

**For discussion
on 23 March 2021**

Legislative Council Panel on Development

**PWP Item No. 58TF – Improvement works at Kau Sai Village Pier and
PWP Item No. 59TF – Improvement works at Lai Chi Chong Pier**

PURPOSE

This paper briefs Members on the proposals to upgrade the following items to Category A:

- (a) **58TF** – Improvement works at Kau Sai Village Pier, at an estimated cost of \$77.8 million in money-of-the-day prices; and
- (b) **59TF** – Improvement works at Lai Chi Chong Pier, at an estimated cost of \$108.8 million in money-of-the-day prices.

OVERVIEW

2. The Government has launched a policy initiative of Pier Improvement Programme (PIP), aiming to upgrade the structural safety and facilities of a number of existing public piers at remote areas in the New Territories and outlying islands, with a view to enhancing accessibility of some scenic spots and natural heritage as well as meeting the basic needs of local villagers relying on boats as their main transportation mode or fishermen's operation. We are implementing the first phase of PIP covering ten public piers in full swing. Among them, the construction works for Pak Kok Pier on Lamma Island started in April 2020, the design work of Kau Sai Village Pier in Sai Kung District and Lai Chi Chong Pier in Tai Po District has been substantially completed, and the remaining piers are continuing with the design work at full speed. In view that the public welcome and support the implementation of PIP, we have advanced to kick off the second phase of PIP to enhance another 13 public piers, and the associated engineering feasibility studies would commence progressively from mid of this year.

Improvement Works at Kau Sai Village Pier

3. The proposed works under **58TF** mainly comprise reconstruction of the existing Kau Sai Village Pier including provision of ancillary facilities. Details of the proposed works are at **Enclosure 1**.

Improvement Works at Lai Chi Chong Pier

4. The proposed works under **59TF** mainly comprise reconstruction of the existing Lai Chi Chong Pier including provision of ancillary facilities. Details of the proposed works are at **Enclosure 2**.

FINANCIAL IMPLICATIONS

5. We estimate that the total costs in money-of-the-day (MOD) prices of the proposed works are as follows:

	\$ million (in MOD prices)
(a) 58TF – Improvement works at Kau Sai Village Pier	77.8
(b) 59TF – Improvement works at Lai Chi Chong Pier	108.8
Total	186.6

WAY FORWARD

6. Regarding **58TF** and **59TF** as stated above, we plan to seek funding approval from the Finance Committee after consulting the Public Works Subcommittee.

**Development Bureau
Civil Engineering and Development Department
March 2021**

58TF – Improvement Works at Kau Sai Village Pier

PROJECT SCOPE

We propose to upgrade **58TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of ancillary facilities such as roof cover, lighting system, benches, solar panels, Wi-Fi, etc.; and
- (b) environmental monitoring and mitigation measures for the proposed works.

2. A layout plan and photomontage showing the proposed works are at **Annex 1** and **Annex 2 to Enclosure 1** respectively.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee for target completion of the works in around 3 years¹. The completion of the whole pier improvement works would take about 2.5 years.

JUSTIFICATION

4. The Kau Sai Village Pier (“Pier”) is located on the south of Kau Sai Chau in Sai Kung District, and was reconstructed in the 1990s. Fishermen rely on the Pier for fishing operation, and tourists also use the Pier to/from Hung Shing Temple² which was a declared monument on Kau Sai Chau. The existing Pier is small, and the berthing of vessels is easily affected by the occasional rough sea condition. The insufficient water depth of the berth also makes berthing difficult during low tide in particular, causing inconvenience to passengers when boarding and alighting. Besides, the Pier has only one primitive berth with a narrow access, which cannot cope with the current needs, especially on festive holidays or weekends when utilizations are high. The local villagers and fishermen have been

¹ The around 3-year implementation programme of the project includes completion of associated procedures for tender and contract award, and around 2.5 years for works procedures like environmental baseline monitoring prior to construction, implementation of environmental mitigation measures such as installation of silt curtain, provision of temporary pier, demolition of existing pier and construction of new pier, etc.

