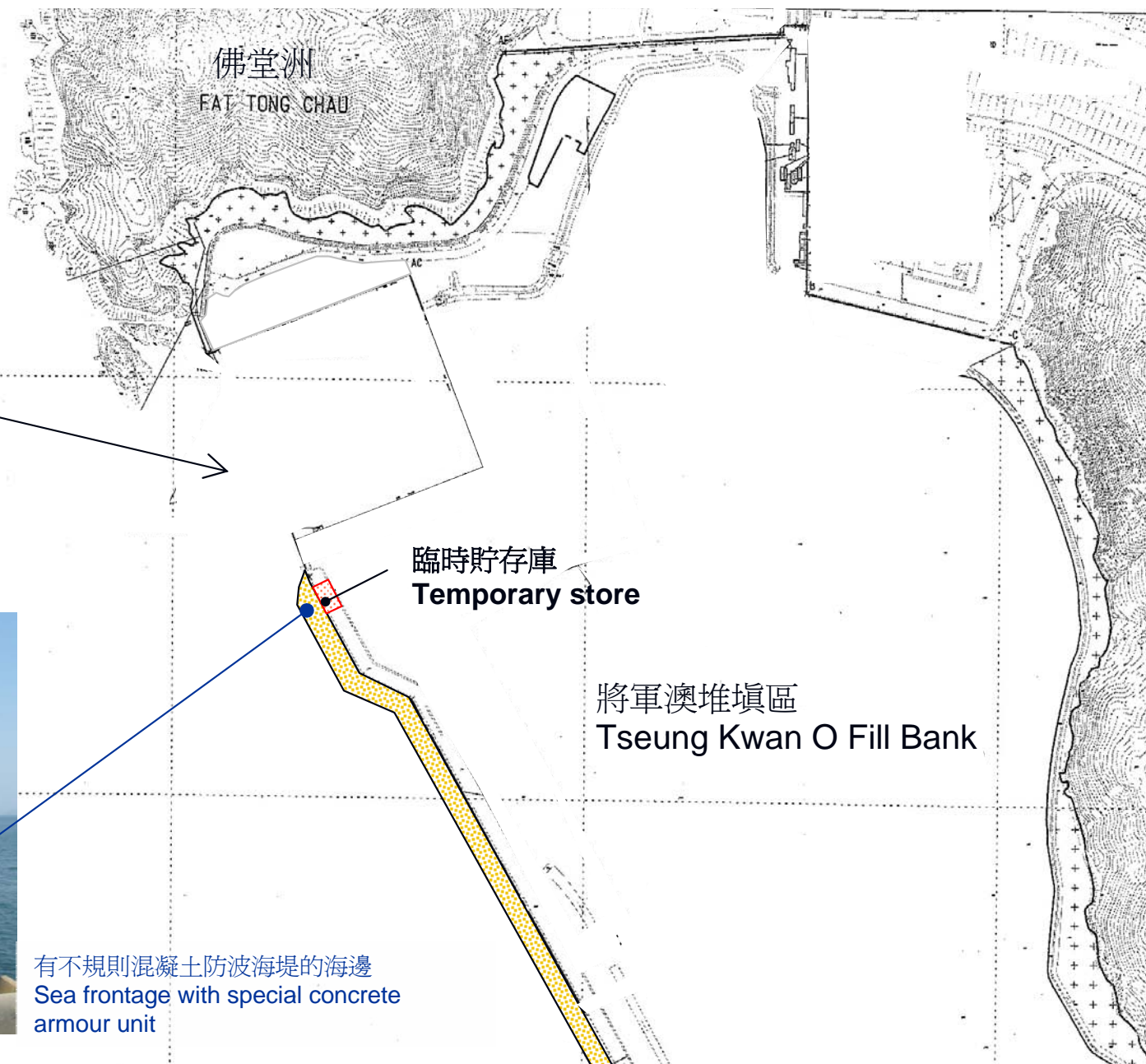
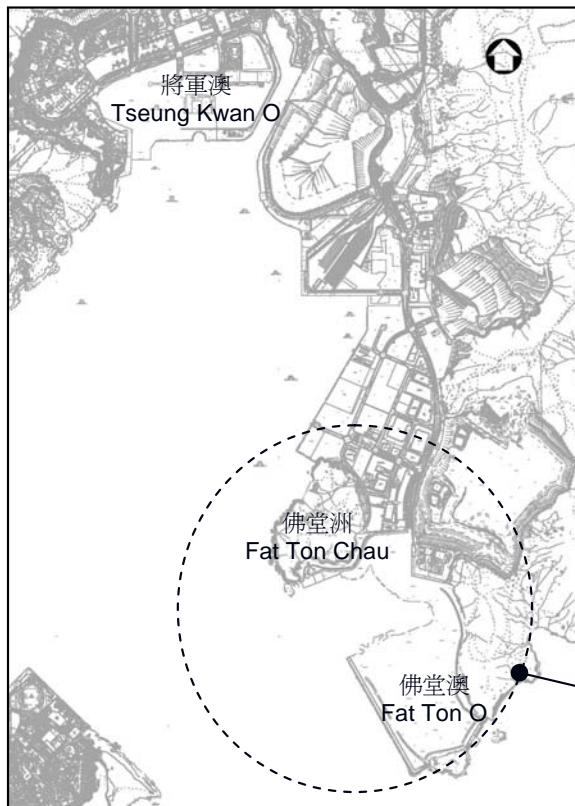
附件 J
Appendix J



