

## **ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE**

### **HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT**

#### **Civil Engineering – Land development**

#### **469CL – Kai Tak development – infrastructure at north apron area of Kai Tak Airport**

Members are invited to recommend to Finance Committee –

- (a) the upgrading of part of **469CL**, entitled “Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport”, to Category A at an estimated cost of \$355.8 million in money-of-the-day prices; and
- (b) the retention of the remainder of **469CL** in Category B.

### **PROBLEM**

We need to provide infrastructure to serve the future residential developments and public facilities at the north apron of the former Kai Tak Airport.

**/PROPOSAL .....**

**PROPOSAL**

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade part of **469CL** to Category A at an estimated cost of \$355.8 million in money-of-the-day (MOD) prices for construction of the stage 2 infrastructure to serve the future residential developments and public facilities at the north apron of the former Kai Tak Airport.

**PROJECT SCOPE AND NATURE**

3. The part of **469CL** which we propose to upgrade to Category A comprises –

- (a) construction of about 590 metres (m) of new roads and 2 110 m of footpaths;
- (b) construction of twin-cell drainage box culverts (maximum cell size 5 m by 3.5 m) of total length of about 615 m and single-cell drainage box culverts (maximum cell size 4 m by 4 m) of total length of about 950 m;
- (c) construction of a sewage pumping station;
- (d) associated utility, drainage, sewerage, water mains and landscape works; and
- (e) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (d) above.

———— The site plan showing the proposed works is at Enclosure 1.

4. Subject to funding approval by the Finance Committee (FC), we plan to commence the proposed works in July 2011 for completion in October 2015.

/5. ....

5. We will retain the remainder of **469CL** in Category B, which mainly covers the infrastructure to serve the remaining developments at the north apron of the former Kai Tak Airport<sup>1</sup>. Funding for the remainder of **469CL** will be sought in phases to dovetail with the implementation programme of the project.

## JUSTIFICATION

6. In his 2010-11 Policy Address, the Chief Executive announced that to enable early implementation of the “flat for flat” scheme as an alternative to cash compensation for affected owner-occupiers in redevelopment projects of the Urban Renewal Authority (URA) under the new Urban Renewal Strategy, the Government will reserve residential sites in Kai Tak Development (KTD) for the URA to build residential flats for the purpose. The first suitable site identified is one at the north apron area adjoining the public housing under construction. The site which measures 1.13 hectare is capable of producing about 1 000 modest, affordable and environmentally sustainable flats of small and medium sizes ranging from 40 to 60 square metres. The first phase of the site is aimed to be ready for the issue of land grant by April 2012. The Chief Executive also pledged in the 2010-11 Policy Address that the Government would speed up infrastructure construction at the KTD area so that some residential sites in the area could be made available to the market earlier. Six such residential sites<sup>2</sup> located at the north apron of the former Kai Tak Airport (excluding the site for the “flat for flat” scheme) have been identified for earlier disposal as from 2013. We need to complete the necessary infrastructure to serve these developments by 2015.

## FINANCIAL IMPLICATIONS

7. We estimate the cost of the proposed works to be \$355.8 million in MOD prices (please see paragraph 9 below), broken down as follows –

	<b>\$ million</b>
(a) Road works	20.2
(b) Box culverts	131.0
(c) Sewage pumping station	64.7

/(d) .....

---

<sup>1</sup> The remaining developments at the north apron cover public facilities as well as residential and commercial developments.

<sup>2</sup> The total area of those residential sites is about 5.24 hectares.

	<b>\$ million</b>	
(d) Associated utility, drainage, sewerage and water mains and landscape works	35.7	
(e) Environmental mitigation measures and EM&A programme	2.0	
(f) Consultants' fee for	4.0	
(i) contract administration	1.2	
(ii) management of resident site staff	0.8	
(iii) independent environmental checker service <sup>3</sup>	2.0	
(g) Remuneration of resident site staff	20.4	
(h) Contingencies	<u>27.8</u>	
Sub-total	305.8	(in September 2010 prices)
(i) Provision for price adjustment	<u>50.0</u>	
Total	355.8	(in MOD prices)

8. We have engaged consultants to carry out detailed design of the proposed works. Due to insufficient in-house resources, we propose to engage consultants to undertake contract administration and site supervision of the proposed works. A breakdown of the estimate for consultants' fees and resident site staff costs by man-months is at Enclosure 2.

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

/2011 – 2012 .....

---

<sup>3</sup> As part of the EM&A programme for the proposed works, we will hire a consultant to perform independent environmental checker service to review and audit the environmental monitoring works and results.