² The Hung Shing Temple on Kau Sai Chau is the most important historical building in the village. In 2000, it received the UNESCO Asia-Pacific Heritage Award for Culture Heritage Conservation, and was declared a monument in 2002. On the birthday of Hung Shing every year, a huge inflow of tourists and worshippers come to join this special occasion.

repeatedly requesting improvement of the Pier. The Government considers there is a need to reconstruct the Pier to improve the berthing condition and pier facilities, with a view to bringing convenience to the public and tourists to/from Kau Sai Village and Hung Shing Temple. A photo showing the existing condition of the Pier is at **Annex 3 to Enclosure 1**.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the proposed works to be \$77.8 million in money-of-the-day prices.

6. The Civil Engineering and Development Department (CEDD) will undertake contract administration and site supervision of the project by in-house resources.

PUBLIC CONSULTATION

7. We consulted the Working Group on Tourism and Economic Development of Sai Kung District Council on the proposed works on 8 April 2019 and obtained their support.

8. We also consulted ferry operators, hiking groups, disabled communities and green groups between September 2018 and April 2019. They supported the proposed works in general. Their opinions and suggestions have been considered in the detailed design.

9. The proposed reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 21 and 28 August 2020. No objection was received during the objection period. The proposed reconstruction works were authorised under that Ordinance on 13 November 2020.

ENVIRONMENTAL IMPLICATIONS

10. The proposed works are not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We have completed a Preliminary Environmental Review (PER) for the proposed works, which was agreed by the Director of Environmental Protection in March 2020. The PER concluded that the proposed works would not cause any long-term adverse environmental impact. We will incorporate mitigation measures recommended in the PER in the relevant contract to control short-term environmental impacts during construction to within established standards and guidelines. These measures include the deployment of silt curtain to minimise the water quality impacts, water

quality monitoring at the site and at the nearby area, and implementation of standard noise and dust control measures. We have included in the project estimate the cost to implement these environmental mitigation measures recommended in the PER.

11. At the planning and design stages, we have considered the layout and construction sequence of the proposed works with a view to reducing the generation of construction waste where possible.

12. At the construction stage, we will require the contractor 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 reuse inert construction waste (e.g. excavated materials) 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 facilities³. We will encourage the contractor to maximize the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further minimise the generation of construction waste. 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 construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

13. We estimate that the proposed works will generate an approximate total of 760 tonnes construction waste. Of these, we will deliver 720 tonnes (95%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 40 tonnes (5%) 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 \$0.06 million (calculated based on a unit charge rate 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

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

³ 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.

