

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT

Civil Engineering – Land development

711CL – Kai Tak development – advance infrastructure works for developments at the southern part of the former runway

Members are invited to recommend to Finance Committee –

- (a) the upgrading of part of **711CL**, entitled “Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway”, to Category A at an estimated cost of \$539.6 million in money-of-the-day prices; and
- (b) the retention of the remainder of **711CL** in Category B.

PROBLEM

There is no infrastructure to serve early developments at the southern part of the former runway of Kai Tak Airport.

/PROPOSAL

PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development and the Secretary for Commerce and Economic Development, proposes to upgrade part of **711CL** to Category A at an estimated cost of \$539.6 million in money-of-the-day (MOD) prices for construction of the stage 1 advance infrastructure works to serve the early developments at the southern part of the former runway.

PROJECT SCOPE AND NATURE

3. The scope of **711CL** comprises the construction of new infrastructure such as roadworks, pedestrian deck, drainage, sewerage, water mains and landscaping works. It also includes improvements to existing roadworks.

4. The part of **711CL** we propose to upgrade to Category A comprises –

- (a) construction of approximately 1.8 kilometres (km) long single 2-lane carriageway and associated footpaths and landscaping works;
- (b) improvements to the former taxiway bridge, existing roads and junctions;
- (c) construction of a fireboat berth cum public landing steps together with access road;
- (d) construction of storm drains, sewers and water mains of length of about 3 km, 7.5 km and 8.6 km respectively;
- (e) construction of a sewage pumping station; and
- (f) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in sub-paragraphs (a) to (e) above.

———— A plan showing the proposed works is at Enclosure 1.

5. We plan to commence construction of the proposed works in July 2009 for completion by December 2013.

JUSTIFICATION

6. We need to provide stage 1 advance infrastructure to serve the early developments at the southern part of the former runway, which include mainly the first berth of the new cruise terminal and a runway park with an area of about nine hectares. These developments are targeted for completion by 2013 under the first development package of Kai Tak Development (KTD). The commissioning of the first berth of the cruise terminal will enhance Hong Kong's position as a regional cruise hub. On the other hand, the runway park will provide the much needed open space for enjoyment of both the local residents and the community at large.

7. The proposed works will provide a direct and convenient access between Kowloon Bay and the southern part of the former runway. They have to be completed timely to ensure accessibility to the above early developments. As regard the proposed fire boat berth cum public landing steps, the former will meet the operational needs of the Fire Services Department whereas the latter will facilitate public access to the runway area by sea.

8. Due to insufficient in-house resources, we propose to engage consultants to supervise construction of the proposed works.

FINANCIAL IMPLICATIONS

9. We estimate the capital cost of the proposed works to be \$539.6 million in MOD prices (see paragraph 10 below), made up as follows –

	\$ million
(a) Roadworks and associated landscaping works	142.2
(b) Storm drains and sewers	89.4
(c) Sewage pumping station	86.6
(d) Fireboat berth cum public landing steps	28.6

/(e)

	\$ million	
(e) Water mains	60.5	
(f) Environmental mitigation measures and EM&A programme	8.5	
(g) Consultants' fees for contract administration	2.5	
(h) Resident site staff costs	37.4	
(i) Contingencies	<u>45.6</u>	
Sub-total	501.3	(in September 2008 prices)
(j) Provision for price adjustment	<u>38.3</u>	
Total	<u>539.6</u>	(in MOD prices)

A detailed breakdown of the estimates for consultants' fees and resident site staff costs by man-months is at Enclosure 2.

10. Subject to approval, we will phase the expenditure as follows –

Year	\$ million (Sept 2008)	Price adjustment factor	\$ million (MOD)
2009 – 10	58.3	1.03500	60.3
2010 – 11	131.2	1.05570	138.5
2011 – 12	166.4	1.07681	179.2
2012 – 13	90.7	1.09835	99.6
2013 – 14	32.0	1.12032	35.9
2014 – 15	<u>22.7</u>	1.15113	<u>26.1</u>
	<u>501.3</u>		<u>539.6</u>

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11. We have derived the MOD estimate on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2009 to 2015. We will tender the works under a standard re-measurement contract because the quantities of the infrastructure works will vary depending on actual ground conditions and location of underground utilities. The contract will provide for price adjustments.

