## ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

#### HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT

Civil Engineering – Land Development 760CL – Development of Lok Ma Chau Loop – Main Works Package 1

#### HEAD 703 – BUILDINGS

Public Safety – Fire services 178BF – Fire Station and Ambulance Depot with Departmental Accommodations in Lok Ma Chau Loop

> Members are invited to recommend to the Finance Committee–

- (a) the upgrading of part of 760CL as 856CL, entitled "Development of Lok Ma Chau Loop – Main Works Package 1 – site formation and infrastructure works" to Category A at an estimated cost of \$13,217.3 million in moneyof-the-day (MOD) prices;
- (b) the upgrading of **178BF** to Category A at an estimated cost of \$1,130.0 million in MOD prices; and
- (c) the retention of the remainder of **760CL** in Category B.

### PROBLEM

There is a pressing need to carry out site formation and infrastructure works and to build the Fire Station and Ambulance Depot with Departmental Accommodations in the Lok Ma Chau Loop to dovetail and support the phased implementation of the Hong Kong-Shenzhen Innovation and Technology Park (the Park).

### PROPOSAL

2. The Director of Civil Engineering and Development, with the support of the Secretary for Development and Secretary for Innovation and Technology, proposes to upgrade part of **760CL** to Category A at an estimated cost of \$13,217.3 million in MOD prices for carrying out the site formation and infrastructure works under Main Works Package 1 (MWP1) for the development of Lok Ma Chau Loop (the Loop).

3. The Director of Architectural Services, with the support of the Secretary for Innovation and Technology, proposes to upgrade **178BF** to Category A at an estimated cost of \$1,130.0 million in MOD prices for the construction of a Fire Station and Ambulance Depot with Departmental Accommodations in the Loop.

#### **BACKGROUND INFORMATION**

4. Located in the Loop<sup>1</sup>, the Park occupies 87 hectares (ha) of land. According to the "Memorandum of Understanding on Jointly Developing the Lok Ma Chau Loop" signed by the Government of the Hong Kong Special Administrative Region (the HKSAR) and the Shenzhen Municipal People's

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<sup>&</sup>lt;sup>1</sup> In accordance with Order No. 221 of the State Council of the People's Republic of China promulgated on 1 July 1997, after the training of the Shenzhen River, the boundary will follow the new centre line of the river. The Loop has since been included within the administrative boundary of the HKSAR.

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Government in January 2017, the HKSAR Government is responsible for the construction of the infrastructure within the Loop (including site formation and infrastructural facilities) and the provision of supporting infrastructural facilities outside the Loop which are necessary for the development of the Loop and its surrounding areas. The Hong Kong-Shenzhen Innovation and Technology Park Limited (HSITPL)<sup>2</sup>, a wholly-owned subsidiary company set up by the Hong Kong Science and Technology Parks Corporation (HKSTPC), is vested with the responsibility to build the superstructure of the Park, as well as to operate, maintain and manage the same.

### JUSTIFICATION

5. The Government has been driving the development of innovation and technology (I&T), with a view to injecting new impetus into the economy, improving people's quality of life, and creating quality jobs for young people. Our work focuses on eight major areas<sup>3</sup>, one of which is the provision of technological research infrastructure. At present, the Hong Kong Science Park (HKSP) and Cyberport are the two major platforms for technology companies in Hong Kong. HKSP covers 22 ha and has a gross floor area (GFA) of around 400 000 square metres (m<sup>2</sup>), and currently holds over 800 technology companies and start-ups. Cyberport, which covers 24 ha and a GFA of 119 000 m<sup>2</sup>, holds some 700 companies and start-ups.

6. The Park will provide a maximum GFA of 1.2 million m<sup>2</sup>, which will be approximately three times that of the Science Park, and will be Hong Kong's largest-ever I&T platform. The vision of the Park is to become the world's knowledge hub and I&T centre, converging enterprises, research and development (R&D) institutions and higher education institutions from local, Mainland and overseas, which can connect upstream and midstream research to downstream market, further enhancing the collaboration among the industry, academic and /research .....

<sup>&</sup>lt;sup>2</sup> HSITPL was incorporated on 6 October 2017.

<sup>&</sup>lt;sup>3</sup> Namely, (1) increasing resources for R&D; (2) pooling technology talent; (3) providing investment funding; (4) providing technological research infrastructure; (5) reviewing existing legislations and regulations; (6) opening up government data; (7) leading changes to procurement arrangements; and (8) strengthening popular science education.

research sectors. High value-added processes including R&D, prototyping, product design and testing can be performed within the Park. With the geographical advantage of the Park, enterprises therein can leverage on the strong production facilities in Shenzhen and the Greater Bay Area for mass production and tap into the huge Mainland market.

7. The Park will be developed in two phases. The first phase involves the development of the western part of the Loop. To support the development of the Park, we propose to carry out site formation and infrastructure works under MWP1. Details of the proposed works and detailed justification are at **Enclosure 1**.

8. The Fire Services Department has also assessed the fire risk and concluded that the Park would be classified as Category A under fire risk category system. A 10-bay divisional fire station and ambulance depot with associated departmental accommodations is required to ensure adequate coverage of fire and ambulance services in the Loop. Details of the works and detailed justification are at **Enclosure 2**.

#### FINANCIAL IMPLICATIONS

9. We estimate that the total costs in MOD prices of the proposed works are as follows –

(a)	part of <b>760CL</b> – Development of Lok Ma Chau Loop – Main Works Package 1 – site formation and infrastructure works		\$ million (in MOD prices) 13,217.3
(b)	<b>178BF</b> – Fire Station and Ambulance Depot with Departmental Accommodations in Lok Ma Chau Loop		1,130.0
		Total	14,347.3
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### PUBLIC CONSULTATION

10. We consulted the San Tin Rural Committee (STRC) and the Sheung Shui District Rural Committee (SSDRC) on 27 April and 29 May 2020 respectively. Both rural committees expressed their support. We also consulted the North District Council (NDC) and the Yuen Long District Council (YLDC) on 20 and 27 October 2020 respectively. NDC raised no objection to the Loop development and the proposed works. Expressing support for the Loop development, some members of NDC envisaged that it would create new jobs in the district, especially in the R&D and related fields. Others suggested that the Government should address the need for supporting facilities properly. YLDC, on the other hand, did not support the Loop development. Some members were concerned about the attractiveness and benefits of the Park and the impact to the traffic and environment of the nearby areas.

