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17 December 2019

Clerk to Public Works Subcommittee
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road, Central
Hong Kong
(Attn: Ms Doris LO)

Dear Ms Lo,

Public Works Subcommittee
Follow-up Actions to Meeting on 20 November 2019

At the Public Works Subcommittee meeting on 20 November 2019, Members requested supplementary information in relation to the agenda item on “702CL – Kai Tak development – remaining infrastructure works for developments at the former runway and south apron”. The Government’s responses are at **Enclosure**.

Yours sincerely,

A handwritten signature in black ink, consisting of a stylized, cursive letter 'V' followed by a horizontal line.

(Victor F Y CHAN)
for Secretary for Development

C.C.

Project Manager (East), Civil Engineering and Development Department

Legislative Council Public Works Subcommittee

PWP Item No. 702CL

**Kai Tak development – remaining infrastructure works for
developments at the former runway and south apron**

Follow-up to meeting on 20 November 2019

At the meeting on 20 November 2019, the Public Works Subcommittee discussed the proposal in the Legislative Council (LegCo) Paper No. PWSC(2019-20)19. Members requested the Government to provide supplementary information for the proposal. Our reply is set out below:

A. At the request of Hon Tony TSE Wai-chuen, the Government shall provide the following supplementary information:

- (a) whether the environmental mitigation measures costing about \$2.8 million are for mitigating the environmental impacts during the construction stage; and**
- (b) whether the Government will have new ideas or considerations on the design of roadside railings having regard to the recent social movements?**

On item (a) above, the concerned cost is reserved for provisioning of temporary environmental mitigation measures during the construction of the proposed works items with a view to mitigating the short-term environmental impacts on the surrounding area. Such temporary measures mainly include the use of quieter equipment and moveable noise barriers or enclosures to minimise the construction noise impact, regular watering of works sites and provision of wheel-washing facilities to minimise dust generation, and the use of temporary drains to discharge surface runoff of sites. The contractor will be required to implement these environmental mitigation measures in accordance with the terms and conditions as set out in the contract.

On item (b) above, from traffic management perspective, pedestrian railings are designed to guide pedestrian flow for road safety purposes. In the planning of roadworks, relevant departments will consider the need for provision of pedestrian railings having regard to the site circumstances on a case-by-case basis. They will also review from time to time the design of pedestrian railings to suit the latest management and maintenance needs.

As for the roads involved in this funding application, the concerned pedestrian footways do not require provisioning of railings.

B. At the request of Hon Jeremy TAM Man-ho, the Government shall provide the following supplementary information:

- (a) why a multiplier of 1.6 is applied to the average Master Pay Scale (MPS) points for deriving the estimates for consultants' fees and resident site staff (RSS) cost (Enclosure 2 to the paper refers)?**
- (b) why the estimated RSS costs are not included in other breakdown items such as contingencies?**
- (c) given that the consultants' fees for contract administration are also broken down to the costs for professional and technical staff, why a multiplier of 1.6 is not applied in estimating the fees? and**
- (d) the meaning of the symbol “#” next to the estimate figures in the enclosure.**

Our response to questions (a) to (d) above is as follows:

(a) Estimate of RSS cost

The RSS cost is dependent on the qualifications and employment terms of the RSS to be employed by the consultants. As RSS has not yet been employed by the concerned project consultant, the Government adopts in the funding application an established mechanism to estimate the RSS cost. According to the established mechanism, the RSS

salaries are estimated by making reference to the grade and average MPS points of relevant professional and technical staff in the Government, as well as the number of RSS and employment duration required having regard to the scale and nature of similar works project. The estimated RSS salaries are then multiplied by the relevant factor (currently at a value of 1.6) to reflect the fringe benefits for RSS (such as contract gratuities, housing allowance, education allowance and medical insurance) and estimated cost for supporting staff (such as clerical and administrative staff).

(b) Estimate of contingencies

It is the Government's established practice to set out in the funding application submission to LegCo Finance Committee the total cost of the project and the breakdown cost of major items including RSS cost and contingencies for members' reference.

As regards the contingencies, it is one of the breakdown cost items listed in the LegCo paper, which is reserved for possible expenditure arising from circumstances taken place during construction that are unforeseeable at the time of preparing the funding application documents (for example for conducting addition works to address local concerns, and inclement weather conditions during the construction stage). In general, contingencies account for about 10% of the estimated project cost.

(c) Consultants' fees for contract administration

We engaged consultants through competitive tendering to provide design and construction contract administration services for the proposed works. The scope of construction stage contract administration services provided by the consultants include management of works contract, monitoring of works progress, control of works expenditure, and provision of professional and technical advice on contractors' designs and proposals, etc.

The consultants' fees for contract administration (i.e. Item (a) in Enclosure 2 to the paper) are estimated in accordance with the consultancy agreement relating to the project, and the actual fees to be incurred at the construction stage will be settled by instalment

according to the terms and conditions stipulated in the consultancy agreements and the works progress.

(d) Meaning of the symbol “#” next to the estimate figures

All estimated cost figures of the breakdown items shown in Enclosure 2 of the paper are presented in constant prices (i.e. September 2018 prices). Of them, three (i.e. Item (a) on consultants’ fees for contract administration, Item (b)(i) on consultants’ fees for management of RSS, and Item (b)(ii) on remuneration of RSS) are presented in money-of-the-day prices in paragraph 8 of the paper. As these three breakdown items appear in both paragraph 8 and Enclosure 2 of the paper but in different price levels, we tag the concerned cost figures with a “#” in Enclosure 2, supplemented by a remark to explain the difference for LegCo members’ reference.

Development Bureau
December 2019