前啓德機場跑道
Ex-runway at KaiTak

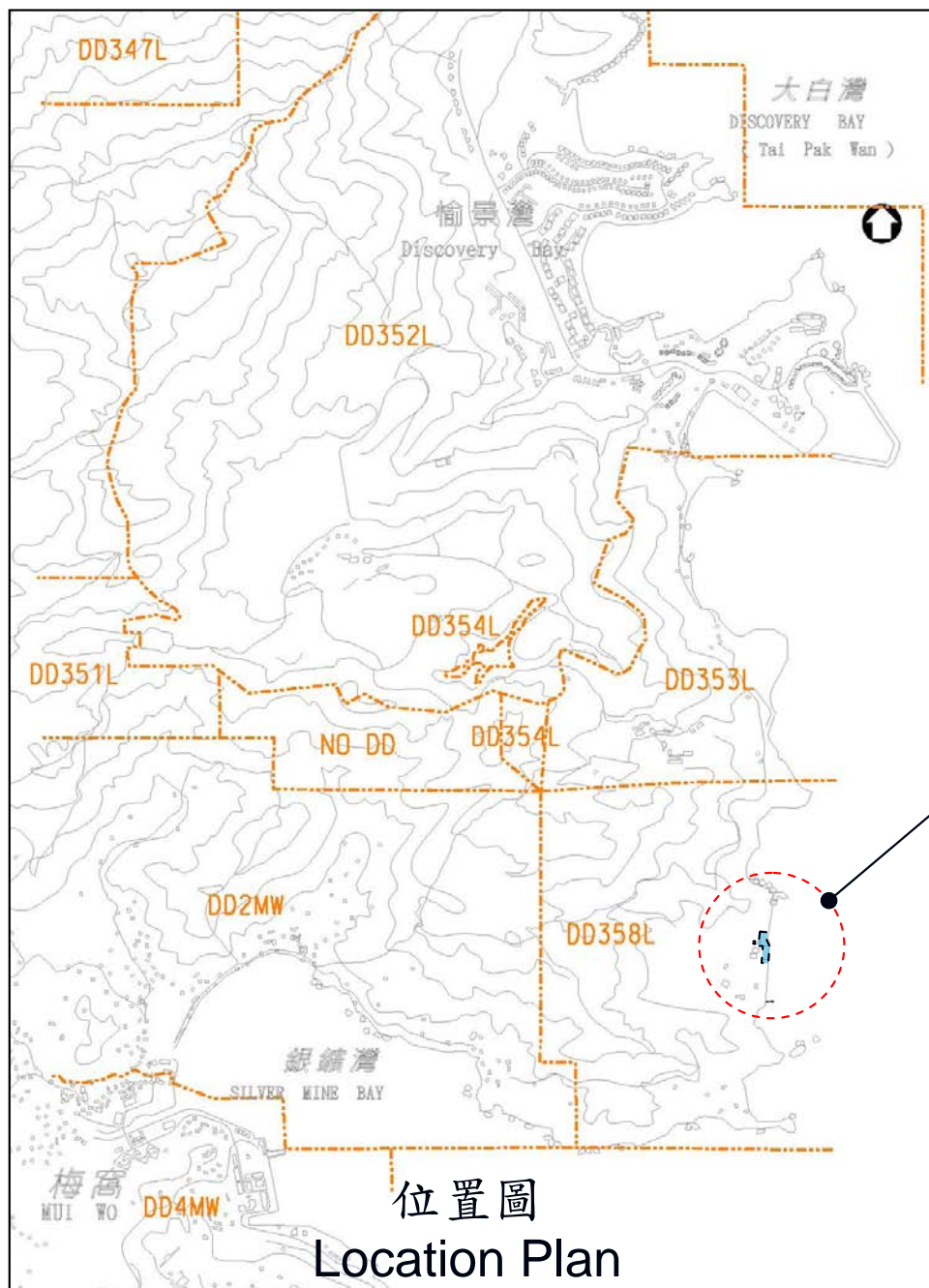


將軍澳臨時貯存庫 Tseung Kwan O Temporary Store



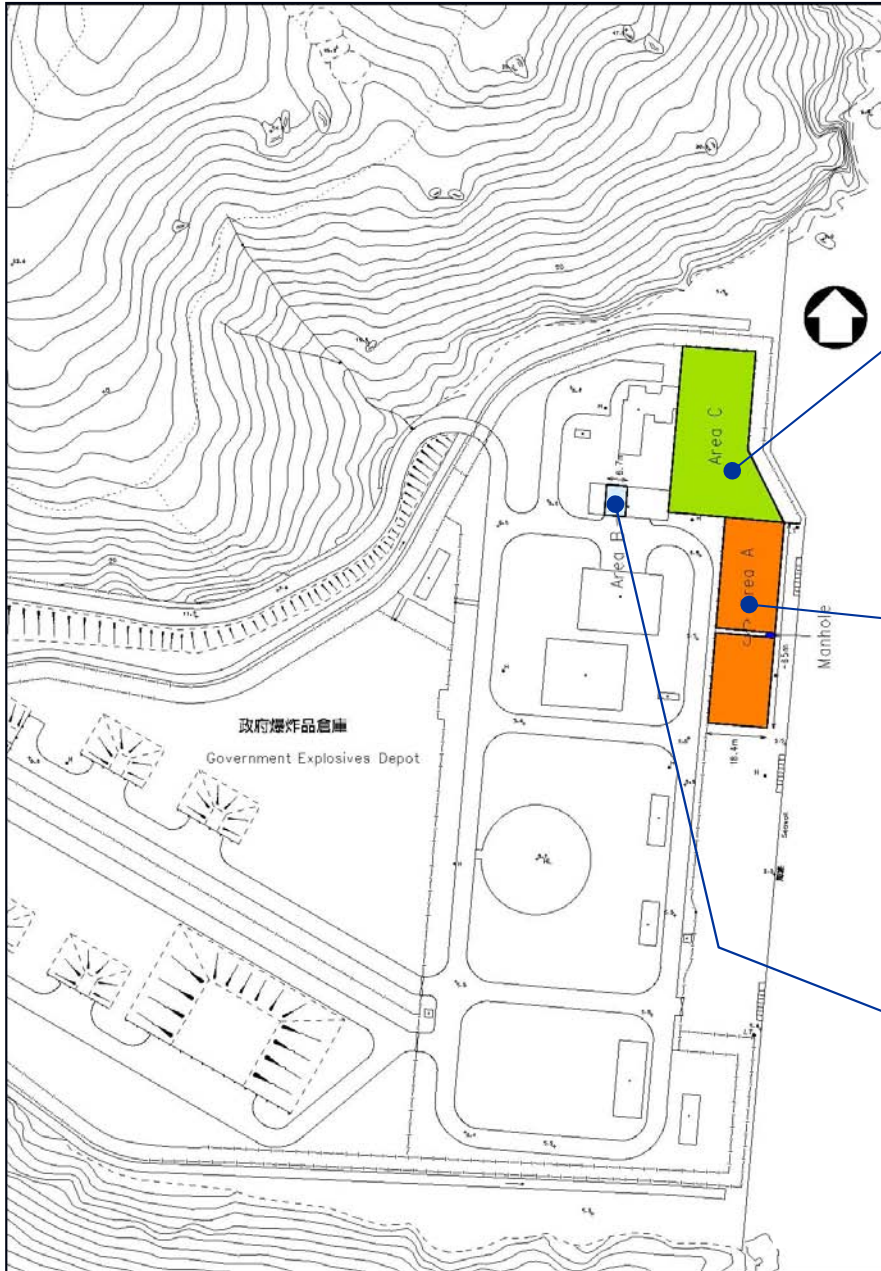
大嶼山臨時貯存庫 Lantau Island Temporary Store

附件 L
Appendix L
(sheet 1 of 2)



大嶼山臨時貯存庫 Lantau Island Temporary Store

附件 L
Appendix L
(sheet 2 of 2)



C區 (貯存平面上蓋和柱)
Area C (storage of flat roof & columns)



A區 (貯存斜尖上蓋和柱)
Area A (storage of pitched roof & columns)



B區 (貯存鐵器和非結構部分)
Area B (storage for metal wares
and non-structural parts)





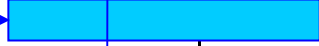
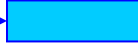


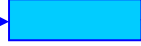




保存皇后碼頭 - 工程時間表

Preservation of Queen's Pier - Implementation Programme

附件 M

Appendix M

(sheet 1 of 2)

工作 Activities	Duration時間 (日 Day)	開始 Start	完成 Finish	月份 Month					
				1	2	3	4	5	6
