For Discussion
on 22 October 2013

LEGISLATIVE COUNCIL
PANEL ON DEVELOPMENT

Proposed Extension of One Supernumerary Government Engineer/Government Architect Post and Two Supernumerary Chief Engineer Posts in the Civil Engineering and Development Department

PURPOSE

This paper invites Members' support on the proposed extension of the following supernumerary posts in the Civil Engineering and Development Department (CEDD) for five years from 1 April 2014 to 31 March 2019 -

(a) one Government Engineer/Government Architect (GE/GA) (D2) post and one Chief Engineer (CE) (D1) 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 ongoing and upcoming projects for Kai Tak Development (KTD); and

(b) one CE post to continue overseeing the administration, planning and implementation of the Liantang/Heung Yuen Wai Boundary Control Point (BCP) project.

JUSTIFICATION

EXTENSION OF THE SUPERNUMERARY POSTS OF ONE GE/GA AND ONE CE IN KDevO

Kai Tak Development

2. 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.

3. On 13 February 2009 and 5 February 2010, the Finance Committee approved respectively the creation of the supernumerary posts of one CE currently designated as CE/Kowloon 3 (CE/K3) and one GE/GA designated as Head (Kai Tak Office) (H(KTO)) to support the implementation of infrastructure works for KTD and to lead KTO under KDevO of CEDD up to 31 March 2014. CEDD has reviewed the operational needs of the above two posts and considered it necessary to retain the posts to sustain the work on KTD.

4. 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, District Cooling System (DCS) (first phase), and the provision of supporting infrastructure to serve these early developments.

Continued Workload in Coming Years

5. 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.

6. There are new infrastructure projects, or existing projects with expanded scope, being generated from the latest revised Kai Tak Outline Zoning Plan (OZP) 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 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 Central Kowloon Route project.

7. 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.

8. Furthermore, KTO is pursuing the design concept, principles and theme for 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 activities with participation of various bureaux/departments and interested parties in order to achieve an overall visual identity and branding for KTD.

9. 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. Along 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 ongoing and planned projects for KTD.

10. Apart from the management of design and construction services and resolution of interfaces amongst mega projects, KTO will continue with public 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[1] and the "Kai Tak Fantasy" proposal under the Energizing Kowloon East (EKE) policy initiative, which will necessitate substantial input/support from KTO.

11. 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 waterbody 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 Extension of the GE/GA and CE Posts for KTD

12. The majority of infrastructure works is being implemented in phases for completion by 2021 for the delivery of about two million m^2 GFA of domestic as well as similar amount of non-domestic development. Having regard to the level and scope of responsibilities and the professional input required, it is considered necessary that the bi-disciplinary supernumerary GE/GA post of H(KTO) and the supernumerary CE post of CE/K3 should be extended 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 ongoing and upcoming projects for KTD under a very tight timeframe. The posts are necessary in view of the input required of directorate officers to continue engaging the public and stakeholders and to enhance the details of works

[1] 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.

packages to meet public aspirations. The continuation 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.

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

(a) centralised coordination for implementation of mega interfacing projects in and around KTD under a tight programme, including SCL, CKR, 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.

14. 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) (D2) post unchanged as bi-disciplinary in the engineering or architectural discipline.

15. The supernumerary post of CE/Kowloon 3 (CE/K3) in KDevO is also due to expire by end March 2014 and proposed for extension of five years from 1 April 2014. CE/K3 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 at 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, which will require the focused attention of a full-time dedicated directorate officer to ensure timely delivery.

16. If the tenure of CE/K3 post is not extended after 31 March 2014, it is not feasible to redeploy the remaining CE/K1 in KTO to take up the additional workload left behind. CE/K1 is fully engaged in the overall planning and coordination of all matters for KTD including resolving project interfacing issues, development of urban design requirements, heritage matters, design of infrastructure works at the former runway and south apron, as well as providing technical support for the EKE initiative. In view of his heavy and increasing workload in the forthcoming years, CE/K1 does not have any spare capacity to absorb the duties and responsibilities of CE/K3 without seriously affecting the operation of KTO.

17. The existing organisation chart of KDevO is at **Enclosure 1**. The job descriptions of the supernumerary GE/GA post of H(KTO) and CE post of CE/K3 proposed to be extended are at **Enclosure 2.**

18. The feasibility of redeploying existing directorate officers in KDevO to take on the work of H(KTO) and CE/K3 has been considered but found to be impracticable, as the Deputy Project Manager (Kowloon) (DPM(K)) (D2) and the three existing CEs in KDevO are already fully occupied with the existing projects within their ambit. There is no room for them to take up the proposed duties of H(KTO) and CE/K3 without prejudicing the delivery of projects under their respective portfolios. The duties and responsibilities of DPM(K) and three CE posts in KDevO are at **Enclosure 3**.

