

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT

Hong Kong Island and Islands Development

Air and Sea Communications – Airport

67GI – Development of Government Helipad at the Hong Kong Convention and Exhibition Centre

Members are invited to recommend to Finance Committee the upgrading of **67GI** to Category A at an estimated cost of \$59.1 million in money-of-the-day prices for the construction of a permanent government helipad at the north-eastern corner of the Hong Kong Convention and Exhibition Centre.

PROBLEM

We need to construct a permanent government helipad to replace the temporary government helipad at the former Wan Chai Public Cargo Working Area.

PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Security and the Secretary for Transport and Housing, proposes to upgrade **67GI** to Category A at an estimated cost of \$59.1 million in money-of-the-day (MOD) prices for the proposed construction of a permanent government helipad at the north-eastern corner of the Hong Kong Convention and Exhibition

Centre (HKCEC) for use by the Government Flying Service (GFS). The spare capacity of the proposed permanent government helipad will be made available for the provision of domestic commercial helicopter services at a charge to be determined by the Government, on condition that GFS must have absolute priority at all times in using the helipad.

PROJECT SCOPE AND NATURE

3. The project scope comprises –
- (a) construction of a permanent government helipad¹ of about 2 700 square metres in area and associated facilities, including a two-storey passenger terminal building, vehicular access², noise mitigation structures and an underground refuelling tank;
 - (b) demolition of an existing building at the proposed permanent government helipad site and, after the proposed permanent government helipad is in operation, demolition of the existing temporary government helipad at the former Wan Chai Public Cargo Working Area;
 - (c) reprovisioning of a public toilet³ next to the Golden Bauhinia Square; and
 - (d) provision of environmental mitigation measures and monitoring works during the construction period.

A site plan showing the layout of the proposed government permanent helipad is at Enclosure 1. We plan to commence the proposed construction works in December 2009 for completion in December 2011.

/JUSTIFICATION

¹ Comprising three pads, namely one landing/taking-off pad, one take-off pad and one parking pad.

² This vehicular access will form an integral part of the open space at the Golden Bauhinia Square for use by the general public when not used by vehicles.

³ A public toilet in the existing building at the proposed permanent government helipad site, which is mainly used by tourists, will be demolished together with the building and will be reprovisioned in the vicinity.

JUSTIFICATION

4. It is GFS's statutory function to provide flying services to support the work of various government departments and agencies and to provide round-the-clock emergency services, such as search and rescue operations, casualty evacuation, fire-fighting and air ambulance services. Since the closure of the Central Helipad at Lung Wui Road in January 2004 to make way for the implementation of the Central Reclamation Phase III project, GFS has been operating at the temporary government helipad at the former Wan Chai Public Cargo Working Area. As this site will be subsequently required for harbour-front enhancement for public enjoyment under the development plan for Wan Chai North, there is a need to reprovision the government helipad to ensure uninterrupted delivery of government flying services.

5. After a territory-wide site search, the site at the north-eastern corner of the HKCEC has been identified as the most suitable location for a permanent government helipad for the following reasons –

- (a) For casualty evacuation and search and rescue operations, the airlifted patients and casualties are normally taken to Pamela Youde Nethersole Eastern Hospital (PYNEH) direct. When weather conditions do not permit GFS's helicopters to land at the PYNEH, the airlifted patients and casualties will be transferred to other nearby hospitals by land transport. The proposed site is very conveniently located for such transfer purpose;
- (b) The proximity of the proposed location to the Hong Kong Police Force Headquarters will facilitate speedy transfer of police officers and equipment by GFS's helicopters to other parts of the territory to support law enforcement operations of the Police;
- (c) The proposed location meets aviation safety and GFS's operational requirements by providing two obstacle-free take-off climb and approach surfaces; and
- (d) The proposed location is relatively distant from residential developments, thus minimising the noise impact of helicopter operations on residents.