11. We consulted the Legislative Council Panel on Commerce and Industry on 17 November 2020. Members supported in principle the submission of the funding proposals to the Public Works Subcommittee for consideration.

#### WAY FORWARD

12. Apart from the above public works, major facilities within the Park infrastructure (such as common utility enclosures, district cooling system, automatic refuse collection system and landscape area) and the first eight buildings of the park will entail an estimated cost of \$17,258 million in MOD prices. In addition, the HSITPL will only begin to have rental revenue from 2025/2026, the operation cost of HSITPL from 2021/2022 to 2026/2027, which is estimated to be \$877 million, will need to be provided for. A total amount of funding of \$18,135 million will be included in the Finance Committee (FC) agenda item alongside the above public works.

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13. Subject to Members' comments, we plan to seek funding approval from the FC soon after, so that the proposed works can commence as soon as possible.

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Development Bureau Innovation and Technology Bureau December 2020

#### 760CL - Development of Lok Ma Chau Loop – Main Works Package 1

#### PROJECT SCOPE AND NATURE

The part of 760CL which we propose to upgrade to Category A comprises -

- (a) site formation (about 80 hectares (ha)), including the construction of associated retaining walls and slope works;
- (b) construction of about 3 000 metres (m) long carriageway and associated footpaths and cycle tracks, and a public transport interchange within the Loop;
- (c) construction of about 1 300 m long Western Connection Road (WCR), through widening of existing Ha Wan Tsuen East Road and a section of existing Lok Ma Chau Road and construction of associated footpaths and cycle tracks, and about 60 m long viaduct over the old Shenzhen River meander;
- (d) construction of a Direct Road Link<sup>1</sup> (DRL) connecting MTR Lok Ma Chau Station to Ha Wan Tsuen East Road, including a viaduct of about 720 m long, a double-deck footbridge of about 90 m long, an elevated public transport interchange, and the associated modification works for connecting to MTR Lok Ma Chau Station;
- (e) construction of slip roads connecting Lok Ma Chau Road and Fanling Highway / San Tin Highway and a cycle track cum footbridge of about 300 m long connecting Lok Ma Chau Road and Castle Peak Road -Chau Tau, and implementation of associated junction/road improvement works;

<sup>&</sup>lt;sup>1</sup> Environmentally friendly shuttle buses are proposed to be used on the Direct Road Link.

- (f) provision of other infrastructures, including a tertiary sewage treatment works<sup>2</sup> and sewerage system, a fresh water service reservoir <sup>3</sup> and water supply system, drainage system, and other associated works;
- (g) construction of about 4 ha riverside promenade and about 3 ha open space (reedbed), and landscaping works; and
- (h) implementation of environmental mitigation measures, including about 18 ha offsite wetland compensation and about 1.3 ha offsite woodland compensation, noise mitigation measures and an environmental monitoring and audit (EM&A) programme for the works mentioned in paragraphs (a) to (g) above.

2. The layout plans and artistic impressions of the proposed works are shown in **Annexes 1 to 7 to Enclosure 1**.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee (FC) for expected completion in phases in around six years. To achieve this programme, the Civil Engineering and Development Department plans to invite tenders in parallel to enable early commencement of the proposed works, but the contracts will only be awarded upon FC's funding approval.

4. The part of **760CL** to be approved to Category A in this paper covers the majority of site formation and infrastructure works for the development of the Hong Kong-Shenzhen Innovation and Technology Park (the Park). The remainder of **760CL** to be retained in Category B mainly deals with the sediment treatment works at a section of Shenzhen River.

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<sup>&</sup>lt;sup>2</sup> The maximum treatment capacity of the sewage treatment works is about 10 000 cubic metres (m<sup>3</sup>) per day, with provision for further enhancement of the capacity to 18 000 m<sup>3</sup> per day in the future.

<sup>&</sup>lt;sup>3</sup> The capacity of fresh water service reservoir is about 18 000 m<sup>3</sup>.

### JUSTIFICATION

5. The Park will be developed in two phases. The site formation and infrastructure for the Loop development will be delivered through different works packages, with initially the Advance Works<sup>4</sup> approved by FC in May 2018 and part of the Main Works Package 1 (MWP1 (part)) in this funding application afterwards. The Advance Works being undertaken by the Government are to pave way for subsequent construction works for the Loop development and to enable provision of the first batch of land parcels by 2021 for development of buildings and associated facilities for Phase 1 of the Park, construction of the western electricity substation by CLP Power Hong Kong Limited as well as construction of the fire station and ambulance depot.

6. To support the development of the Park, it is necessary to provide formed land and associated infrastructures in the Loop including roadworks, drainage, sewerage and water supply systems and the associated facilities, and improve the infrastructures in the vicinity, including the provision of WCR, DRL and other junction/road improvement works and modification works listed in paragraph 1 above. As the Loop and its adjacent areas currently are not served by the public sewerage system, it is necessary to construct a new sewage treatment works with tertiary treatment level to meet the standards of effluent discharge to Deep Bay. Regarding waterworks, the existing water supply system is not sufficient to accommodate the need of the Loop development. Provision of a new water supply system including a fresh water service reservoir and the associated water mains is required.

#### FINANCIAL IMPLICATIONS

7. We estimate the cost of construction under part of the **760CL** (MWP1 (part)) to be \$13,217.3 million in money-of-the-day (MOD) prices, broken down as follows –

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<sup>&</sup>lt;sup>4</sup> "Advance Works" means the PWP Item No. 748CL – Development of Lok Ma Chau Loop – land decontamination and advance engineering works.

