

## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

**Controlling officer:** the Director of Civil Engineering and Development will account for expenditure under this Head.

**Estimate 2020–21** ..... **\$3,248.7m**

**Establishment ceiling 2020–21** (notional annual mid-point salary value) representing an estimated 1 998 non-directorate posts as at 31 March 2020 rising by 52 posts to 2 050 posts as at 31 March 2021 ..... **\$1,268.0m**

In addition, there will be an estimated 68 directorate posts as at 31 March 2020 and as at 31 March 2021.

**Commitment balance**..... **\$535.7m**

### Controlling Officer’s Report

#### Programmes

<b>Programme (1) Tourism and Recreational Development</b>	This programme contributes to Policy Area 5: Travel and Tourism (Secretary for Commerce and Economic Development).
<b>Programme (2) Port and Marine Facilities</b>	This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Housing) and Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing).
<b>Programme (3) Provision of Land and Infrastructure</b>	This programme contributes to Policy Area 18: Recreation, Culture, Amenities and Entertainment Licensing (Secretary for Home Affairs), Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing) and Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development).
<b>Programme (4) Slope Safety and Geotechnical Standards</b>	This programme contributes to Policy Area 24: Water Supply, Drainage and Slope Safety (Secretary for Development).
<b>Programme (5) Greening and Technical Services</b>	This programme contributes to Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development).
<b>Programme (6) Supervision of Mining, Quarrying and Explosives</b>	This programme contributes to Policy Area 24: Water Supply, Drainage and Slope Safety (Secretary for Development).
<b>Programme (7) Management of Construction and Demolition Materials</b>	This programme contributes to Policy Area 23: Environmental Protection, Conservation, Power and Sustainable Development (Secretary for the Environment).
<b>Programme (8) Advice on Development Proposals</b>	This programme contributes to Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development).

#### Detail

##### Programme (1): Tourism and Recreational Development

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	<b>2020–21 (Estimate)</b>
Financial provision (\$m)	51.0	54.1	54.8 (+1.3%)	<b>58.5</b> (+6.8%)
				(or +8.1% on 2019–20 Original)

#### *Aim*

2 The aim is to plan, design and implement the supporting engineering works for the tourism and recreational developments in Lei Yue Mun, as well as to provide engineering input to the development plans of the Ocean Park and Hong Kong Disneyland Resort.

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### *Brief Description*

3 To strengthen the position of Hong Kong as a premier destination for visitors, the Department continued to provide engineering advice to Tourism Commission on the development plans of the Ocean Park and Hong Kong Disneyland Resort, as well as to co-ordinate and liaise with these two theme parks and relevant parties.

4 To capitalise on the strength of the Lei Yue Mun area, being one of the most popular tourist attractions in Hong Kong for its seaside ambience and excellent seafood, and to enhance its attractiveness, the Department continued with the planning and detailed design of a public landing facility and related marine works in Lei Yue Mun to facilitate visitors' access by sea.

5 The key performance measures relating to tourism and recreational development are:

#### *Indicators*

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
commitment balance of projects under planning, design and construction (\$m).....	1,751.6	1,802.2	<b>1,803.1</b>
expenditure on works under construction (\$m) .....	0	0	<b>0</b>

### *Matters Requiring Special Attention in 2020–21*

6 During 2020–21, the Department will:

- monitor and co-ordinate the development plans of the Ocean Park and Hong Kong Disneyland Resort; and
- continue the planning and design, and commence the construction of the proposed public landing facility and related marine works in Lei Yue Mun.

### **Programme (2): Port and Marine Facilities**

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	263.5	257.3	240.3 (–6.6%)	<b>264.6</b> (+10.1%)
				(or +2.8% on 2019–20 Original)

### *Aim*

7 The aim is to implement the port development programme; design, construct and maintain public marine facilities, including seawalls, mooring areas and piers; maintain adequate water depth in navigation channels in the harbour; and provide advice and services to other departments on matters relating to marine works.

### *Brief Description*

8 In 2019, the Department continued the planning, design and construction of various projects for improving port and marine facilities. The Department carried out the residual dredging works at the Kwai Tsing Container Basin and its approach channel.

9 The Department maintained 127 kilometres of seawalls, 323 piers including public piers as well as franchised and licensed ferry piers, all fairways, anchorage areas and major tidal river channels.

10 The Department continued to vet submissions for private marine facilities and to provide advice and services to other departments on matters relating to marine works.

