

## ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

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

#### Civil Engineering – Land development

#### 465CL – Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works

Members are invited to recommend to Finance Committee –

- (a) the upgrading of part of **465CL**, entitled “Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)”, to Category A at an estimated cost of \$717.7 million in money-of-the-day prices; and
- (b) the retention of the remainder of **465CL** in Category B.

### PROBLEM

We need to carry out contaminated sediments treatment works<sup>1</sup> at Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS), and ancillary improvement works at adjoining areas to enhance the local environment to tie in with the planned developments of Kai Tak Development (KTD).

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<sup>1</sup> The treatment works include in-situ bioremediation treatment and dredging. Bioremediation treatment involves injection of oxidants (i.e. calcium nitrate) into the treatment area, promoting bio-chemical degradation of pollutants by the bacteria in the sediments and oxidizing the odourous sulphides into odourless sulphates. Dredging is to remove the sediments overlying on the seabed.

**PROPOSAL**

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development, proposes to upgrade part of **465CL** to Category A at an estimated cost of \$717.7 million in money-of-the-day (MOD) prices to carry out contaminated sediments treatment works at KTAC and KTTS, and ancillary improvement works at adjoining areas.

**PROJECT SCOPE AND NATURE**

3. The part of **465CL** which we propose to upgrade to Category A comprises –

- (a) bioremediation treatment of the contaminated sediments over an area of about 90 hectares (ha) of seabed at KTAC and KTTS;
- (b) dredging of about 13 ha of seabed at KTAC;
- (c) repairing and reinstatement works to the embankments of the associated waterways;
- (d) demolition of a disused dolphin connecting to the former airport runway and associated improvement works in the vicinity of To Kwa Wan typhoon shelter; 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.

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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 by September 2014, with the treatment of contaminated sediments at KTAC and KTTS to be substantially completed in mid-2013 to tie in with the commissioning of the Cruise Terminal<sup>2</sup>.

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<sup>2</sup> The remaining works are mainly environmental monitoring works to confirm the effectiveness of the contaminated sediments treatment works, which are expected to complete by September 2014.

5. We will retain the remainder of **465CL** in Category B, which mainly covers works for the creation of a 600-metre (m) wide opening at the former runway to improve the flushing of KTAC and construction of a piled deck for supporting the proposed Metro Park above the opening. In response to some Members' concerns over the proposed approach to tackle the odour and water quality problems of KTAC and KTTS<sup>3</sup>, we undertook to first carry out interception of the polluted discharges and the sediment treatment works, and to continue to monitor the improvements to the water quality before deciding whether to proceed with the creation of the opening at the former runway. We have already commenced baseline water quality monitoring works in December 2009 and will conduct detailed assessment on the effectiveness of the sediment treatment works and various sewerage improvement projects<sup>4</sup> at the upstream of KTAC and KTTS in 2013. Depending on the extent of improvements of water quality at KTAC and the outcome of consultations with the parties concerned, we will consider the need to seek funding for the remainder of **465CL** at a later stage.

## JUSTIFICATION

6. KTAC is a semi-enclosed water channel connecting to KTTS at its downstream. These waterways receive stormwater discharge from a large old urban catchment area of about 1 800 ha in East Kowloon. Over the past few decades, expedient connections in San Po Kong, Diamond Hill, Wong Tai Sin, Kowloon Bay and Ngau Tau Kok have caused water pollution and contaminated sediments deposited at the seabed of KTAC and KTTS, resulting in odour problem in the vicinity<sup>5</sup>. For environmental reason and public enjoyment of the waterfront, we need to carry out the contaminated sediments treatment works, as mentioned in paragraphs 3(a) and 3(b) above, to deal with the odour problem.

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<sup>3</sup> The concerns were raised at the Finance Committee meeting on 22 May 2009 in which the funding application for part-upgrading of **465CL** as **738CL** entitled "Kai Tak development – detailed design and site investigation for Kai Tak approach channel and Kwun Tong typhoon shelter improvement works" was discussed. Members approved the funding application.

<sup>4</sup> The sewerage improvement projects comprise (i) PWP No. **357DS** – Sewage interception scheme in Kowloon City; (ii) PWP No. **363DS** – Provision of interception facilities at Jordan Valley Box Culvert; and (iii) PWP No. **367DS** – Upgrading of Central and East Kowloon sewerage – phase 1. These projects are expected to complete by 2013.

<sup>5</sup> The situation has been improved in recent years after the enactment of the Water Pollution Control Ordinance (1980) and the Waste Disposal Ordinance (1980), as well as implementation of the East Kowloon and North and South Kowloon Sewerage Master Plans, elimination of expedient connections and diversion of treated effluent from Shatin and Tai Po Sewage Treatment Works to the Kai Tak Nullah.

