

ITEM FOR ESTABLISHMENT SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 33 - CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT Subhead 000 Operational Expenses

Members are invited to recommend to Finance Committee the retention of the following three supernumerary posts in the Civil Engineering and Development Department for a period of five years from 1 April 2014 to 31 March 2019 –

1 Government Engineer/Government Architect
(D2) (\$136,550 - \$149,350)

2 Chief Engineer
(D1) (\$115,050 - \$125,800)

PROBLEM

The existing supernumerary posts of a Government Engineer/Government Architect (GE/GA) (D2) and two Chief Engineers (CE) (D1) in the Civil Engineering and Development Department (CEDD) will lapse on 1 April 2014. Retention of the posts is required to continue taking forward the Kai Tak Development (KTD) and the Liantang/Heung Yuen Wai Boundary Control Point (BCP) project.

PROPOSAL

2. We propose to retain the following three supernumerary posts in CEDD for a period of five years from 1 April 2014 to 31 March 2019 –

/(a)

- (a) one GE/GA post and one CE post to continue leading and supporting the Kai Tak Office (KTO) set up in the Kowloon Development Office (KDevO), for the overall coordination and implementation of on-going and upcoming projects for KTD; and
- (b) one CE post to continue overseeing the administration, planning and implementation of the Liantang/Heung Yuen Wai BCP project.

JUSTIFICATION

Retention of one GE/GA and one CE supernumerary posts in KDevO for KTD

Continued workload in coming years

3. KTD is a mega development project in the urban area of Hong Kong. The project spans a planning area of 320 hectares (ha) covering the ex-airport site and its adjoining areas. CEDD is responsible for the timely delivery of the infrastructure works for KTD, which are estimated at about \$36 billion (money-of-the-day (MOD)) and planned for implementation in phases.

4. The planning and implementation of KTD infrastructure projects directly undertaken by CEDD are now in full swing with annual capital works expenditure of around \$0.7 billion from 2010-11 to 2012-13. In the coming years, there will be a significant number of important infrastructure projects including those at the north and south apron areas and at the former runway, Trunk Road T2, and Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS) improvement works, to be implemented in Kai Tak with an estimated average annual capital works expenditure of about \$3.8 billion (MOD) from 2014-15 to 2018-19. Apart from delivering the necessary infrastructure works, KTO will continue to assume the pivotal role in coordinating the second and third packages of projects implemented by different bureaux/departments for target completion in 2016 and beyond, in particular the relevant sections of Shatin-to-Central Link (SCL) and Central Kowloon Route (CKR), Multi-purpose Sports Complex (MPSC), schools, government buildings, and about 100 ha of open space in KTD.

5. There are new infrastructure projects, or existing projects with expanded scope, being developed from the latest revised Kai Tak Outline Zoning Plan approved in 2012. Three additional subways and two additional elevated landscape walkways/footbridges have been proposed to enhance the accessibility and connectivity of KTD with its hinterland including Kowloon City, San Po Kong, Choi Hung and Kowloon Bay. Two planned elevated landscape walkways will be

/extended

extended into Kowloon Bay for better integration. With relocation of carriageways from the waterfront to the central boulevard in the former runway, the scale of the road works and landscape deck cum noise barriers are substantially increased. In addition, some roads at the south apron area have to be revised to tie in with the proposed road layout under the CKR project.

6. For the preservation corridor for Lung Tsun Stone Bridge Remnants, KTO is conducting a design ideas competition in coordination with different stakeholders including professionals and the general public with a view to formulating an innovative design concept for the preservation corridor to promote local culture, history and the architectural style of the area. Whilst the improvement works for the Kai Tak Nullah have commenced in January 2013, KTO is contemplating a design ideas competition for Kai Tak River to meet public aspirations for an urban landscape river corridor and enhanced connectivity to the waterfront, and will follow up its implementation with relevant parties. With more KTD projects migrating to the design and construction stages, the degree of coordination requiring input from KTO will continue to substantially increase in the coming years.

7. Furthermore, KTO is pursuing the design concept, principles and theme recommended in the Study on Public Creatives for KTD, and is planning the formulation of design guidelines to facilitate the integration of design elements into street furniture as well as development projects. In the coming years, KTO will be heavily engaged in the promotion and coordination work with participation of various bureaux/departments and interested parties in order to achieve an overall visual identity and branding for KTD.

8. In the 2013 Policy Address, to facilitate the transformation of Kowloon East covering KTD, the Chief Executive promulgated a new policy initiative on reviewing the planning parameters of the sites in KTD to explore the possibility of increasing office and housing supply without compromising the land supply in the coming five years. To follow up on this directive, KTO is joining hands with the Planning Department and has initiated a study for completion in 2014 investigating the technical feasibility of suitably increasing the development density of selected sites in Kai Tak, associated statutory and infrastructure requirements, as well as traffic and environmental impacts. Pending the outcome of the exercise, KTO will need to review, coordinate, and implement any necessary enhancements to the infrastructure works of on-going and planned projects for KTD.

9. Apart from the management of design and construction services and resolution of interfaces amongst mega projects, KTO will continue with public

/engagement

engagement on and follow up issues arising from the Environmentally Friendly Linkage System (EFLS) proposal. Subject to the Stage 2 public consultation exercise to be completed in early 2014, we aim to conduct a detailed feasibility study for the EFLS to ascertain its technical feasibility as well as financial position and implementation programme. The EFLS project will interface with the proposed improvement of pedestrian connections in Kowloon East, the development of the two Action Areas^{Note} and the “Kai Tak Fantasy” proposal under the Energizing Kowloon East (EKE) policy initiative, which will necessitate substantial input/support from KTO.