11 The key performance measures relating to port and marine facilities are:

#### *Targets*

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
inspecting each pier (urban: twice a year; rural: once a year) (%).....	100	100	100	<b>100</b>
responding to enquiries on information about marine facilities within seven days (%).....	100	100	100	<b>100</b>

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### Indicators

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
expenditure on maintenance works and maintenance dredging (\$m) .....	120.6	89.3	78.7
submissions processed and advice provided .....	2 050	2 020	2 050
commitment balance of marine facilities and port projects under planning, design and construction (\$m) .....	158.7	208.0	224.9
expenditure on marine facilities and port construction works (\$m) .....	1.5	69.9	35.8

### Matters Requiring Special Attention in 2020–21

12 During 2020–21, the Department will continue to upgrade the marine facilities.

### Programme (3): Provision of Land and Infrastructure

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	664.9	776.9	789.0 (+1.6%)	872.6 (+10.6%)
				(or +12.3% on 2019–20 Original)

### Aim

13 The aim is to provide land and supporting infrastructure for development.

### Brief Description

14 The Department is responsible for planning, co-ordinating, programming and implementing provision of land and supporting infrastructure to accommodate various types of development for the public and private sectors to meet the needs of the community.

15 In 2019, the Department continued the reclamation works for the Tung Chung New Town Extension (TCNTE); the site formation and infrastructure works for development of Anderson Road Quarry site; the construction of the advance works for the Initial Sites of Kam Tin South; the construction of heliport of the Government Flying Service Kai Tak Division to tie in with the TCNTE implementation; the infrastructure works of Wan Chai Development Phase II project; the construction of footbridge across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street, Kwun Tong; and the construction of advance works of the Lok Ma Chau Loop development.

16 For the Kwu Tung North/Fanling North (KTN/FLN) New Development Area (NDA), the Department commenced the construction of the first phase development and the site formation and infrastructure works for development sites at Kong Nga Po. The Department also commenced the detailed design for the remaining phase of KTN/FLN NDA.

17 The Department continued the investigation and design of the site formation and infrastructure works for industrial sites in Tuen Mun, Hung Shui Kiu and Yuen Long. The Department continued the detailed design of various projects including the main works package 1 for the Lok Ma Chau Loop development, the development of ex-Cha Kwo Ling Kaolin Mine Site (Phase 2), the first phase development of Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA (previously known as Hung Shui Kiu NDA), Yuen Long South development – stage 1 works, and the site formation and infrastructure works for the TCNTE.

18 The Department commenced the urban and green design study for the future town centre and the district commercial node in HSK/HT NDA; the technical study on partial development of Fanling Golf Course site; and the study on phase 1 development of New Territories North – San Tin/Lok Ma Chau Development Node.

19 The Department completed the planning and engineering study on Yuen Long South. The Department continued the studies on re-planning of Tseung Kwan O Area 137 and the planning for phase 2 development at Yung Shue Wan. The Department also continued the preliminary land use study for Lam Tei Quarry and the adjoining areas; the study on river revitalisation and flood attenuation facilities for HSK/HT NDA; the feasibility studies on environmentally friendly transport services and fostering a pedestrian and bicycle-friendly environment in HSK/HT NDA and Yuen Long South development; the feasibility studies on proposed multi-storey buildings for brownfield operations; and the technical study on potential sites for relocation of wholesale markets in North West Tsing Yi. The Department continued the feasibility study on preliminary technical review on potential sites in Yuen Long Areas 13 and 14 for housing development.

20 The Department continued to co-ordinate the overall implementation of Kai Tak Development whilst pressing ahead with the staged design and construction of engineering infrastructure. The Department also continued the detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East.

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21 For the new boundary control point (BCP) at Liantang/Heung Yuen Wai (under construction by the Architectural Services Department), the Department has completed the connecting road (i.e. Heung Yuen Wai Highway) between the new BCP and Fanling Highway.

22 The Department also continued the pilot study on underground space development in selected strategic urban areas and the technical study on underground quarrying-cum-cavern development. The Department commenced the feasibility study for relocating the Public Works Central Laboratory in Kowloon Bay to caverns and the pilot planning and engineering study on development of selected strategic cavern areas.

23 The Department continued the construction of the new cycle track between Tuen Mun and Sheung Shui and the construction of the advance works for the cycle track between Tsuen Wan and Tuen Mun. The Department continued the investigation and design for the remaining cycle track section from Tuen Mun to Tsuen Wan as well as the Sam Mun Tsai cycle track extension.

24 The Department continued the detailed design and construction of site formation and infrastructure works for public housing development in Tuen Mun Area 54.

25 The Department continued to take forward the conservation and development initiatives and projects set out in the Sustainable Lantau Blueprint and Lantau Tomorrow Vision. For local improvement works, the Department continued the construction of phase 2 stage 1 improvement works at Tai O and completed the construction of phase 2 stage 1 improvement works at Mui Wo and the improvement and expansion of mountain bike trail network in Mui Wo and Chi Ma Wan. The Department commenced the detailed design of the mountain bike trails connecting Mui Wo and Pui O in south Lantau.

26 The Department commenced the feasibility study for the development of the sites at Diamond Hill upon relocation of service reservoirs.

