

**For discussion
on 8 December 2008**

**LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT**

**Proposed Creation of two Supernumerary Posts of
Chief Engineer in the Civil Engineering and Development Department**

PURPOSE

This paper seeks Members' views on the proposal to create two **supernumerary** posts of Chief Engineer (CE) (D1) in the Civil Engineering and Development Department (CEDD) to strengthen its capability in taking up the planning and implementation of the Kai Tak Development (KTD) and Liantang/Heung Yuen Wai Boundary Control Point (BCP) projects.

PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to create the following two supernumerary CE posts in CEDD for five years with effect from 1 April 2009 –

- (a) one CE post in the Kowloon Development Office (KDO) to oversee the administration, planning and implementation of the proposed infrastructure works for KTD on the western side of the former apron area including the ex-runway, Kai Tak Nullah and Kai Tak Approach Channel; and
- (b) one CE post in the Civil Engineering Office (CEO) to oversee the administration, planning and implementation of the proposed Liantang/Heung Yuen Wai BCP project.

JUSTIFICATION

3. In the coming years, CEDD will undertake a significant number of major infrastructure projects including the following two projects:

- (a) KTD – an urgent and highly complex development in the metro area of Hong Kong, which spans a planning area of over 320 hectares, covering the 280-hectare ex-airport site and its adjoining areas. The site would be developed for community, housing, business, tourism and infrastructural uses; and
- (b) BCP – a strategically important project to meet the growing needs of the cross boundary traffic in the long run. The project will help further extend the economic hinterland of Hong Kong and Shenzhen, enhance the connection with Eastern Guangdong and promote regional development of Hong Kong, Shenzhen and Eastern Guangdong.

4. It should be noted that implementation of the projects will bring about both tangible and intangible benefits to Hong Kong at the macro and strategic levels. With the Government's commitment to boost the economy and create more job opportunities in the light of the recent global financial tsunami, we are making every effort not only to expedite the progress of on-going projects, but also to press ahead with the implementation of major infrastructure projects in the pipeline like the KTD and BCP. To ensure effective delivery of the above projects, CEDD needs to strengthen the current level of staffing resources in KDO and CEO. Justifications in detail are given below.

CREATION OF A SUPERNUMERARY CE POST IN KDO

The Kai Tak Development

5. The KTD has been the subject of a decade-long planning. Following extensive public engagement between 2004 and 2006, the

development scheme was finally incorporated into statutory plans, i.e. the Kai Tak Outline Zoning Plan (OZP), and approved by the Chief Executive in Council in late 2007. There is now a common public aspiration for implementation of the KTD without further delay. To take this mega project forward, the KTD Engineering Review, which included a Schedule 3 Environment Impact Assessment (EIA) study, commenced in 2007. The completed EIA will be ready for public inspection in December 2008.

6. The KDO of CEDD has been playing a key role in providing essential engineering input since the planning stage of the KTD, and has been extensively involved in the public engagement process vital to the formulation of the approved Kai Tak OZP. Now that the KTD is proceeding to the crucial implementation stage in 2009, the KDO will take up the demanding project management role to strive for timely delivery of infrastructure works to the quality requirements and within budget. The KDO is headed by Project Manager (Kowloon) (Principal Government Engineer (PGE)(D3)), who is underpinned by a Deputy Project Manager (Kowloon) (Government Engineer (GE)(D2)). The existing organisation chart of KDO is shown at **Enclosure 1**.

Increase of workload in coming years

7. With the total capital cost estimated in the order of \$20 billion, the KTD infrastructure works undertaken by KDO are of a massive scale programmed for staged completion within the next decade. We anticipate that the annual expenditure of infrastructure projects for KTD within KDO's ambit will sharply escalate in the coming few years. For illustration, KDO expects to submit five public works items at a total estimated value of about \$1.1 billion to the Public Works Subcommittee/ Finance Committee for approval within the 2008/09 legislative year. Correspondingly, there will be a drastic increase in workload on KDO arising from detailed design, impact assessments, site investigation, tendering and supervision of consultancies and construction contracts, financial and programme control on these projects, not to mention the need to complete statutory procedures as well as public engagement through District Councils, Harbour-front Enhancement Committee and

Advisory Council on the Environment, etc., when implementing the infrastructure works.

8. KTD is not only massive in terms of its size and scale measured by public works spending, but also in terms of its complexity and the need for highly efficient inter-bureaux and cross-departmental co-operation. For this reason, KTD is monitored at the senior level through a two-tiered mechanism chaired personally by the Secretary for Development and the Permanent Secretary for Development (Works). KDO through its role of Project Manager supports these important mechanisms. At the operational level, KDO faces a tremendous rise in workload in co-ordinating with different bureaux/departments in relation to their developments in KTD. These include the Cruise Terminal of Commerce and Economic Development Bureau, the Kai Tak Government Offices by Financial Services and Treasury Bureau, the Shatin to Central Link, Central Kowloon Route and public housing by Transport and Housing Bureau, the Multi-purpose Stadium Complex and the various parks by Home Affairs Bureau and the seawater district cooling system of Environment Bureau, at an estimated total capital cost of over \$100 billion. These key projects will be implemented close to each other or on overlapped sites under a very tight programme within the next ten years. With multiple stakeholders, many of these projects have multi-level and complex interfaces with the KTD infrastructure requiring detailed planning and co-ordination by KDO so as not to affect the timely completion of the future developments and their intended functions. As an example, the Central Kowloon Route will span the existing Kai Tak Nullah to be beautified and connect with the road network to be constructed under the KTD, whilst on the other hand a landscaped deck under the KTD is planned to span the Central Kowloon Route to improve pedestrian connectivity, all to be built at more or less the same time.