6. Since 1998, the Government has conducted repeated rounds of site searches to identify a suitable site for a domestic commercial helipad⁴. Taking account of the views expressed by the former Panel on Economic Services and the former Panel on Planning, Lands and Works of the Legislative Council⁵, the Administration proposed to the two Panels that while priority must at all times be given to the Government's emergency and essential flying services at the permanent government helipad in the vicinity of the HKCEC, the spare capacity of the helipad would be open to commercial uses at a charge to be determined by the Government. The two Panels had no objection to the proposal. Under the shared-use arrangement, it is projected that the permanent government helipad will provide sufficient capacity to meet the forecast demand for domestic commercial helicopter services up to at least 2020⁶.

FINANCIAL IMPLICATIONS

7. We estimate the capital cost of the project to be \$59.1 million in MOD prices (see paragraph 8 below), made up as follows –

	\$ million
(a) Permanent government helipad and associated facilities	36.2
(b) Demolition of an existing building at the permanent government helipad site and the temporary government helipad	3.2
(c) Reprovisioning of a public toilet	5.4
	/(d)

⁴ A waterfront site near the Western Park Sports Centre at Sheung Wan was once identified as a possible site, but the proposal did not have the support of the helicopter industry which considered the proposed site not suitable as it fell outside the central business district.

⁵ At the joint meeting held on 28 February 2005, the former Panel on Economic Services and the former Panel on Planning, Lands and Works passed a motion, urging "the Government to expedite the provision of a permanent commercial heliport and associated facilities in the central business district of the Hong Kong Island, and, under the principle of no unlawful reclamation, allow the heliport at the HKCEC to accommodate both commercial uses by helicopter operators and government uses".

⁶ We expect commercial helicopter flight movements to reach about 20 000 movements a year by 2020, which is worked out having regard to the number of domestic helicopter movements in 2004 and assuming an annual average growth rate of 6.3%.

		\$ million	
(d)	Environmental mitigation measures and monitoring works	0.8	
(e)	Consultants' fees	0.3	
	(i) contract administration	0.2	
	(ii) management of resident site staff	0.1	
(f)	Remuneration of resident site staff	4.4	
(g)	Contingencies	5.0	
	Sub-total	55.3	(in September 2008 prices)
(h)	Provision for price adjustment	3.8	
	Total	59.1	(in MOD prices)

We propose to engage consultants to undertake contract administration and site supervision of the proposed works. A detailed breakdown of the estimates for consultants' fees and resident site staff costs by man-months is at Enclosure 2.

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

Year	\$ million (Sept 2008)	Price adjustment factor	\$ million (MOD)
2009 – 2010	1.0	1.03500	1.0
2010 – 2011	20.5	1.05570	21.6
2011 – 2012	29.9	1.07681	32.2
2012 – 2013	3.9	1.09835	4.3
	55.3		59.1

9. We have derived the MOD estimates 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 from 2009 to 2013. We will invite tenders for the proposed works under a lump-sum contract because we can clearly define the scope of the works in advance. The contract will provide for price adjustments.

10. We estimate the annual recurrent expenditure arising from the proposal to be \$654,000, mainly for the appointment of contract staff for traffic control, running expenses and repair and maintenance. Charges payable by commercial helicopter operators for use of the proposed permanent government helipad for providing domestic commercial helicopter services will be determined at a later stage.

PUBLIC CONSULTATION

11. The proposed development of the permanent government helipad near the north-eastern corner of the HKCEC received general public support during the public engagement exercise entitled "Harbour-front Enhancement Review – Wan Chai, Causeway Bay and Adjoining Areas", but the Hong Kong Regional Heliport Working Group, comprising industry players with an active interest over the development of the helipad, still considers that a larger helipad should be constructed. We consider that the proposal for a larger helipad could be reviewed as and when demand warrants it.

12. We consulted the former Panel on Economic Services and the former Panel on Planning, Lands and Works of the Legislative Council on the proposed construction of a permanent government helipad near the HKCEC and the proposed shared-use arrangement for commercial use at their joint meetings on 25 July 2005 and 24 October 2005. Members had no objection to the proposal. On 25 February 2008, during the discussions at the Panel on Economic Development on the results of the technical feasibility study for the subject, some Members expressed concerns about the operational arrangements for the shared-use proposal and urged the Administration to liaise more closely with the industry. Some Members also requested the Administration to expedite the provision of facilities for commercial helicopter services to cope with the forecast demand⁷.