1. 豎立地盤圍板 Erection of hoarding	2	D	D+1						
2. 狀況勘測和報告 Condition survey and reporting	7	D+1	D+7						
3. 保存皇后碼頭工程 Preservation Works	115	D+1	D+115						
a. 平面上蓋 Flat Roof	29	D+1	D+29						
i. 運送和豎立臨時支撐 Delivery and Erection of Temporary Support	24	D+1	D+24						
ii. 切割 Saw-cutting	14	D+16	D+29						
b. 斜尖上蓋 Pitched Roof	53	D+21	D+73						
i. 運送和豎立臨時支撐 Delivery and Erection of Temporary Support	36	D+21	D+56						
ii. 切割 Saw-cutting	17	D+57	D+73						
c. 切割柱 Saw-cutting of Columns	26	D+74	D+99						
d. 移除碼頭地台以上的鐵器和非結構部分 Removal of Metal Wares and Non-structural Parts	92	D+8	D+99						
e. 移除登岸階梯 Removal of Landing Steps	11	D+99	D+109						
f. 將保存的碼頭組件運送到臨時貯存庫存放 Transportation of preserved parts to temporary store	105	D+11	D+115						

附註Notes:

1. 確實日期視乎工地和天氣情況。
Actual dates depend on site and weather conditions.

主要工作目標日期
Target Dates for Main Activities

主要工作 Main Activity	目標日期 Target Date	
	開始 Start	完成 Finish
1. 豎立地盤圍板 Erection of hoarding	D	D+1
2. 狀況勘測和報告 Condition survey and reporting	D+ 1	D+7
3. 運送和豎立平面上蓋的臨時支撐 Delivery and erection of temporary supports for flat roof	D+1	D+24
4. 切割平面上蓋 Saw-cutting of flat roof	D+16	D+29
5. 運送和豎立斜尖上蓋的臨時支撐 Delivery and erection of temporary supports for pitched roof	D+21	D+56
6. 切割斜尖上蓋 Saw-cutting of pitched roof	D+57	D+73
7. 切割柱 Saw-cutting of columns	D+74	D+99
8. 移除碼頭地台以上的鐵器和非結構部分 Removal of metal wares and non-structural parts	D+8	D+99
9. 移除登岸階梯 Removal of landing steps	D+99	D+109
10. 將保存的碼頭組件運送到臨時貯存庫存放 Transportation of preserved parts to temporary store	D+11	D+115

附註 Notes:

1. 確實日期視乎工地和天氣情況。
Actual dates depend on site and weather conditions.