Need for the CE post

9. To adequately cope with the operational demands in the coming years, it is necessary to create a supernumerary CE post in the KDO for the implementation of KTD. The proposed CE post, designated as CE/Kowloon 4 (CE/K4) will be responsible to the Deputy Project

Manager (Kowloon) for the project focusing on the overall administration, planning, design and construction supervision of infrastructure works for KTD on the western side of the former airport apron area including the ex-runway, Kai Tak Nullah and Kai Tak Approach Channel, at an estimated cost of about \$8.5 billion. Apart from the need to resolve complicated interface issues speedily to ensure timely project delivery, CE/K4 will be responsible for the following innovative and challenging schemes incorporated in and evolved from the statutory OZP –

- (a) treatment of about 1 million cubic metres contaminated sediments at Kai Tak Approach Channel in compliance with the stringent environmental requirements;
- (b) creation of a gigantic piled deck providing a 600-metre wide opening at the former runway to improve water circulation; and
- (c) improvement of about 1 km of the existing Kai Tak Nullah to pursue the “Kai Tak River” scheme with leisure facilities.

The proposed CE/K4 will also undertake budgetary control of the projects, drive for timely achievement of milestone targets and ensure that the projects are implemented to the quality requirements.

10. Having regard to the level and scope of responsibilities and the professional input required, it is considered that a supernumerary CE post should be created in KDO to provide directorate steer to formulate implementation framework and manage resources for the projects which are to be implemented within a very tight timeframe. The officer will also need to maintain close liaison with a host of bureaux/departments to resolve complicated interface problems and ensure timely project delivery. In view of the time-limited nature of the projects, the CE post concerned is proposed for creation starting from April 2009, for a period of five years. The continued need for this CE post will be reviewed towards the end of 2013/14 taking into account the progress of KTD and the workload of CEDD at the time.

11. The feasibility of redeploying existing directorate officers in KDO to take on the work of the proposed CE/K4 post has been considered but found to be impracticable, as the three existing CEs in KDO are already fully occupied with the existing projects within their ambit.

12. The existing CE/Kowloon 1 (CE/K1) was tasked to co-ordinate technical input for and monitor the progress of the important cruise terminal project originally planned to be undertaken by the private sector under the land tender approach. Following the recent decision to implement the project through the Government-funded design, build and lease approach, the project management role of CE/K1 has been or is being greatly expanded to take up the following new duties -

- (a) planning, design and construction supervision of the site formation works of the cruise terminal development, at an estimated cost of about \$2.4 billion, expected to start in 2009 to enable the completion of the first berth in 2013; and
- (b) implementation of the advance infrastructure works for supporting the cruise terminal development, at an estimated cost of about \$1.5 billion, upon commencement of the stage 1 construction in mid 2009.

Given the spiralling workload within a compressed timeframe, CE/K1 will need to continue devoting full time to the above infrastructure projects till completion of the second berth in 2014, thereby ensuring firm leadership to fast-track the implementation programme and providing the necessary experience and expertise to promptly resolve complicated engineering/interface issues arising from, inter alia -

- (i) substantial dredging works in the Victoria Harbour in compliance with the stringent requirements of EIA Ordinance;
- (ii) diversion of the existing submarine gas mains for commissioning of the second berth;

- (iii) constraints due to the adjacent cruise terminal building works such as site access and availability, sewage connections, water and power supplies arrangements;
 - (iv) technical support in firming up user requirements and tenancy agreement for the cruise terminal project; and
 - (v) assistance in formation of the adjacent heliport and promenade.
13. The existing CE/Kowloon 2 (CE/K2) is currently tasked with -
- (a) comprehensive engineering review, environmental impact assessments, land matters, co-ordination with interface projects and site preparatory works for the whole KTD;
 - (b) implementation of major infrastructure and site formation works near Choi Wan Road and Jordan Valley; and
 - (c) district administration matters for Wong Tai Sin, Kowloon City and Kwun Tong.
14. The existing CE/Kowloon 3 (CE/K3) is responsible for district administration matters for Yau Tsim Mong and Sham Shui Po, and is currently fully occupied with the project management of the following -
- (a) PWP-funded infrastructure works within and surrounding the West Kowloon Cultural District (WKCD) development;
 - (b) remaining infrastructure works in the West Kowloon including roads D1, D1A and D12 near the future terminus of Express Rail Link;
 - (c) other infrastructure works under planning and design for supporting the cruise terminal development;

- (d) infrastructure works for potential land sale sites at Tai Wo Ping; and
- (e) various Government facilities associated with the Kwun Tong Town Centre Redevelopment.

The total estimated cost for the above projects amounts to about \$8.8 billion. CE/K3 will not have any spare capacity to undertake additional duties in view of his rapidly rising workload in the near future when the adjacent WKCD and Express Rail Link development together with the related infrastructure works migrate to design and construction.