LAND ACQUISITION

15. The proposed works does not involve resumption of private land.

TRAFFIC IMPLICATIONS

16. During the construction stage, we will provide a temporary pier for the use of vessels.

BACKGROUND INFORMATION

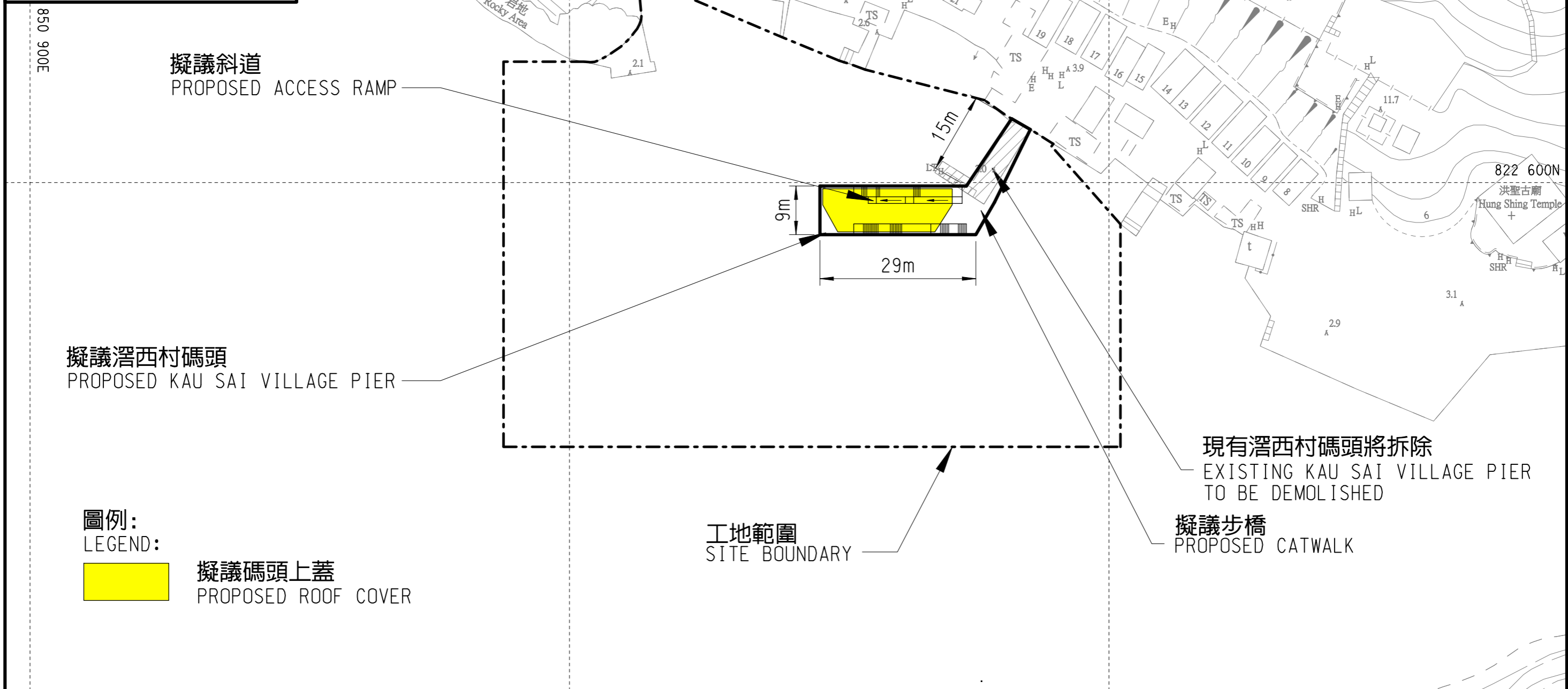
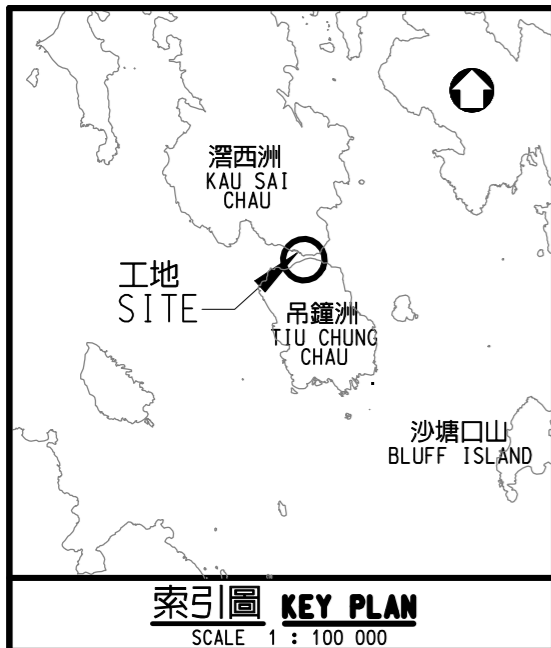
17. We upgraded **58TF** to Category B in August 2019.

18. We engaged a consultant to undertake investigation study and PER, and a contractor to undertake ground investigation works, at a total cost of about \$4.65 million, chargeable to Capital Works Reserve Fund block allocations **Head 705 Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. CEDD undertook the detailed design by in-house resources.