10. The improvement of pedestrian connectivity between KTD and its hinterland, which includes Kwun Tong and Kowloon Bay Business areas of Kowloon East, is of vital importance to the success of both KTD and EKE. To this end, KTO will contribute substantial input to technical studies to identify, implement and coordinate initiatives to enhance pedestrian connectivity for EKE. Apart from implementing measures to reduce the odour problem of the water body at KTAC and KTTS, KTO will follow up investigation into the feasibility of further enhancement measures with a view to facilitating water-related activities there. KTO will continue to coordinate with the EKE Office to achieve a coherent urban and streetscape design for KTD with due regard to the industrial heritage of the Kowloon East area. In addition, for setting up a recreational landmark on the site of the former runway to serve both the local community and visitors, KTO will be heavily involved in supporting the international design ideas competition for “Kai Tak Fantasy” and in taking forward the initiative.

Need for retaining the GE/GA and CE posts

11. The majority of infrastructure works is being implemented in phases for completion by 2021 for the delivery of about two million m² GFA of domestic as well as similar amount of non-domestic development. Having regard to the level and scope of responsibilities, as well as the professional input required, it is considered necessary that the bi-disciplinary supernumerary GE/GA (D2) post designated as Head (Kai Tak Office) (H(KTO)) and the supernumerary CE (D1) post, designated as CE/Kowloon 3 (CE/K3), be retained for another five years from 1 April 2014 to 31 March 2019 so as to continue providing directorate steer in the coordination and implementation of on-going and upcoming projects for KTD under a very tight timeframe. It is necessary to retain the posts in view of the

/directorate

^{Note} The two Action Areas (located at the Hoi Bun Road Redevelopment and at the Kwun Tong Ferry Pier Waterfront Development) are two clusters of government sites designated under the EKE policy initiative for comprehensive development to facilitate a diversity of land uses and activities that will complement the transformation of Kowloon East into an alternative Central Business District.

directorates required for continually engaging the public and stakeholders, and for enhancing works packages to meet public aspirations. The extension of the posts will help ensure that the 320 ha of land in urban area creates value for the Hong Kong economy as soon as possible. It will also facilitate the Government in maintaining the level of infrastructure investment and create employment opportunities for the construction sector.

12. With KTD in the midst of the crucial design and implementation stages, there is an on-going need to resolve various cross-bureau and cross-departmental issues and steer public participation with a view to addressing stakeholders' concerns, meeting public aspirations and ensuring smooth project delivery. As such, continuous input from H(KTO) (D2) at the senior management level would be necessary to provide –

- (a) centralised coordination for implementation of mega interfacing projects in and around KTD under a tight programme, including SCL, CKR, District Cooling System (DCS) and MPSC, etc;
- (b) close steering of the design development of KTD infrastructure works for public engagement/consultation, including EFLS, feature bridges, parks and promenades, etc, with potential major impact on the KTD scheme;
- (c) proactive enhancement of green features in KTD without compromising the implementation schedule, and promoting more opportunities for local industries, whilst at the same time maintaining the impetus of the implementation programme;
- (d) conservation of heritage including the preservation of the remnants of the Lung Tsun Stone Bridge, and enhanced integration with the adjacent districts through elevated landscape walkways and footbridges, subways and at-grade crossings; and
- (e) synchronising quality urban and landscape design to achieve the planning vision of KTD.

13. KTO has been set up since March 2010 to ensure dedicated directorate support and steering at an appropriate level to lead and oversee the implementation of KTD within its intended timeframe. In view of the complex nature of the tasks involved, H(KTO) will need to possess ample engineering/architectural knowledge and substantive experience in the design and management of infrastructure and development projects, as well as expertise in urban design. We consider it appropriate to keep the H(KTO) post as bi-disciplinary in the engineering or architectural discipline.

14. CE/K3 (D1) heads a Division of KDevO and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the planning and design of infrastructures in north apron area, reconstruction and upgrading of Kai Tak Nullah, improvement works for KTAC and KTTS, structural deck at the ex-runway, cycle track network, study on EFLS, interfaces with SCL, and coordination of land use and drainage works. The workload arising from the above projects will be maintained at the peak level in the coming years and thus will require the focused attention of a full-time dedicated directorate officer to ensure timely delivery.

15. The continued need for these proposed two posts will be reviewed towards the end of 2018-19 taking into account the progress of KTD and the workload of the KTO and KDevO at that time. The existing organisation chart of KDevO is at Enclosure 1 and the job descriptions of the two posts proposed to be retained are at Enclosure 2.

Encl. 1
Encl. 2

Retention of one supernumerary CE post for Liantang/Heung Yuen Wai BCP project

Continued workload in coming years

16. The Liantang/Heung Yuen Wai BCP is a mega-scale and complex project, comprising the provision of new cross-boundary facilities on some 23 ha of land to be formed, an 11-kilometre dual two-lane road connection to the existing Fanling Highway and five cross-boundary bridges. The scope of the works also includes the reprovisioning of an existing village within the Frontier Closed Area and regulation of a section of Shenzhen River. The project is being implemented under a fast-track programme, involving various complex tasks to be conducted in parallel, for completion in 2018, and will have interface issues with the current planning studies in the vicinity. A lot of liaison work with the Mainland authorities as well as wide-ranging environmental matters are also involved. The Liantang/Heung Yuen Wai BCP project is included as one of the major cooperation projects in the National 12th Five-Year Plan.

17. The Finance Committee (FC) approved the upgrading of the site formation and infrastructure works of the BCP project to Category A on 13 July 2012. The works will be carried out under five contracts. The construction works of the BCP project have commenced in phases since April 2013 under a fast-track programme in order to meet the target commissioning of the BCP in 2018 as agreed with the Shenzhen authorities.