19. If the retention of the one GE/GA post of H(KTO) and one CE post of CE/K3 is not approved, KTO will need to be disbanded. The KDevO will not have adequate resources to continue to cope with the operational demands for planning, coordination and implementation of projects in KTD, as well as the new initiatives/infrastructure works, as described in paragraphs 5 to 11 above. The continued need for the proposed 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.

EXTENSION OF ONE SUPERNUMERARY CE POST FOR LIANTANG/HEUNG YUEN WAI BCP PROJECT

Liantang/Heung Yuen Wai BCP

20. 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 re-training 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. Liantang/Heung Yuen Wai BCP Project is included as one of the major cooperation projects in the

National 12th Five-Year Plan.

21. With the Finance Committee'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 the Civil Engineering Office (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. CEDD has reviewed the operational needs of the post and considered it necessary to retain the post to continue leading the BCP project as elaborated in the ensuing paragraphs.

Continued Workload in Coming Years

22. The Finance Committee approved the upgrading of the BCP project (PWP item no. **5019GB**) to Category A on 13 July 2012. The BCP site formation works and infrastructure 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 for the CE post

23. As the BCP 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 decisions and discussion 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 supernumerary CE post of CE/BCP 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 supernumerary CE/BCP post proposed for retention is at **Enclosure 4.** The continued need for this CE post will be reviewed towards the end of the extension period taking into account the progress of the project and workload situation of CEDD.

24. The feasibility of redeploying existing directorate officers in CEO to take on the work of CE/BCP has been considered but found to be impracticable as the four existing CEs in CEO each has a distinctive area of work and is already fully occupied with the existing projects within his ambit. There is no room for them to take up the proposed duties of CE/BCP without prejudicing the delivery of projects under their respective portfolios. The duties and responsibilities of the four CE posts in CEO are at **Enclosure 5**.

25. If the proposed extension of the CE post of CE/BCP is not approved, the timely implementation of the BCP project would be adversely affected, and the initiative of commissioning the new BCP by 2018 cannot be achieved.

26. The proposed organisation chart of CEDD is at **Enclosure 6**.

ALTERNATIVES CONSIDERED

27. We have also considered the feasibility of redeploying existing directorate officers from other offices of CEDD to take on the work of the one GE/GA and two CE supernumerary posts being proposed for extension. It is found to be impracticable due to the following reasons-

(a) Workload arising from major projects and new initiatives

Apart from the KTD and BCP projects, CEDD has been heavily engaged in a number of major projects/tasks which are under implementation or will reach their critical stage in the coming years. These include the Central Reclamation Phase III, Wanchai Development Phase II, Hung Shui Kiu New Development Area, Development of Greening Master Plan, Tseung Kwan O – Lam Tin Tunnel, North East New Territories New Development Areas, Tung Chung New Town Extension, reclamations and cavern development, etc. In view of the heavy workload of the aforesaid major projects/tasks, the existing manpower of CEDD has already been over-stretched and there is no scope for CEDD to take on extra workload without creation of posts.

(b) Inadequate directorate establishment in CEDD

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 imposed on CEDD arising from existing projects and new projects under planning is considerably higher than that experienced in previous years. There is basically no scope for redeployment of directorate staff among different offices of CEDD to take up the tasks related to KTD and BCP without adversely affecting the discharge of their current duties.

FINANCIAL IMPLICATIONS

28. The proposed extension of the supernumerary posts of one GE/GA and two CE 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.

29. In addition to the one GE/GA and two CE posts, a number of non-directorate civil service posts of Senior Engineer, Senior Architect and Engineer/Assistant Engineer posts have also been scheduled for retention in CEDD to continue the planning and implementation of major infrastructure projects. With these staff resources and through internal redeployment, the existing Branch/Divisions would be able to continue to support the one GE/GA and two CE posts.