19. The proposed works will not involve any tree removal or planting proposals.

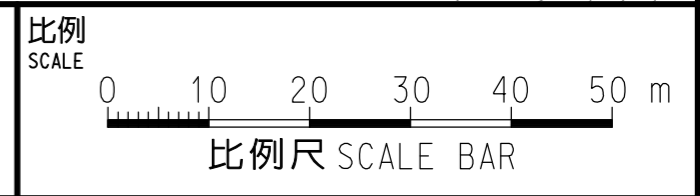
WAY FORWARD

20. We plan to seek funding approval from the Finance Committee for upgrading **58TF** to Category A after consulting the Public Works Subcommittee.



工程名稱
PROJECT TITLE
 工務工程計劃項目 58TF 號 - 灣西村碼頭改善工程
 PWP ITEM NO. 58TF - IMPROVEMENT WORKS AT KAU SAI VILLAGE PIER

圖則名稱
DRAWING TITLE
 平面圖
LAYOUT PLAN





工程名稱
PROJECT TITLE

工務工程計劃項目 58TF 號 - 濶西村碼頭改善工程
PWP ITEM NO. 58TF - IMPROVEMENT WORKS AT KAU SAI VILLAGE PIER

圖則名稱
DRAWING TITLE

擬議碼頭電腦模擬圖
PHOTOMONTAGE OF PROPOSED PIER



工程名稱
PROJECT TITLE

工務工程計劃項目 58TF 號 - 濶西村碼頭改善工程
PWP ITEM NO. 58TF - IMPROVEMENT WORKS AT KAU SAI VILLAGE PIER

圖則名稱
DRAWING TITLE

現有濶西村碼頭
EXISTING KAU SAI VILLAGE PIER

59TF – Improvement Works at Lai Chi Chong Pier

PROJECT SCOPE

We propose to upgrade **59TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of ancillary facilities such as floating platform, roof cover, lighting system, benches, solar panels, Wi-Fi, etc.; and
- (b) environmental monitoring and mitigation measures for the proposed works.

2. A layout plan and photomontage showing the proposed works are at **Annex 1** and **Annex 2 to Enclosure 2** respectively.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee for target completion of the works in around 3.5 years¹. The completion of the design of floating platform and the whole pier improvement works would take around 3 years.

JUSTIFICATION

4. The Lai Chi Chong Pier (“Pier”) is located at Tolo Channel in Tai Po District and was built in 1962. The Pier is adjacent to Lai Chi Chong Geotour Route of the Hong Kong UNESCO Global Geopark² (Geopark), and is currently served by scheduled kaito ferry service³ for tourists to access to/from the Geopark. Owing to the aging structures of the Pier, it is currently strengthened by later added steel frames under the soffit of the slabs, and requires enhanced inspection and

¹ The around 3.5-year implementation programme of the project includes completion of associated procedures for tender and contract award, and around 3 years for works procedures like completion of detailed specialist design of the floating platform, environmental baseline monitoring prior to construction, implementation of environmental mitigation measures such as installation of silt curtain, provision of temporary pier, demolition of existing pier and construction of new pier, etc.

² Lai Chi Chong has various geological relics. The western shore of Lai Chi Chong Pier showcases rare volcanic sedimentary rocks and a variety of sedimentary structures, and is an ideal destination for field studies and leisure.

³ The kaito ferry service concerned is “Ma Liu Shui – Shum Chung – Lai Chi Chong – Tap Mun – Ko Lau Wan – Chek Keng – Wong Shek Pier”, with two return trips on weekdays and three return trips on weekends and holidays.

— maintenance to cope with the aging problem. The local villagers have been repeatedly requesting improvement of the Pier. The Government considers there is a need to reconstruct the Pier to improve the structural condition and pier facilities effectively, which will facilitate easier and safer boarding and alighting of passengers, and bring convenience to the tourists to/from the Geopark. A photo showing the existing condition of the Pier is at **Annex 3 to Enclosure 2**.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the proposed works to be \$108.8 million in money-of-the-day prices.

6. The Civil Engineering and Development Department (CEDD) will undertake contract administration and site supervision of the project by in-house resources.

PUBLIC CONSULTATION

7. We consulted the Traffic and Transport Committee of Tai Po District Council on the proposed works on 12 July 2019 and obtained their support.

8. We also consulted ferry operators, hiking groups, disabled communities and green groups between September 2018 and April 2019. They support the proposed works in general. Their opinions and suggestions have been considered in the detailed design.