/Need

Need for retaining the CE post

18. As the BCP project is a fast-tracked mega-size project with complex interfacing with the works of the Shenzhen side as well as the works or planning issues to be undertaken by other government departments in Hong Kong, the implementation of the project will entail high-level discussions with the Shenzhen counterparts. The five contracts under the project include mainly the construction of 5.7 km long tunnels (one of them will be the longest road tunnel in Hong Kong when completed) and 4.3 km long viaducts. These five contracts will need to be completed under an extremely tight programme to meet the BCP commissioning date in 2018. The interfaces among these five contracts, together with the coordination of the works associated with the BCP building to be undertaken by the Architectural Services Department are extremely complicated given the tight implementation timeframe. The construction works of the five contracts will be undertaken in full swing in the coming years. Close supervision and hands-on interface management will need to be exercised in order to ensure the timely completion of the project. Furthermore, proactive liaison with the Mainland authorities should be maintained during the course of construction to ensure the timely completion and smooth operation of the cross-boundary facilities. Apart from engineering works, the project requires close attention of and liaison with groups of villagers that are affected by the project. Having regard to the level and scope of responsibilities and the professional input required, it is considered that the retention of the existing CE/BCP post in the Civil Engineering Office (CEO) is necessary to meet the heavy workload arising from the five works contracts, communicate with the counterparts of the Mainland authorities, and ensure timely implementation of the project and the subsequent contract finalisation works, and smooth sailing of post-commissioning activities. The job description for the post proposed for retention is at Enclosure 3. The continued need for this CE post will be reviewed towards the end of 2018-19 taking into account the progress of the project and workload situation of CEDD.

Encl. 3

19. For easy reference, the proposed organisation chart of CEDD with the three directorate posts proposed for retention included is at Enclosure 4.

Encl. 4

ALTERNATIVES CONSIDERED

20. We have critically examined the possible redeployment of existing directorate officers either in the same office of KTO or CEO or in other offices within CEDD to take on the work of the three proposed posts. As all other directorate officers are already fully engaged in their respective work schedules, it is operationally not possible for them to take up the tasks without adversely affecting the discharge of their current duties. The key portfolios of the other existing GE and CE posts are detailed at Enclosure 5.

Encl. 5

21. Furthermore, since 2004, a total of 11 directorate posts had been deleted, with six being directorate Engineer grade posts. On the other hand, CEDD has been taking up increasing number of projects in recent years. Three supernumerary directorate posts up to 31 March 2014 (the three said posts in the present paper) were therefore created in 2009 and 2010. The workload of CEDD arising from existing projects and new projects under planning is considerably higher than that experienced in previous years. There is no further scope for redeployment among the existing directorate staff establishment.

FINANCIAL IMPLICATIONS

22. The proposed retention of one GE/GA and two CE posts will bring about an additional notional annual salary cost at mid-point of \$4,669,800. The additional full annual average staff cost including salary and staff on-cost is about \$6,871,000. We will include the necessary provision in the 2014-15 draft Estimates to meet the cost of this proposal and reflect the resources required in the Estimates of subsequent years.

23. In addition to the one GE/GA and two CE posts, a number of non-directorate civil service posts including Senior Engineer, Senior Architect and Engineer/Assistant Engineer posts have also been scheduled for retention in CEDD to continue with the planning and implementation work for major infrastructure projects.

PUBLIC CONSULTATION

24. We consulted the Legislative Council Panel on Development on 22 October 2013 about the proposed retention of the three supernumerary posts. Members supported the proposals in general. Members sought supplementary information on the uniqueness of KTD in comparison with conventional new town development, the duties and responsibilities of the four CEs in CEO and the timeframe of the works projects currently undertaken by the respective CEs. The information was provided to Panel Members on 5 November 2013 and a copy of the information is at Enclosure 6.

Encl. 6

BACKGROUND

25. On 13 February 2009 and 5 February 2010, FC approved respectively the creation of the supernumerary posts of CE/Kowloon 4 (CE/K4) (D1) and H(KTO) (D2) to support the implementation of infrastructure works for KTD and lead KTO under KDevO of CEDD up to 31 March 2014. The CE/K4 post was

/subsequently

subsequently re-titled as CE/K3. A master plan was drawn up in early 2009 for implementation of KTD projects packaged for three target completion years, i.e. 2013, 2016 and 2021. Upon creation of H(KTO) on 1 March 2010, KTO has been set up to ensure that the developments in Kai Tak will be taken forward in a coordinated and progressive manner, whilst taking into consideration their relative priorities and readiness to proceed. In accordance with the master plan and through close liaison between KTO and all relevant bureaux/departments, KTD is witnessing the completion of the first package of projects. Major projects already or being completed in 2013 include the Kai Tak Cruise Terminal Building with its first berth, public housing development, DCS (first phase), and the provision of supporting infrastructure to serve these early developments.

26. As for the Liantang/Heung Yuen Wai BCP project, with FC's approval on 13 February 2009, a supernumerary CE post, designated as CE/BCP, was created for five years from 1 April 2009 to 31 March 2014 to lead a division in CEO to oversee the delivery of the BCP project, playing a pivotal role in handling all public engagements with rural committees, district councils, residents and representatives of the logistics industry, and completing appropriate designs to meet different operational requirements. The post is also responsible for the overall supervision of the construction works in order to meet the fast-track programme within budget and in compliance with the approved procedures and standards.

27. CEDD has reviewed the operational needs of these three posts and considered it necessary to retain them to sustain the work on KTD and continue leading the BCP project.

ESTABLISHMENT CHANGES

28. The establishment changes in CEDD for the past two years are as follows –

Establishment (Note)	Number of posts			
	Existing (as at 1 November 2013)#	As at 1 April 2013	As at 1 April 2012	As at 1 April 2011
A	51 + (3)	51 + (3)	51 + (3)	51 + (3)
B	548	538	528	526
C	1 157	1 154	1 149	1 149
Total	1 756 + (3)	1 743 + (3)	1 728 + (3)	1 726 + (3)

/Note

Note :

A - ranks in the directorate pay scale or equivalent

B - non-directorate ranks the maximum pay point of which is above MPS Point 33 or equivalent

C - non-directorate ranks the maximum pay point of which is at or below MPS Point 33 or equivalent

() - number of supernumerary directorate posts

- as at 1 November 2013, there is no unfilled directorate post in CEDD.