27 The Department continued the site formation and infrastructure works for public housing development in Hong Kong, the feasibility studies, investigation and design for public housing development sites at Tseung Kwan O, Ka Wai Man Road in Kennedy Town (Phase 2), Kam Tin South, Pok Fu Lam South, Pik Wan Road in Yau Tong, Chung Nga Road West in Tai Po, Area 48 in Fanling, Long Bin, Wang Chau, Tan Kwai Tsuen in Yuen Long and Tuen Mun Central. The Department continued the construction of site formation and infrastructure works for public housing development including Queen's Hill in Fanling, Area 54 in Tung Chung, Area 9 in Tai Po, Chung Nga Road and Yan Wing Street in Yau Tong.

28 The Department commenced the design of the site formation and associated infrastructure works for development of columbarium at the western end of Sham Shui Kok Drive in Tsuen Wan and the investigation and design of road improvement at Wo Hop Shek Cemetery for columbarium development. The Department continued the design and construction of subway in support of columbarium development at Shek Mun. The Department continued the site formation and associated infrastructural works for development of columbarium at Sandy Ridge Cemetery, and continued the design of the site formation and associated infrastructural works for development of crematorium and related facilities at Sandy Ridge Cemetery.

29 The Department continued the design of the site formation and infrastructure works for the establishment of an agricultural park in Kwu Tung South.

30 The Department continued the feasibility study on North-South Link(s) as alternative to So Kwun Po (Kai Leng) Roundabout in North District and the investigation study on Trunk Road T4 in Sha Tin. The Department continued the feasibility study on proposed multi-storey heavy goods vehicles car park cum modern logistics building in Kwai Chung, and the feasibility study on proposed multi-storey complex for container storage and cargo handling in Tsing Yi.

31 The Department commenced the construction of Trunk Road T2 and Cha Kwo Ling Tunnel. The Department continued the construction of the Tseung Kwan O – Lam Tin Tunnel, Cross Bay Link, Tseung Kwan O and the widening of Tai Po Road (Sha Tin Section).

32 The Department is pursuing the staged implementation of public infrastructure works and integrated basement to support the West Kowloon Cultural District (WKCD) development.

33 The key performance measures relating to provision of land and infrastructure are:

### *Indicators*

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
area of land formed (hectares).....	9.5	24.9	<b>14.6</b>
road constructed/widened for development (m) .....	21 759	11 590	<b>8 790</b>
commitment balance of land formation and infrastructure			
projects under planning, design and construction (\$m).....	188,390.1	232,523.7	<b>229,093.6</b>
expenditure on construction for land formation and infrastructure (\$m).....	11,818.8	11,850.6	<b>11,991.2</b>
no. of land formation and infrastructure projects under planning, design and construction .....	187	191	<b>193</b>

### *Matters Requiring Special Attention in 2020–21*

34 During 2020–21, the Department will:

- continue to ensure that all land and infrastructure required to meet development targets are delivered on time and cost-effectively;
- commence the construction of the first phase development and conduct detailed design for the second phase development of the HSK/HT NDA;
- commence the construction of the main works package 1 for the Lok Ma Chau Loop development;
- commence technical assessment of brownfield sites as identified by the Planning Department to be suitable for public housing development but not covered by NDAs or other development projects;
- complete the feasibility study on preliminary technical review on potential sites in Yuen Long Areas 13 and 14 for housing development, the feasibility studies on proposed multi-storey buildings for brownfield operations and the technical study on potential sites for relocation of wholesale markets and other industrial uses in North West Tsing Yi;
- commence the planning and engineering study on Sunny Bay reclamation;
- commence the studies related to the artificial islands in the Central Waters and a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the Central Waters and Hong Kong Island;
- commence the study for a highway parallel to the North Lantau Highway;
- formulate Lantau trails and recreation plan and commence studies to take forward trails and recreation proposals by phases;
- commence the planning and engineering study for nearshore reclamation at Lung Kwu Tan and the study on re-planning of River Trade Terminal and the adjacent areas;
- set up the Lantau Conservation Fund to promote conservation together with the community and pursue local improvement works for Lantau;
- commence the construction of the Sam Mun Tsai cycle track extension;
- commence the site formation and infrastructure works for the Wang Chau public housing developments of Yuen Long Phase 1, Pok Fu Lam South and Pik Wan Road in Yau Tong;
- complete the detailed design for site formation and infrastructure works for public housing development at Ka Wai Man Road in Kennedy Town (Phase 2);
- commence the site formation and infrastructure works for the establishment of an agricultural park in Kwu Tung South (Phase 1);
- complete the feasibility study on North-South Link(s) as alternative to So Kwun Po (Kai Leng) Roundabout in North District and the investigation study on Trunk Road T4 in Sha Tin; and
- complete the feasibility study on proposed multi-storey heavy goods vehicles car park cum modern logistics building in Kwai Chung, and the feasibility study on proposed multi-storey complex for container storage and cargo handling in Tsing Yi.

### **Programme (4): Slope Safety and Geotechnical Standards**

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	<b>2020–21 (Estimate)</b>
Financial provision (\$m)	385.9	416.6	423.0 (+1.5%)	<b>443.0</b> (+4.7%)
				(or +6.3% on 2019–20 Original)

### *Aim*

35 The aim is to exercise geotechnical control on private and public developments, register slopes, implement the Landslip Prevention and Mitigation Programme (LPMitP), provide landslide emergency service, investigate serious landslides, set geotechnical standards, undertake public education and advise private slope owners on slope safety.