9. The proposed reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 14 and 21 August 2020. No objection was received during the objection period. The proposed reconstruction works were authorised under that Ordinance on 27 October 2020.

ENVIRONMENTAL IMPLICATIONS

10. The proposed works are not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We have completed a Preliminary Environmental Review (PER) for the proposed works, which was agreed by the Director of Environmental Protection in June 2020. The PER concluded that the proposed works would not cause any long-term adverse environmental impact. We will incorporate mitigation measures recommended in the PER in the relevant contract to control short-term environmental impacts during construction to within established standards and guidelines. These measures include the deployment of silt curtain to minimise the water quality impacts, and

implementation of standard dust control measures. We have included in the project estimate the cost to implement these environmental mitigation measures recommended in the PER.

11. At the planning and design stages, we have considered the layout and construction sequence of the proposed works with a view to reducing the generation of construction waste where possible.

12. At the construction stage, we will require the contractor 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 reuse inert construction waste (e.g. excavated materials) 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 facilities⁴. We will encourage the contractor to maximize the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste. 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 construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

13. We estimate that the proposed works will generate an approximate total of 1 260 tonnes construction waste. Of these, we will deliver 1 220 tonnes (97%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 40 tonnes (3%) 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 \$0.1 million (calculated based on a unit charge rate 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

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

⁴ 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.

LAND ACQUISITION

15. The proposed works does not involve resumption of private land.

TRAFFIC IMPLICATIONS

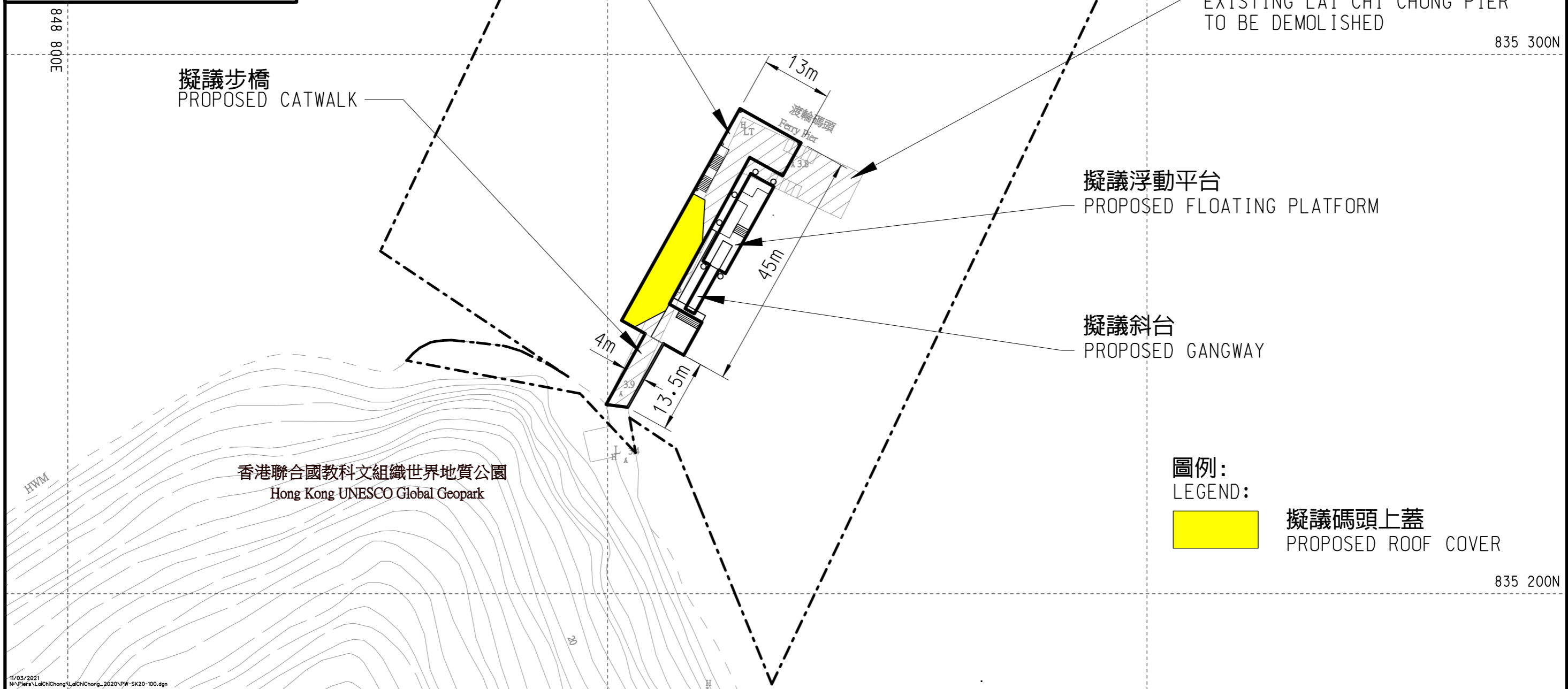
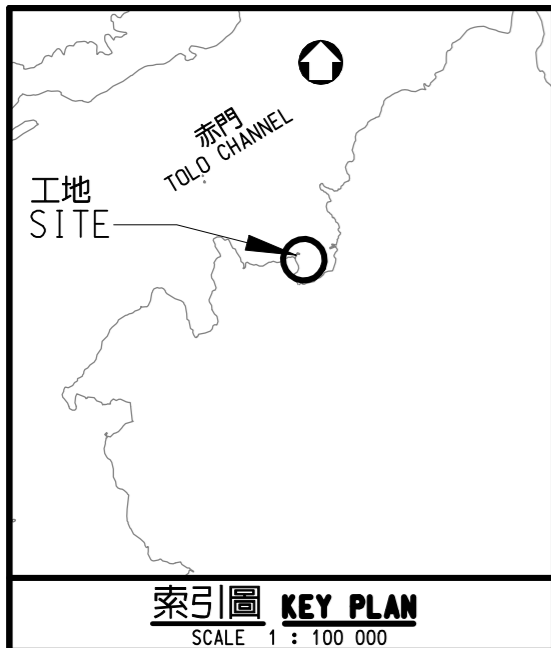
16. During the construction stage, we will provide a temporary pier to maintain the kaito ferry service and for the use of other vessels.