CIVIL SERVICE BUREAU COMMENTS

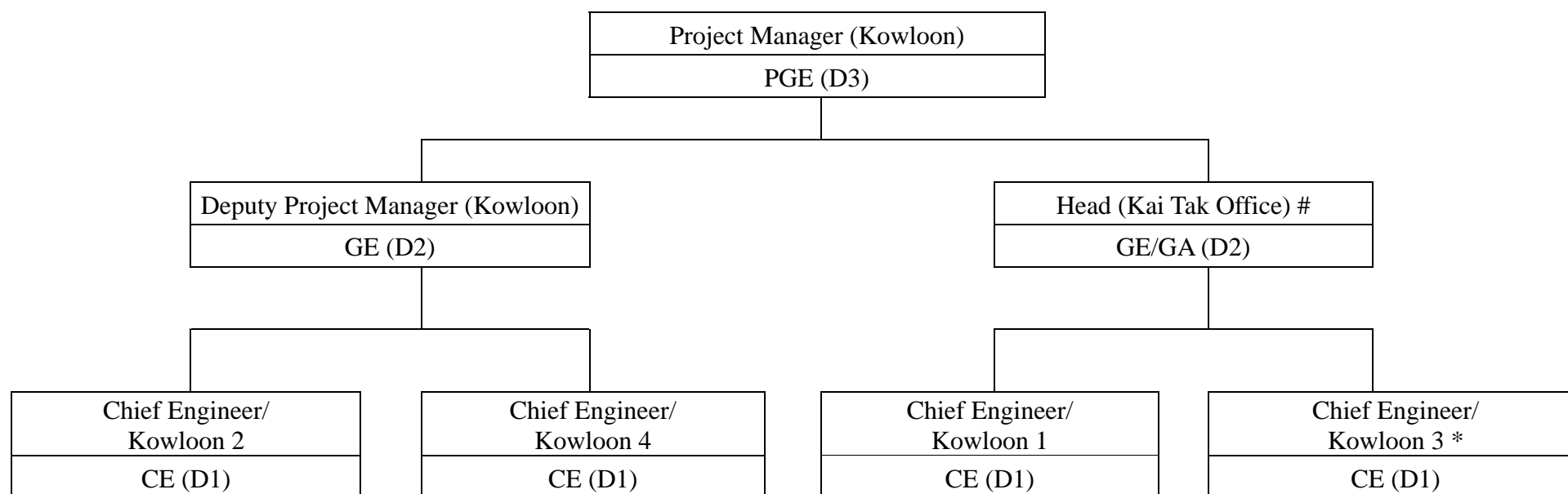
29. The Civil Service Bureau supports the proposed retention of the three supernumerary directorate posts of a GE/GA and two CE for five years in CEDD to continue taking forward the KTD and the Liantang/Heung Yuen Wai BCP project. The grading and ranking of the proposed posts are considered appropriate having regard to the level and scope of responsibilities, and the professional input required.

ADVICE OF THE STANDING COMMITTEE ON DIRECTORATE SALARIES AND CONDITIONS OF SERVICE

30. As the posts are proposed on a supernumerary basis, their retention, if approved, will be reported to the Standing Committee on Directorate Salaries and Conditions of Service in accordance with the agreed procedure.

Development Bureau
November 2013

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



Legend

CE - Chief Engineer

GA - Government Architect

GE - Government Engineer

PGE - Principal Government Engineer

- Supernumerary post proposed for retention. (EC(2009-10)15, from 1 March 2010 to 31 March 2014)

* - Supernumerary post proposed for retention. (EC(2008-09)17, from 1 April 2009 to 31 March 2014)

**Proposed Job Description
Head (Kai Tak Office)**

Rank : Government Engineer/Government Architect (D2)

Responsible to : Project Manager (Kowloon)

Overall Role and Objectives –

In charge of the Kai Tak Office, the Head (Kai Tak Office) is responsible to the Project Manager (Kowloon) for the effective implementation and coordination of planning, design, construction and interfacing issues relating to Kai Tak Development.

Major Duties and Responsibilities –

1. To oversee preparation of estimates, resource planning, programme and financial control;
2. to appoint and supervise consultants;
3. to manage feasibility and engineering studies, technical and environmental assessments, investigations and design;
4. to oversee contract administration and finalisation including monitoring progress and resolving contract disputes;
5. to oversee statutory and administrative procedures for securing project delivery and funding;
6. to coordinate key interface and programming issues arising from project implementation;
7. to oversee district administration matters for Kowloon City, Wong Tai Sin and Kwun Tong; and
8. to oversee the work of Chief Engineers under his/her purview.

**Proposed Job Description
Chief Engineer/Kowloon 3**

Rank : Chief Engineer (D1)

Responsible to : Head (Kai Tak Office)

Overall Role and Objectives –

Chief Engineer/Kowloon 3 heads a Division of the Kowloon Development Office and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the planning and design of infrastructures at north apron area, the reconstruction and upgrading of Kai Tak Nullah, improvement works for Kai Tak Approach Channel, structural deck at the ex-runway, cycle track network, studies on Environmentally Friendly Linkage System, interfaces with Shatin-to-Central-Link, and coordination of land use and drainage works.