Year	\$ million (Sept 2010)	Price adjustment factor	\$ million (MOD)
2011 – 2012	21.5	1.04525	22.5
2012 – 2013	96.0	1.10143	105.7
2013 – 2014	88.0	1.16201	102.3
2014 – 2015	75.0	1.22592	91.9
2015 – 2016	16.6	1.29335	21.5
2016 – 2017	8.7	1.36448	11.9
	305.8		355.8

10. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period from 2011 to 2017. Subject to funding approval, we will deliver the works under standard re-measurement contract because the quantities of works involved will vary depending on actual ground conditions. The contract will provide for price adjustments. We will also award a proposed independent environmental checker consultancy for the proposed works on a lump sum basis with provision for price adjustments in the consultancy agreement as the duration of the consultancy will exceed 12 months.

11. We estimate the annual recurrent expenditure arising from the proposed works to be about \$3.1 million. The cost arising therefrom will be taken into consideration when determining the affected fees and charges as appropriate in future.

## **PUBLIC CONSULTATION**

12. We consulted the Kwun Tong District Council and Wong Tai Sin District Council both on 6 July 2010 and the Kowloon City District Council on 15 July 2010. All three District Councils were generally supportive to the proposed works.

13. We gazetted the proposed roadworks and sewerage works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and the Water Pollution Control (Sewerage) Regulation (Cap. 358) on 13 August 2010 and received no objection. The proposed works were authorized on 12 November 2010.

14. We consulted the Legislative Council Panel on Development on 20 April 2011 on the proposed works. Members raised no objection.

## **ENVIRONMENTAL IMPLICATIONS**

15. The proposed sewage pumping station and distributor road (Road D2<sup>4</sup>) are designated projects under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and Environmental Permits (EP) are required for the construction and operation of the concerned projects. The Director of Environmental Protection issued the relevant EPs on 23 April 2009.

16. The other parts of the proposed works are not designated projects and do not require an EP. Nonetheless, 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 Director of Environmental Protection on 4 March 2009 concluded that with implementation of the recommended mitigation measures, the project would not cause long-term adverse environmental impacts.

17. For short-term impacts caused by the proposed works during construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through 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 and the use of temporary drains to discharge site runoff.

18. We will also implement EM&A programme during the construction period. As stipulated in the EPs, an Environmental Team will be established and responsible for the implementation of the approved EM&A programme.

/19. ....

---

<sup>4</sup> Road D2 is one of the major roads forming the network of the KTD.

19. We have included \$2.0 million (in September 2010 prices) in the project estimate for provision of necessary environmental mitigation measures and implementation of an EM&A programme.

20. At the planning and design stages, we have considered the alignment, design level and construction method of the proposed works 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 site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at public fill reception facilities<sup>5</sup>. We will encourage the contractor to maximize the use of recycled/recyclable inert construction waste and the use of non-timber formwork to further reduce the generation of construction waste.

21. At the construction stage, 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 at public fill reception facilities and landfills respectively through a trip-ticket system.

22. We estimate that the project will generate a total of about 124 909 tonnes of construction waste. Of these, we will reuse about 43 302 tonnes (34.7%) of inert construction waste on site and 68 052 tonnes (54.5%) of inert construction waste on other construction site(s). We will dispose of the remaining 13 555 tonnes (10.8%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at landfill sites is estimated to be \$1.7 million for this project (based on a unit cost of \$125 per tonne<sup>6</sup> for disposal at landfills).

**/HERITAGE .....**

---

<sup>5</sup> 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.

<sup>6</sup> 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 per m<sup>3</sup>), nor the cost to provide new landfills (which is likely to be more expensive), when the existing ones are filled.

## HERITAGE IMPLICATIONS

23. 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 Monument Office.

## LAND ACQUISITION

24. The proposed works will not require any land acquisition.

## BACKGROUND INFORMATION

25. We included **469CL** in Category B in October 1996.

26. In February 1998, the FC approved upgrading part of **469CL** as **494CL** “South East Kowloon development at Kai Tak Airport – decontamination and site preparation” at an estimated cost of \$316.9 million in MOD prices for ground decontamination, demolition of existing buildings and structures in northern part of the north apron, breaking up of existing apron slab and formation of land for housing development. We started works in October 1998 and completed them in April 2002.

27. In November 2001, the FC approved upgrading another part of **469CL** as **694CL** “South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation” at an estimated cost of \$115.9 million in MOD prices for site investigation and engagement of consultants to carry out detailed design of infrastructure at the north apron. We have completed the detailed design and tender documents of the proposed works mentioned in paragraph 3 above. The detailed design of the remaining infrastructure works at the north apron is in progress.