15. If the proposed CE/K4 post is not created, CE/K2 will have to continue looking after the delivery of the bulk of the KTD infrastructure works. Given the scale and complexity of KTD and as the project is moving from engineering review stage to implementation stage in the coming years with a total worth of \$18.5 billion, the substantial workload involved cannot possibly be handled by one CE. The KTD will inevitably suffer undue delay. Upon creation of the proposed CE/K4 post, CE/K2 will focus on the overall administration, planning, design and construction supervision of infrastructure works on the eastern side of KTD with forecast capital expenditure of about \$10 billion, and will provide the necessary drive and input to achieve early delivery of the works within budget and up to the quality requirements, which include -

- (i) Trunk Road T2 comprising an immersed tube tunnel of about 2 km long;
- (ii) major long-span structures above sea level; and
- (iii) transport infrastructure linking Kai Tak and adjacent development areas.

16. The proposed organisation chart of KDO, upon creation of the proposed CE/K4 post, is at **Enclosure 2**. The job description for the proposed CE post is at **Enclosure 3**.

CREATION OF A SUPERNUMERARY CE POST IN CEO

The Liantang/Heung Yuen Wai BCP

17. The Liantang/Heung Yuen Wai BCP, comprising the provision of new cross boundary facilities and a 10-kilometre road connection to the existing Fanling Highway, is a mega-scale and complex project with an estimated cost of \$8.7 billion. The scope of the works will also include reprovisioning of an existing village within the Frontier Closed Area, re-training of a section of Shenzhen River and construction of road tunnels of a total length of about 3.5 kilometres. The project will be implemented under a fast-tracked programme, involving various complex tasks to be conducted in parallel, for completion in 2018, and will need to interface with the proposed Ta Kwu Ling/Ping Che New Development Area and the current planning study for reducing the coverage of the existing Frontier Closed Area. A lot of liaison work with the Mainland authorities as well as wide-ranging environmental matters will also be involved.

18. The early planning work for the BCP has been undertaken by CEO of CEDD. The CEO is headed by a PGE underpinned by two Deputy Heads (GEs) for the Port and Land Branch (PL) and Project and Environmental Management Branch (PEM) respectively. The existing organisation chart of CEO is at **Enclosure 4**.

Increase of workload in coming years

19. The CEO will take up the Project Manager role and be responsible for the overall co-ordination, financial control and programming of the BCP project, which will enter into its implementation stage in 2009. It will also undertake the implementation of the bulk of civil engineering works, including the connecting road and the formation of the BCP site. To link up the proposed BCP with the existing road network, an interchange at Fanling Highway near Wo Hop Shek is being proposed. The design of the road connections concerned will be challenging taking account of the particular need to minimize disruption to the existing

traffic flow and congested site condition. In regard to the BCP site, Lands Department (LandsD) will need to relocate an existing village of some 60 existing houses with support from CEO in conducting negotiation with the villagers and providing infrastructure for the establishment of the new village.

20. The remaining packages of the projects are undertaken by other departments such as BCP building works by Architectural Services Department, related improvement works of the Shenzhen River by Drainage Services Department, land acquisition and clearance by LandsD and inputs on traffic and transport facilities by Transport Department. Complicated interfacing issues would need to be resolved speedily to ensure timely delivery of the project. To this end, the CEO will conduct regular coordination meetings with all departments concerned to ensure consistency in programme, design and standards embedded in various packages. Apart from the planning and implementation work of its responsible roadworks and civil engineering works, the project team will be engaged in cross-border liaison with the Shenzhen side and in handling the interfacing between packages to ensure the consistency and timely resolution of technical, land, statutory and programming issues.

21. The consultancy for the BCP project, which is planned to commence in April 2009, will examine the detailed planning and complete investigation and preliminary design for the project scheme. As part of the consultancy, environmental impact assessment, traffic impact assessment and drainage impact assessment will also be conducted in mid-2009. Thereafter, consultation will start with the local stakeholders over the project's preliminary design and statutory gazettal of the road scheme will need to be arranged towards late 2010 and early 2011. In the coming few years, site investigation and geotechnical assessments will be carried out, which are essential for the detailed planning and risk assessment for the proposed construction of the road tunnels. The tasks concerned are challenging having regard to the multi-disciplines involved and the complex project interfacing.

Need for the CE post

22. To adequately cope with the operational demands in the coming years, it is necessary to create an additional CE post in the CEO for the BCP project. The proposed supernumerary CE post, designated as CE/Boundary Control Point (CE/BCP), will work under Deputy Head (Project and Environmental Management) of CEO. He will be responsible for the delivery of the BCP project to meet the growing need of cross-boundary traffic and ensure that the impacts arising from the project are minimized and acceptable to all the stakeholders. He will take a pivotal role in handling all public engagements with rural committees, district councils, residents and representatives of the logistics industry. Through extensive liaison with the Mainland authorities, he will need to complete appropriate designs for the BCP to meet the different operational requirements of the two governments. In addition, he has to collaborate with relevant government departments to ensure that the connecting road satisfies all the statutory requirements and technical standards. He will also be responsible for the overall supervision of the construction works to ensure that the works are completed on time to meet the fast-tracked programme, within budget and in compliance with the approved procedures and standards.

23. As the BCP is a fast-tracked mega-size project with complex interfacing with the works planning of the Shenzhen side and of other government departments, the implementation of the project will entail high-level decisions and negotiation with the Shenzhen counterparts. Having regard to the level and scope of responsibilities and the professional input required, it is considered that a supernumerary CE post should be created in CEO to provide directorate steer to formulate implementation framework and manage resources for the project. In view of the time-limited nature of the project, the CE post concerned is proposed for creation starting from April 2009, for a period of five years. We will review the continued need of the post near the end of the period taking into account the progress of the project and workload situation of CEDD.