Major Duties and Responsibilities –

1. To oversee the overall administration, planning, design, construction and supervision of works packages;
2. to undertake budgetary control of projects;
3. to drive for timely achievement of milestone targets, coordinate and oversee timely resolution of interfacing matters with other projects and developments;
4. to plan and conduct public engagement/consultation and design ideas competitions with a view to soliciting public support to project implementation;
5. to supervise and ensure that projects are implemented to the quality requirements and within budget;
6. to select and manage consultants and contractors;
7. to oversee district administration matters for Kowloon City; and
8. to oversee the work of Senior Engineers under his/her purview.

**Proposed Job Description
Chief Engineer/Boundary Control Point**

Rank : Chief Engineer (D1)

Responsible to : Deputy Head (Project and Environmental Management)

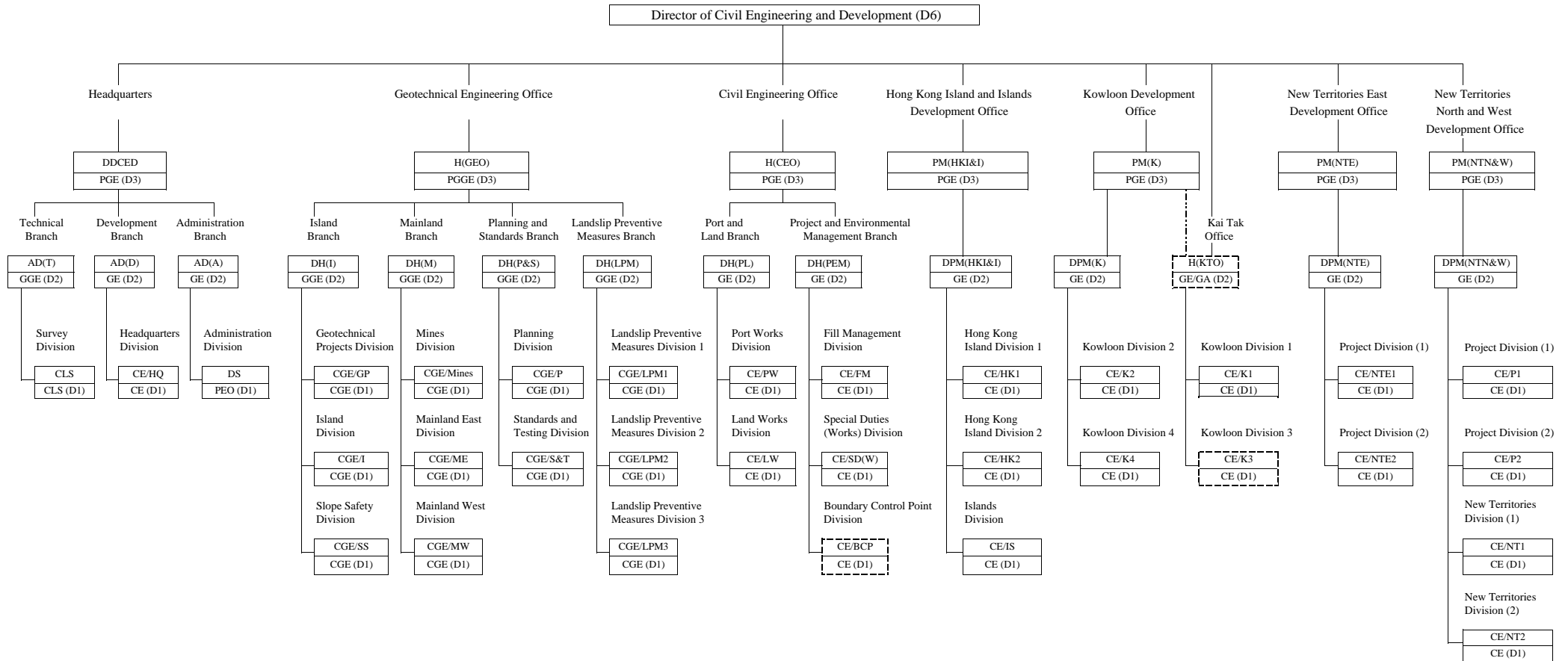
Overall Role and Objectives –

Chief Engineer/Boundary Control Point heads a Division in 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. To execute the strategy for delivering the project to meet all requirements and standards;
2. to motivate and supervise his subordinates in the planning, design and implementation of the project;
3. to consult and coordinate with relevant bureaux and departments in resolving interfacing issues;
4. to procure and administer consultancies and works contracts;
5. to engage in cross-border liaison with the relevant Mainland authorities;
6. to engage with rural committees, district councils and the public;
7. to 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; and
8. to oversee the work of Senior Engineers under his/her purview.

Proposed Organisation Chart of Civil Engineering and Development Department



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

GA Government Architect
 GE Government Engineer
 GGE Government Geotechnical Engineer
 H Head of Office
 PGE Principal Government Engineer
 PGGE Principal Government Geotechnical Engineer
 PM Project Manager

Note

 Supernumerary post proposed for retention for five years from 1.4.2014 to 31.3.2019

**Key portfolios of the other existing Government Engineer
and Chief Engineer posts**

All the other existing Government Engineer (GE) and Chief Engineer (CE) posts in the Civil Engineering and Development Department are fully engaged in their respective duties. We also envisage that their workload will further increase in the coming years, particularly when many of the major infrastructure projects will reach their critical stage of implementation. It is operationally not possible for them to take up the tasks related to the Kai Tak Development (KTD) and Liantang/Heung Yuen Wai Boundary Control Point (BCP) project without adversely affecting the discharge of their current duties. The details are set out in the ensuing paragraphs.