7. The effectiveness of the proposed bioremediation treatment method at KTAC and KTTS had been confirmed by field trials at a total area of about 4.5 ha at KTAC in 2006 and 2008. The field test results had been reviewed by various academics from local and the Mainland universities<sup>6</sup> and they all agreed that the proposed bioremediation treatment method at KTAC and KTTS is technically feasible and effective to deal with the odour problem. This method was also proven effective in resolving similar odour problems at Shing Mun River Channel and Sam Ka Tsuen typhoon shelter. As for the proposed dredging works at KTAC, the purpose is to lower the existing seabed to ensure that it will not be exposed during low tide periods and to maintain sufficient water depth for suppressing odour generation.

8. To facilitate enjoyment of the waterfront by the public, we plan to repair and reinstate the existing embankment of the associated waterways at KTAC and KTTS, as mentioned in paragraph 3(c) above.

9. We also plan to demolish a disused dolphin connecting to the former airport runway as mentioned in paragraph 3(d) above. The dolphin used to be an integral part of the operating facilities of the former Kai Tak Airport. We will also carry out associated works in the vicinity of To Kwa Wan typhoon shelter to improve the environment of adjacent waterways, including the waterfront of Ma Tau Kok and To Kwa Wan as mentioned in paragraph 3(d) above.

## FINANCIAL IMPLICATIONS

10. We estimate the cost of the proposed works to be \$717.7 million in MOD prices (please see paragraph 12 below), broken down as follows –

	<b>\$ million</b>
(a) Bioremediation treatment at KTAC and KTTS	289.3
(b) Dredging of seabed at KTAC	148.8

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<sup>6</sup> Including (i) Professor Herbert H P FANG, Chair of Environmental Engineering, the University of Hong Kong; (ii) Professor Nora F Y TAM, City University of Hong Kong; (iii) Professor Irene M C LO, The Hong Kong University of Science and Technology; and (iv) Professor ZHANG Xihui, Tsinghua University.

	<b>\$ million</b>	
(c) Embankment improvement and associated works	66.5	
(d) Demolition of a disused dolphin and carrying out of associated improvement works	6.2	
(e) Environmental mitigation measures and EM&A programme	9.2	
(f) Consultants' fee for	9.4	
(i) contract administration	3.5	
(ii) management of resident site staff	3.4	
(iii) independent environmental checker service <sup>7</sup>	2.5	
(g) Remuneration of resident site staff	41.6	
(h) Contingencies	57.1	
Sub-total	628.1	(in September 2010 prices)
(i) Provision for price adjustment	89.6	
Total	717.7	(in MOD prices)

11. 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 by man-months is at Enclosure 2.

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<sup>7</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.

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

<b>Year</b>	<b>\$ million (Sept 2010)</b>	<b>Price adjustment factor</b>	<b>\$ million (MOD)</b>
2011 – 2012	51.0	1.04525	53.3
2012 – 2013	222.8	1.10143	245.4
2013 – 2014	270.9	1.16201	314.8
2014 – 2015	54.8	1.22592	67.2
2015 – 2016	28.6	1.29335	37.0
	628.1		717.7

13. 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 2016. Subject to funding approval, we will deliver the works under standard re-measurement contracts because the quantity of works involved may vary depending on actual ground conditions. The contracts will provide for price adjustments. We will also award an 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.

14. We estimate the annual recurrent expenditure arising from the proposed works to be about \$0.9 million.

## **PUBLIC CONSULTATION**

15. We gazetted the proposed works under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 2 July 2010 and received no objection. The works were authorized on 15 October 2010.

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16. We consulted the Local Vessels Advisory Committee on 26 August 2010 on the project. Members raised no objection and suggested a briefing to fishermen's associations on the proposal. In response, we convened a briefing session for these associations on 28 October 2010 with background information forwarded to them prior to the meeting. They did not express any objection.

17. We consulted the Kwun Tong District Council and the Food and Environmental Hygiene Committee of the Wong Tai Sin District Council both on 2 November 2010, and the Housing and Infrastructure Committee of the Kowloon City District Council on 18 November 2010. Members of these District Councils were generally supportive.

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

## **ENVIRONMENTAL IMPLICATIONS**

19. The demolition of the disused dolphin as mentioned in paragraph 3(d) forms part of the decommissioning of the former Kai Tak Airport which is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). We completed an EIA study for decommissioning of the south apron and runway, which includes the demolition of the disused dolphin, and the Director of Environmental Protection approved the EIA Report on 19 December 2007. An Environmental Permit for the subject decommissioning works (including the demolition of the disused dolphin) was obtained on 8 January 2008.

20. 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 was approved by the Director of Environmental Protection on 4 March 2009. The proposed works as mentioned in paragraphs 3(a) to (c) form part of the recommendations of the EIA Report for enhancing the local environment to tie in with the planned developments of KTD.