			<pre>\$ million (in MOD prices)</pre>
(a)	Site formation (including retaining structures and slope works)		3,726.4
(b)	Roadworks		2,307.3
	(i) Internal roads (including public transport interchange)	561.6	
	(ii) WCR (including viaduct over old Shenzhen River meander)	321.8	
	(iii) DRL and associated connection and modification works	951.9	
	<ul> <li>(iv) Slip roads to Fanling Highway</li> <li>/San Tin Highway and other junction/road improvement works</li> </ul>	472.0	
(c)	Other infrastructural facilities		4,494.6
	(i) Tertiary sewage treatment works and sewerage system	2,794.8	
	(ii) Drainage system (including box culverts)	700.9	
	(iii) Fresh water service reservoir and water supply system	380.4	
	(iv) Riverside promenade	338.0	
	(v) Open space (reedbed), landscaping works and other associated works	280.5	
(d)	Environmental mitigation measures and EM&A programme		303.8
(e)	Consultants' fees		114.7
	(i) Contract administration	45.0	
	(ii) Management of resident site staff (RSS)	37.4	
	(iii) EM&A programme	32.3	
(f)	Remuneration of RSS		1,069.1
(g)	Contingencies		1,201.4
	Total		13,217.3

8. We propose to engage consultants to undertake contract administration and site supervision for the MWP1 (part). A detailed breakdown of the estimates for the consultants' fees and RSS costs by man-months is at **Annex 8** to Enclosure 1.

Year	\$million (MOD)
2021 - 22	104.0
2022 - 23	1,773.5
2023 - 24	2,676.1
2024 - 25	3,111.6
2025 - 26	2,044.9
2026 - 27	1,415.9
2027 - 28	981.7
2028 - 29	559.3
2029 - 30	338.6
2030 - 31	211.7
	13,217.3

9. Subject to funding approval, we plan to phase the expenditure as follows –

10. We have derived the MOD estimates on the basis of the Government's latest forecast of the trend rate of change in the prices of public sector building and construction output from 2021 to 2031. Subject to funding approval, we will deliver the MWP1 (part) under contracts using the New Engineering Contract<sup>5</sup> form with provision for price adjustments.

11. We estimate the annual recurrent expenditure arising from the MWP1 (part) to be about \$106.7 million.

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<sup>&</sup>lt;sup>5</sup> New Engineering Contract is a suite of contracts developed by the Institution of Civil Engineers, United Kingdom. It is a contract form that emphasizes cooperation, mutual trust and collaborative risk management between contracting parties.

### **PUBLIC CONSULTATION**

12. We consulted the Legislative Council Panel on Commerce and Industry, Panel on Development and Panel on Information Technology and Broadcasting on 6 March 2017 on the development plan of the Park. Members supported the development of the Park.

13. We also consulted San Tin Rural Committee (STRC) on 26 May 2017, Yuen Long District Council (YLDC) on 27 June 2017, Sheung Shui District Rural Committee (SSDRC) on 13 July 2017 and North District Council (NDC) on 27 July 2017 about the Loop development and sought their views on the draft Lok Ma Chau Loop Outline Zoning Plan. STRC, SSDRC, YLDC and NDC had no objection to the proposed Loop development. The draft Lok Ma Chau Loop Outline Zoning Plan was approved by the Chief Executive in Council on 30 January 2018.

14. After the consultation with SSDRC on 2 May 2019, STRC on 9 May 2019, Town Planning and Development Committee of YLDC on 15 May 2019 and District Minor Works and Environmental Improvement Committee of NDC on 20 May 2019, the proposed road works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) and sewerage works under Cap. 370 as applied by the Water Pollution Control (Sewerage) Regulation (Cap. 358AL) for the MWP1 (part) were gazetted in June 2019. No objection was received against the proposed sewerage works and a total of 24 objections were received against the proposed road works during the statutory objection period. These objections were mainly related to construction impacts arising from the proposed road works, design of the proposed road works, and compensation and rehousing arrangement for affected villagers. In the end, a total of 20 objections remained unresolved. We submitted the road works together with the unresolved objections to Chief Executive in Council (CE in C) for consideration. The CE in C authorised the proposed road works in June 2020 with modification<sup>6</sup>. The notice of authorization of the proposed road works and sewerage works were gazetted in July 2020.

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<sup>&</sup>lt;sup>6</sup> The modification involves the reduction of about 85  $m^2$  of the works area on government land.

15. For subsequent public consultation conducted for the proposed project in this enclosure, please see paragraphs 10 and 11 of the main paper.

16. We consulted the Advisory Committee on the Appearance of Bridges and Associated Structures<sup>7</sup> (ACABAS) on the proposed aesthetic design of the major highway structures of MWP1 (part). The ACABAS accepted in principle on the aesthetic design and made some suggestions. We will refine the aesthetic design of the related structures and continue to consult ACABAS. We also consulted the Vetting Committee on Aesthetic Design of Drainage Services Buildings (VCAB) on the proposed aesthetic design of the sewage treatment works at the Loop. The VCAB accepted the proposed aesthetic design in April 2020.

### **ENVIRONMENTAL IMPLICATIONS**

17. The development of the Loop is a Designated Project (DP) under the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). In October 2013, the EIA report for the Loop development was approved by the Director of Environmental Protection pursuant to the EIA Ordinance. An Environmental Permit (EP) for construction and operation of the Loop development was issued in November 2013.

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<sup>&</sup>lt;sup>7</sup> The Advisory Committee on the Appearance of Bridges and Associated Structures, comprising representatives of the Hong Kong Institute of Architects, the Hong Kong Institution of Engineers, the Hong Kong Institute of Planners, the Architectural Services Department, the Highways Department, the Housing Department, the Civil Engineering and Development Department, and architectural or relevant faculties from local institutions, is responsible for vetting the design of bridges and other structures associated with the highway system, including noise barriers and enclosures, from the aesthetic and visual impact points of view.

