

**For discussion
on 24 May 2022**

Legislative Council Panel on Development

PWP Item No. 52TF – Improvement works at Sam Mun Tsai Village Pier
PWP Item No. 53TF – Improvement works at Sham Chung Pier
PWP Item No. 54TF – Improvement works at Yi O Pier
PWP Item No. 55TF – Improvement works at Yung Shue Wan Public Pier
PWP Item No. 56TF – Improvement works at Shek Tsai Wan Pier
PWP Item No. 57TF – Improvement works at Leung Shuen Wan Pier
PWP Item No. 60TF – Improvement works at Ma Wan Chung Pier

PURPOSE

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

- (a) **52TF** – Improvement works at Sam Mun Tsai Village Pier, at an estimated cost of \$110.8 million in money-of-the-day (MOD) prices;
- (b) **53TF** – Improvement works at Sham Chung Pier, at an estimated cost of \$111.9 million in MOD prices;
- (c) **54TF** – Improvement works at Yi O Pier, at an estimated cost of \$128.5 million in MOD prices;
- (d) **55TF** – Improvement works at Yung Shue Wan Public Pier, at an estimated cost of \$157.4 million in MOD prices;

- (e) **56TF** – Improvement works at Shek Tsai Wan Pier, at an estimated cost of \$57.5 million in MOD prices;
- (f) **57TF** – Improvement works at Leung Shuen Wan Pier, at an estimated cost of \$88.3 million in MOD prices; and
- (g) **60TF** – Improvement works at Ma Wan Chung Pier, at an estimated cost of \$45.8 million in MOD prices.

OVERVIEW

2. The Government has launched a policy initiative of Pier Improvement Programme (PIP) in 2017 Policy Address, 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 PIP in full swing, which currently covers 23 public piers, among which construction of 3 piers¹ are underway; design work of 7 piers² have been completed and it is proposed to seek funding approval for the construction works; and the planning, feasibility study or design work of the remaining piers are in progress.

Proposed Improvement Works

3. The proposed works under **52TF, 53TF, 54TF, 55TF, 56TF, 57TF and 60TF** mainly comprise reconstruction of the existing pier including provision of ancillary facilities. Details of the proposed works are at **Enclosures 1 to 7**.

¹ The three piers are Pak Kok Pier on Lamma Island, Kau Sai Village Pier in Sai Kung, and Lai Chi Chong Pier in Tai Po.

² For the seven piers (i.e. the ones covered in this paper), they are Sam Mun Tsai Village Pier in Tai Po (52TF), Sham Chung Pier in Tai Po (53TF), Yi O Pier on Lantau Island (54TF), Yung Shue Wan Public Pier on Lamma Island (55TF), Shek Tsai Wan Pier in Ma Wan (56TF), Leung Shuen Wan Pier in Sai Kung (57TF) and Ma Wan Chung Pier on Lantau Island (60TF).

FINANCIAL IMPLICATIONS

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

	\$ million (in MOD prices)
(a) 52TF – Improvement works at Sam Mun Tsai Village Pier	110.8
(b) 53TF – Improvement works at Sham Chung Pier	111.9
(c) 54TF – Improvement works at Yi O Pier	128.5
(d) 55TF – Improvement works at Yung Shue Wan Public Pier	157.4
(e) 56TF – Improvement works at Shek Tsai Wan Pier	57.5
(f) 57TF – Improvement works at Leung Shuen Wan Pier	88.3
(g) 60TF – Improvement works at Ma Wan Chung Pier	45.8
Total	700.2

WAY FORWARD

5. Regarding the above 7 projects, we plan to consult the Public Works Subcommittee all together, and seek funding approval from the Finance Committee upon support is obtained.

**Development Bureau
Civil Engineering and Development Department
May 2022**

52TF – Improvement Works at Sam Mun Tsai Village Pier

PROJECT SCOPE

We propose to upgrade **52TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of 3 berthing spaces, catwalk, and ancillary facilities such as floating platform and gangway¹, roof cover, lighting system, benches, solar panels, Wi-Fi device, etc.; and
- (b) environmental mitigation measures and monitoring 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 (FC) for target completion in around 3.5 years. We have invited tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded upon obtaining FC's funding approval.