28. In February 2004, the FC approved upgrading another part of **469CL** as **708CL** “South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport” at an estimated cost of \$131.6 million in MOD prices for demolition of the passenger terminal building and associated structures at the north apron and construction of associated drainage works. We started works in April 2004 and completed them in September 2006.



29. In May 2009, the FC approved upgrading another part of **469CL** as **739CL** “Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport” at an estimated cost of \$566.5 million in MOD prices for construction of stage 1 infrastructure such as roadworks, footbridges, drainage, sewerage, water mains and landscaping works at the north apron. The works are in progress for completion in December 2013.

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 the KTD (formerly known as South East Kowloon development) Public Works Programme items in future PWSC submissions relating to KTD. The information is at Enclosure 3.

31. The proposed works will involve felling of 10 trees. All the trees to be removed are not important trees<sup>7</sup>. We will incorporate planting proposals as part of the project, including estimated quantities of 366 trees, 406 580 shrubs and about 1 000 square metres of grassed area.

32. We estimate that the proposed works will create about 170 jobs (135 for labourers and another 35 for professional/technical staff) providing a total employment of 5 100 man-months.

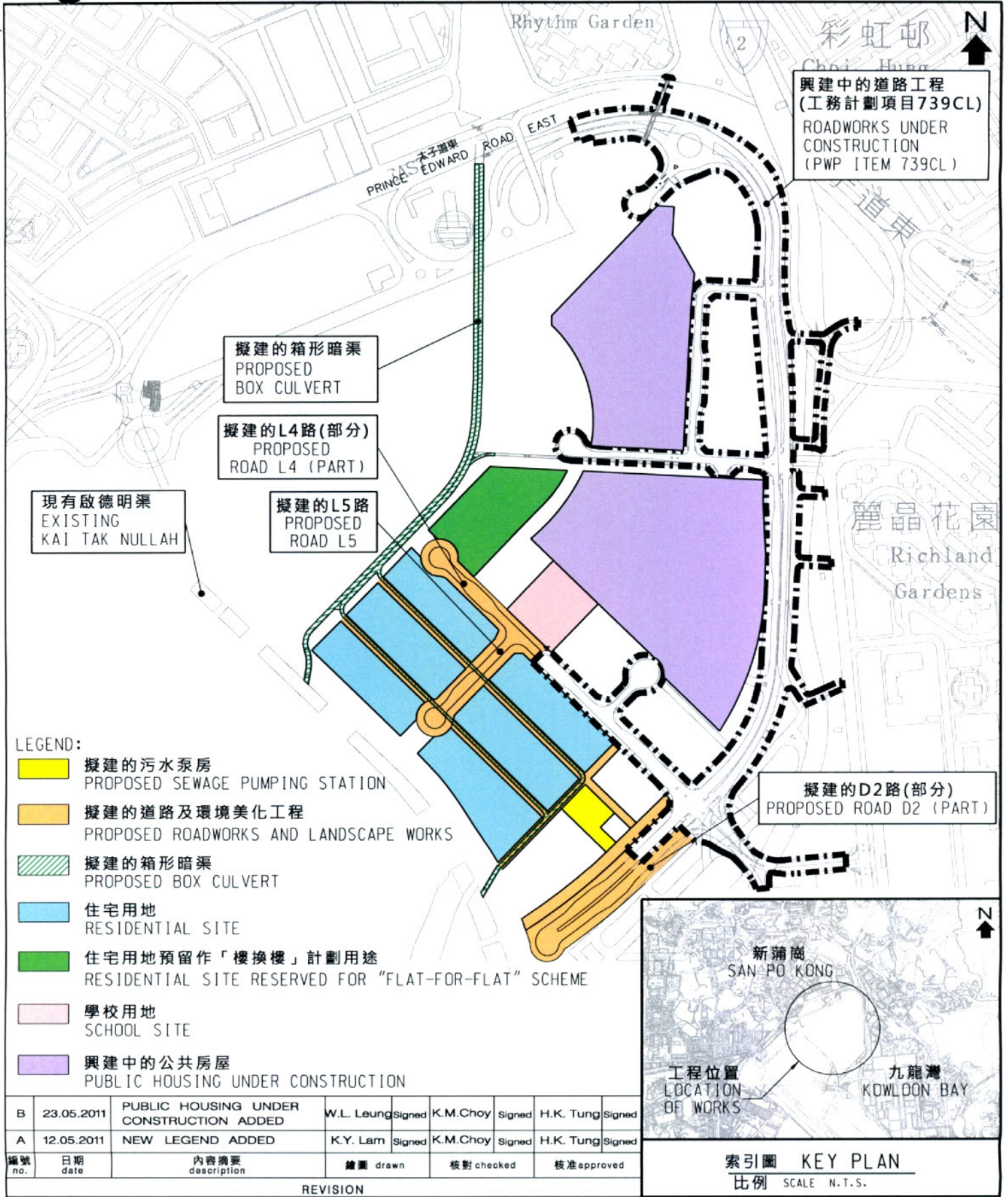
-----

Development Bureau  
May 2011

---

<sup>7</sup> “Important trees” refers 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 an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of the 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 a trunk diameter equal to or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with a height/canopy spread equal to or exceeding 25 m.