18. According to the approved EIA report, a series of mitigation measures shall be implemented to reduce the environmental impacts during the construction and operation stages of the Loop development. Key mitigation measures to be implemented are to establish an Ecological Area<sup>8</sup> of about 12.8 ha, provide a tertiary sewage treatment works for the Loop development and noise barriers at the designated locations along the WCR and DRL, to implement offsite wetland and woodland compensations for the wetland and woodland losses due to the works at WCR and DRL under MWP1 (part), to incorporate landscaping works and aesthetic design at the major highway structures, sewage treatment works and open space areas under MWP1 (part). We have included the cost of implementing the environmental mitigation measures as well as the EM&A programme in the project estimate.

19. For short-term environmental impacts caused by the proposed works during construction, we will incorporate the recommended mitigation measures and EM&A programme into the relevant works contracts to control the environmental impacts arising from the construction works. These measures include erection of temporary noise barriers, use of quiet powered mechanical equipment, construction of a site drainage system and conducting dust suppression spraying, etc. We have included the cost of these measures in the project estimate.

20. At the planning and design stages, we have considered the design of the proposed works for the MWP1 (part) and their construction sequences to reduce generation of construction waste where possible. In addition, we will require the contractors to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible in order to minimise the disposal of inert construction waste at public fill reception facilities<sup>9</sup>. We will encourage the contractors to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further minimise the generation of construction waste.

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<sup>&</sup>lt;sup>8</sup> Advance Works is responsible for the establishment of Ecological Area.

<sup>&</sup>lt;sup>9</sup> Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

21. At the construction stage, we will require the contractors to submit for approval the plan(s) setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractors to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert and non-inert construction waste to public fill reception facilities and landfills respectively through a trip-ticket system.

22. We estimate that the proposed works for the MWP1 (part) will generate in total about 1 052 300 tonnes of construction waste. Of these, we will reuse about 327 600 tonnes (31.1%) of inert construction waste on sites and deliver 182 700 tonnes (17.4%) of inert construction waste to public fill reception facilities for subsequent reuse. Subject to the actual ground conditions, we may dispose of the remaining 542 000 tonnes (51.5%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfill sites is estimated to be about \$121 million for the proposed works of MWP1 (part) (based on a unit cost of \$71 per tonne for disposal at public fill reception facilities and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

### HERITAGE IMPLICATIONS

23. The proposed works will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

### **TRAFFIC IMPLICATIONS**

24. Based on the Traffic and Transport Impact Assessment Review conducted under the consultancy of MWP1, the traffic and transport impact due to construction and operation of Phase 1 development of the Park would be acceptable.

25. Temporary traffic arrangements (TTAs) associated with the proposed works for MWP1 (part) will be implemented during construction to facilitate implementation of the works. We will establish a Traffic Management Liaison Group comprising representatives of Civil Engineering and Development Department, the Transport Department, the Hong Kong Police Force and other stakeholders to discuss, scrutinise and review the TTAs proposed by the contractors with a view to minimising traffic impact arising from the proposed works. In addition, we will set up a telephone hotline to respond to public enquiries and complaints.

### LAND ACQUISITION

26. We have reviewed the design of the MWP1 (part) to minimise the extent of land acquisition. We will resume about 1.9 ha of private land and clear about 135.9 ha of government land for the proposed works. The land resumption and clearance will affect about 130 temporary structures including about 20 domestic structures, as well as about three domestic households and about 17 business undertakings, on private and government land to be cleared. The estimated cost of land resumption and clearance is about \$343.9 million and will be charged to **Head 701 – Land Acquisition**. The breakdown of the estimate for land acquisition cost is at **Annex 9 to Enclosure 1**.

#### **BACKGROUND INFORMATION**

27. On 24 April 2009, the FC approved upgrading of **735CL** "Planning and engineering study and site investigation on development of Lok Ma Chau Loop : consultants' fees and site investigation" to Category A at an approved project estimate of \$33.7 million in MOD prices for engaging consultants to undertake the planning and engineering study, which was completed in 2014.

28. We upgraded **748CL** "Development of Lok Ma Chau Loop – land decontamination and advance engineering works" (i.e. Advance Works) and **760CL** to Category B in September 2010 and September 2012 respectively. In June 2014, we employed consultants to carry out detailed design and site investigation for the Advance Works under a Category D Item **7E10CL**, which was completed in 2018.

29. On 18 May 2018, the FC approved upgrading of **748CL** to Category A at an approved project estimate of \$517.6 million in MOD prices for construction of Advance Works, and part upgrading of **760CL** as **823CL** "Development of Lok Ma Chau Loop – Main Works Package 1 – detailed design and site investigation" to Category A at an approved project estimate of \$268.3 million in MOD prices for engaging consultants to undertake the detailed design and site investigation. In September 2018, we employed consultants to carry out the detailed design and site investigation for the MWP1. We have substantially completed the detailed design of the MWP1 except the part of sediment treatment works along a section of Shenzhen River near the Loop which will be covered by the remainder of **760CL**.

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planting.

30. Of the 5 465 trees within the project boundary of MWP1 (part), 1 401 trees will be preserved. The proposed works will involve removal of 4 036 trees (among which 2 115 trees are of undesirable species (*Leucaena leucocephala*)) and 28 trees to be transplanted. Among the above, seven important trees<sup>10</sup> will be affected. A summary of important trees affected is provided at **Annex 10 to Enclosure 1**. We will incorporate planting proposals<sup>11</sup> as part of works including about 3 300 trees and about 2 200 whips as compensatory

31. We estimate that the construction works under part of **760CL** will create 2 180 jobs (1 760 for labourer and 420 for professional or technical staff) providing a total employment of 117 000 man-months.

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- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal to or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal to or exceeding 25 m.
- <sup>11</sup> The planting proposals cover the trees affected by the MWP1 (part) and the trees affected by the PWP Item No. **748CL** Development of Lok Ma Chau Loop land decontamination and advance engineering works.