12. We estimate the annual recurrent expenditure arising from the proposed works to be about \$4.7 million.

PUBLIC CONSULTATION

13. The planning of KTD has adopted an extensive public participatory approach¹. After rounds of consultations during the public participation programme and representation hearing under the Town Planning Ordinance (Cap. 131), a broad community consensus has been obtained on KTD. There are also requests for early implementation of KTD.

14. We consulted the Traffic and Transport Committee of the Kwun Tong District Council and Housing and Infrastructure Committee of the Kowloon City District Council on 7 and 28 June 2007 respectively on the proposed works. They all supported the proposed works.

15. We gazetted the relevant parts of the proposed works under the Foreshore and Sea-bed (Reclamation) Ordinance (Cap. 127) on 10 August 2007, and under both the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) on 7 September 2007. No objection was received. The proposed works were subsequently authorized in December 2007.

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¹ The stage 1 public participation to engage the public in determining vision and key issues on Kai Tak was completed in November 2004. The stage 2 public participation to gauge the public views on the outline concept plans was completed in January 2006. The stage 3 public participation on the preliminary outline development plan was completed in August 2006.

16. On 20 January 2009, we briefed the Legislative Council Panel on Development regarding the implementation plan for KTD and informed Members our plan to seek funding approval of the proposed works in the second quarter of 2009. We subsequently consulted the Panel on the proposed works on 31 March 2009 and Members raised no objection to the proposed works.

ENVIRONMENTAL IMPLICATIONS

17. The proposed works are not designated projects and do not require environmental permits under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). Nevertheless, they form part of KTD which is a Designated Project requiring an EIA report under Schedule 3 of the EIA Ordinance. The KTD EIA report approved by the Environmental Protection Department on 4 March 2009 concluded that the project would not cause long-term adverse environmental impact with implementation of the recommended mitigation measures.

18. For short-term impacts caused by the works during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures under the works contract. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers/enclosures and silenced plant to reduce noise generation, temporary drains to dispose of site run-off as well as other procedures recommended in the KTD EIA report. We will also implement EM&A programme throughout the construction period of the project.

19. We have included \$8.5 million (in September 2008 prices) in the project estimate for implementing the environmental mitigation measures and EM&A programme.

20. We have considered the alignment, design level and construction method of the proposed works in the planning and design stages to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on

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site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste to public fill reception facilities². We will encourage the contractor to maximize the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimize the generation of construction waste.

21. We will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

22. We estimate that the project will generate in total about 336 131 tonnes of construction waste. Of these, we will reuse about 218 982 tonnes (65.2%) of inert construction waste on site and deliver 115 043 tonnes (34.2%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of 2 106 tonnes (0.6%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$3.4 million for this project (based on a unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne³ at landfills).

TRAFFIC IMPLICATIONS

23. We have completed a traffic impact assessment (TIA) for the proposed works. The TIA has concluded that the proposed works would not

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² Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

³ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90/m³), nor the cost to provide new landfills, (which is likely to be more expensive) when the existing ones are filled.

cause any significant traffic impact. During construction, we will maintain smooth traffic flow through implementing temporary traffic management measures and will display notice boards on site to explain the reasons of temporary traffic arrangements and indicate the expected completion dates of the concerned sections of works. In addition, we will set up telephone hotlines for public enquires or complaints.

HERITAGE IMPLICATIONS

24. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interests and Government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

25. The proposed works do not require any land acquisition.

BACKGROUND INFORMATION

26. We included **711CL** in Category B in December 2004.

27. In December 2006, we upgraded part of **711CL** to Category A as **724CL** “Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway”, at an estimated cost of \$38.0 million in MOD prices, for engaging consultants to undertake the investigation and detailed design of the advance infrastructure works.

28. In February 2008, we upgraded part of **711CL** to Category A as **734CL** “Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary

/radar

radar at North Point Government Offices”, at an estimated cost of \$120.1 million in MOD prices, for carrying out removal and treatment of underground contaminants at the south apron of the former Kai Tak Airport, and installation of a supplementary radar at the rooftop of the North Point Government Offices. The works are in progress.

29. We have substantially completed the design of the proposed works mentioned in paragraph 4 above. We will continue the design of the remaining advance infrastructure works⁴.

