

**For discussion
on 30 April 2019**

Legislative Council Panel on Development

**Proposed Creation of One Supernumerary Government Engineer Post
and One Supernumerary Chief Engineer Post
in the Civil Engineering and Development Department**

PURPOSE

This paper serves to invite Members' views on the proposal to create two supernumerary posts of one Government Engineer (GE) (D2) and one Chief Engineer (CE) (D1) in the Civil Engineering and Development Department (CEDD) for a period of about nine years with immediate effect upon approval of the Finance Committee (FC) up to 31 March 2028 to lead and support the Kai Tak Office¹ (KTO) for the overall co-ordination and implementation of on-going and upcoming projects for the Kai Tak Development (KTD).

JUSTIFICATION

Kai Tak Development

2. KTD is a mega development project in the urban area, transforming the ex-airport site for the future growth of Hong Kong, and at the same time providing impetus for stimulating regeneration of the adjoining older districts. The Kai Tak Outline Zoning Plan (OZP) has been formulated to meet public aspirations for a distinguished, vibrant, attractive and people-oriented area fronting the Victoria Harbour, through the adopted planning theme of a heritage, green, sports and tourism hub.

¹ KTO was set up in 2010 in the then Kowloon Development Office of CEDD. In December 2017, CEDD underwent a reorganisation and since then KTO has been under the East Development Office (EDO).

3. In early 2009, a master development plan was drawn up for the phased implementation of KTD projects. On 13 February 2009 and 5 February 2010, the FC approved respectively the creation of one supernumerary CE post (designated as CE/Kowloon 3 (CE/K3)) and one supernumerary GE/Government Architect (GA) post (designated as Head (Kai Tak Office) (H(KTO))) both up to 31 March 2014. 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 co-ordinated and progressive manner, whilst taking into consideration their relative priorities and readiness to proceed.

4. On 6 December 2013, the FC approved the retention of the two supernumerary posts of H(KTO) and CE/K3 up to 31 March 2019. Upon reorganisation of CEDD in December 2017, the supernumerary post of CE/K3 was re-designated as CE/East 4 (CE/E4). The two supernumerary posts lapsed on 1 April 2019. CEDD has reviewed the operational needs of KTO and considers it necessary to have a GE post as H(KTO) and a CE post as CE/E4 to carry out the work on KTD.

5. In accordance with the master plan and through close liaison between KTO and all relevant bureaux / departments, KTD has witnessed substantial completion of the major infrastructure projects, planning studies, and urban design studies starting from 2013, and has delivered considerable major development sites for development use as broadly depicted in the ensuing paragraphs 6 to 8.

6. Major completed projects include the Kai Tak Cruise Terminal Building with its two berths, public housing development including Kai Ching Estate and Tak Long Estate, two primary schools namely S.K.H. Holy Cross Primary School and Po Leung Kuk Stanley Ho Sau Nan Primary School, government facilities including District Cooling System (DCS) (first and second phases), the Kai Tak Fire Station cum ambulance depot, the Trade and Industry Tower and the Hong Kong Children's Hospital, as well as the provision of supporting infrastructures, such as about 5.2 kilometres (km) of distributor roads (e.g. Shing Kai Road and Concorde Road (part of)), 2.2 km of local roads (e.g. Kai San Road), two elevated walkways, four pedestrian subways, five sewage pumping stations, to serve these developments. On environmental improvement projects, we have completed the reconstruction and upgrading of Kai Tak Nullah in meeting the prevailing flood protection standard and turning it into a green river corridor. We have also completed the Phase 1 improvement works at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter, including the dredging and bioremediation works, to address the odour issue. Moreover, a number of open space projects have been

completed for public enjoyment including Kai Tak Runway Park Phase 1, Kai Tak Cruise Terminal Park and Kwun Tong Promenade.

7. On planning fronts, KTO completed in 2016 a comprehensive planning review and associated technical assessment, contributing to optimise the development potential of sites in KTD against the continual pressing demand for housing and commercial land. As a result, residential gross floor area (GFA), flat production and commercial GFA in KTD have increased to about 2 900 000 square metres (m²), 49 900 units and 2 280 000 m² respectively. On urban design, the KTO has formulated guidelines to synchronise quality urban and landscape design and issued guidelines on creating branding and place making strategy for KTD.

8. On land supply, KTO has delivered in batches 21 residential, two commercial and one mixed uses sites in total, comprising a total residential and commercial GFA of about 1 540 000 m² and 330 000 m² respectively to cope with the development needs.