JUSTIFICATION

4. The Sam Mun Tsai Village Pier ("Pier") is located within Shuen Wan Typhoon Shelter in Tai Po District, next to Yim Tin Tsai Fish Culture Zone, and was built in 1972. The Pier is mainly used by local villagers, fishermen, and tourists visiting Ma Shi Chau Nature Trail². The existing Pier is small with narrow access, has only one berthing space, and the insufficient water depth of the berth also makes berthing of relatively large vessels difficult during low tide in particular, causing inconvenience to passengers when boarding and alighting. The facilities of the Pier also cannot cope with the current needs, especially on weekends or holidays when utilizations are high. The local villagers and fishermen have been repeatedly

¹ Floating platform and gangway are barrier-free facilities. The floating platform would rise and fall with the sea level and maintain at the same level with the hull, while the gangway connecting the access ramp of the pier and the floating platform would facilitate boarding and alighting of passengers in need.

² Ma Shi Chau Nature Trail is located along the southeast coast of the Ma Shi Chau Special Area, and is one of the geo-sites of the Hong Kong UNESCO Global Geopark. The trail is 1.5 kilometres long, along which the iconic sedimentary rocks formed around 280 million years ago and a variety of interesting geological structures on the island are introduced.

requesting the Government to improve the Pier. After carrying out the study, the Government agrees there is a need to reconstruct the Pier to improve the berthing situation and pier facilities, with a view to facilitating easier and safer boarding and alighting of passengers, and bringing convenience to the public and tourists to/from Sam Mun Tsai and Ma Shi Chau. 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 \$110.8 million in money-of-the-day prices.

PUBLIC CONSULTATION

6. We consulted the Traffic and Transport Committee of Tai Po District Council on the proposed works on 5 March 2021 and obtained their supports.

7. We also consulted the local stakeholders (including relevant District Council members, Tai Po Rural Committee representatives, village representatives and fishermen representatives), ferry operators, hiking groups, organizations of people with disabilities and green groups between September 2018 and April 2019. They supported the proposed works in general.

8. The proposed reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 1 and 9 April 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 16 July 2021.

ENVIRONMENTAL IMPLICATIONS

9. 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 required to implement these environmental mitigation measures recommended in the PER.

10. 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. We will require the contractor to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites, in order to minimise the disposal of inert construction waste at public fill reception facilities³. We will encourage the contractor to use recycled or recyclable inert construction waste, and use non-timber formwork to further minimise the generation of construction waste.

11. At the construction stage, we will require the contractor to submit for the Government's 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, and 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.

12. We estimate that the proposed works will generate an approximate total of 1 800 tonnes construction waste. Of these, we will deliver 1 620 tonnes (90%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 180 tonnes (10%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be about \$0.15 million for the proposed work (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

13. 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.

LAND ACQUISITION

14. The proposed works does not require resumption of private land.

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.

TRAFFIC IMPLICATIONS

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

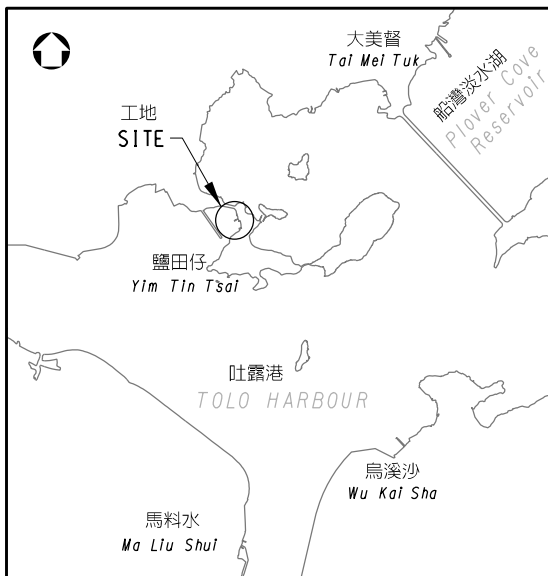
BACKGROUND INFORMATION

16. We engaged consultants to undertake the investigation study, PER and detailed design, and a contractor to undertake ground investigation works, at a total cost of about \$10.40 million, chargeable to Capital Works Reserve Fund block allocations **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The above works are conducive to our formulation of the scope and capital cost estimation of the proposed works, and the subsequent funding application to the FC.

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

WAY FORWARD




18. We plan to seek funding approval from the FC for upgrading **52TF** to Category A after consulting the Public Works Subcommittee.