### *Brief Description*

36 The checking of geotechnical aspects of building and infrastructure developments continues to play a key role in reducing landslide risk. The Department has been providing specialised geotechnical input in the planning, investigation, design, construction and geotechnical risk management.

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37 The Department continued the LPMitP to upgrade substandard government man-made slopes, mitigate landslide hazard arising from natural hillside catchments, and conduct safety screening for private man-made slopes. Among the 165 man-made slopes upgraded under the LPMitP in 2019, 88 affected buildings, 34 affected major roads and public facilities, and 43 affected squatter structures. In 2019, 33 hillside catchments mitigated under the LPMitP primarily affected buildings and important transport corridors, among which five also affected squatter structures.

38 The Department continued to maintain an automatic raingauge network to support the operation of the Landslip Warning System. It also provided 24-hour landslide emergency service in collaboration with other departments to remove immediate landslide danger and to restore essential services to the community. Serious landslides would continue to be investigated with a view to improving the slope safety system.

39 The Department continued to promote slope maintenance as well as public awareness and response towards slope safety. Warning signs to remind the public of keeping clear from the sites of natural terrain hazard mitigation works were put in use. The Department continued to advise private slope owners on slope maintenance and improvement works. In addition, 20 guidance documents were produced on slope safety and other geotechnical topics, including reports on lessons learnt from landslides.

40 The key performance measures relating to slope safety and geotechnical standards are:

### *Target*

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
providing information about a slope within five days of an application (%).....	100	100	100	100

### *Indicators*

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
new slope features registered .....	437	440	450
slope features upgraded and landscaped .....	152	165	162
natural hillside catchments with mitigation measures implemented .....	33	33	34
safety screening studies of private man-made slopes completed.....	100	100	100
expenditure for landslip prevention and mitigation (\$m) .....	1,040.0	1,137.0	1,085.0
geotechnical submissions checked.....	18 939	19 850	19 000
active construction sites audited.....	3 337	3 161	3 200
guidance documents produced .....	20	20	19

### *Matters Requiring Special Attention in 2020–21*

41 During 2020–21, the Department will:

- ensure adequate geotechnical input to the planning, design and construction of man-made slopes, tunnels and landslide mitigation measures to natural hillsides, and to blasting works by professionally qualified geotechnical engineers and suitably experienced competent persons;
- continue to audit government and private sector projects involving tunnel/cavern works to ensure that the works are carried out to an adequate standard of geotechnical risk management;
- continue to assist government departments in prioritising slopes for engineer inspection and maintenance action;
- continue to enhance the appearance of slopes in conjunction with slope upgrading and landslide risk mitigation works under the LPMitP;
- continue to implement the LPMitP to deal with the landslide risk arising from substandard man-made slopes and vulnerable natural hillsides;
- continue to enhance geotechnical guidance on the design and quality control of slope upgrading and landslide risk mitigation works; and
- build community resilience and enhance government preparedness for landslide disasters, in view of the increasing risk arising from climate change, increasing population and slope deterioration.

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### Programme (5): Greening and Technical Services

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	<b>2020–21 (Estimate)</b>
Financial provision (\$m)	149.6	155.3	157.4 (+1.4%)	<b>163.4</b> (+3.8%)
				(or +5.2% on 2019–20 Original)

#### *Aim*

42 The aim is to develop greening master plans and implement other landscape measures to improve the environment of Hong Kong, provide ground investigation, construction materials testing, geological surveys and other geotechnical services, and manage Hong Kong's marine fill resources and mud disposal facilities.

#### *Brief Description*

43 The Department continued to develop the greening master plans for the Southwest and Northeast New Territories.

44 The Department operates contracts for ground investigation and laboratory testing. In 2019, the Public Works Laboratories (PWLs) continued to serve public works projects by undertaking some 600 000 tests on construction materials. The Department continued technical development on the use of sustainable construction materials (e.g. Ground Granulated Blastfurnace Slag) in civil engineering and geotechnical works in Hong Kong. The Department continued to provide geotechnical advisory services to government departments on a wide range of projects. The Civil Engineering Library, which contains a large collection of geotechnical data on Hong Kong, served about 8 000 users in 2019.

45 Through the Marine Fill Committee, the Department continued to co-ordinate the supply and demand of local marine fill resources to meet development needs, oversee the operation of marine disposal facilities for the disposal of contaminated and uncontaminated sediments, and formulate strategies to ensure the provision of adequate marine disposal capacity.