Workload in Coming Years

9. The implementation of KTD infrastructure projects being overseen by KTO will be in full swing from 2019-20 to 2027-28. KTO also coordinates with a number of bureaux / departments for the implementation of projects as broadly depicted in the ensuing paragraphs 10 to 12.

10. In coming years, there will be a significant number of strategic and challenging infrastructure projects coming progressively on board for active implementation. These include Trunk Road T2 and Cha Kwo Ling Tunnel (T2 project), of which the estimated total capital works expenditure is about \$16 billion. Other projects include GreenWay for share-use for both footway and cycle path (Phase 1 works and remaining works), Metro Park, etc. Surrounded by the existing developed areas, KTD is distinct from conventional new towns in its mission to closely integrate with the old neighbourhoods in the adjoining districts. KTO is taking forward the provision of 27 pedestrian links in KTD and closely liaising with the Urban Renewal Authority (URA) on its proposed development scheme at Kai Tak Road / Sa Po Road so as to enable direct connections to the adjacent districts and provide easy and convenient access to the parks and waterfront areas. For the Kai Tak Road / Sa Po Road development scheme, the anticipated completion is in 2030-31. KTO is also implementing the infrastructure works for the development at Kwun Tong Action Area (KTAA), which is tentatively scheduled for completion in 2029 (subject to funding availability for the public works). In addition, KTO will

study the feasibility of enhancing the pedestrian connectivity with the central area of Kwun Tong. Apart from delivering the necessary infrastructure works, KTO will continue to assume the pivotal role in co-ordinating the remaining projects implemented by different bureaux / departments².

11. To allow better integration and utilisation of the open space and waterfront promenades comparing to the conventional dedicated form of segregated cycle track, KTO is taking forward a share-use GreenWay (i.e. common space to serve as both footway and cycle path), which is a cycle track network of about 13 km long largely within the open space in KTD for leisure and recreational use. KTO will continue to co-ordinate and collaborate with various bureaux and departments to implement the GreenWay by phases largely according to the delivery programme of various open space, with its first phase of about 7.5 km long to be completed by 2023 and the remaining phase beyond 2025.

12. Apart from the management of design and construction services and resolution of interfaces amongst mega projects, KTO will continue with the Detailed Feasibility Study (DFS) for Environmentally Friendly Linkage System (EFLS) for Kowloon East, making reference to the latest development in the environmentally friendly transportation technology at home and abroad so as to ascertain its feasibility. If this EFLS project is to be implemented, it usually takes more than ten years.

13. Realising the vision of developing Kai Tak into ‘a distinguished, vibrant, attractive and people-oriented community by the Victoria Harbour’ requires satisfactory and timely completion of various studies and infrastructure projects. To this end, substantial high level input with strong engineering background must be timely available to meet these time-critical challenging tasks.

² The remaining projects include the relevant sections of Central Kowloon Route (CKR), Kai Tak Sports Park (KTSP), New Acute Hospital (NAH), Inland Revenue Tower, Agriculture, Fisheries and Conservation Department Animal Management and Animal Welfare Building Complex, a secondary school, and about 100 hectares (ha) of open space including Kai Tak Avenue Park, Kai Tak Station Square, Sung Wong Toi Park, Metro Park, Kai Tak Runway Park Phase 2 as well as the 11-km long waterfront promenade in KTD.

Need for Creation of the Supernumerary GE Post and CE Post for KTD

14. As explained above, lots of major infrastructure works are being implemented concurrently and in phases. Having regard to the level and scope of responsibilities and the professional input required, the CEDD carried out a comprehensive review of the operational needs of KTO, upon the lapse of the supernumerary GE / GA post and supernumerary CE post in KTO on 1 April 2019.

15. The review shows that KTD has been migrating over the years from planning phase to realisation phase. Looking ahead, the key challenges of KTD is to deliver the projects in a timely and co-ordinated matter. In fact, KTD 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. Taking cognisance of the key engineering challenges in delivering the strategic, time-critical and inter-related projects, we consider it necessary to create a GE post as H(KTO) with the suitable project management capability at the senior directorate level with strong engineering and construction contract administration background. The review also shows that a CE post of CE/E4 is required to provide directorate steer in the co-ordination and implementation of on-going and upcoming projects for KTD under a very tight and compressed timeframe. We propose creating the two posts for a period of about nine years with immediate effect upon approval of the FC up to 31 March 2028 to lead and support KTO for the overall co-ordination and implementation of on-going and upcoming projects for KTD.