30. At the Public Works Subcommittee (PWSC) meeting on 31 October 2001, some Members suggested and the Administration agreed to include information on the scope, approved project estimates and progress of all KTD (formerly known as South East Kowloon development) Public Works Programme items in future PWSC submissions relating to the project. The information is at Enclosure 3.

31. Of the 461 trees within the project boundary, 320 trees will be preserved. The proposed works will involve the removal of 141 trees including 125 trees to be felled and 16 trees to be replanted within the project site. All the trees to be removed are not important trees⁵. We will incorporate planting proposals as part of the project, including estimated quantities of 499 trees, 57 607 shrubs and 3 900 square metres of grassed area.

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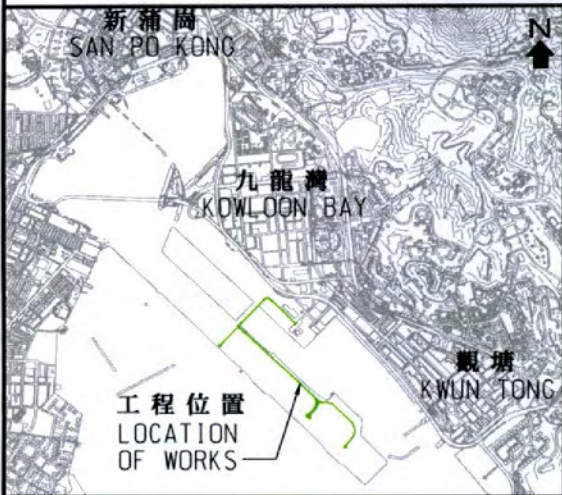
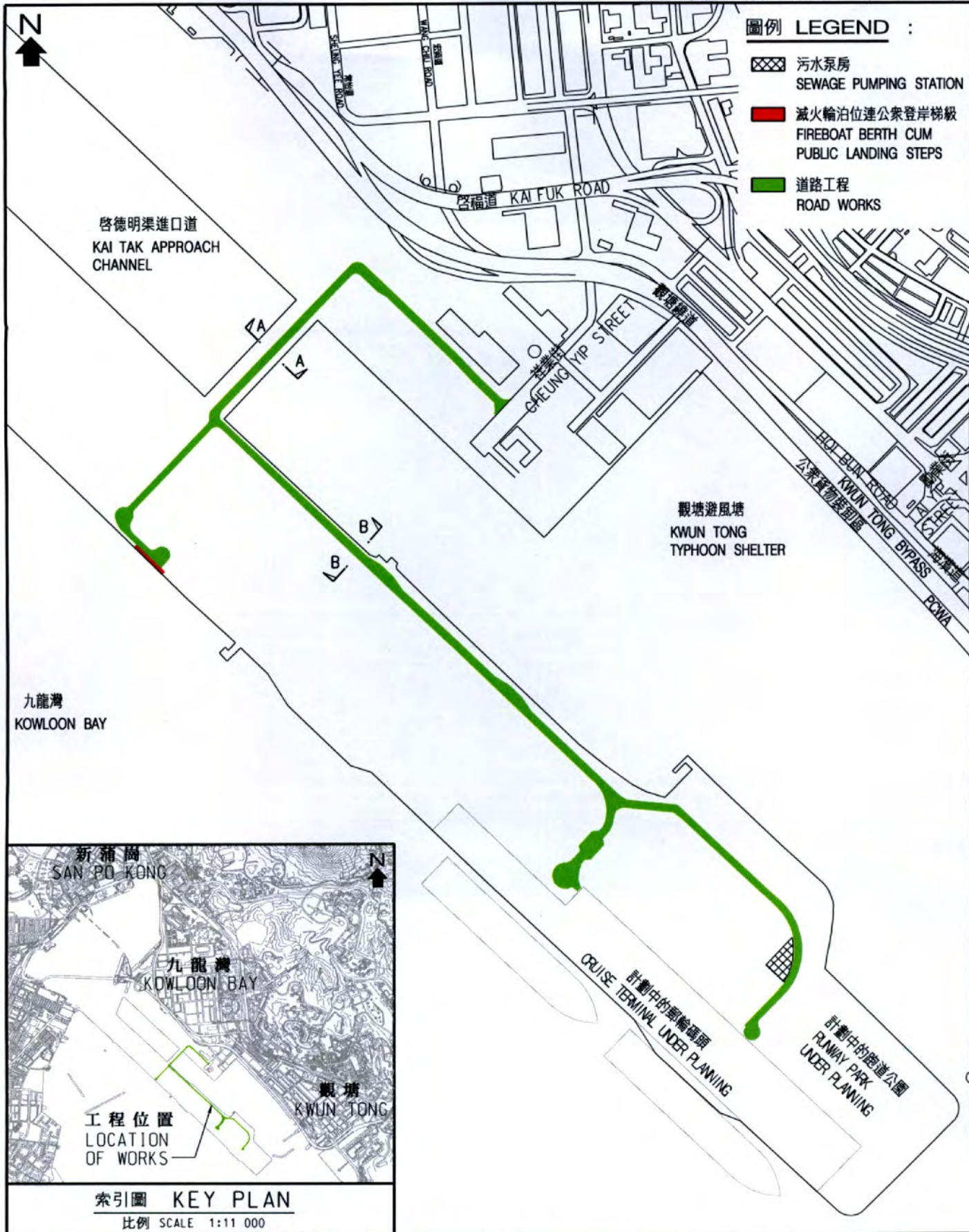
⁴ The remainder of 711CL will be implemented to tie in with the development programme of the remaining developments at the southern part of the former runway, i.e. the second berth of the new cruise terminal, tourism node, hotels and residential developments.