24. The feasibility of redeploying existing directorate officers in CEO to take on the work of the proposed CE/BCP post has been considered but found to be impracticable, as the four existing CEs in CEO each has a distinctive area of work and is already fully occupied with the existing projects within his ambit.

25. The existing CE/Special Duties (Works) (CE/SD(W)), who is involved in the early planning stage of the BCP project, is fully occupied with other existing projects relating to the “Anderson Road Development”, “Penny’s Bay Development”, “Ocean Park Redevelopment”, etc. The total cost of these projects currently under planning, design and construction amounts to \$10.9 billion. As the projects at hand require the substantial input of CE/SD(W) to ensure that the housing-related works are completed on time as well as to liaise with the Tourism Commission and Ocean Park Corporation for smooth implementation of interfacing works, he would not be able to spare any more time on the BCP project during the subsequent investigation, design and construction stages.

26. Viewing the CEO from the broader perspective, excluding the BCP project, the remaining assignments of CE/SD(W) and the other existing CEs for Port Works, Land Works and Fill Management are listed at **Enclosure 5**. All the CEs concerned are fully occupied and will have no spare capacity to take up any extra workload.

27. If the proposed CE/BCP post is not created, the existing CE/SD(W) will need to continue to take care of the BCP. As mentioned in paragraph 21 above, the workload of the BCP will rise drastically following the commencement of the investigation and preliminary design stage in April 2009. Given CE/SD(W)’s lack of spare capacity, the implementation programme of the BCP project will inevitably suffer substantial delay.

28. The proposed organisation chart of CEO, upon creation of the CE/BCP post, is at **Enclosure 6**. The job description for the proposed CE post is at **Enclosure 7**. The proposed organisation chart of CEDD is at **Enclosure 8**.

ALTERNATIVE CONSIDERED

29. We have considered the feasibility of redeploying existing directorate officers from other offices of CEDD to take on the work of the two proposed CE posts. It is found to be impracticable due to the following reasons:

(a) Existing workload in major projects

Apart from the KTD and BCP projects, CEDD has been heavily engaged in a number of major projects/tasks which are under implementation or will reach their critical stage in the coming years. These include the Central Reclamation Phase III, Wanchai Development Phase II, “Three-in-one” (covering Fanling North, Kwu Tung North and Ping Che/Ta Kwu Ling) and Hung Shui Kiu New Development Areas, Development of Greening Master Plan, Tseung Kwan O – Lam Tin Tunnel and the Cross Bay Link. It should be noted that to ensure smooth implementation of these projects and in line with the Chief Executive’s pledge for people-based governance, CEDD is spending a lot more time and attention in public engagement. In view of the heavy workload of the aforesaid on-going major projects, there is no scope for CEDD to take on extra workload without creation of posts.

(b) Increase in Public Works Programme (PWP) expenditure

CEDD’s rising workload is also evident from the significant increase in PWP expenditure managed by CEDD as presented in the table below –

	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14
Estimated PWP Expenditure (\$B)	3.0	3.1	3.4	5.3	7.9	9.1	10.2
% increase in PWP expenditure using 2007-08 as the base year	N.A.	3%	13%	77%	163%	203%	240%

It is worth noting that, in terms of Public Works Programme, the expenditure level of projects currently undertaken by CEDD will have increases of over 70% from 2010-11 to over 200% in 2013-14, when compared with the expenditure level in 2007-08; and

(c) Reduced directorate establishment in CEDD

PWP expenditure has gone through a period of contraction before this recent pick up and projected surge. Correspondingly, CEDD has undergone extensive streamlining and productivity enhancement since 2004, with the merging of the then Territory Development Department and Civil Engineering Department. Specifically, since 2004, a total of 11 directorate posts had been deleted from CEDD, with six being directorate Engineer grade posts. Subsequent to 2005-06, increasing number of projects has been allocated Category B status under the Resources Allocation Exercises. The future workload imposed on CEDD arising from these Category B projects under planning is considerably higher than that experienced in previous years. There is basically no scope for redeployment of directorate staff among different offices of CEDD to take up the tasks related to KTD and BCP without adversely affecting the discharge of their current duties.

FINANCIAL IMPLICATIONS

30. The proposed creation of the two supernumerary CE posts will bring about an additional notional annual salary cost at mid-point of \$2,553,600. The additional full annual average staff cost including salary and staff on-cost is about \$3,529,368. We have earmarked sufficient provision in the 2009-10 draft Estimates to meet the cost of this proposal. The proposal is covered in ECI (2008-09)7 on “Update on Overall Directorate Establishment Position” issued by the Administration in November 2008.