16. With the design and construction activities of a number of KTD projects continuing to be at their peak level in the coming years, there is an acute need to resolve a vast amount of inter-bureaux and cross-departmental issues, meeting public aspirations and ensuring smooth project delivery. In this regard, we would need input from H(KTO) at the senior management level with a strong engineering background to provide –

- (a) centralised co-ordination for implementation of mega interfacing projects under construction in and around KTD under a tight programme, including CKR, Road D3 (Metro Park Section), T2 project, NAH, DCS, KTSP, and Metro Park, etc.;

- (b) close steering of the design development of KTD infrastructure works for public engagement / consultation, including feature bridges, parks and promenades, etc., with potential major impact on the KTD scheme;
- (c) enhanced integration of KTD with the adjacent districts through elevated landscaped walkways and footbridges, subways and at-grade crossings; and
- (d) realisation of the enhanced green features in KTD and quality urban and landscape design to achieve the planning vision of KTD.

17. As these major and complex projects in KTD have reached their advanced design and construction stages, H(KTO) needs to possess ample engineering and project management knowledge with substantive experience in the design and implementation of infrastructure and development projects. Given this change in job requirement as demonstrated by the chosen post holders in the past years³, there is a genuine need to continue to have a GE officer to take up the post of H(KTO) in the coming nine years. We therefore propose to create a supernumerary GE (D2) post to perform the duties of H(KTO) for about nine years with immediate effect upon approval of the FC up to 31 March 2028.

18. The supernumerary post of CE/E4 in KTO is proposed to head a division of KTO, which will be responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the design and construction supervision of infrastructures at the former north apron, planning and design of infrastructure works for the development at KTAA, resolving interfaces with URA's proposed development scheme at Kai Tak Road / Sa Po Road and co-ordination of associated land use and drainage works, studying the feasibility of enhancing the pedestrian connectivity with the central area of Kwun Tong, and overall co-ordination on the implementation of the GreenWay network together with the DFS for EFLS for Kowloon East. CE/E4 will also be responsible for the works-related district administration matters of the Kowloon City District, and co-ordinating on public relation matters for promoting the KTD. The workload arising from the above projects will remain at peak level in the

³ Since January 2012, the post of H(KTO) has all along been filled by Engineer grade staff.

coming years requiring the focused attention of a full-time dedicated directorate officer to ensure timely delivery.

19. At present, there are two permanent CE posts in KTO, namely CE/East 3 (CE/E3) and CE/East 5 (CE/E5). CE/E3 is fully engaged in the design and construction of infrastructure at former north and south apron areas as well as the T2 project. CE/E3 is also responsible for the works-related district administration matters of the Wong Tai Sin District. Moreover, CE/E5 is fully engaged in the overall planning and co-ordination of design matters for KTD including resolving project interfacing issues, implementation of urban design requirements, heritage matters, with the design and construction of infrastructure works at the former runway and south apron, as well as providing technical support for the Energizing Kowloon East initiative. In view of their heavy and increasing workload in the forthcoming years, CE/E3 and CE/E5 do not have any spare capacity to absorb the duties and responsibilities of CE/E4 without seriously compromising the operation of KTO and hence the development pace of KTD.

20. Indeed, KTD is mega-sized not only in terms of its public works spending which exceeds \$100 billion, but also in its complexity due to the different functional requirements and phased implementation of the facilities to be provided. The supernumerary posts of GE and CE are necessary in view of the high level engineering input required for directorate officers to engage the public and stakeholders and to enhance the details of works packages to meet public aspirations, as well as to help resolve the complex interface issues among the infrastructure and development projects. The creation of the two supernumerary 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.

21. The proposed job descriptions of the supernumerary GE post (H(KTO)) and CE post (CE/E4) proposed to be created are at **Enclosures 1 and 2**.

22. The proposed organisation chart of CEDD after the creation of the supernumerary GE (D2) post and the supernumerary CE (D1) post as detailed above is at **Enclosure 3**.

ALTERNATIVES CONSIDERED

23. We have critically examined the possible redeployment of other existing directorate officers within CEDD to take on the work of the proposed posts. However, as the other incumbents are already fully engaged in their respective work schedules in respect of a large number of on-going and new development projects, including the West Kowloon Cultural District Government Infrastructure Project; Tseung Kwan O – Lam Tin Tunnel; Cross Bay Link in Tseung Kwan O; Anderson Road Quarries Development; new development areas at Kwu Tung North, Fanling North and Yuen Long South; development of Lok Ma Chau Loop; Tung Chung New Town Extension; topside development at the Hong Kong boundary crossing facilities island of the Hong Kong-Zhuhai-Macao Bridge; reclamations outside Victoria Harbour; and Lantau development and conservation, etc., it is operationally not possible for them to take up the tasks without adversely affecting the discharge of their current duties. **Enclosure 4** shows the schedule of responsibility of all existing GE and CE posts in CEDD. In order to expedite KTD, there is a genuine and pressing need to create the two directorate posts to handle the increasing workload.