<sup>&</sup>lt;sup>10</sup> "Important trees" refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –





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A3 420mm X 297mm









A3 420mm X 297mm



#### 760CL (part) – Development of Lok Ma Chau Loop – Main Works Package 1 – site formation and infrastructure works

# Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2020 prices)

			Estimated man- months	Average MPS* salary point	Multiplier (note 1)	Estimated fee (\$ million)
(a)	Consultants' fees for contract administration (note 2)	Professional Technical	-	-	-	26.4 10.6
					Sub-total	37.0#
(b)	Consultants' fees for	Professional	100	38	2	17.2
	Environmental Monitoring and Audit Programme (note 3)	Technical	153	14	2	9.3
					Sub-total	26.5#
(c)	Resident site staff (RSS) costs	Professional	3 272	38	1.6	449.5
	(1002 4)	Technical	9 484	14	1.6	458.8
					Sub-total	908.3
	Comprising –					
	(i) consultants' fees for management of RSS				30.7#	
	(ii) remuneration of RSS				877.6#	
					Total	971.8

\* MPS = Master Pay Scale

#### Notes

A multiplier of 2.0 is applied to the average MPS salary point to estimate the full staff cost for the staff employed in the consultants' office (including the consultants' overheads and profit). A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (as at now, MPS point 14 = \$30,235 per month and MPS point 38 = \$85,870 per month).

- The consultants' staff cost for contract administration is calculated in accordance with the existing consultancy agreement for the design and construction of **760CL** (part). The construction phase of the assignment will only be executed subject to Finance Committee's approval to upgrade **760CL** (part) to Category A.
- 3. The actual man-months and actual costs will only be known after the consultants have been selected.
- 4. The actual man-months and actual costs will only be known after completion of the works.

#### Remarks

The cost figures in this Annex are shown in constant prices to correlate with the MPS salary point of the same year. The figures marked with # are shown in money-of-the-day prices in paragraph 7 of Enclosure 1.

### 760CL (part) - Development of Lok Ma Chau Loop – Main Works Package 1 – site formation and infrastructure works

### **Breakdown of the Land Acquisition Cost**

			\$ million
<b>(I</b> )	Estimated cost for land compensation		264.58
(II)	Estimated cost for land clearance		34.46
	(a) Ex-gratia allowances (EGAs) for domestic occupiers (e.g. EGA for permitted occupiers of licensed structures and surveyed squatters affected by clearance and domestic removal allowance, etc.)	7.27	
	(b) Other EGAs (e.g. crop compensation, disturbance allowance for cultivators, EGA for miscellaneous permanent improvements to farms, EGA for shops, workshops, godowns, slipways, schools, churches and ornamental fish breeding undertakings, EGA for open- air/outdoor business undertakings, EGA for pond fish farmers rearing edible fish and fish fry and EGA for "Tun Fu" ceremonial fees, etc.)	27.19	
(III)	Interest and Contingency payment		44.86
		Total	343.90

#### Note

The above estimated land acquisition cost is based on the prevailing rates as at October 2020.

#### 760CL(部分)- 落馬洲河套地區發展 - 第一期主體工程 - 工地平整及基礎設施工程 2.棵受影響珍貴樹木的詳情

#### 760CL (part) - Development of Lok Ma Chau Loop – Main Works Package 1 – site formation and infrastructure works <u>Details of 7 Important Trees Affected</u>

樹木編	品種 Species 學名 Scientific name 中文名 Chinese Common Name		量度 Measurements		觀賞價值 <sup>(3)</sup> Amenity value	形態 Form	健康狀況 Health condition	結構狀況 Structural condition	各植合適度 <sup>(4)</sup> al Suitability for transplanting n		ла <del>ж</del> ират (5)	建議處置方法 (保留/移植/移	提供專業意見的	
號 Tree No. <sup>(1)</sup>			高度 (米) Height (m)	胸徑 <sup>(2)</sup> (毫米) DBH (mm)	樹冠闊 度 (米) Crown spread (m)	(高/中/ 低) (High/ Medium/ Low)	(良 (G	.好/一般/注 iood/ Fair/ Pc	ē劣) bor)	(高/中/ 低) (High/ Medium/ Low)	備註 Remarks	休 <b>珂⊼次</b> Conservation status	陈) Recommendation (Retain/ Transplant/ Fell)	Department to provide expert advice
T19 <sup>(6)</sup>	Celtis sinensis	朴樹	8	1050	7	低 Low	差劣 Poor	差劣 Poor	差劣 Poor	低 Low	樹木位置與擬議的施工地點有衝突。由於樹 木體積大,健康狀況差劣,預計移植後形態 難以復原,存活率低,因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is large. The health condition is poor and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	康樂及文化事務署 Leisure and Cultural Services Department
T58 <sup>(6)</sup>	Ficus microcarpa	榕樹(細葉榕)	16	2000	26	中 Medium	差劣 Poor	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹 木體積非常大,健康狀況差劣,預計移植後形態 難以復原,存活率低,因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The health condition is poor and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	康樂及文化事務署 Leisure and Cultural Services Department
T3050	Ficus microcarpa	榕樹(細葉榕)	18	1150	16	中 Medium	一般 Fair	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹木 體積非常大,樹木生長在斜坡上,健康狀況一般, 預計移植後形態難以復原,存活率低, 因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The tree grows on slope. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	漁農自然護 理署 Agriculture, Fisheries and Conservation Department