索引圖 KEY PLAN  
比例 SCALE N.T.S.

**469CL (Part) – Kai Tak development – infrastructure at north apron area of Kai Tak Airport**

**Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2010 prices)**

		Estimated man- months	Average MPS* salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Consultants' fees for contract administration (Note 2)	Professional	–	–	–	1.2
	Technical	–	–	–	0.0
				Sub-total	1.2
(b) Resident site staff costs (Note 3)	Professional	113	38	1.6	10.5
	Technical	335	14	1.6	10.7
				Sub-total	21.2
Comprising –					
(i) Consultants' fees for management of resident site staff					0.8
(ii) Remuneration of resident site staff					20.4
(c) Independent environmental checker (Note 4)	Professional	7	38	1.6	0.7
	Technical	42	14	1.6	1.3
				Sub-total	2.0
				<b>Total</b>	<b>24.4</b>

\* MPS = Master Pay Scale

**Notes**

1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of resident site staff supplied by the consultants. (As at now, MPS salary point 38 = \$58,195 per month and MPS salary point 14 = \$19,945 per month.)

2. The consultants' staff cost for contract administration is calculated in accordance with the existing consultancy agreement for the design and construction of **469CL**. The construction phase of the assignment will only be executed subject to Finance Committee's approval to upgrade part of **469CL** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.
4. The actual man-months and actual costs will only be known after the consultants have been selected through the usual competitive lump-sum bid system.

**Kai Tak Development**  
**List of Public Works Programme (PWP) items in Category A**

PWP Item No.	<b>440CL</b>
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.

\* \* \*

PWP Item No.	<b>494CL</b> (part upgraded from <b>469CL</b> )
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.

\* \* \*

- 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 and stage 2 infrastructure works at the north apron has been completed.
- (d) Detailed design of the remaining infrastructure works at the north apron is in progress.

\* \* \*

PWP Item No.	<b>693CL</b> (part upgraded from <b>465CL</b> )
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"> <li>(a) treatment of the contaminated sediments (including pilot tests and post-treatment monitoring) in Kai Tak</li> </ul>



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.

\* \* \*

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.

\* \* \*

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 completed in September 2006.
  - (c) The project account has been finalised at the sum of \$131.3 million.

\* \* \*

PWP Item No.	<b>719CL</b>
Project title:	Kai Tak development - engineering review
Date of upgrading to Category A:	December 2006
Approved project estimate:	\$87.5 million
Project scope:	<p>(a) a study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development;</p> <p>(b) preliminary preparatory work for the early development of the cruise terminal in Kai Tak; and</p> <p>(c) associated site investigation and supervision.</p>
Brief account of progress:	Consultancy commenced in January 2007 and substantially completed in April 2010.

\* \* \*

PWP Item No.	<b>724CL</b> (part upgraded from <b>711CL</b> )
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:	<p>(a) detailed design of the works described below including the associated Schedule 2 environmental impact assessments :</p> <ul style="list-style-type: none"> <li>- construction of approximately 2 kilometres of a dual 2-lane district distributor including associated pedestrian deck;</li> <li>- provision of a sewage pumping station and rising</li> </ul>

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 EM&A programme 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.

\* \* \*

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 NPGO.

- 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 MVTTS 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) The works were substantially completed in January 2010.
  - (c) The finalisation of contract account is in progress.

\* \* \*

- PWP Item No. **738CL** (part upgraded from **465CL**)
- Project title: Kai Tak development – detailed design and site investigation for Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS) improvement works
- Date of upgrading to Category A: May 2009
- Approved project estimate: \$50.0 million
- Project scope: Site investigation works, environmental mitigation trial and monitoring, and detailed design for –

- (a) treatment of the contaminated sediments at KTAC and KTTS;
- (b) forming of a 600-metre opening at the former runway and construction of a piled deck for support of Metro Park on top of the opening;
- (c) improvement works to the embankments of the associated waterways;
- (d) demolition of existing dolphin connecting to the former runway; and
- (e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

Brief account of progress:

- (a) Consultancy commenced in August 2009.
- (b) Detailed design of Phase 1 works has been completed.
- (c) Design of the Phase 2 works is in progress.