24. If the proposed supernumerary GE post and CE post are not created, the KTO will not have adequate resources at directorate level to cope with the operational demands for planning, co-ordination and implementation of projects in KTD.

FINANCIAL IMPLICATIONS

25. The proposed creation of the two supernumerary directorate posts will bring about an additional notional annual salary cost at mid-point of \$4,016,400 as follows –

Directorate Posts	Number of Posts	Notional Annual Salary Cost at Mid-point (\$)
GE (D2)	1	2,179,800
CE (D1)	1	1,836,600
Total	2	4,016,400

The additional full annual average staff cost, including salaries and staff on-cost, is about \$5,736,000.

26. We have earmarked sufficient funding provision to meet the cost of the proposal.

27. In addition to the above directorate staffing proposals, a number of nine non-directorate civil service posts including three Senior Engineer and six Engineer/Assistant Engineer posts in CEDD have been extended from 2019-20 to 2027-28 to help plan and implement major development and infrastructure projects and to provide support to departments in enforcing and adopting the different design guidelines at KTD. The additional notional annual salary cost at mid-point for these non-directorate posts is \$9,021,240 and the full annual average staff cost, including salaries and staff on-cost, is about \$14,425,000.

WAY FORWARD

28. Members are invited to consider the staffing proposal. Subject to Members' comments, we intend to submit the proposal to the Establishment Committee for consideration and to the FC for approval at the soonest opportunity.

Development Bureau
Civil Engineering and Development Department
April 2019

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

Rank : Government Engineer (D2)

Responsible to : Project Manager (East)

Overall Role and Objectives –

In charge of the Kai Tak Office, the Head (Kai Tak Office) is responsible to the Project Manager (East) for the effective implementation and co-ordination 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 co-ordinate key interface and programming issues arising from project implementation;
7. to oversee district administration matters for Kowloon City and Wong Tai Sin; and
8. to oversee the work of Chief Engineers under his/her purview.

**Proposed Job Description
Chief Engineer/East 4**

Rank : Chief Engineer (D1)

Responsible to : Head (Kai Tak Office)