⁵ “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument and trees in memory of important persons or events;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree size, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (measured at 1.3 metre above ground level), or with height/canopy spread equal or exceeding 25 metres.

32. We estimate that the proposed works will create about 308 jobs (245 for labourers and another 63 for professional/technical staff) providing a total employment of 9 000 man-months.

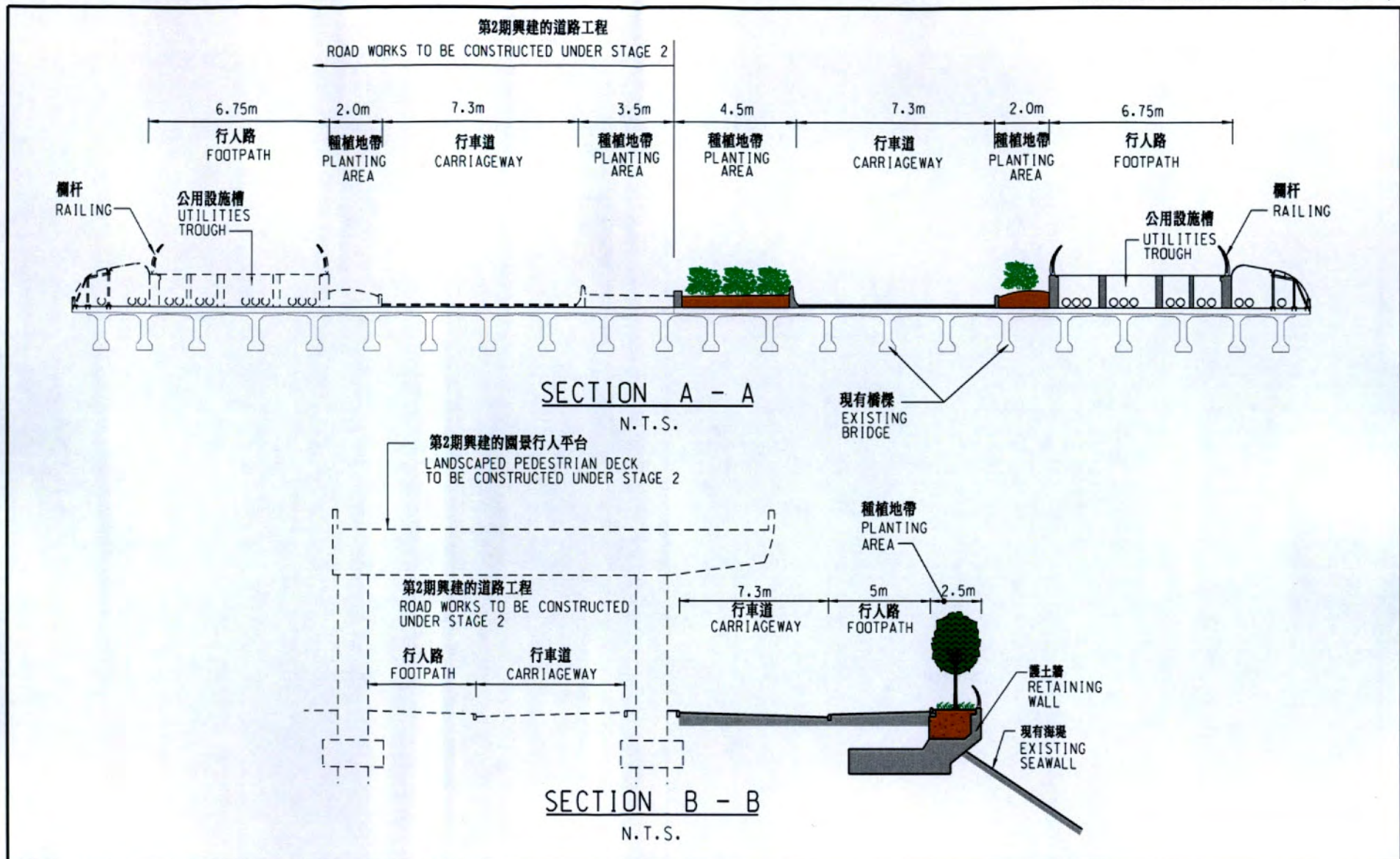
Development Bureau
April 2009



索引圖 KEY PLAN
比例 SCALE 1:11 000

2009年至2010年年度工務小組委員會文件 PWSC Submission 2009 - 2010

圖則名稱 Drawing title KAI TAK DEVELOPMENT - STAGE 1 ADVANCE INFRASTRUCTURE WORKS FOR DEVELOPMENTS AT THE SOUTHERN PART OF THE FORMER RUNWAY - LAYOUT PLAN 啓德發展計劃 - 前跑道南面發展項目的前期基礎設施工程第1期 - 平面圖	繪圖 Drawn K.Y.LAM	簽署 Initial signed	日期 Date 23.04.2009	項目編號 Item no. 711CL	辦事處 Office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	核對 Checked S.C. Ma	簽署 Initial signed	日期 Date 23.04.2009	比例尺 Scale 8 000 (FOR A4)	
	核准 Approved	簽署 Initial	日期 Date	圖則編號 Drawing no. KZ 619	土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT



2009年至2010年年度工務小組委員會文件 PWSC Submission 2009 - 2010

圖則名稱 Drawing title KAITAK DEVELOPMENT - STAGE 1 ADVANCE INFRASTRUCTURE WORKS FOR DEVELOPMENTS AT THE SOUTHERN PART OF THE FORMER RUNWAY - CROSS-SECTIONS OF ROADWORKS 啓德發展計劃 - 前跑道南面發展項目的前期基礎設施工程第1期 - 道路工程橫切面圖	繪圖 Drawn K.Y.LAM	簽署 Initial signed	日期 Date 23.04.2009	項目編號 Item no. 711CL	辦事處 Office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