46 The key performance measures relating to greening and technical services are:

#### *Targets*

	Target	2018 (Actual)	2019 (Actual)	<b>2020 (Plan)</b>
providing assistance at the registration counter of the Civil Engineering Library within ten minutes (%) .....	100	100	100	<b>100</b>
providing information about geology and natural resources within 4.5 days upon request (%).....	100	100	100	<b>100</b>

#### *Indicators*

	2018 (Actual)	2019 (Actual)	<b>2020 (Estimate)</b>
no. of greening master plans under planning, design and implementation .....	8	8	<b>8</b>
expenditure on greening works implemented under greening master plans (\$m) .....	25.0	10.2	<b>2.8</b>
expenditure on term contracts for ground investigation and laboratory soil and rock testing (\$m).....	65.8	50.0	<b>50.0</b>
material tests conducted in the PWLs and in contract laboratories managed by the PWLs (thousand).....	643	614	<b>580</b>
geotechnical advisory cases handled in land-use planning and engineering feasibility studies .....	1 966	2 208	<b>2 200</b>
geotechnical advisory cases handled in detailed engineering studies and design.....	766	779	<b>780</b>
value of marine fill management investigations and studies (\$m) .....	2.9	2.7	<b>3.4</b>
marine fill management reports and major papers issued.....	9	9	<b>9</b>

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### *Matters Requiring Special Attention in 2020–21*

47 During 2020–21, the Department will continue to:

- develop the greening master plans for the Southwest and Northeast New Territories and commence the implementation of the recommended greening works; and
- provide reliable and efficient construction material testing and ground investigation services to public works projects.

### **Programme (6): Supervision of Mining, Quarrying and Explosives**

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	<b>2020–21 (Estimate)</b>
Financial provision (\$m)	77.8	81.6	83.0 (+1.7%)	<b>82.2</b> (–1.0%)
				(or +0.7% on 2019–20 Original)

### *Aim*

48 The aim is to supervise contracts for quarrying in Hong Kong, enforce the Mining Ordinance (Cap. 285), enforce the Dangerous Goods Ordinance (Cap. 295) in connection with the use of explosives, and safeguard the public from the misuse of explosives.

### *Brief Description*

49 The Department made satisfactory progress in respect of supervision of quarrying in 2019. The Department continued to supervise the rehabilitation contract for Lam Tei Quarry, issue permits under the Sand Ordinance (Cap. 147) for importation and transportation of sand, and regulate the use of site crushers on both public and private construction sites. Regular inspections of the quarry site were conducted to enforce safety regulations. The Department is also undertaking studies on potential new quarry sites in Hong Kong with a view to developing new quarries to dovetail with the closure of Lam Tei Quarry.

50 The Department also made satisfactory progress in respect of supervision of the use of explosives during the year. To protect the public from the misuse of explosives, the Department continued to maintain strict control over the storage, handling, transportation and use of explosives from manufacture or importation to use on construction sites.

51 The key performance measures relating to supervision of quarrying and explosives are:

### *Targets*

	Target	2018 (Actual)	2019 (Actual)	<b>2020 (Plan)</b>
issuing a Sand Removal Permit within two days of an application which has satisfied government requirements (%)...	100	100	100	<b>100</b>
issuing a Licence to Manufacture Explosives within two days of an application, where pre-licensing requirements have been satisfied (%).....	100	100	100	<b>100</b>
issuing a Permit to Remove Explosives within one day of an application (%).....	100	100	100	<b>100</b>
issuing a Licence to Store or Use Explosives within two days of an application, where pre-licensing requirements have been satisfied (%).....	95	100	100	<b>95</b>
issuing a Mine Blasting Certificate within one day of an applicant passing an examination (%) .....	100	100	100	<b>100</b>



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### Indicators

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
Sand Removal Permits issued .....	1 213	5 239	14 000
Quarrying			
quarrying and rock crushing contracts supervised .....	1	1	1
revenue from royalty and rental payments (\$m) .....	117.9	96.7	96.7
aggregates processed by contract quarries (million tonnes) .....	1.1	1.1	1.6
safety inspections of quarries conducted .....	12	12	12
Explosives and Blasting			
inspections of pre-licensed sites, magazines, manufacturing plants and stores conducted .....	415	401	390
licences and permits granted <sup>β</sup> .....	7 728	7 705	6 550
licences and permits renewed <sup>β</sup> .....	135	141	160
inspections of blasting sites conducted .....	679	565	520
no. of blasting activities .....	1 266	1 110	1 430
tonnes of explosives consumed .....	826	673	320
no. of deliveries of explosives .....	1 074	1 062	1 350
tonnes of explosives delivered from government explosives depots .....	58	71	140
warnings issued .....	1	0	1

<sup>β</sup> These include all licences and permits except Sand Removal Permits.

### Matters Requiring Special Attention in 2020–21

52 During 2020–21, the Department will continue to work with the Security Bureau and other departments in taking forward amendments to subsidiary legislation under the Dangerous Goods Ordinance in respect of the use of explosives. The Department will also continue with the feasibility studies of potential new quarry sites.