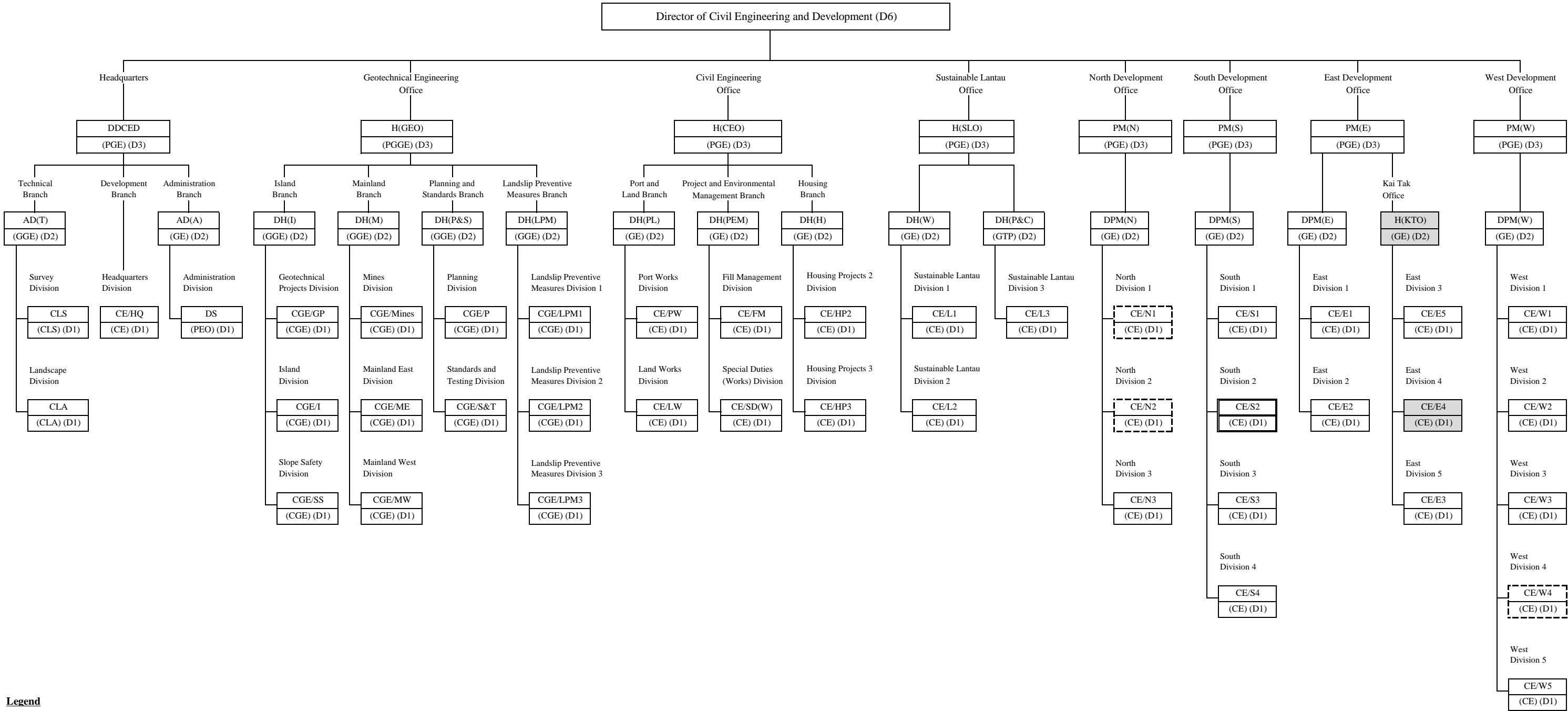
Overall Role and Objectives –

Chief Engineer/East 4 heads a division of the Kai Tak Office and is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the design and construction supervision of infrastructures at the former north apron, planning and design of infrastructure works for the development at Kwun Tong Action Area, resolving interfaces with Urban Renewal Authority's proposed development scheme at Kai Tak Road / Sa Po Road and co-ordination of associated land use and drainage works, studying the feasibility of enhancing the pedestrian connectivity with the central area of Kwun Tong, and overall co-ordination on the implementation of the GreenWay network together with the detailed feasibility study for Environmentally Friendly Linkage System for Kowloon East.

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, co-ordinate 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 Organisation Chart of Civil Engineering and Development Department



Legend

AD	Assistant Director	GE	Government Engineer
CE	Chief Engineer	GGE	Government Geotechnical Engineer
CGE	Chief Geotechnical Engineer	GTP	Government Town Planner
CLS	Chief Land Surveyor	H	Head of Office
CLA	Chief Landscape Architect	PEO	Principal Executive Officer
DDCED	Deputy Director of Civil Engineering and Development	PGE	Principal Government Engineer
DH	Deputy Head of Office	PGGE	Principal Government Geotechnical Engineer
DPM	Deputy Project Manager	PM	Project Manager
DS	Departmental Secretary		

Supernumerary posts proposed to be created up to 31 March 2028.

The staffing proposal for making permanent three Chief Engineer posts of CE/N1, CE/N2 and CE/W4 under EC(2018-19)30 was endorsed by Establishment Subcommittee on 3 April 2019 and will be submitted to Finance Committee for approval.

The staffing proposal for retention of a supernumerary Chief Engineer post of CE/S2 under EC(2018-19)29 was endorsed by Establishment Subcommittee on 22 March 2019 and will be submitted to Finance Committee for approval.

**Key portfolios of the other existing
Government Engineer and Chief Engineer posts in the
Civil Engineering and Development Department**

All the other existing Government Engineer and Chief Engineer posts in Civil Engineering and Development Department (CEDD) are fully engaged in their respective duties. It is operationally not possible for them to take up the additional tasks without adversely affecting the discharge of their current duties.

Civil Engineering Office

2. **Deputy Head (Port & Land)** is responsible for the overall administration and management of the Port and Land Branch of the Civil Engineering Office, comprising the Port Works Division, Land Works Division and Pier Improvement Unit.

3. **Deputy Head (Project & Environmental Management)** is responsible for the overall administration and management of the Project and Environmental Management Branch of the Civil Engineering Office, comprising the Fill Management Division, Special Duties (Works) Division and Universal Accessibility Projects Unit.

4. **Deputy Head (Housing)** is responsible for the overall administration and management of the Housing Branch of the Civil Engineering Office, comprising the Housing Projects 1 Unit, Housing Projects 2 Division and Housing Projects 3 Division.