21. We will comply with the conditions in the relevant Environmental Permit. We have incorporated into the works contracts the environmental mitigation measures and EM&A requirements, as recommended in the approved EIA reports for the proposed works. The recommended mitigation measures include control of chemical injection and dredging rates, covering of dredged sediments during the dredging operation and transportation, deployment of silt curtains at the dredging areas and installation of silt screens at selected seawater intakes.

22. In addition, we will control noise and dust and site run-off nuisances to within established standards and guidelines. These measures include provision of wheel-washing facilities to reduce emission of fugitive dust and the use of silenced plant to reduce noise generation. We have included \$9.2 million (in September 2010 prices) in the project estimate for provision of necessary environmental mitigation measures and implementation of an EM&A programme.

23. At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition we will require the contractor to reuse inert construction waste (e.g. excavated materials for backfilling) 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>8</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.

24. 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.

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<sup>8</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 license issued by the Director of Civil Engineering and Development.



25. We estimate that the project will generate in total about 1 936 tonnes of construction waste. Of these, we will reuse about 90 tonnes (4.6%) of inert construction waste on site and deliver 1 106 tonnes (57.2%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 740 tonnes (38.2%) 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 \$122,362 for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne<sup>9</sup> at landfills).

26. We estimate that the dredging works at KTAC will generate about 5 100 cubic metres (m<sup>3</sup>) of uncontaminated sediments and about 144 300 m<sup>3</sup> of contaminated sediments. The dredged sediment will be disposed of at designated disposal sites allocated by the Marine Fill Committee and agreed by the Environmental Protection Department.

## HERITAGE IMPLICATIONS

27. The project will not affect any heritage sites, 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

28. The project will not require any land acquisition.

## BACKGROUND INFORMATION

29. We included **465CL** in Category B in October 1996.

30. In November 2001, we upgraded part of **465CL** to Category A as **693CL** for site investigation and engagement of consultants to undertake the

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<sup>9</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.

detailed design for reclamation of KTAC. 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.

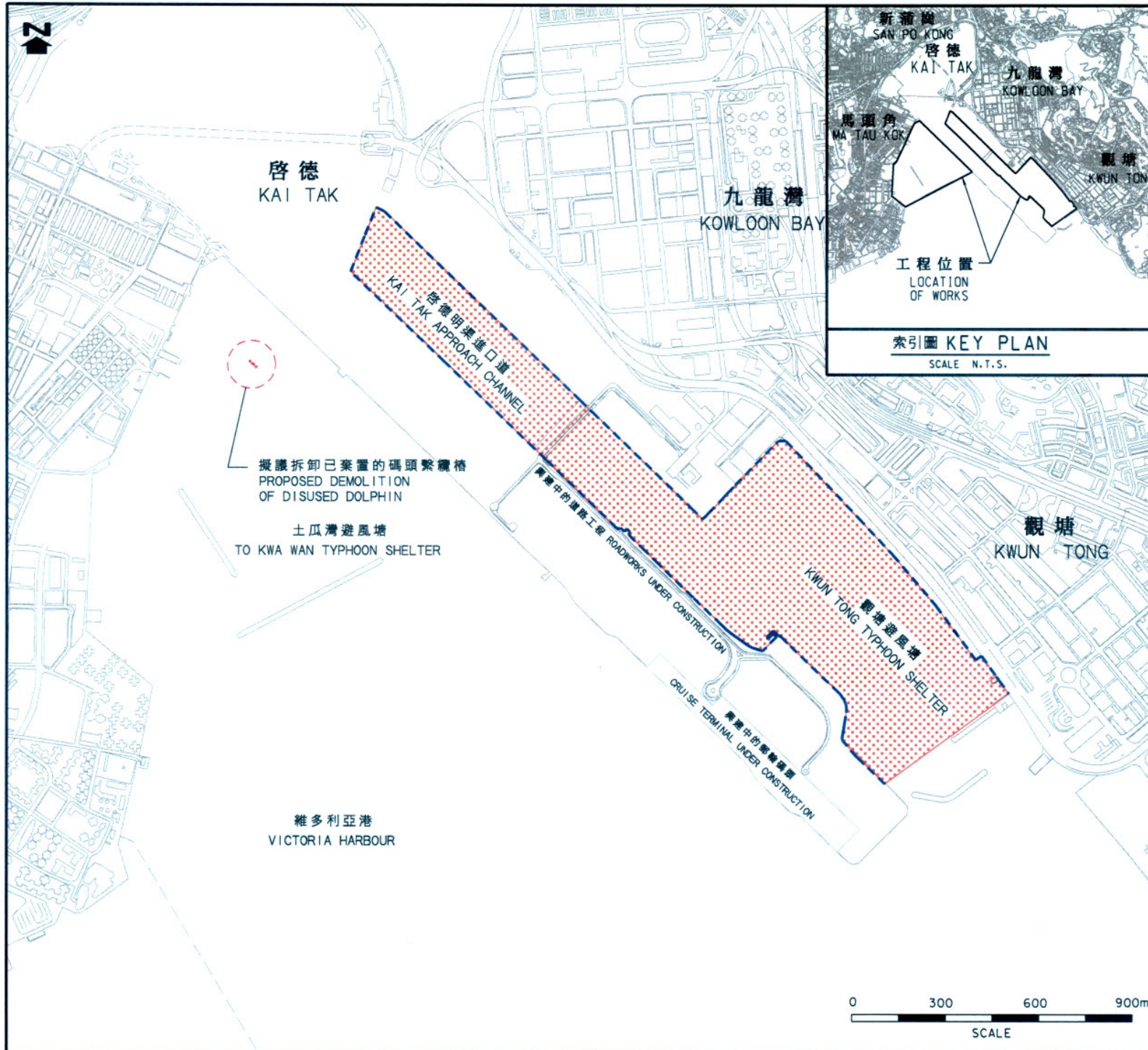
31. During the period 2004 to 2006, we carried out extensive public engagement for re-planning of KTD. After three rounds of public participation, we arrived at a development scheme which was subsequently incorporated into the statutory Kai Tak Outline Zoning Plan (Plan No. S/K22/2) and approved by the Chief Executive in Council in November 2007. The development scheme was based on a no-reclamation scenario.