53 The main blasting projects in 2020–21 will be the Rehabilitation of Lam Tei Quarry contract – Extended Works, the Tseung Kwan O – Lam Tin Tunnel – Main Tunnel and Associated Works contract and the Central Kowloon Route – Central Tunnel contract. These projects will largely determine the demand for explosives and number of blasting related activities.

### Programme (7): Management of Construction and Demolition Materials

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	947.6	1,258.6	1,259.5 (+0.1%)	1,322.4 (+5.0%)
				(or +5.1% on 2019–20 Original)

### Aim

54 The aim is to ensure good management and beneficial reuse of inert construction and demolition materials (also known as public fill).

### Brief Description

55 In 2019, the Department, on behalf of the Public Fill Committee, continued to scrutinise submissions from proponents of public works projects with a view to reducing generation and maximising the reuse of public fill. The Department also provided proponents of public works projects with guidelines to formulate construction and demolition materials management plans at the early design stage.

56 The Department continued to maintain adequate outlets at strategic locations for surplus construction and demolition materials, including the fill banks and the construction waste sorting facilities at Tuen Mun Area 38 and Tseung Kwan O Area 137. A short-term barging facility at Mui Wo and a long-term barging point at Chai Wan were being operated. Inert hard construction and demolition materials were also recycled for use by works projects.

57 The Department continued to deliver part of the surplus public fill for beneficial reuse in the Mainland and to liaise with the Mainland authority to ensure smooth operation.

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58 The key performance measures relating to management of construction and demolition materials are:

### *Targets*

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
issuing dumping licences within three days (%).....	100	100	100	100
issuing dumping licences within half day for applications submitted in person (%) .....	100	100	100	100

### *Indicators*

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
public fill received at public fill reception facilities (million tonnes).....	12.3	11.2 <sup>^</sup>	12.2
public fill delivered to the Mainland for beneficial reuse (million tonnes) .....	10.0	7.7 <sup>^</sup>	2.0
public fill supplied to local projects for beneficial reuse (million tonnes) .....	2.2	12.7 <sup>^</sup>	17.5
public fill stockpiled at public fill reception facilities as at year end (million tonnes).....	18.4	9.2 <sup>^</sup>	1.9
recycling inert hard construction and demolition materials (million tonnes).....	0.12	0.30	0.90
submissions processed on behalf of the Public Fill Committee .....	139	137	140
no. of assignment of public fill outlets through trip ticket system .....	348	344	340

<sup>^</sup> Provisional actual subject to adjustment.

### *Matters Requiring Special Attention in 2020–21*

59 During 2020–21, the Department will continue to supply the surplus public fill to the reclamation works of the Three-Runway System project and the TCNTE project for beneficial reuse.

### **Programme (8): Advice on Development Proposals**

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	37.8	40.0	40.5 (+1.3%)	42.0 (+3.7%)
				(or +5.0% on 2019–20 Original)

### *Aim*

60 The aim is to advise on development proposals.

### *Brief Description*

61 The Department continued to advise government departments on the engineering aspects of development proposals, including private development proposals, for the purpose of improving the environment and the infrastructural support to such proposals.

62 The key performance measures relating to advice on development proposals are:

### *Indicators*

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
town plans and planning briefs on which advice and comments are given .....	114	92	95
public and private development proposals and planning applications examined .....	2 940	2 214	2 432

## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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	2018 (Actual)	2019 (Actual)	2020 (Estimate)
town plans, planning briefs, public and private development proposals and planning applications dealt with per post .....	72.7	54.9	60.2

### *Matters Requiring Special Attention in 2020–21*

**63** During 2020–21, the Department will continue to provide:

- timely response to requests from the Buildings Department, Lands Department and Planning Department for advice on lease conditions, Town Planning Board applications, master development plans and building plans. Measures will also be taken to ensure that due regard is given to environmental factors including conserving natural features, reducing impact of engineering works and enhancing quality of the landscape; and
- technical advice and support to the WKCD Authority on the phased implementation of WKCD development.

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### ANALYSIS OF FINANCIAL PROVISION

Programme	2018–19 (Actual) (\$m)	2019–20 (Original) (\$m)	2019–20 (Revised) (\$m)	2020–21 (Estimate) (\$m)
(1) Tourism and Recreational Development.....	51.0	54.1	54.8	58.5
(2) Port and Marine Facilities.....	263.5	257.3	240.3	264.6
(3) Provision of Land and Infrastructure.....	664.9	776.9	789.0	872.6
(4) Slope Safety and Geotechnical Standards.....	385.9	416.6	423.0	443.0
(5) Greening and Technical Services .....	149.6	155.3	157.4	163.4
(6) Supervision of Mining, Quarrying and Explosives.....	77.8	81.6	83.0	82.2
(7) Management of Construction and Demolition Materials.....	947.6	1,258.6	1,259.5	1,322.4
(8) Advice on Development Proposals.....	37.8	40.0	40.5	42.0
	2,578.1	3,040.4	3,047.5 (+0.2%)	3,248.7 (+6.6%)
				(or +6.9% on 2019–20 Original)

#### Analysis of Financial and Staffing Provision

##### Programme (1)

Provision for 2020–21 is \$3.7 million (6.8%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for filling of vacancies, salary increments, net increase of one post, and the increased cash flow requirement for other operating expenses.