Civil Engineering Office (CEO)

2. There are two GE and five CE posts (including the CE/BCP post) in CEO. Information of the work portfolios of the four existing CEs in CEO has been included in Enclosure 6. The two GEs oversee the operation of the Port and Land Branch and the Project and Environmental Management Branch. On-going projects under the two GEs include site formation and infrastructure developments in Tuen Mun Area 54 and the surrounding sites, Yuen Long and Fanling, the development and implementation of columbarium and crematorium facilities in Sandy Ridge and Wo Hop Shek, the New Territories Greening Master Plans, planning, design, construction and maintenance of port and marine facilities, removal of sediments in fish culture zones, study on increasing land supply by reclamations outside Victoria Harbour and rock cavern development, the cumulative environmental impact assessment study for three potential near-shore reclamation sites in the western waters of Hong Kong, Liantang/Heung Yuen Wai Boundary Control Point, Development at Anderson Road, retrofitting of passenger lifts for footbridges and subways under the Universal Accessibility Programme, site formation and infrastructure works for housing development, decontamination works at Kennedy Town comprehensive development area, dredging for Kwai Chung Container Basin and its Approach Channel, management of construction and demolition (C&D) materials and marine disposal for contaminated and uncontaminated sediments, including cross-boundary disposal of C&D materials, controlling the issuance of sand permits, as well as the running of two temporary sorting facilities in Tuen Mun and Tseung Kwan O.

Kowloon Development Office (KDevO)

3. Apart from the Government Engineer/Government Architect (D2) post and one CE (D1) post to continue leading and supporting the Kai Tak Office set up in the Kowloon Development Office (KDevO), the KDevO which is headed by a Principal Government Engineer (PGE) (D3), is supported by another GE (D2) post and three CE (D1) posts. The GE and the three other CEs are responsible for the overall administration, planning, design and construction supervision of KTD engineering projects, which are currently targeted for completion up to 2021 or beyond. Current major tasks include the planning and design of infrastructures at ex-runway and adjoining apron areas, design ideas competitions, studies on public creatives, review of development parameters at KTD, design of Trunk Road T2, construction of infrastructures at the former north apron and runway areas at KTD, bioremediation works at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, site formation and dredging works for cruise terminal development, and coordination of all interface projects covering District Cooling System, Central Kowloon Route, Multi-purpose Sports Complex, schools, government buildings and open space. Apart from the KTD-related tasks, the GE and the three other CEs are also responsible for the implementation of government infrastructures and facilities for West Kowloon Cultural District development, Kwun Tong Town Centre redevelopment and ex-Cha Kwo Ling Kaolin Mine Site development, the planning and design of three footbridges at Sham Mong Road, construction of infrastructures for two housing sites at Tai Wo Ping, as well as district administration matters for Sham Shui Po, Yau Tsim Mong, Wong Tai Sin and Kwun Tong districts.

Hong Kong Island and Islands Development Office (HKI&Is DevO)

4. The HKI&I DevO, headed by a PGE (D3), has one GE (D2) and three CE (D1) posts. The GE and CEs are responsible for the overall administration, planning, design, coordination and construction supervision of major development projects on Hong Kong Island, Lantau and outlying islands. On-going projects include the Central Reclamation Phase III, Wan Chai Development Phase II (WDII), construction of additional floors at Central Pier 4-6, reassembly of Queen's Pier, housing sites at Braemar Hill, boardwalk under the Island Eastern Corridor, site formation at Ka Wai Man Road Phase 2, interface issues among WDII, Central-Wan Chai Bypass and the Shatin-to-Central Link, improvement works at Tai O, Tung Chung New Town Extension, site formation work at Tung Chung Areas 53 and 54, infrastructure work at Tung Chung Area 56, future land use at the ex-Lamma quarry site, Mui Wo facelift project and village sewerage at Cheung Chau. Apart from the above projects, the GE and CEs are also responsible for district administration matters for Central & Western, Eastern, Wan Chai, Southern and the Islands districts.

New Territories East Development Office (NTE DevO)

5. The NTE DevO, headed by a PGE (D3), has one GE (D2) and two CE (D1) posts. The GE and CEs are responsible for the implementation and coordination of development programmes in Shatin, Ma On Shan, Tseung Kwan O (TKO) and Sai Kung areas. They oversee the administration, planning, design and construction supervision of engineering works packages, with major focus on the projects TKO-Lam Tin Tunnel, Cross Bay Link, Trunk Road T3 in Shatin, development of the Anderson Road Quarry, Sai Kung Town improvement works, infrastructure works for the areas including TKO Town Centre South, Pak Shing Kok, TKO Stage I landfill site, Lok Wo Sha in Ma On Shan and Fo Tan in Shatin, and coordination of major infrastructure projects in the areas. They also undertake the engineering feasibility studies for columbarium developments of the sites in eight districts and the signature project of Shatin District. In addition, they are also responsible for the preliminary feasibility study on developing NT North. Apart from the above, the GE and CEs are also responsible for district administration matters for Shatin and Sai Kung districts.

New Territories North and West Development Office (NTN&W DevO)

6. The NTN&W DevO, headed by a PGE (D3), has one GE (D2) and four CE (D1) posts. On-going projects handled by the GE and CEs include the New Territories Cycle Track Network projects, the widening of Tin Ha Road and Tan Kwai Tsuen Road project, the site formation and infrastructure projects at Pak Shek Kok and Tin Shui Wai, the flyover from Kwai Tsing Interchange Up-ramp to Kwai Chung Road project and the Tsuen Wan Bypass and widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange project, as well as the planning and engineering/engineering feasibility studies for the North East New Territories New Development Areas, the development of Lok Ma Chau Loop, the Hung Shui Kiu New Development Area, and the potential development/ housing sites at Kong Nga Po, Kwu Tung South, Yuen Long South, Tuen Mun Areas 40 and 46 and the adjoining areas, Lam Tei Quarry Site and the adjoining areas, Kam Tin South and Tuen Mun East. Apart from the above projects/studies, the GE and CEs are also responsible for district administration matters for Kwai Tsing, Tsuen Wan, Tuen Mun, Yuen Long, North and Tai Po districts.