#### PWSC(2020-21)20 附件 1 附錄 10 Annex 10 to Enclosure 1

樹木編	品種 Species		量度 Measurements		觀賞價值 <sup>(3)</sup> Amenity value	形態 Form	健康狀況 Health condition	結構狀況 Structural condition	移植合 <b>遖</b> 度 <sup>(4)</sup> Suitability for transplanting		/D 去4431(5)	建議處置方法 (保留/移植/移	提供專業意見的	
號 Tree No. <sup>(1)</sup>	學名 Scientific name	中文名 Chinese Common Name	高度 (米) Height (m)	胸徑 <sup>(2)</sup> (毫米) DBH (mm)	樹冠闊 度 (米) Crown spread (m)	(高/中/ 低) (High/ Medium/ Low)	(良 (G	好/一般/注 ood/ Fair/ Pc	ē劣) bor)	(高/中/ 低) (High/ Medium/ Low)	(高/中/ 低) (High/ Medium/ Low)		Recommendation (Retain/ Transplant/ Fell)	Department to provide expert advice
T3055	Aquilaria sinensis	土沉香(牙香樹)	9	135	3	中 Medium	差劣 Poor	一般 Fair	差劣 Poor	低 Low	樹木位置與擬議的施工地點有衝突。健康狀況一般,形態和結構狀況差劣;不過因該 品種保育價值高,因此建議移植。 Tree location is in conflict with the proposed works. The health condition is fair and the form and structural condition are poor. This species, however, is of high conservation value and is recommended to be transplanted.	此品種受《保護瀕危 動植物物種條例》 (第586章)保護 This species is protected under Cap 586 Protection of Endangered Species of Animals and Plants Ordinance	移植 Transplant	漁農自然護 理署 Agriculture, Fisheries and Conservation Department
T3167 <sup>(6)</sup>	Melaleuca cajuputi subsp. cumingiana	白千層	22	1425	9	中 Medium	一般 Fair	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹 木體積非常大,健康狀況一般,預計移植後形 態難以復原,存活率低,因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	康樂及文化事務署 Leisure and Cultural Services Department
T5085	Ficus virens (syn. Ficus virens var. sublanceolata)	大葉榕(黃葛樹)	15	1050	19	低 Low	差劣 Poor	一般 Fair	差劣 Poor	低 Low	樹木位置與擬議的施工地點有衝突。樹木 體積非常大。樹木生長在斜坡上,健康狀況一般 ,預計移植後形態難以復原,存活率低。此外, 樹木形態傾斜,結構不穩定。因此不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The tree grows on slope. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. Moreover, the tree is structurally unstable due to its leaning form. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	路政署 Highways Department
T5114	Ficus microcarpa	榕樹(細葉榕)	16	1075	14	低 Low	差劣 Poor	一般 Fair	一般 Fair	低 Low	樹木位置與擬議的施工地點有衝突。由於樹木 體積非常大。樹木生長在斜坡上,健康狀況一般 ,預計移植後形態難以復原,存活率低,因此 不建議移植。 Tree location is in conflict with the proposed works. The size of the tree is very large. The tree grows on slope. The health condition is fair and the form after transplanting is irrecoverable. The survival rate after transplanting is low. It is therefore not recommended to be transplanted.	不是 No	移除 Fell	路政署 Highways Department

註:

(1)以上受影響珍貴樹木並非《古樹名木冊》內的樹木。
(2)樹木胸徑是指測量人員從離地1.3米高度位置量度的樹木直徑。
(3)評估樹木的觀賞價值是基於它的其遮蔭、避風雨、屏障、減低污染及消減噪音功能方面的效用,以及「風水」方面的重要性:分級如下-良好:屬重要樹木,應予保留,並相應調整設計佈局。
一般:屬適宜保留的樹木,用以締造優美環境,包括稍遜於「良好」級別的健康樹木。
差劣:屬枯死、垂死或有潛在危險的樹木,應予移除。
(4)評估已顧及個別樹木在調查期間的狀況(包括健康、結構、樹齡和根部的狀況)、樹木生長環境(包括地形和易達程度),以及樹木品種的內在特性(移植後的存活率)。
(5)樹木編號T3055±沉香,該品種載於漁農自然護理署出版〈香港稀有及珍貴植物〉之內,屬貴重或稀有品種的樹木,並受《保護瀕危動植物物種條例》(第586章)保護。
(6)於環境影響評估報告識別為值得關注的樹木

#### Remarks:

(1) The important trees affected are not listed on Register of Old and Valuable Trees.

(2) DBH of a tree refers to its Diameter at Breast Height (i.e. measurement at 1.3 m above ground level).

(3) Amenity value of the tree is assessed by its functional values for shade, shelter, screening, reduction of pollution and noise and also its "fung shui" significance, and classified into the following categories -

Good: important trees which should be retained by adjusting the design layout accordingly.

Fair: trees that are desirable to be retained in order to create a pleasant environment, which includes healthy specimens of lesser importance than "Good" trees.

Poor: trees that are dead, dying or potentially hazardous and should be removed.

(4) Assessment has taken into account conditions of individual trees at the time of survey (including health, structure, age and root conditions), site conditions (including topography and accessibility), and intrinsic chara

of tree species (survival rate after transplanting).

(5) Tree No. T3055 is Aquilaria sinensis, which is one of the precious or rare tree species. It is listed in Agriculture, Fisheries and Conservation Department's publication "Rare and Precious Plants of Hong Kong",

and is protected under the Protection of Endangered Species of Animals and Plants Ordinance (Cap.586).

(6) Identified as significant tree in the Environmental Impact Assessment Report

### 178BF - Fire Station and Ambulance Depot with Departmental Accommodations in Lok Ma Chau Loop

#### PROJECT SCOPE AND NATURE

The proposed site occupies an area of about 5 000 square metres  $(m^2)$  at the north-eastern part of the Lok Ma Chau Loop (the Loop). The scope of the project comprises –

- (a) a divisional fire station and ambulance depot (with a 10-bay appliance room) and divisional training facilities;
- (b) a maintenance store for the equipment of the Hazardous Materials (HazMat) Team;
- (c) a breathing apparatus room;
- (d) law enforcement facilities for the Dangerous Goods (DG) Division;
- (e) DG stores;
- (f) dangerous goods vehicles (DGV) detention areas; and
- (g) laboratories for the Government Laboratory (GL) with ancillary offices.