##### Programme (2)

Provision for 2020–21 is \$24.3 million (10.1%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for filling of vacancies, salary increments, net increase of one post, and the increased cash flow requirement for other operating expenses and contract maintenance expenses.

##### Programme (3)

Provision for 2020–21 is \$83.6 million (10.6%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for filling of vacancies, salary increments, net increase of 47 posts, and the increased cash flow requirement for other operating expenses.

##### Programme (4)

Provision for 2020–21 is \$20.0 million (4.7%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for filling of vacancies, salary increments, net increase of two posts, and the increased cash flow requirement for other operating expenses and minor plant and equipment.

##### Programme (5)

Provision for 2020–21 is \$6.0 million (3.8%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for filling of vacancies and salary increments, net increase of one post, and the increased cash flow requirement for other operating expenses.

##### Programme (6)

Provision for 2020–21 is \$0.8 million (1.0%) lower than the revised estimate for 2019–20. This is mainly due to the reduced cash flow requirement for minor plant and equipment, partly offset by increased provision for filling of vacancies and salary increments.

## **Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT**

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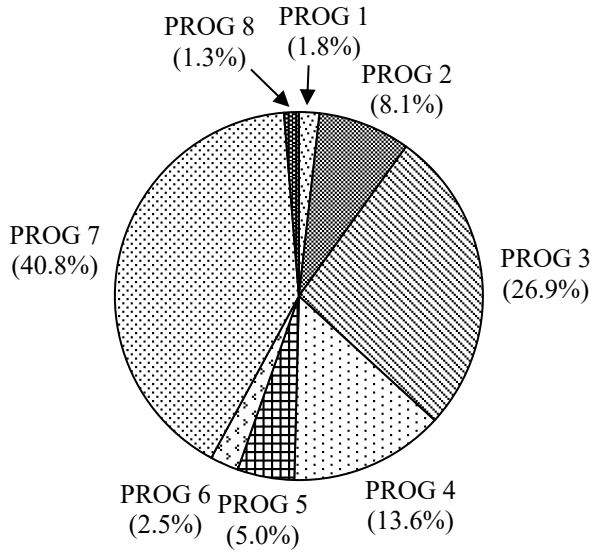
### **Programme (7)**

Provision for 2020–21 is \$62.9 million (5.0%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for handling surplus public fill.

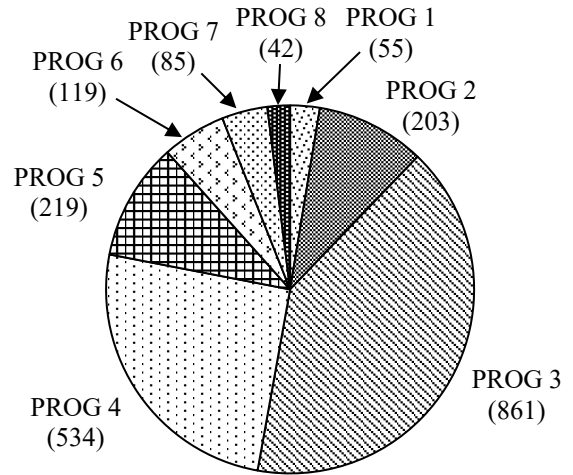
### **Programme (8)**

Provision for 2020–21 is \$1.5 million (3.7%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for filling of vacancies, salary increments, and the increased cash flow requirement for other operating expenses.

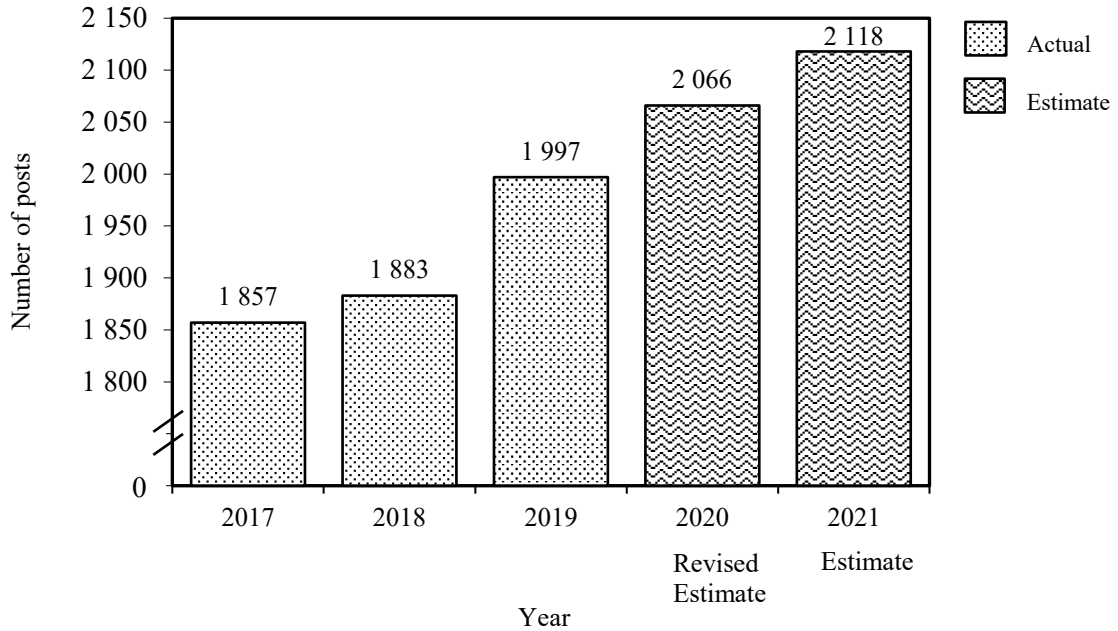
*Allocation of provision to programmes (2020-21)*