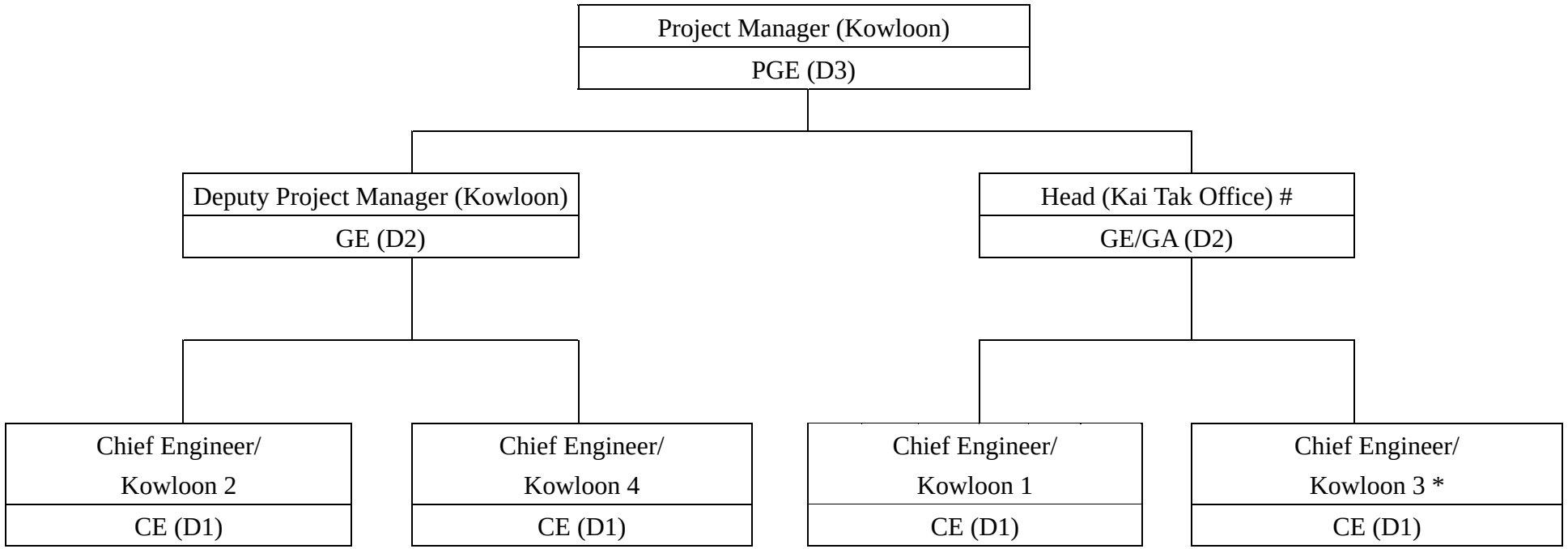
ADVICE SOUGHT

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

Development Bureau
October 2013

Enclosure 1

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, 1.3.2010 - 31.3.2014)
* - Supernumerary post proposed for retention. (EC(2008-09)17, 1.4.2009 - 31.3.2014)

Enclosure 2(a)

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.

Enclosure 2(b)

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.

Enclosure 3

Duties and responsibilities of Deputy Project Manager (Kowloon) and the other three existing Chief Engineer posts in Kowloon Development Office

Deputy Project Manager (Kowloon) is responsible for the effective operation of Kowloon Development Office in the implementation and coordination of development programmes. He/She oversees the day-to-day administration of the office, resource planning and financial control for all development projects, contract administration and finalisation, as well as the statutory and administrative procedures for securing project delivery and funding. He/she is also responsible for appointment and supervision of consultants, management of feasibility and engineering studies, technical and environmental assessments, investigations and design as well as the district administration matters for Sham Shui Po and Yau Tsim Mong districts.

2. Chief Engineer/Kowloon 1 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 ex-runway and adjoining apron areas, and on coordination of major interface projects covering Central Kowloon Route, Multi-purpose Sports Complex, schools, government buildings and open space in Kai Tak Development.

3. Chief Engineer/Kowloon 2 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 infrastructure works for West Kowloon Cultural District development, Kwun Tong Town Centre redevelopment, ex-Cha Kwo Ling Kaolin Mine Site development, footbridges at Sham Mong Road, and Trunk Road T2.

4. Chief Engineer/Kowloon 4 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 construction of infrastructures at north apron areas and the former runway, bioremediation works at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, site formation and dredging works for cruise terminal development, and coordination of works for District Cooling System.

Enclosure 4

Proposed Job Description
Chief Engineer/Boundary Control Point

Rank : Chief Engineer (D1)

Responsible to : Deputy Head (Project and Environment 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

7. To oversee the work of Senior Engineers under his/her purview.

Enclosure 5

Duties and responsibilities of the other four existing Chief Engineer posts in Civil Engineering Office

Chief Engineer/Special Duties (Works) is responsible for the planning, design and construction of the Aberdeen Tourism Project, Anderson Road Development and Dredging Works at Kwai Chung Container Basin and its Approaching Channel; administration of the feasibility study of Container Terminal 10 at southwest Tsing Yi, Decontamination Works at Kennedy Town Comprehensive Development Area and Universal Accessibility Programme; provision of technical support to Steering Committee on Implementation of Hong Kong Disneyland (MOUSECOM) and Ocean Park Redevelopment Committee on further expansion of the theme parks; and coordination of maintenance issues in Penny's Bay Development Area.