2. A site and location plan as well as sectional drawings for the project are at **Annexes 1 to 3 to Enclosure 2**.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee for target completion in around four years. Still, the actual schedule should match the construction progress of the proposed Public Works Programme Item No. **760CL** (i.e. **Enclosure 1**) to tie in with the Loop development.

#### /JUSTIFICATION .....

### JUSTIFICATION

4. According to the Hong Kong Planning Standards and Guidelines, the provision and siting of fire stations should be based on the fire risk category and the associated graded response time (GRT) of the area. According to development scale and nature of the Loop, the Hong Kong-Shenzhen Innovation and Technology Park (the Park) will be classified as Category A under fire risk category system, for which fire appliances should meet the Fire Services Department (FSD)'s pledge to meet 92.5% of all building fire calls within a GRT of six minutes (including travelling time of four minutes). At present, Sheung Shui Fire Station and Mai Po Fire Station, the fire stations closest to the Park, are both located at nine kilometres away from the Loop. Thus, the fire appliances are unable to meet the pledge to arrive at a fire scene within the GRT given the great distance between these places. Therefore, fire service facilities equipped with 12 fire appliances (including one 55-metre Turntable Ladder, one Mobile Command Unit, one Hazmat Tender and one Decontamination Tender) should be provided in the Loop with a view to ensuring that fire appliances, frontline commanders and mobilising resources for handling major incidents can reach the scene timely during emergencies.

5. As for emergency ambulance services, Sheung Shui Ambulance Depot, the closest depot to the Park at present, is located more than eight kilometres away. In order to ensure the arrival of ambulances at the Park within the GRT of 12 minutes (including travelling time of ten minutes), an ambulance depot capable of providing six ambulances and four supporting vehicles is required to be set up inside the Loop with a view to catering the ambulance service demands brought about by the development of the Loop and the increasing population in the surroundings.

6. In view of the wide range of chemical substances expected to be used/manufactured/stored in the Park, FSD proposed to increase resources in handling HazMat and law enforcement against illegal processing of dangerous goods for a more effective protection of public safety in the vicinity. In this connection, a maintenance store for the equipment of HazMat Team, a breathing apparatus room, law enforcement facilities for the DG Division, DG Stores and DGV detention areas will be provided in the fire services accommodations.

7. Upon completion, the fire station and ambulance depot will work with fire stations and ambulance depots at the surrounding areas of New Territories North (NTN) in a coordinated manner, enhancing thereby the overall fire and emergency ambulance services of NTN, including those for some rural villages outside the Loop. Preliminarily, the proposed fire service facilities will include three buildings, with around seven storeys, to be used as a divisional fire station and ambulance depot as well as law enforcement facilities.

8. The GL currently provides analytical and advisory services to FSD on technical issues in relation to licensing and regulatory control of DG stores and emergency response for chemical incidents. It is envisaged that a large number of licence applications for DG manufacture and storage in relation to various research laboratories in the Loop will be received in the coming years. In this regard, timely analytical and advisory services provided by GL are required to handle licensing and regulatory control of DG stores as well as to enhance FSD's operational efficiency for providing emergency response to handle incidents involving the use of unknown DG and mixtures of chemicals. As the existing premises of GL have already been fully occupied, laboratories with ancillary offices for GL are proposed in this project so as to accommodate additional equipment and facilities required for providing swift technical support to FSD.

### FINANCIAL IMPLICATIONS

1

9. We estimate the capital cost of the project to be \$1,130.0 million in money-of-the day (MOD) prices, broken down as follows –

		\$ million (in MOD prices)		
(a)	Site works	16.8		
(b)	Piling	82.1		
(c)	Building <sup>1</sup>	480.1		
		/(d)		

			\$ million (in MOD prices)
(d)	Building services <sup>2</sup>		195.5
(e)	Drainage		17.9
(f)	External works <sup>3</sup>		112.9
(g)	Additional energy conservation, green and recycled features		21.6
(h)	Furniture and equipment <sup>4</sup>		89.7
(j)	<ul><li>Consultants' fees for</li><li>(i) contract administration</li><li>(ii) management of resident site staff (RSS)</li></ul>	8.5 0.3	8.8
(k)	Remuneration of RSS		1.9
(1)	Contingencies		102.7
	Total		1,130.0

10. We propose to engage consultants to undertake contract administration and site supervision for the project. A detailed breakdown of the estimate for consultants' fees and RSS costs by man-months is at **Annex 4 to Enclosure 2**. The construction floor area (CFA) of this project is about 15 000 m<sup>2</sup>. The estimated construction unit cost, represented by the building and building services costs, is \$45,040 per m<sup>2</sup> of CFA in MOD prices. We consider this unit cost comparable to that of similar projects built by the Government.

/11. .....

<sup>&</sup>lt;sup>2</sup> Building services works cover electrical installation, ventilation and air-conditioning installation, fire services installation, lift installation and other miscellaneous installations.

<sup>&</sup>lt;sup>3</sup> External works cover external paving, landscape, sewage facilities, etc.

<sup>&</sup>lt;sup>4</sup> The estimated cost is based on an indicative list of furniture and equipment required.

11. Subject to funding approval, we plan to phase the expenditure as follows –

Year	\$million (in MOD prices)
2021 - 2022	2.1
2022 - 2023	120.7
2023 - 2024	282.3
2024 - 2025	475.4
2025 - 2026	128.3
2026 - 2027	79.7
2027 - 2028	41.5
	1,130.0

12. We have derived the MOD estimates on the basis of the Government's latest forecast of the trend rate of change in the prices of public sector building and construction output from 2021 to 2028. We will deliver the construction works through a design and build contract and award the contract on a lump-sum basis as the scope of the works can be clearly defined in advance. The contract will provide for price adjustment.

13. We estimate the annual recurrent expenditure arising from this project is \$197.48 million.

**/PUBLIC** .....

### PUBLIC CONSULTATION

14. For public consultation conducted for the proposed project in this enclosure, please see paragraphs 10 and 11 of the Main Paper.