*Staff by programme (as at 31 March 2021)*



*Changes in the size of the establishment (as at 31 March)*



## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Sub-head (Code)	Actual expenditure 2018–19	Approved estimate 2019–20	Revised estimate 2019–20	Estimate 2020–21	
	\$'000	\$'000	\$'000	\$'000	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	2,577,540	3,030,052	3,040,305	<b>3,243,844</b>
	Total, Recurrent.....	<u>2,577,540</u>	<u>3,030,052</u>	<u>3,040,305</u>	<u><b>3,243,844</b></u>
Non-Recurrent					
700	General non-recurrent .....	11	35	65	<b>1,100</b>
	Total, Non-Recurrent.....	<u>11</u>	<u>35</u>	<u>65</u>	<u><b>1,100</b></u>
	Total, Operating Account .....	<u>2,577,551</u>	<u>3,030,087</u>	<u>3,040,370</u>	<u><b>3,244,944</b></u>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	—	4,560	420	<b>2,333</b>
661	Minor plant, vehicles and equipment (block vote).....	580	5,707	6,737	<b>1,400</b>
	Total, Plant, Equipment and Works.....	<u>580</u>	<u>10,267</u>	<u>7,157</u>	<u><b>3,733</b></u>
	Total, Capital Account.....	<u>580</u>	<u>10,267</u>	<u>7,157</u>	<u><b>3,733</b></u>
	Total Expenditure .....	<u><u>2,578,131</u></u>	<u><u>3,040,354</u></u>	<u><u>3,047,527</u></u>	<u><u><b>3,248,677</b></u></u>

## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

### Details of Expenditure by Subhead

The estimate of the amount required in 2020–21 for the salaries and expenses of the Civil Engineering and Development Department is \$3,248,677,000. This represents an increase of \$201,150,000 over the revised estimate for 2019–20 and \$670,546,000 over the actual expenditure in 2018–19.

#### *Operating Account*

##### Recurrent

**2** Provision of \$3,243,844,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Civil Engineering and Development Department.

**3** The establishment as at 31 March 2020 will be 2 066 posts including eight supernumerary posts. It is expected that there will be a net increase of 52 posts in 2020–21. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2020–21, but the notional annual mid-point salary value of all such posts must not exceed \$1,267,986,000.

**4** An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2018–19 (Actual) (\$'000)	2019–20 (Original) (\$'000)	2019–20 (Revised) (\$'000)	<b>2020–21 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	1,293,843	1,396,054	1,416,903	<b>1,510,161</b>
- Allowances .....	18,242	22,980	21,424	<b>23,100</b>
- Job-related allowances.....	893	949	911	<b>950</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	4,216	6,100	5,688	<b>6,447</b>
- Civil Service Provident Fund contribution .....	64,985	80,868	78,442	<b>99,393</b>
Departmental Expenses				
- Contract maintenance .....	1,004,028	1,287,467	1,272,292	<b>1,349,396</b>
- General departmental expenses .....	191,333	235,634	244,645	<b>254,397</b>
	2,577,540	3,030,052	3,040,305	<b>3,243,844</b>

#### *Capital Account*

##### Plant, Equipment and Works

**5** Provision of \$1,400,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$5,337,000 (79.2%) against the revised estimate for 2019–20. This is mainly due to the reduced requirement for replacement of minor plant and equipment.



## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2019	Revised estimated expenditure for 2019–20	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Operating Account</i></b>						
700		<i>General non-recurrent</i>				
	528	Provision of warning signs in squatter areas .....	5,000	3,904	65	1,031
	803	Lantau Conservation Fund <sup>δ</sup> .....	500,000 <sup>δ</sup>	—	—	500,000
			505,000	3,904	65	501,031
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
	802	Replacement of the hydrographic survey vessel "Port Works 5" .....	35,120	—	420	34,700
			35,120	—	420	34,700
		Total .....	540,120	3,904	485	535,731

<sup>δ</sup> This is a new item, funding for which is sought in the context of the Appropriation Bill 2020.