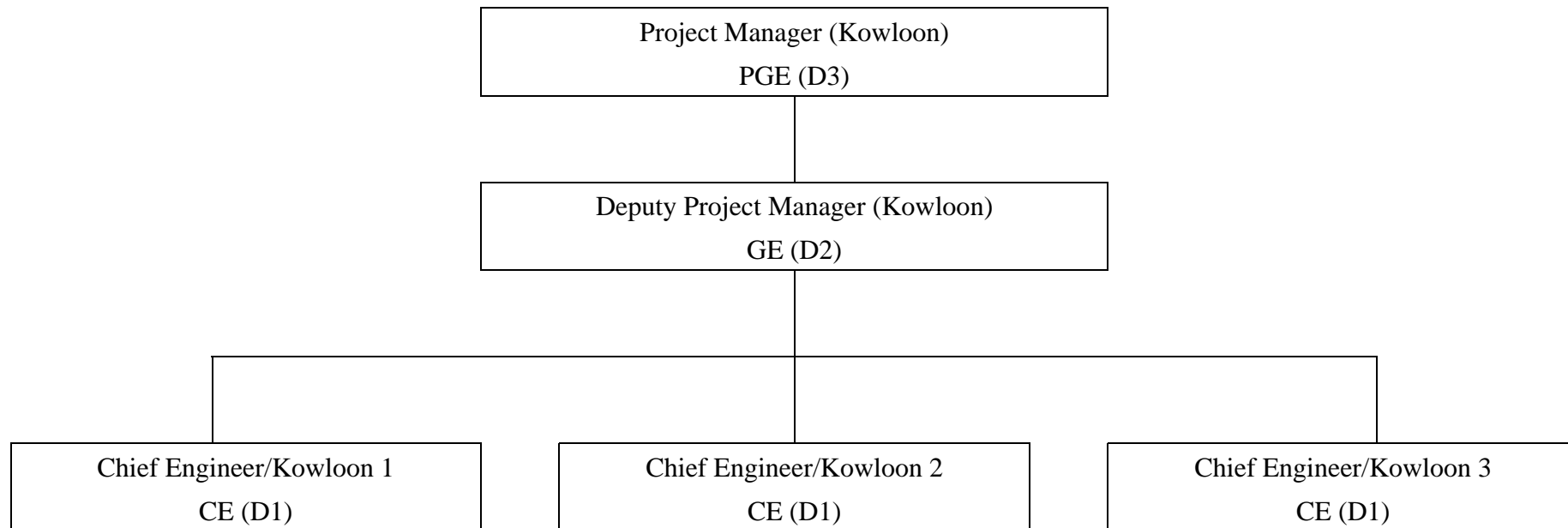
31. In addition to the two CE posts, a number of Senior Engineer and Engineer/Assistant Engineer posts have also been scheduled for creation in CEDD for the planning and implementation of major infrastructure projects. With these additional staff resources and through internal redeployment of posts, we will establish additional teams for the KTD and BCP to support the proposed CE/K4 and CE/BCP posts.

ADVICE SOUGHT

32. Members are requested to comment on the proposal. Subject to Members’ support, we will proceed to seek the approval of the Establishment Subcommittee/Finance Committee.

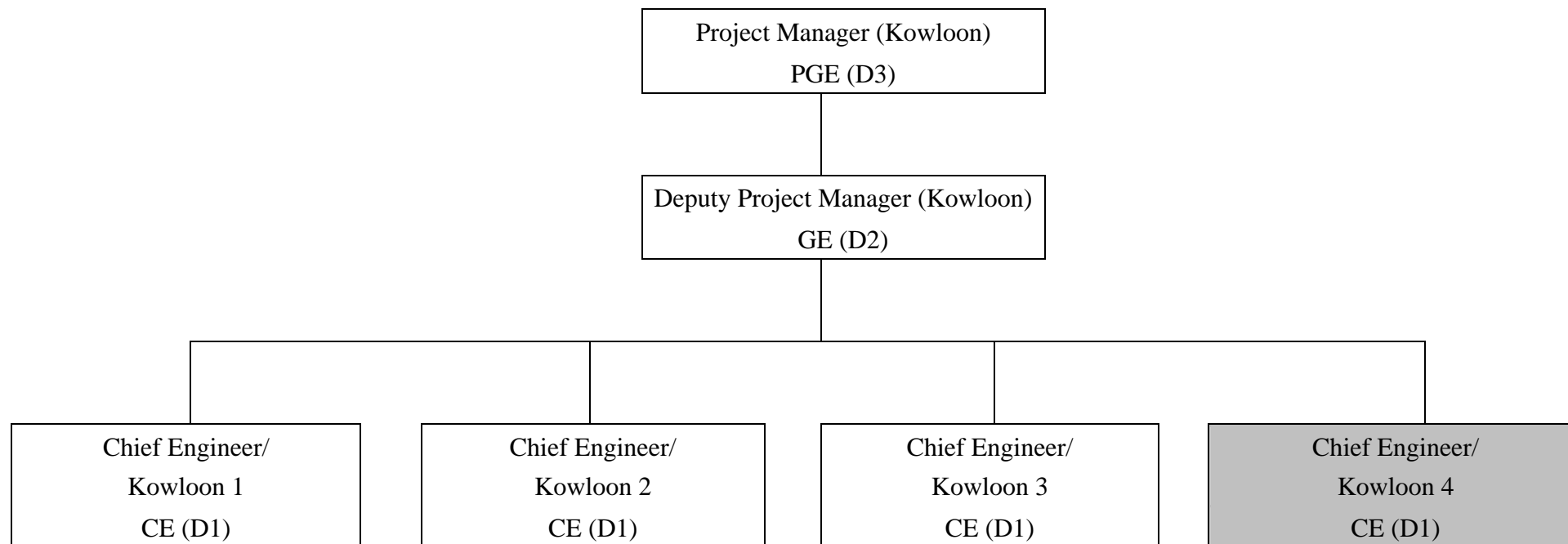
Development Bureau
November 2008

**Existing Organisation Chart of the Kowloon Development Office
of the Civil Engineering and Development Department**



PGE - Principal Government Engineer
GE - Government Engineer
CE - Chief Engineer

**Proposed Organisation Chart of the Kowloon Development Office
of the Civil Engineering and Development Department**



Proposed Chief Engineer Post

PGE - Principal Government Engineer

GE - Government Engineer

CE - Chief Engineer

**Job Description for Chief Engineer/Kowloon 4 (CE/K4)
for Kai Tak Development**

Rank : Chief Engineer (D1)
Responsible to : Deputy Project Manager (Kowloon)