### **ENVIRONMENTAL IMPLICATIONS**

15. The development of the Loop is a Designated Project under the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). The Environmental Impact Assessment (EIA) report for the Loop development was approved under the EIAO in October 2013 and an Environmental Permit for construction and operation of the Loop development was issued in November 2013. The EIA report concluded that with the implementation of the recommended mitigation measures and environmental monitoring and audit programme, the environmental impacts arising from the proposed works could be mitigated to ensure compliance with the statutory requirements.

16. We shall observe and comply with the relevant environmental mitigation measures for the project as recommended in the approved EIA report. These measures include the non-use of powered mechanical equipment for construction works during evening and night time (from 5 pm to 9 am of the following day) and percussive piling. We have included in the project estimate the cost to implement suitable mitigation measures to control short-term environmental impacts.

17. During construction, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures in the relevant contract. These measures include the use of silencers, mufflers, acoustic lining or shields and the building of barrier wall for noisy construction activities, frequent cleaning and watering of the site, and the provision of wheel-washing facilities to prevent dust nuisance.

/18. .....

18.

At the planning and design stages, we have considered measures to reduce the generation of construction waste where possible (e.g. using metal site hoardings and signboards so that these materials can be recycled or reused in other projects). In addition, we will require the contractor to reuse inert construction waste (e.g. use of excavated materials for filling within the site) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities (PFRFs)<sup>5</sup>. We will

encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

19. At the construction stage, we will require the contractors to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan. We will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert and non-inert construction waste at PFRFs and landfills respectively through a trip-ticket system.

20. We estimate that the project will generate in total about 12 130 tonnes of construction and demolition wastes. Of these, we will reuse about 3 250 tonnes (26.8%) of inert construction waste on site and deliver 6 840 tonnes (56.4%) of inert construction waste to PFRFs for subsequent reuse. We will dispose of the remaining 2 040 tonnes (16.8%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at PFRFs and landfill sites is estimated to be \$0.9 million for this project (based on a unit charge rate of \$71 per tonne for disposal at PFRFs and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

/ENERGY .....

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PFRFs are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste at public fill reception facilities requires a licence issued by the Director of Civil Engineering and Development.

#### **ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES**

21. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular -

- (a) variable speed drive for chillers;
- (b) demand control of supply air;
- (c) heat energy reclaim of exhaust air; and
- (d) photovoltaic system.

22. For greening features, we will provide green roof, vertical greening as well as planting areas for environmental and amenity benefits.

23. The total estimated additional cost for adoption of the above features is around \$21.6 million (including about \$0.7 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 5.5% energy savings in the annual energy consumption with a payback period of about eight years.

### HERITAGE IMPLICATIONS

24. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

### LAND ACQUISITION

25. The project does not require any land acquisition.

#### **BACKGROUND INFORMATION**

26. We upgraded **178BF** to Category B in March 2020. We engaged consultants to undertake various services, including hypothetical study, ground investigation and quantity surveying services for the preparation of tender documents, at a total cost of about \$2.4 million. The services and investigation works by the consultants were funded under block allocation **Subhead 3100GX** "Project feasibility studies, minor investigations and consultants' fees for items in Category D of the Public Works Programme". The ground investigation has been completed.

27. The proposed project will not involve any tree removal. We will incorporate planting proposals as part of the project, including the planting of about 8 800 shrubs, 4 100 ground covers and 100 climbers.

28. We estimate that the proposed works will create about 240 jobs (220 for labourers and 20 for professional or technical staff), providing a total employment of 5 850 man-months.

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#### 附件 2 附錄 1 ANNEX 1 TO ENCLOSURE 2









#### 附件 2 附錄 3 ANNEX 3 TO ENCLOSURE 2

### 178BF – Fire Station and Ambulance Depot with Departmental Accommodations in Lok Ma Chau Loop

Breakdown of the estimates for consultants' fees and resident site staff costs (in September 2020 prices)

		Estimated man- months	Average MPS <sup>*</sup> salary point	Multiplier (Note 1)	Estimated fee (\$ million)
Consultants' fees for	Professional	_	_	_	7.1
contract administration (Note 2)	Technical	_	-	-	-
				Sub-total	7.1#
Resident site staff	Professional	-	-	-	-
(RSS) costs (Note 3)	Technical	38	14	1.6	1.8
				Sub-total	1.8
Comprising –					
(i) Consultants' fees for management of RSS			0.2#		
(ii) Remuneration of RSS			1.6#		
				Total	8.9
	Consultants' fees for contract administration <sup>(Note 2)</sup> Resident site staff (RSS) costs <sup>(Note 3)</sup> Comprising – (i) Consultants' fees for management of RSS (ii) Remuneration of RSS	Consultants' fees for contract administration (Note 2)Professional TechnicalResident site staff (RSS) costs (Note 3)Professional TechnicalComprising –(i) Consultants' fees for management of RSS(ii) Remuneration of RSSRSS	Estimated man- monthsConsultants' fees for contract administration (Note 2)Professional Technical-Resident site staff (RSS) costs (Note 3)Professional Technical-Source (RSS) costs (Note 3)Professional Technical-Comprising(i) Consultants' fees for management of RSS(ii) Remuneration of RSS	Length	Estimated man- monthsAverage MPS* 

\* MPS = Master Pay Scale

#### Notes

- 1. A multiplier of 1.6 is applied to the average MPS salary point to estimate the cost of RSS supplied by the consultants (as at now, MPS salary point 14 = \$30,235 per month.
- 2. The consultants' fees for contract administration are calculated in accordance with the existing consultancy agreement for the provision of contract administration and site supervision of **178BF**. The assignment will only be executed subject to Finance Committee's funding approval to upgrade **178BF** to Category A.
- 3. The consultants' staff cost for site supervision is based on the estimate prepared by the Director of Architectural Services. We will only know the actual manmonths and actual costs after completion of the construction works.

The cost figures in this Annex are shown in constant prices to correlate with the MPS salary point of the same year. The figures marked with # are shown in money-of-the-day prices in paragraph 9 of Enclosure 2.