Headquarters (HQs)

7. There are two GE (D2) and one CE (D1) posts in HQs. One GE heads the Administration Branch and is responsible for the overall administration, finance, resources control, communications and training matters of the department. He/She also assists the Director of Civil Engineering and Development (DCED) in the management of six professional/technical grades under his central authority with a total establishment of 2 034 as at 1 November 2013 deployed in 21 different bureaux/departments.

8. The other GE heads the Development Branch and assists DCED at the headquarters level in overseeing all the engineering projects undertaken by the Department. He/she is responsible for central coordination and progress monitoring of the projects, taking lead to resolve common issues affecting project delivery, and managing Public Works Programme (PWP) and expenditure matters. In addition, he/she provides engineering advice on infrastructure and land supply for housing developments, and administers the provision of central landscape services to various Offices of the department. The CE heads a division under the Development Branch and is responsible for overseeing the provision and management of landscape advisory and support services, implementation of soil erosion control programme and the Tree Risk Assessment and Management initiative of the department. He/she provides support to the GE in monitoring expenditure and progress to ensure timely delivery of PWP projects. In addition, he/she coordinates and monitors the Department's commitment and resources in respect of projects under the land supply initiative.

**Proposed extension of
one supernumerary Government Engineer/Government Architect post
and two supernumerary Chief Engineer posts
in the Civil Engineering and Development Department**

Supplementary Information for Panel Members

Introduction

When considering Paper No. **CB(1)65/13-14(03)** on the proposed extension of one supernumerary Government Engineer (GE)/Government Architect (GA) post and two supernumerary Chief Engineer (CE) posts in the Civil Engineering and Development Department at the Panel on Development Meeting held on 22 October 2013, Members requested additional information about (i) the uniqueness of Kai Tak Development (KTD) in comparison with conventional new town development projects so as to provide justifications for extension of the two supernumerary posts; and (ii) the duties and responsibilities of four existing CEs in the Civil Engineering Office (CEO), including the timeframes for the completion of individual major projects under their purview, so as to consider whether the existing four CEs to take up the work of the two supernumerary CE posts is practicable. The Administration is pleased to provide the requested information below.

The uniqueness of KTD in comparison with conventional new town development projects

2. KTD is a mega-sized and highly complex development project in the urban area, offering a unique opportunity for transforming the ex-airport site for the future growth of Hong Kong, and at the same time providing an impetus for stimulating regeneration of the adjoining older districts. Unlike those of other new towns, the Kai Tak Outline Zoning Plan has been formulated to meet public aspirations for a distinguished, vibrant, attractive and people-oriented area fronting the Victoria Harbour, through adopting the planning theme of a heritage, green, sports and tourism hub. Furthermore, KTD forms part of the Energizing Kowloon East initiative of transforming the industrial areas at Kowloon Bay and Kwun Tong into an alternative Central Business District. Specifically, the KTD is characterised in the following areas –

Design Excellence

3. KTD seeks to improve the quality of living for the local population and cultivate a sense of belonging. Serving as a green web for sustainable

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development, KTD embodies a comprehensive network of parks and continuous promenades intermingled with residential and commercial neighbourhoods. Greening areas are maximised and wider landscaped footpaths are purposely designed. With its array of projects of different nature, its prominent waterfront location, its social and cultural legacies, KTD has exceptional potential to be developed into a high-quality community. Kai Tak Office (KTO) is actively pursuing the design concept, principles and theme recommended in the Study on Public Creatives for KTD. Design guidelines are being formulated to guide various development projects in the area, which will help create an overall visual identity and branding for KTD. In addition, the landscaped Kai Tak River with enhanced connectivity to the waterfront, as well as the preservation corridor for the Lung Tsun Stone Bridge remnants provides a valuable opportunity to further excel the design features of KTD as a whole. The success of KTD also bears a strategic role in stimulating the regeneration of adjacent older districts.

Connectivity

4. Surrounded by the existing developed areas, KTD is distinct from conventional new towns in its mission to closely integrate with the adjoining districts. Integration with the old neighbourhoods through the phased introduction of some 25 major pedestrian linkages is thus critical to the success of KTD, and KTO is committed to taking forward the provision of sufficient pedestrian links in KTD in phases for easy and convenient access to the parks and waterfront areas. As the bulk of KTD infrastructure projects are currently in the implementation stage, KTO is pressing ahead with the detailed design and construction so as to also further strengthen the vehicular connectivity between the new and existing urban fabrics. Moreover, KTO is proactively taking forward the Environmentally Friendly Linkage System proposal vital for the Energizing Kowloon East policy initiative.

Environmental Issues

5. To alleviate the odour issue and improve the water quality at the Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS), KTO has been joining hands with concerned parties to tackle the problem at source through interception of polluted flow under various sewerage works projects in the hinterland of KTD. In parallel, in-situ bioremediation treatment of the sediments is on-going at KTAC and KTTS. KTO will continue to gauge the effectiveness of the above measures and consult interested parties to firm up the way forward on the proposed opening at the ex-runway to enhance water circulation and hence the sustainability of the mitigation measures in the longer term.

Integrated Project Management Approach

6. KTD is unique in many aspects as it involves many high-impact projects intertwined with each other or on overlapped sites being implemented under tight programmes, creating substantial interfacing issues among multiple bureaux/departments and stakeholders. The majority of facilities to be provided in KTD are inter-related, and any delay in their completion will have significant implications and knock-on effects on the others. In fact, KTD is mega-sized not only in terms of public works spending, but also in its complexity due to the different functional requirements and phased implementation of the facilities to be provided. With the design and construction of a number of KTD projects reaching their peaks in the coming years, there is an acute need to resolve a vast amount of inter-bureaux and cross-departmental issues, and enhance continuous public participation with a view to addressing stakeholders' concerns, meeting public aspirations and ensuring smooth project delivery.