/13.

⁷ The Administration provided supplementary information to the Panel on Economic Development in May 2009.

13. On 18 March 2008, we briefed the Wan Chai District Council on the results of the technical feasibility study for the project and consulted it on the proposed shared-use arrangement of the permanent government helipad. The Wan Chai District Council did not object to the proposal. It suggested that the Government should co-ordinate the development of the permanent government helipad with other future developments in the area, and asked the Government to give due consideration to the detailed design of the helipad. A suggestion was also made that there should be a cap on the number of commercial flights at the beginning. We will take these views into account when drawing up the design of the helipad and the operational procedures.

14. We consulted the Legislative Council Panel on Development on 26 May 2009. Members had no objection to the project and welcomed the proposal to allow commercial helicopter operators to share the use of the proposed permanent government helipad. In response to Members' enquiries, we confirmed that the project did not involve any reclamation. We further clarified that the Wan Chai District Council had been consulted and had not objected to the shared-use proposal. We also indicated that the proposed permanent government helipad would provide sufficient capacity to meet the forecast demand for domestic commercial helicopter services up to at least 2020. We had maintained a dialogue with the helicopter industry and would review a proposal for a larger helipad as and when demand warranted it. Any in-situ expansion would be subject to the statutory town planning process.

15. We will continue to engage the public on the exterior design of the terminal building and the associated structures of the proposed government helipad. Views received from the public will be forwarded to the Town Planning Board for approval of the exterior design⁸.

ENVIRONMENTAL IMPLICATIONS

16. As the proposed project is not a designated project under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499), there is no need to conduct an environmental impact assessment. We will implement appropriate environmental mitigation measures for the project. During construction, we will control noise, dust and surface runoff through appropriate monitoring and measures specified in the works contract.

/17.

⁸ The Notes of the Wan Chai North Outline Zoning Plan provides that the exterior design of the terminal building and the associated structures of the proposed government helipad requires the approval of the Town Planning Board.

17. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible. In demolishing the existing building at the proposed permanent government helipad site, we will retain the existing piled deck, which supports the building, and convert it to form the helipad platform in order to reduce demolition work. In addition, we will encourage the contractor to reuse inert construction waste (e.g. broken concrete) in other suitable construction sites as far as possible in order to minimise the disposal of inert construction waste to public fill reception facilities⁹. We will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

18. We will 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.

19. We estimate that the project will generate in total about 6 300 tonnes of construction waste. Of these, we will deliver 5 900 tonnes (94%) of inert construction waste to public fill reception facilities for subsequent reuse. In addition, we will dispose of 400 tonnes (6%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfills sites is estimated to be \$209,300 for this project (based on a unit cost of \$27/tonne for disposal at public fill reception facilities and \$125/tonne¹⁰ at landfills).

/HERITAGE

⁹ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

¹⁰ 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.

HERITAGE IMPLICATIONS

20. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and government historical sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

21. The project does not require land acquisition.

BACKGROUND INFORMATION

22. We upgraded **67GI** to Category B in October 2005.

23. In November 2006, we engaged consultants to conduct a technical feasibility study, which was completed in December 2007. We commenced the detailed design in January 2008 and have substantially completed the design. The total cost of the technical feasibility study and the detailed design is \$1.2 million. We charged this amount to block allocation **Subhead 7100CX** “New towns and urban area works, studies and investigation for items in Category D of the Public Works Programme”.

24. The proposed works will involve the removal of 36 trees. All trees to be removed are not important trees¹¹. We will transplant all of them in the vicinity.

/25.

¹¹ 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 tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, 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 m (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.