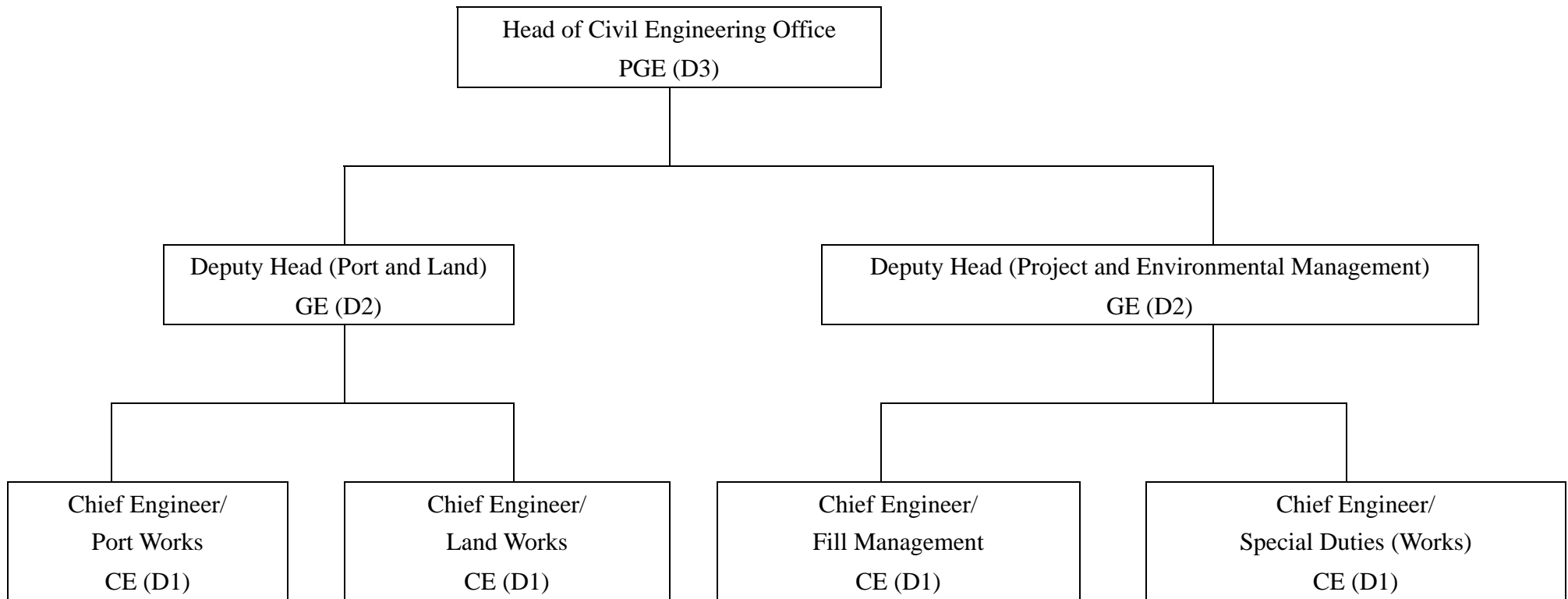
Overall Role and Objectives –

CE/K4 heads a Division of the Kowloon Development Office and is responsible for the overall administration, planning, design and construction supervision of works packages at the ex-runway and apron areas on the western side of Kai Tak Nullah, including the improvement on Kai Tak Approach Channel, the Kai Tak River and the structural deck at the ex-runway.

Major Duties and Responsibilities -

1. Oversee the overall administration, planning, design and construction supervision of works packages under Kai Tak Development, with major focus on the infrastructure development at the ex-runway and apron areas on the western side of Kai Tak Nullah;
2. Undertake budgetary control of project;
3. Drive for timely achievement of milestone targets, coordinate and oversee timely resolution of interfacing matters with other projects and developments;
4. Plan and conduct public engagement/consultation with a view to soliciting public support to project implementation;
5. Supervise and ensure that projects are implemented to the quality requirements and within budget;
6. Select and manage consultants and contractors; and
7. Oversee the work of Senior Engineers under his purview.

**Existing Organisation Chart of the Civil Engineering Office
of the Civil Engineering and Development Department**



PGE - Principal Government Engineer
GE - Government Engineer
CE - Chief Engineer

**Assignments of CEs in Civil Engineering Office
after the BCP project is taken up by the proposed CE/BCP post**

1. Chief Engineer/Special Duties (Works)

- (a) Planning, design and construction of Development at Anderson Road to meet the public housing targets
- (b) Overall control of infrastructural development Phase II at Penny's Bay
- (c) Coordination of government maintenance works in Penny's Bay Development Area
- (d) Implementation of government sewerage improvement works and provide support to Tourism Commission for monitoring of the implementation of Ocean Park Redevelopment
- (e) Demolition and decontamination works at Kwai Chung Incineration Plant and demolition of buildings, structures and chimneys at Kennedy Town
- (f) Capital dredging for Kwai Chung Container Basin and its Approach Channel