7. Due to the uniqueness of KTD mentioned above and as elaborated in paragraphs 11 and 14 of the ESC main paper, the continuous focused attention and dedicated input from the supernumerary posts of GE/GA and CE in KTO is essential to maintain the momentum of developing KTD.

Duties and responsibilities of four Chief Engineers in CEO, including the timeframes for the completion of individual major projects under their purview

8. A brief account of the major projects undertaken by the four Chief Engineers in CEO is given below.

Chief Engineer/Special Duties (Works) (CE/SD(W))

9. CE/SD(W) is responsible for planning and implementing the infrastructure and site formation works for housing site projects which is an on-going task with project completion dates beyond 2019. Other major projects under the purview of CE/SD(W) such as the Development at Anderson Road for the housing site and the Kwai Tsing Container Basin Dredging Works are in full swing for completion in 2016/17. The new initiative of the Universal Accessibility Programme (i.e. to install passenger lifts in existing public footbridges and subways) involves large amount of liaison and consultation works in various districts. Packages 1 and 2 of this new initiative, involving the installation of some 100 lifts, are planned to start works in 2015 in phases for completion in 2017-18. CE/SD(W) is also responsible for the planning and implementation of the subsequent packages involving some further 80 lifts of which the overall

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completion involving some further 80 lifts of which the overall completion is expected to be beyond 2019. Separately, the planning and design for the decontamination works at the Kennedy Town Comprehensive Development Area is on-going and the clean-up site is expected to be available by 2020 the earliest for future development.

10. Besides, CE/SD(W) also takes charge of other recurrent duties such as coordination of maintenance issues in Penny's Bay Development Area, provision of technical supports to the Hong Kong Disneyland Theme Park, and Ocean Park Redevelopment and their future expansions. In view of the above, CE/SD(W) has no spare capacity to take up additional workload in the period up to 2019.

Chief Engineer/Port Works (CE/PW)

11. CE/PW is heavily committed to implementing and overseeing all maintenance contracts for the piers, landings, seawalls, breakwaters, navigation channels and other marine facilities in Hong Kong. These maintenance works, which are recurrent in nature, are on-going and will extend beyond 2019.

12. CE/PW is currently and will continue to be heavily involved in various feasibility studies, engineering studies, and environmental impact assessment studies for increasing land supply by reclamations outside Victoria Harbour and rock cavern development, both of which are essential for the long term development of Hong Kong. These studies and the associated public engagement exercises, together with the ensuing works for delivery of the land supply projects, will last beyond 2019. Input at directorate level is required to continue engaging the public and stakeholders to meet public aspirations. Besides, CE/PW also takes charge of major capital projects. Among them, the Lei Yue Mun Waterfront Enhancement Works and the improvement and reconstruction works of various public piers such as Trio Beach Pier, Sai Kung Public Pier and Tap Mun Pier are planned for completion in 2017 and 2018 respectively. He is also in charge of the planning and implementation of Phase 2 of the Yung Shue Wan Development Engineering Works and the construction of cycle parking areas near Yung Shue Wan Ferry Pier, which are targeted for completion in 2018. In this regard, CE/PW has no spare capacity to take up additional workload in the period up to 2019.

Chief Engineer/Land Works (CE/LW)

13. Amongst the major projects undertaken by CE/LW, the site formation and associated infrastructural works at Site 2 and the sewage pumping station in Tuen Mun Area 54 are currently under active construction for completion in 2015

/and

and 2016 respectively. The site formation, roads and drainage works in the remaining parts of Tuen Mun Area 54, including Site 1&1A, Site 3/4 (East), Site 4A (South & West) and Site 5, will then follow for completion in phases between 2017 and 2019. All these works which are being implemented under a compact programme are essential to support the public housing development in the area.

14. CE/LW is also responsible for timely delivery of the site formation and associated infrastructural works for development of columbarium, crematorium and related facilities at the Sandy Ridge Cemetery. These works are targeted for completion in 2019. Besides, he takes charge of the project for widening of the existing footbridge connecting MTR Fanling Station and extension of bus layby on Pak Wo Road that is targeted for completion in 2018. Furthermore, the Greening Master Plan for nine New Territories Districts and the Islands District is also under the purview of CE/LW who is committed to delivering all the greening projects by 2020. Given the large number and the diversity of projects undertaken by CE/LW, he has no spare capacity to take up additional workload in the period up to 2019.

Chief Engineer/Fill Management (CE/FM)

15 Most of the projects undertaken by CE/FM are recurrent in nature and extend beyond 2019. These projects include -

- (a) strategic planning and management of construction and demolition (C&D) materials;
- (b) design and operation of public fill reception facilities including two barging points and two fill banks;
- (c) design and operation of construction waste sorting facilities;
- (d) cross-boundary disposal of inert C&D materials;
- (e) strategic planning and management of marine disposal for contaminated and uncontaminated sediments;
- (f) design and operation of mud pits for contaminated sediments;
- (g) cross-boundary disposal of dredged sediments; and
- (h) controlling the issuance of sand permits.

16. The above projects and services are crucial to the smooth and continuous operation of the entire construction industry in Hong Kong. CE/FM needs to provide input on a regular basis and coordinate closely with various stakeholders, and is fully committed to the heavy recurrent workload. In this connection, CE/FM has no spare capacity to take up additional workload in the period up to 2019.

17. All in all, the above four CEs in CEO continue to be fully committed under the current set-up and have no spare capacity to take up the whole or part of the additional duties and responsibilities related to KTD and Liantang/Heung Yuen Wai Boundary Control Point project without adversely affecting the quality, safety or programme of the various tasks they are now undertaking.