5. **Chief Engineer/Special Duties (Works)** is responsible for the planning, design and construction of the Anderson Road Development, decontamination works for a site at Kennedy Town, and site formation and infrastructure works for housing sites at Pik Wan Road, Shek Pai Street, Hiu Ming Street, Yan Wing Street, Lin Cheung Road, Fung Tak Road, near Cheung Shan Estate and Tsing Yi Road West; and provision of technical support to Steering Committee on Implementation of Hong Kong Disneyland and Ocean Park Redevelopment Committee on further expansion of the theme parks; and co-ordination of maintenance issues in Penny's Bay Development Area.

6. **Chief Engineer/Port Works** is responsible for implementing the near-shore reclamation at Lung Kwu Tan, and re-planning of Tuen Mun West; planning and engineering studies for the near-shore reclamations at the seafront of Sai Kung Sewage Treatment Works; technical studies for climate change; development of a bathing beach at Lung Mei; feasibility study on Cheung Chau Ferry Pier improvement; maintenance of public marine facilities including piers, ferry

terminals, seawalls, breakwaters, typhoon shelters and fairways; implementation of smart pier initiatives and eco-shoreline project; and providing advisory services for marine works.

7. **Chief Engineer/Land Works** is responsible for the planning, design and construction of the site formation and infrastructure works for public housing developments in Tuen Mun Area 54; the site formation for development of the columbarium and crematorium facilities in Sandy Ridge; site formation for development of columbarium in Siu Ho Wan and Yuen Long; road improvement works for development of columbarium in Wo Hop Shek; construction of a subway to support columbarium development in Shek Mun; the footbridge widening and bus layby extension in the vicinity of MTR Fanling Station; and the New Territories (NT) Greening Master Plans covering nine NT Districts and the Islands District. He/She also oversees the administration and management of CEDD Landscape Term Contract.

8. **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; and liaison with the Mainland authorities for the cross-boundary disposal of inert construction and demolition materials and dredged sediments. He/She is also responsible for the overall management of the Dredging Works at Kwai Tsing Container Basin and its Approaching Channel; issuance of Sand Removal Permits and related issues, and providing secretarial support to the Public Fill Committee and Marine Fill Committee.

9. **Chief Engineer/Housing Projects 2** is responsible for conducting and implementing a number of studies, site formation and infrastructure projects to support housing developments at Hong Po Road, San Hing Road, Tin Wah Road, Long Bin, Tan Kwai Tsuen South Fresh Water Service Reservoir, Wang Chau Phase 1, Tuen Mun Central, near Chai Wan Swimming Pool and Mui Wo. He/She is also responsible for leading his/her team to consult Rural Committees, District Councils and local organisations/committees so as to foster close communication with stakeholders and ensure timely delivery of relevant infrastructure projects.

10. **Chief Engineer/Housing Projects 3** is responsible for conducting and implementing a number of studies, site formation and infrastructure projects to support public housing developments at Pok Fu Lam South, Wang Chau Remaining Phases at Yuen Long, Kowloon East, Pak Tin Extension and Chak On Road South at Sham Shui Po, Choi Shun Street at Sheung Shui, Cheung Man Road at Chai Wan and Ching Hong Road North at Tsing Yi. He/She is also responsible for leading his/her team to consult District Councils, Rural Committees and local organisations/committees so as to foster close communication with stakeholders and ensure timely delivery of the relevant site formation and infrastructure projects.

North Development Office

11. **Deputy Project Manager (North)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in the North, Sha Tin and Tai Po Districts.

12. **Chief Engineer/North 1** ^{Note 1} is responsible for the overall administration planning, design and construction supervision of works packages serving the Remaining Phase of the Kwu Tung North and Fanling North New Development Areas (KTN and FLN NDAs) and construction supervision of the Liantang/Heung Yuen Wai Boundary Control Point and associated works. He/She is also responsible for the works-related district administration matters of the North District.

13. **Chief Engineer/North 2** ^{Note 1} is responsible for the overall administration, feasibility and engineering studies, planning, design and construction supervision of the development projects in the NT North (NTN) and Sha Tin Districts, including the studies for the partial development of Fanling Golf Course and the NTN Development covering San Tin/Lok Ma Chau, the Kong Nga Po development, the Agricultural Park in Kwu Tung South, the widening of Tai Po Road (Sha Tin Section) and the provision of Trunk Road T4 in Sha Tin. Besides, he/she is responsible for the construction supervision of works packages serving the Remaining Phase of the KTN and FLN NDAs. He/She is also responsible for the works-related district administration matters of the Sha Tin District.