32. On 22 May 2009, the FC approved upgrading part of **465CL** as **738CL** entitled "Kai Tak development – detailed design and site investigation for Kai Tak approach channel and Kwun Tong typhoon shelter improvement works" at an estimated cost of \$50.0 million in MOD prices for site investigation and employment of consultants to undertake the detailed design of the proposed works in paragraph 3 above amongst others. We have completed the design for the proposed works.

33. 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.

34. The proposed works will not involve any tree removal or planting proposals.

35. We estimate that the proposed works will create about 92 jobs (67 for labourers and another 25 for professional/technical staff) providing a total employment of 1 900 man-months.



索引圖 KEY PLAN  
SCALE N.T.S.

圖例 LEGEND :

-  擬議沉積物處理範圍  
PROPOSED SEDIMENT TREATMENT AREA
-  擬議石堤修復工程範圍  
PROPOSED EMBANKMENT REPAIRING AND REINSTATEMENT WORKS

A	12.5.2011	GENERAL AMENDED	Terry Chung	SIGNED	Water Leung	SIGNED
編號 no.	日期 date	內容摘要 description	核對 checked	核對 approved	核對 checked	核對 approved

修訂 REVISION			
姓名 Name	簽署 Initial	日期 date	
繪圖 drawn	K.Y. Lam	signed	3 May 2011
核對 checked	Terry Chung	signed	3 May 2011
核准 approved	Walter Leung	signed	3 May 2011

2011年至2012年年度工務小組委員會文件  
PWSC Submission 2011 - 2012

項目編號 item no.	465CL
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圖則名稱 drawing title  
啟德發展計劃 - 啟德明渠進口道及觀塘避風塘的改善工程 (第一期)  
KAI TAK DEVELOPMENT - KAI TAK APPROACH CHANNEL AND KWUN TONG TYPHOON SHELTER IMPROVEMENT WORKS (PHASE 1)

圖則編號 drawing no.	比例 scale
KZ 672A	AS SHOWN

辦事處 office  
九龍拓展處  
KOWLOON DEVELOPMENT OFFICE



## Enclosure 2 to PWSC(2011-12)15

### 465CL (Part) – Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works

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

		Estimated man- months	Average MPS* salary point	Multiplier <small>(Note 1)</small>	Estimated fee (\$ million)
(a) Consultants' fees for contract administration <small>(Note 2)</small>	Professional	–	–	–	2.5
	Technical	–	–	–	1.0
				Sub-total	3.5
(b) Resident site staff costs <small>(Note 3)</small>	Professional	159	38	1.6	14.8
	Technical	947	14	1.6	30.2
				Sub-total	45.0
Comprising –					
(i)	Consultants' fees for management of resident site staff				3.4
(ii)	Remuneration of resident site staff				41.6
(c) Independent Environmental Checker <small>(Note 4)</small>	Professional	16	38	1.6	1.5
	Technical	32	14	1.6	1.0
				Sub-total	2.5
				<b>Total</b>	<b>51.0</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 **465CL**. The construction phase of the assignment will only be required subject to Finance Committee's approval to upgrade part of **465CL** 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.           **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 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.

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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.

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

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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.

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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.

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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 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.

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- 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.

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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.

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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.

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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.

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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.

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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.

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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.