\* \* \*

PWP Item No. **740CL** (part upgraded from **702CL**)

Project title: Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway

Date of upgrading to Category A: May 2009

Approved project estimate: \$32.0 million

Project scope: Site investigation works and detailed design for –

- (a) construction of approximately 1 kilometre of a dual 2-lane district distributor;
- (b) construction of three footbridges;
- (c) construction of a piled deck for support of the district distributor on top of the 600-metre opening;

- (d) construction of local roads, footbridges and subway extensions, junction improvement, drainage, sewerage, water mains and landscaping works at the former runaway and south apron, and other associated works; and
- (e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

Brief account of progress:

- (a) Consultancy commenced in July 2009.
- (b) Detailed design of the infrastructure works is in progress.

\* \* \*

PWP Item No. **739CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tai Airport

Date of upgrading to Category A: May 2009

Approved project estimate: \$566.5 million

- Project scope:
- (a) construction of about 2.6 kilometres of new roads, realignment of Concorde Road, extension and widening of Kai Wah Street, temporary and permanent closure of existing roads within the north apron, and associated drainage, sewerage and water mains;
  - (b) construction of two footbridges (FB1 and FB4) of total length of about 260 metres and improvement works to three existing subways (SW1, SW3 and SW5) across Prince Edward Road East;
  - (c) construction of two drainage box culverts (3.0 metres by 2.8 metres and 2.5 metres by 2.5 metres respectively) of total length of about 600 metres;
  - (d) associated landscaping works; and

- (e) provision of necessary environmental mitigation measures, and implementation of an EM&A programme for the works mentioned in subparagraphs (a) to (d) above.

Brief account of progress: Works contract commenced in July 2009 for completion by December 2013.

\* \* \*

PWP Item No. **741CL** (part upgraded from **711CL**)

Project title: Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A: May 2009

Approved project estimate: \$539.6 million

- Project scope:
- (a) construction of approximately 1.8 kilometres 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 roads;
  - (d) construction of storm drains, sewers and water mains of length of about 3 kilometres, 7.5 kilometres and 8.6 kilometres respectively;
  - (e) construction of a sewage pumping station; and
  - (f) provision of necessary environmental mitigation measures, and implementation of an EM&A programme for the works mentioned in subparagraphs (a) to (e) above.



Brief account of progress: Works contract commenced in September 2009 for completion by December 2013.

\* \* \*

PWP Item No. **841TH** (part upgraded from **785TH**)

Project title: Trunk Road T2 – investigation and design

Date of upgrading to Category A: June 2009

Approved project estimate: \$133.6 million

Project scope: (a) impact assessments on environment, traffic, marine, heritage and other related aspects;  
(b) detailed design of the works; and  
(c) associated site investigations and supervision.

Brief account of progress: Consultancy commenced in July 2009. Impact assessments and site investigation are in progress.

\* \* \*

PWP Item No. **736CL**

Project title: Site formation for Kai Tak cruise terminal development

Date of upgrading to Category A: November 2009

Approved project estimate: \$2,303.9 million

Project scope: (a) construction of about 1 100 metres long seawall;  
(b) construction of a 35 metres wide and 850 metres long apron area, including piled structures for two alongside berths, mooring and fender systems, and interfacing provisions for installation of apron

facilities, for berthing of cruise vessels;

- (c) construction of about 150 m long associated piled transition structures at two ends of the berths;
- (d) dredging of about 86 hectares of adjoining seabed to allow manoeuvring and berthing of cruise vessels with deep drafts; and
- (e) provision of necessary environmental mitigation measures, including monitoring and auditing for the works mentioned in sub-paragraphs (a) to (d) above.

Brief account of progress:

Works contract commenced in November 2009 for project completion by end-2015, with the target of commissioning the first berth around mid-2013.

\* \* \*

PWP Item No.

**7GA**

Project title:

Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development

Date of upgrading to Category A:

April 2010

Approved project estimate:

\$5,852.1 million

Project scope:

- (a) the development of new cruise terminal facilities on a site of 7.6 hectares at the southern end of the former runway at the Kai Tai development; and
- (b) provisions of building services to the apron area, including passenger gangways, electricity supply system, on-shore water supply, on-shore sewage reception facilities, external lighting, navigation lighting, fire fighting provisions, cable containment for telephone and data, etc.

Brief account of  
progress:

Works contract commenced in May 2010 for completion in  
2013.