	核對 Checked S.C. Ma	簽署 Initial signed	日期 Date 23.04.2009	比例尺 Scale AS SHOWN (FOR A4)	
	核准 Approved -	簽署 Initial -	日期 Date -	圖則編號 Drawing no. KZ 620	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

711CL – Kai Tak development – advance infrastructure works for developments at the southern part of the former runway

**Breakdown of the estimate for consultant’s fees and resident site staff costs
(in September 2008 prices)**

		Estimated man-months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants’ fees for contract administration (Note 2)	Professional	-	-	-	1.5
	Technical	-	-	-	1.0
(b) Resident site staff costs (Note 3)	Professional	194	38	1.6	18.8
	Technical	585	14	1.6	18.6
Total					39.9

* MPS = Master Pay Scale

Note

1. A multiplier of 1.6 is applied to the average MPS point to estimate the cost of resident site staff supplied by the consultants. MPS points 38 and 14 are used as the average MPS salary points for professionals and technical staff respectively (As at 1 April 2008, MPS pt. 38 = \$60,535 per month and MPS pt. 14 = \$19,835 per month).
2. The consultants’ fee for contract administration and preparation of as-built drawings is calculated in accordance with the existing consultancy agreement. The construction phase of the assignment for the proposed works will only be executed upon Finance Committee’s approval to upgrade the proposed works to Category A.
3. We will know the actual man-months and actual costs only after completion of the construction works.