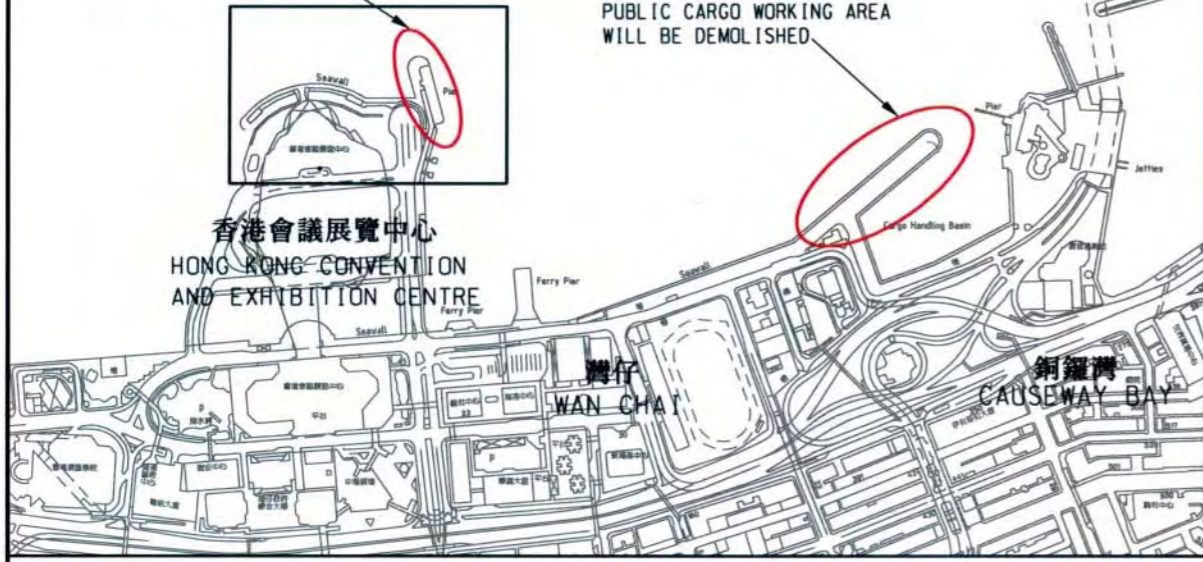
25. We estimate that the proposed works will create about 40 jobs comprising 5 professional/technical staff and 35 labourers, providing employment for a total of 730 man-months.

Security Bureau
Transport and Housing Bureau
June 2009



擬建永久直升機坪地點
的現有建築物將會拆卸
EXISTING BUILDING AT
THE PROPOSED PERMANENT
GOVERNMENT HELIPAD SITE
WILL BE DEMOLISHED

現有前灣仔貨物裝卸區的
臨時停機坪將會拆卸
EXISTING TEMPORARY HELIPAD
AT THE FORMER WAN CHAI
PUBLIC CARGO WORKING AREA
WILL BE DEMOLISHED



位置圖 KEY PLAN N. T. S.