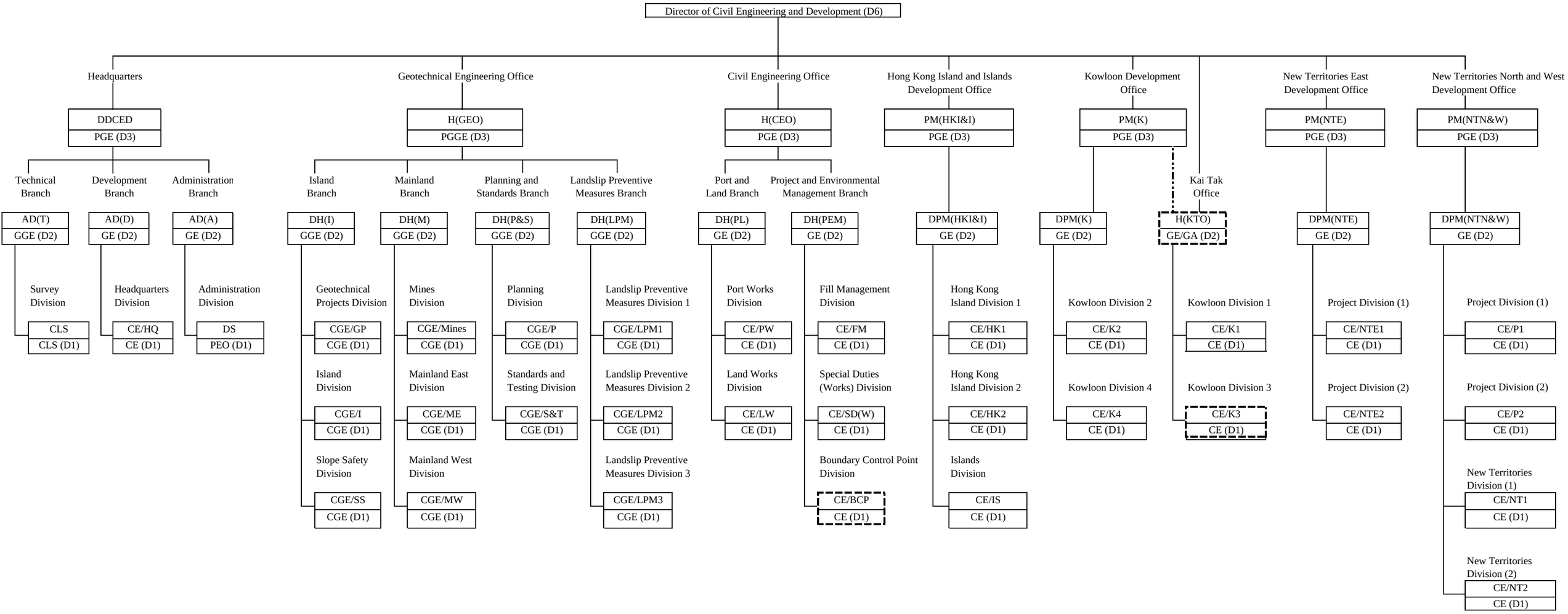
2. Chief Engineer/Port Works is responsible for overseeing the Increasing Land Supply Study, Cumulative Environmental Impact Assessment Study for the Three Potential Near-shore Reclamation Sites in the Western Waters of HK; planning and design of Beach Development at Lung Mei; planning, design and construction of improvement works to existing gazetted beaches, projects including Public Landing Steps at Lei Yue Mun Waterfront, Cycle Parking Area at Yung Shue Wan, Yung Shue Wan Development Phase 2, Public Landing Steps at Trio Beach, and sediment removal at Five Fish Culture Zones; and maintenance of public marine facilities including piers, seawalls, breakwaters, typhoon shelters and fairways.

3. Chief Engineer/Land Works is responsible for the planning, design and construction of New Territories (NT) Greening Master Plans covering 9 NT districts and the Islands District, site formation and infrastructure for Housing Department's housing development in Tuen Mun, Yuen Long, Tung Chung, as well as Food and Health Bureau's columbarium and crematorium facilities in Sandy Ridge and Wo Hop Shek. He/She also oversees the administration and management of CEDD Landscape Term Contract.

4. Chief Engineer/Fill Management is responsible for the strategic planning and management of construction and demolition materials, marine disposal for contaminated and uncontaminated sediments; design and operation of public fill reception facilities including two barging points and two fill banks, mud pits for contaminated sediments and construction waste sorting facilities; liaison with State Oceanic Administration for the cross-boundary disposal of inert construction, demolition materials and dredged sediments. He/She is also responsible for controlling the issuance of sand permits to meet the requirements of Ministry of Commerce and the Development Bureau and providing secretarial support to the Public Fill and Marine Fill Committees.

Enclosure 6

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