BACKGROUND INFORMATION

17. We upgraded **059TF** to Category B in August 2019.
18. We engaged a consultant to undertake investigation study and PER, and a contractor to undertake ground investigation works, at a total cost of about \$5.21 million, chargeable to Capital Works Reserve Fund block allocations **Head 705 Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. CEDD undertook the detailed design by in-house resources.
19. The proposed works will not involve any tree removal or planting proposals.

WAY FORWARD

20. We plan to seek funding approval from the Finance Committee for upgrading **59TF** to Category A after consulting the Public Works Subcommittee.

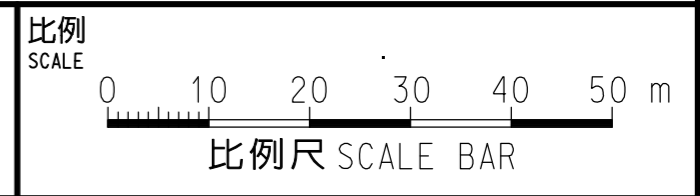


工程名稱
PROJECT TITLE

工務工程計劃項目 59TF 號 - 荔枝莊碼頭改善工程
PWP ITEM NO. 59TF - IMPROVEMENT WORKS AT LAI CHI CHONG PIER

圖則名稱
DRAWING TITLE

平面圖
LAYOUT PLAN





工程名稱
PROJECT TITLE

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PWP ITEM NO. 59TF - IMPROVEMENT WORKS AT LAI CHI CHONG PIER

圖則名稱
DRAWING TITLE

擬議碼頭電腦模擬圖
PHOTOMONTAGE OF PROPOSED PIER



工程名稱
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圖則名稱
DRAWING TITLE

現有荔枝莊碼頭
EXISTING LAI CHI CHONG PIER