Kai Tak Development
List of PWP items in Category A

PWP Item No.	440CL
Project title:	South East Kowloon development – comprehensive feasibility study
Date of upgrading to Category A:	April 1995
Approved project estimate:	\$220.0 million
Project scope:	The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.
Brief account of progress:	(a) The feasibility study was completed in December 2003. (b) The project account has been finalised at the sum of \$185.2 million.

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PWP Item No.	494CL (part upgraded from 469CL)
Project title:	South East Kowloon development at Kai Tak Airport – decontamination and site preparation
Date of upgrading to Category A:	February 1998
Approved project estimate:	\$316.9 million

Project scope:

- (a) ground decontamination at the north apron of Kai Tak Airport (NAKTA);
- (b) demolition of existing buildings and structures in the northern part of NAKTA; and
- (c) breaking up of the existing apron slab and land formation at NAKTA for housing development.

Brief account of progress:

- (a) The civil engineering contract covering the above works was completed in April 2002.
- (b) Post-decontamination monitoring works were completed in December 2003.
- (c) The project account has been finalised at the sum of \$281.8 million.

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PWP Item No. **694CL** (part upgraded from **469CL**)

Project title: South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation

Date of upgrading to Category A: November 2001

Approved project estimate: \$115.9 million

Project scope: Site investigation works and detailed design for –

- (a) about 6 kilometres box culverts;
- (b) new roads including flyovers and pedestrian streets, and upgrading of existing roads and associated drainage, sewerage and watermains;
- (c) five sewage pumping stations and rising mains to convey sewage to the existing To Kwa Wan sewage treatment plant;
- (d) drainage maintenance depots along with provision of plant and equipment for servicing the drainage

culverts in NAKTA;

- (e) open space development and landscaping works;
- (f) demolition of remaining ex-airport facilities, including the passenger terminal building and Kai Tak car-parking building and decontamination of land underneath the buildings; and
- (g) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) Detailed design for demolition of the passenger terminal building and associated structures remaining in NAKTA has been completed.
- (c) Detailed design of the stage 1 infrastructure works at the north apron has been completed.
- (d) Detailed design of the remaining infrastructure works at the north apron is in progress.

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PWP Item No.	693CL (part upgraded from 465CL)
Project title:	South East Kowloon development – consultants’ fees and site investigation for Kai Tak Approach Channel reclamation
Date of upgrading to Category A:	November 2001
Approved project estimate:	\$63.8 million
Project scope:	Site investigation works and detailed design for – <ul style="list-style-type: none"> (a) treatment of the contaminated sediments (including pilot tests and post-treatment monitoring) in Kai Tak Approach Channel (KTAC);

- (b) reclamation works in KTAC;
- (c) new drainage systems (including widening and extension of Kai Tak Nullah and Jordan Valley box culvert, advance work for future road tunnels underneath the box culverts) and improvements to existing drainage systems necessitated by the proposed reclamation in KTAC;
- (d) demolition of the existing airport taxiway bridge across KTAC;
- (e) provision of necessary environmental mitigation measures and implementation of an EM&A programme; and
- (f) field surveys and environmental studies for different scenarios of Kai Tak development.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) In the light of the Court of Final Appeal's ruling on harbour reclamation under the Protection of the Harbour Ordinance, the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$50.2 million.

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PWP Item No.	699CL (part upgraded from 482CL)
Project title:	South East Kowloon development – consultants' fees and site investigation for Kowloon Bay reclamation and engineering works
Date of upgrading to Category A:	July 2002
Approved project estimate:	\$105.7 million

Project scope:

Site investigation works and detailed design for –

- (a) treatment of contaminated sediments (including post-treatment monitoring) at the seabed of Kowloon Bay;
- (b) reclamation for about 61 hectares of land in Kowloon Bay;
- (c) construction of a new seawall, breakwater, and marine facilities including public landing steps;
- (d) demolition of existing breakwaters and marine facilities including Kowloon City vehicular ferry pier, passenger ferry pier and public pier;
- (e) construction of new drainage culverts and improvements to existing hinterland drainage systems necessitated by the proposed reclamation in Kowloon Bay;
- (f) upgrading of existing roads and construction of new roads, a road tunnel, pedestrian streets, footbridges and pedestrian subways with associated drainage, sewerage and water works;
- (g) construction of public transport facilities;
- (h) construction of sewage holding facilities adjacent to the existing To Kwa Wan sewage treatment works and sewage pumping stations;
- (i) relocation of the existing Eastern Quarantine and Immigration Anchorage and mooring buoys within Kowloon Bay;
- (j) provision of landscaping works at the proposed reclamation area;
- (k) provision of environmental protection measures; and
- (l) implementation of an EM&A programme.

- Brief account of progress:
- (a) Consultancy started in December 2002.
 - (b) In the light of the Court of Final Appeal's ruling on harbour reclamation under the Protection of the Harbour Ordinance, the consultancy had been suspended since December 2003 and was terminated in July 2006.
 - (c) The project account has been finalised at the sum of \$6.1 million.

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PWP Item No. **708CL** (part upgraded from **469CL**)

Project title: South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport

Date of upgrading to Category A: February 2004

Approved project estimate: \$131.6 million

- Project scope:
- (a) construction of about 600 metres of a twin-cell box culvert and decommissioning of an existing culvert;
 - (b) demolition of the passenger terminal building, the Kai Tak car-parking building and associated structures, along with related land decontamination; and
 - (c) implementation of an EM&A programme for the works mentioned in items (a) to (b) above.

- Brief account of progress:
- (a) Works contract commenced in April 2004.
 - (b) The works were substantially completed in September 2006.

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PWP Item No.	719CL
Project title:	Kai Tak development - engineering review
Date of upgrading to Category A:	December 2006
Approved project estimate:	\$87.5 million
Project scope:	<ul style="list-style-type: none"> (a) a study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development; (b) preliminary preparatory work for the early development of the cruise terminal in Kai Tak; and (c) associated site investigation and supervision.
Brief account of progress:	<ul style="list-style-type: none"> (a) Consultancy commenced in January 2007. (b) Engineering review is in progress.

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PWP Item No.	724CL (part upgraded from 711CL)
Project title:	Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	December 2006
Approved project estimate:	\$38.0 million
Project scope:	<ul style="list-style-type: none"> (a) detailed design of the works described below including the associated Schedule 2 environmental impact assessments : <ul style="list-style-type: none"> - construction of approximately 2 kilometres of a dual 2-lane district distributor including associated pedestrian deck;

- provision of a sewage pumping station and rising mains;
- improvements to related existing bridge, roads and junctions;
- construction of associated local roads, transport facilities, drainage, sewerage, watermains and landscaping works;
- relocation and reprovisioning of existing facilities including the Marine Vessel Traffic Services (MVTS) radar and fireboat berthing facilities; and
- an environmental monitoring and audit work for works mentioned above,

all for serving the proposed developments at the southern part of the former runway in Kai Tak.

- (b) associated site investigation and supervision; and
- (c) preparation of tender documents and assessment of tenders.

Brief account of progress:

- (a) Consultancy commenced in January 2007.
- (b) Detailed design of the decommissioning and decontamination works at the south apron and installation of supplementary radar at North Point Government Offices (NPGO) has been completed.
- (c) Detailed design of the stage 1 advance infrastructure works has been completed.
- (d) Detailed design of the remaining infrastructure works is in progress.

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PWP Item No. **734CL** (part upgraded from **711CL**)

Project title: Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at

North Point Government Offices

Date of upgrading to Category A:

February 2008

Approved project estimate:

\$120.1 million

Project scope:

- (a) decommissioning and decontamination of about 12,600 square metres of land at the south apron of the former Kai Tak Airport;
- (b) procurement and installation of a supplementary radar and associated signal processing and relaying equipment on the rooftop of NPGO, including integration into the existing MVTS system of Marine Department;
- (c) construction of a radar support and an equipment room on the rooftop of NPGO, provision of building services and other associated works; and
- (d) implementation of necessary environmental mitigation measures, monitoring and auditing work.

Brief account of progress:

- (a) Works contract commenced in May 2008.
- (b) Construction works are in progress for completion in early 2010.

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