2. Chief Engineer/Fill Management

- (a) Strategic planning and management of construction and demolition materials
- (b) Design and operation of public fill reception facilities including three barging points and two fill banks
- (c) Liaison with State Oceanic Administration for the cross-boundary disposal of inert construction and demolition materials
- (d) Strategic planning and management of marine disposal for contaminated and uncontaminated sediments
- (e) Design and operation of mud pits for contaminated sediments
- (f) Controlling the issuance of sand permits to meet the requirements of Ministry of Commerce and the Development Bureau
- (g) Design and operation of construction waste sorting facilities

- (h) Secretariat support to the Public Fill Committee
- (i) Secretariat support to the Marine Fill Committee

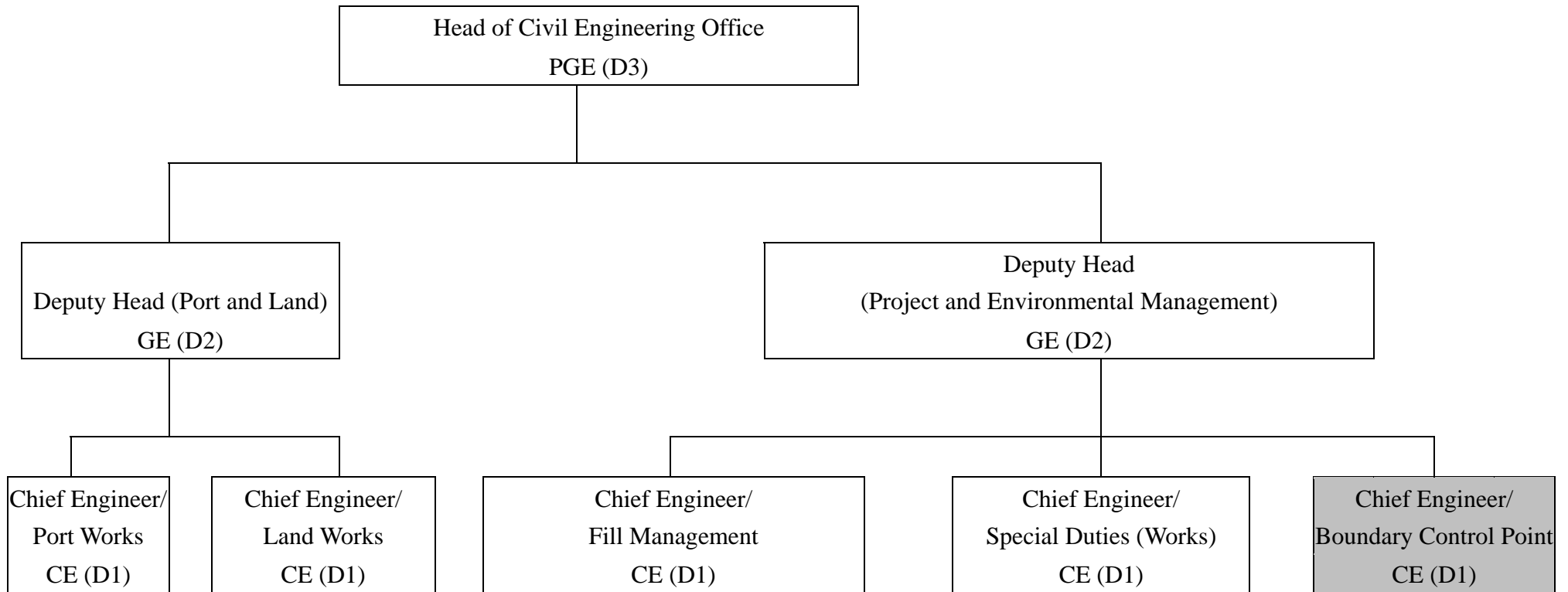
3. Chief Engineer/Port Works

- (a) Maintenance of port and marine facilities, including 313 public and ferry piers and landings, 120 km seawalls and breakwaters
- (b) District administration matters, including providing technical advice to other departments on public and private developments relating to port and marine facilities
- (c) Preliminary feasibility study for Container Terminal 10 development
- (d) Planning, design and construction of the following projects:
 - Sai Kung Pier No. 2
 - Tai O slipway
 - Lung Mei artificial beach
 - Lei Yue Mun waterfront enhancement
 - Mui Wo promenade
 - removal of sediments in fish culture zones
- (e) Planning, design and construction of long term measures for replenishing 41 gazetted beaches and computer system to monitor the loss of sand

4. Chief Engineer/Land Works

- (a) Planning, design and construction of Greening Master Plans
- (b) Planning, design and construction of the following projects:
 - Ping Ha Road
 - Tin Ha Road and Tan Kwai Tsuen Road
 - Development in Area 54, Tuen Mun
 - District open spaces in Kwai Chung, Sau Mau Ping and Choi Wan Road
 - Site formation works for a school development at Aberdeen Reservoir Road
- (c) Overall control and management of CEDD Term Contract for Minor Works and CEDD Landscape Term Contract

**Proposed Organisation Chart of the Civil Engineering Office
of the Civil Engineering and Development Department**



 Proposed Chief Engineer Post

PGE - Principal Government Engineer

GE - Government Engineer

CE - Chief Engineer

**Job Description for Chief Engineer/Boundary Control Point(CE/BCP)
for Liantang/Heung Yuen Wai Boundary Control Point Project**