14. **Chief Engineer/North 3** is responsible for the overall administration, planning, design and construction supervision of works packages serving the First Phase and Remaining Phase of KTN and FLN NDAs, as well as the development projects in Tai Po District. He/She is also responsible for the works-related district administration matters of the Tai Po District.

East Development Office

15. **Deputy Project Manager (East)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in the Sai Kung District and east Kowloon.

16. **Chief Engineer/East 1** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the infrastructure works for the Sai Kung area and Tseung Kwan O (TKO) New Town, including the TKO-Lam Tin Tunnel, Cross Bay Link and infrastructure works for TKO Stage 1 Landfill Site. He/She is also responsible for the works-related district administration matters of the Sai Kung District.

17. **Chief Engineer/East 2** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the development of the Anderson Road Quarry site, the development of TKO Area 137 and Sai Kung Town improvement works. He/She is also responsible for the works-related district administration matters of the Kwun Tong District.

18. **Chief Engineer/East 3** is responsible for the overall administration, design and construction supervision of works packages in Kai Tak Development (KTD) with major focus on the infrastructure at former north and south apron including Trunk Road T2 and Cha Kwo Ling Tunnel, and the reconstruction and upgrading of Kai Tak Nullah. He/She is also responsible for the works-related district administration matters of the Wong Tai Sin District.

19. **Chief Engineer/East 5** is responsible for the overall administration, planning, design and construction supervision of works packages in KTD with major focus on the infrastructure at ex-runway, application of public creatives and urban design controls, further improvement works on water quality in addition to co-ordination of major interfacing projects, government buildings and open space in KTD.

South Development Office

20. **Deputy Project Manager (South)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in Hong Kong Island and west Kowloon, and liaison on projects in Hong Kong Island, Sham Shui Po and Yau Tsim Mong Districts.

21. **Chief Engineer/South 1** is responsible for the overall administration, planning, design and construction supervision of works packages in Kowloon, with major focus on the infrastructure and site formation works for ex-Cha Kwo Ling Kaolin Mine Site development, pedestrian linkage projects for Kwun Tong Town Centre redevelopment, and three footbridges at Sham Mong Road. He/She is also responsible for the works-related district administration matters of the Sham Shui Po District.

22. **Chief Engineer/South 2** ^{Note 2} is responsible for the overall administration, planning and implementation of works packages in West Kowloon, with major focus on design and construction of integrated basement and government infrastructure works for the West Kowloon Cultural District, in addition to co-ordination of major interfacing projects. He/She is also responsible for the works-related district administration matters of the Yau Tsim Mong District.

23. **Chief Engineer/South 3** is responsible for the overall administration, planning, design and construction supervision of works packages on Hong Kong Island, with major focus on the Central Reclamation Phase III, Wan Chai Development Phase II (WDII) Contract C3, construction of additional floors at

Central Piers Nos. 4, 5 and 6, reassembly of Queen's Pier, housing sites at Braemar Hill, boardwalk under the Island Eastern Corridor. He/She is also responsible for the works-related district administration matters of the Central & Western and Eastern Districts.

24. **Chief Engineer/South 4** is responsible for the overall administration, planning, design and construction supervision of works packages on Hong Kong Island, with major focus on WDII Contracts C1, C2 and C4 and the site formation at Ka Wai Man Road Phase 2. He/She is also responsible for overseeing interfacing issues among WDII, Central-Wan Chai Bypass and the Shatin to Central Link and the works-related district administration matters of the Wan Chai and Southern Districts.

West Development Office

25. **Deputy Project Manager (West)** is responsible for the effective implementation and co-ordination of planning, design, construction and interfacing issues relating to development projects mainly in the Yuen Long, Tuen Mun, Tsuen Wan and Kwai Tsing Districts, as well as the New Territories Cycle Track Network Project.

26. **Chief Engineer/West 1** is responsible for the overall administration, planning and supervision of the planning and engineering study for the housing sites at Yuen Long South, the feasibility study for the traffic improvement scheme for Kam Sheung Road and the preliminary technical review on potential sites in Yuen Long Areas 13 and 14 for housing development, as well as the overall administration, planning, design and construction supervision of the site formation and infrastructure projects for Yuen Long South and Kam Tin South Developments. He/She is also responsible for the works-related district administration matters of the Yuen Long District (excluding the San Tin/Lok Ma Chau areas).