6米高透明隔音屏
6m NOISE BARRIER WITH
TRANSPARENT PANEL

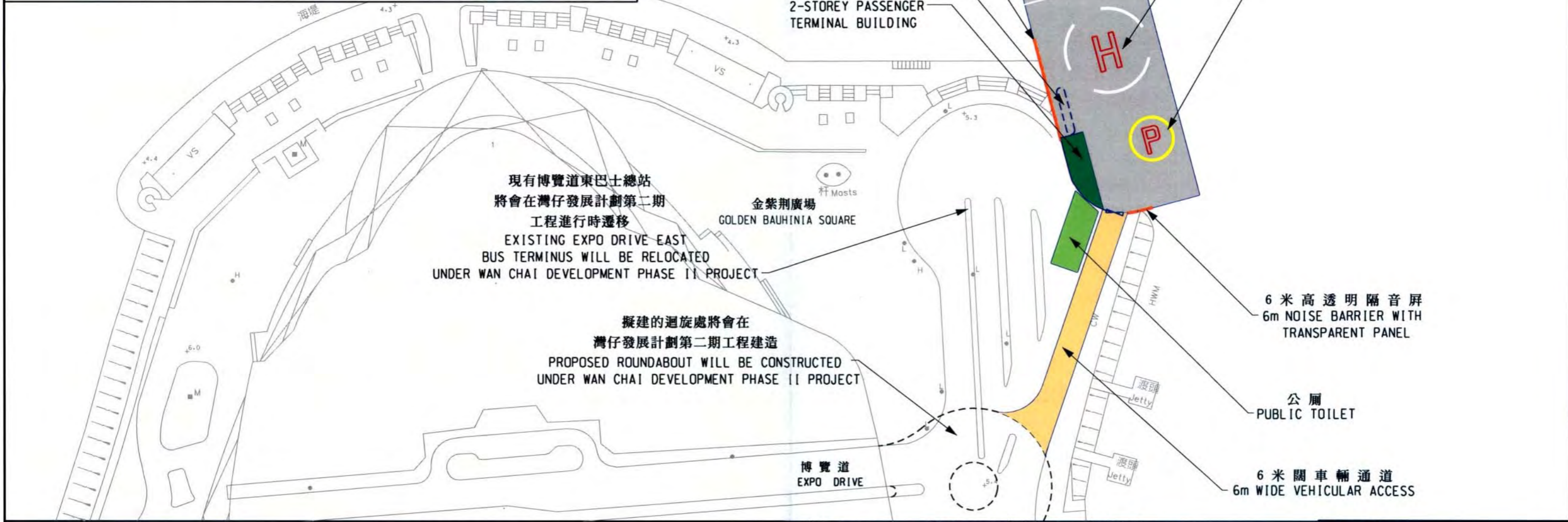
地底油缸
UNDERGROUND
REFUELLING TANK

兩層高候機樓
2-STOREY PASSENGER
TERMINAL BUILDING

升降坪
LANDING AND
TAKEOFF PAD

起機坪
TAKEOFF PAD

停機坪
PARKING PAD



現有博覽道東巴士總站
將會在灣仔發展計劃第二期
工程進行時遷移
EXISTING EXPO DRIVE EAST
BUS TERMINUS WILL BE RELOCATED
UNDER WAN CHAI DEVELOPMENT PHASE II PROJECT

擬建的迴旋處將會在
灣仔發展計劃第二期工程建造
PROPOSED ROUNDABOUT WILL BE CONSTRUCTED
UNDER WAN CHAI DEVELOPMENT PHASE II PROJECT

6米高透明隔音屏
6m NOISE BARRIER WITH
TRANSPARENT PANEL

公廁
PUBLIC TOILET

6米闊車輛通道
6m WIDE VEHICULAR ACCESS

工務計劃項目第67GI PWP ITEM NO.67GI

圖則名稱 drawing title

香港會議展覽中心旁之政府直升機坪平面圖
LAYOUT OF GOVERNMENT HELIPAD AT THE
HONG KONG CONVENTION AND EXHIBITION CENTRE

繪圖 drawn
W H CHEUNG

簽署 initial 日期 date
01-04-09

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HONG KONG ISLAND AND ISLANDS
DEVELOPMENT OFFICE

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土木工程拓展署
CEDD CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

**67GI – Development of Government Helipad at the Hong Kong
Convention and Exhibition Centre**

**Breakdown of the estimates for consultants' 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	-	-	-	0.1
	Technical	-	-	-	0.1
				Sub-total	0.2
(b) Resident site staff costs (Note 3)	Professional	22	38	1.6	2.1
	Technical	75	14	1.6	2.4
				Sub-total	4.5
Comprising –					
(i) Consultants' fees for management of resident site staff					0.1
(ii) Remuneration of resident site staff					4.4
				Total	4.7

* MPS = Master Pay Scale

Notes

1. A multiplier of 1.6 is applied to the average MPS point to arrive at the cost of resident site staff supplied by the consultants (As at 1 April 2008, MPS point 38 = \$60,535 per month and MPS point 14 = \$19,835 per month).
2. The consultants' fees for construction supervision and contract administration are estimated in accordance with the terms stipulated in Supplemental Agreement No. 2 to Agreement No. CE54/2001(CE) titled "Wan Chai Development Phase II - Design and Construction". The construction phase of the assignment will only be executed subject to Finance Committee's approval to upgrade **67GI** to Category A.
3. We will only know the actual man-months and actual costs after completion of the construction works.