Rank : Chief Engineer (D1)
Responsible to : Deputy Head (Project and Environmental Management)

Overall Role and Objectives –

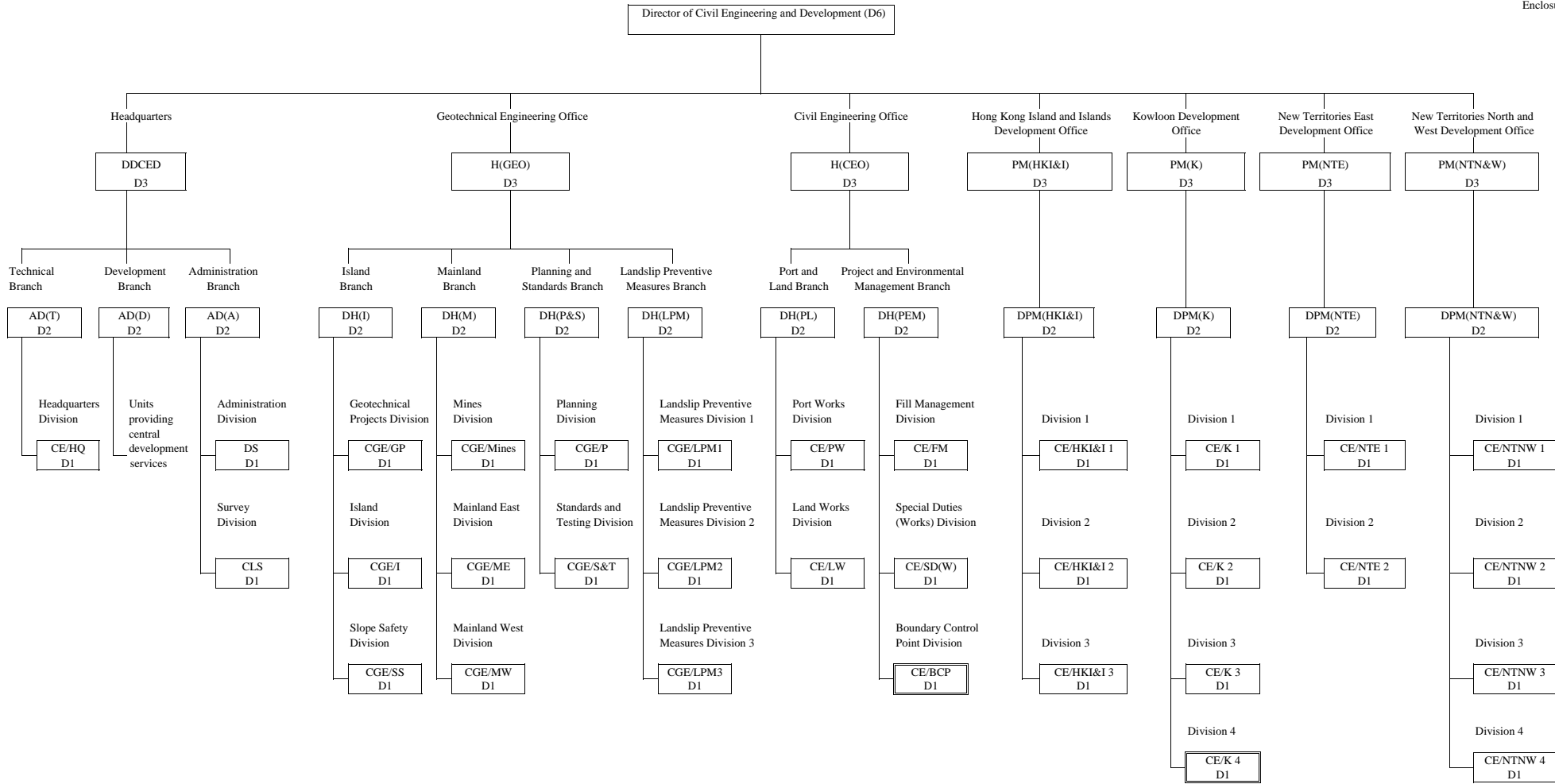
CE/BCP heads a Division of the Civil Engineering Office and is responsible for the overall administration, planning, design and construction supervision of the Liantang/Heung Yuen Wai Boundary Control Point and Associated Works Project, including the connecting roads, road tunnels, site formation works for the boundary control point and other associated works.

Major Duties and Responsibilities –

1. Execute the strategy for delivering the project to meet all requirements and standards;
2. Motivate and supervise his subordinates in the planning, design and implementation of the project;
3. Consult and coordinate with relevant bureaux and departments in resolving interfacing issues;
4. Procure and administer consultancies;
5. Engage in cross-border liaison with the relevant Mainland authorities; and
6. Oversee the implementation of construction works, monitor the construction progress and ensure the works are completed on time, within budget and in compliance with the approved procedures and standards.
7. Oversee the work of Senior Engineers under his purview.

Proposed Organisation Chart of Civil Engineering and Development Department

Enclosure 8



Legend

- AD Assistant Director
- CE Chief Engineer
- CGE Chief Geotechnical Engineer
- CLS Chief Land Surveyor
- DDCED Deputy Director of Civil Engineering and Development
- DH Deputy Head of Office
- DPM Deputy Project Manager
- DS Departmental Secretary
- H Head of Office
- PM Project Manager

Proposed Chief Engineer Post