27. **Chief Engineer/West 2** is responsible for the overall administration, planning and supervision of the technical study for the potential sites for relocation of wholesale markets and for other industrial uses in North West Tsing Yi, as well as the overall administration, planning, design and construction supervision of the New Territories Cycle Track Network projects. He/She is also responsible for the works-related district administration matters of the Tsuen Wan and Kwai Tsing Districts.

28. **Chief Engineer/West 3** is responsible for the overall administration, planning and supervision of the feasibility studies for the environmentally-friendly transport services in Hung Shui Kiu (HSK) NDA and adjacent areas, fostering a pedestrian and bicycle-friendly environment in HSK NDA and Yuen Long South Development, the study for river revitalisation and flood attenuation facilities for HSK NDA, the urban and green design study for the future town centre and the

district commercial node in HSK NDA, as well as the preliminary land use study for Lam Tei Quarry and the adjoining areas. He/She is also responsible for the works-related district administration matters of the Tuen Mun District.

29. **Chief Engineer/West 4** ^{Note 1} is responsible for the implementation of HSK NDA and the related brownfield matters, including the overall administration, planning, design and construction supervision of the Advance Works and Stage 1 Works of HSK NDA and the site formation and infrastructure projects for the industrial sites in Tuen Mun, HSK and Yuen Long areas, as well as the overall administration, planning and supervision of the feasibility studies for the multi-storey buildings for brownfield operations in HSK NDA and Yuen Long area, multi-storey complex for container storage and cargo handling in Tsing Yi and multi-storey heavy goods vehicle car park cum logistics building in Kwai Chung, and the study on land requirements for construction industry.

30. **Chief Engineer/West 5** is responsible for the overall administration, planning, design and construction supervision of the infrastructure and associated works under the Lok Ma Chau Loop development project. He/She is also responsible for the works-related district administration matters of the San Tin/Lok Ma Chau areas.

Sustainable Lantau Office

31. **Deputy Head (Works)** is responsible for the effective operation of the Sustainable Lantau Office in the implementation and co-ordination of development and conservation programmes, mostly those at the design and construction stages, to promote sustainable development of Lantau. He/She oversees the resource planning, contract administration and financial control for development projects, such as the Tung Chung New Town Extension and Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge, as well as the secretariat work for the subcommittees under the Lantau Development Advisory Committee (LanDAC).

32. **Chief Engineer/Lantau 1** is mainly responsible for carrying out studies, implementing the reclamation, site formation and infrastructure works for Tung Chung New Town Extension and Ma Wan Chung improvement works.

33. **Chief Engineer/Lantau 2** is mainly responsible for implementing the studies related to Artificial Islands in the Central Water, Sunny Bay reclamation, Siu Ho Wan reclamation and adjoining improvement works at Tai O, infrastructure works for public housing development at Tung Chung Area 54, and the Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge.

34. **Chief Engineer/Lantau 3** is responsible for formulation and taking forward conservation initiatives, implementing the proposals as identified under the study on recreation and tourism development strategy, short-term local

improvement works and quick-win projects, the mountain bike trail networks in south Lantau and improvement works in Mui Wo, overseeing strategic traffic and transport infrastructure development for sustainable development of Lantau, and providing the technical services and secretariat support to LanDAC and its subcommittees, and all public engagement events and activities.

CEDD Headquarters

35. **Assistant Director (Administration)** is responsible for the overall administration and management of the Administration Branch, comprising the Administration Division, Accounts and Supplies Division, Communications Unit and Training Unit, providing a range of administrative services for the management of CEDD as well as the professional and technical grades under the central authority of the Director of Civil Engineering and Development.

36. **Chief Engineer/Headquarters** is responsible for the overall administration and management of the Development Branch, comprising the Planning Unit and Town Planning Unit. He/She oversees the Department's commitment to land formation, land supply and road development; assists in formulating departmental strategies and co-ordinating inputs over planning related issues; oversees the Department's project delivery and expenditure under the Public Works Programme and Capital Works Reserve Fund (CWRF); and vets applications for funding under CWRF Block Votes, undertaking of projects, employment of consultants, entrustment of works and increase in consultancy fees.

Note 1: The staffing proposal for making permanent three Chief Engineer posts of CE/N1, CE/N2 and CE/W4 (EC(2018-19)30) was endorsed by Establishment Subcommittee on 3 April 2019 and will be submitted to Finance Committee for approval.

Note 2: The staffing proposal for retention of a supernumerary Chief Engineer post of CE/S2 (EC(2018-19)29) was endorsed by Establishment Subcommittee on 22 March 2019 and will be submitted to Finance Committee for approval.