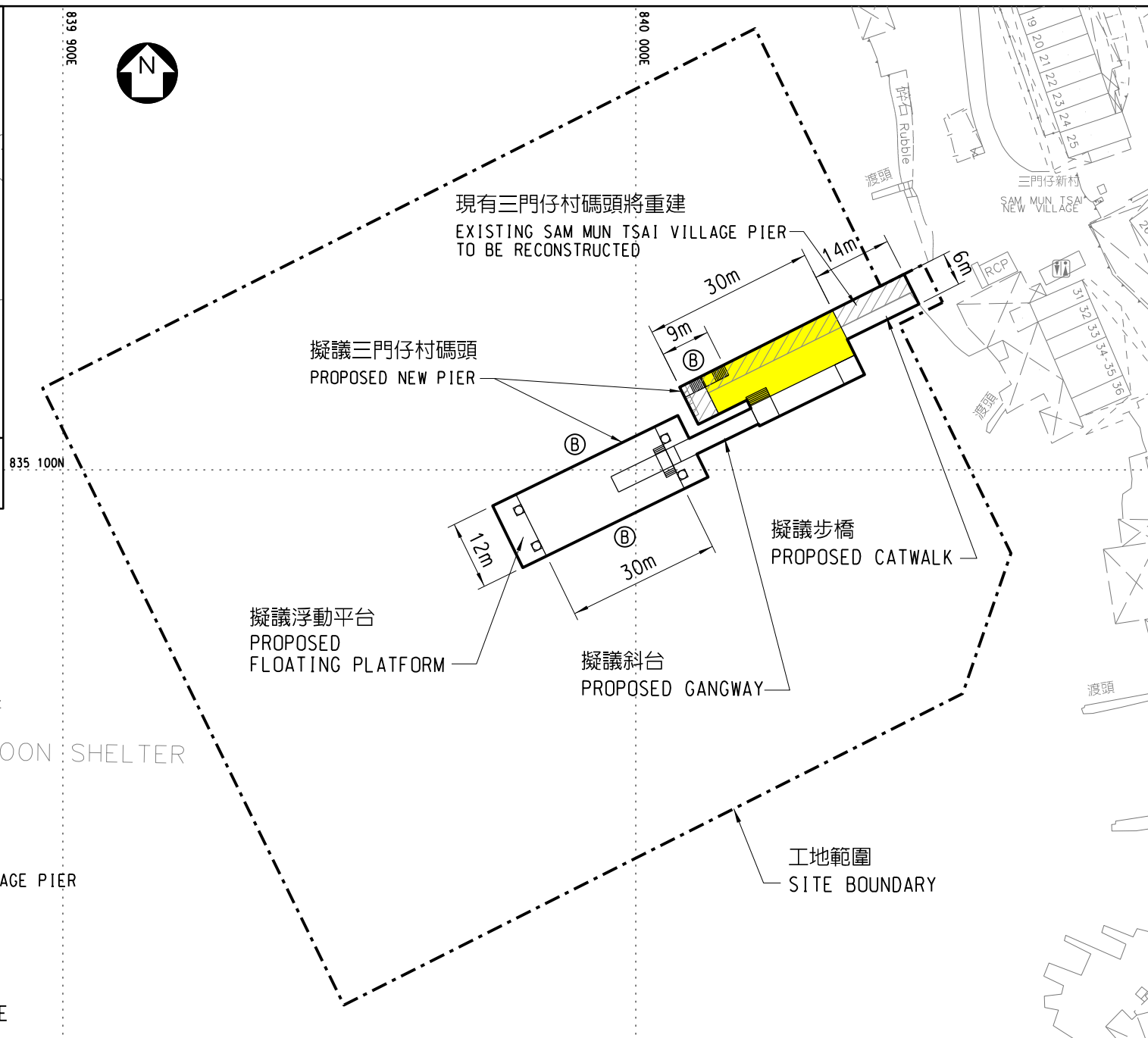


索引圖 KEY PLAN
 比例 SCALE 1 : 100 000

船灣避風塘
 SHUEN WAN TYPHOON SHELTER

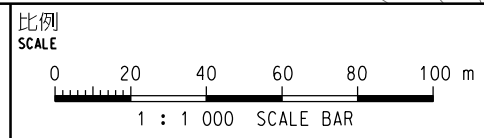
圖例 :
 LEGEND :

-  現有三門仔村碼頭將重建
 EXISTING SAM MUN TSAI VILLAGE PIER TO BE RECONSTRUCTED
-  擬議碼頭上蓋
 PROPOSED ROOF COVER
-  擬議靠泊位置
 PROPOSED BERTHING SPACE



工程名稱
 PROJECT TITLE
 工務工程計劃項目第52TF號 - 三门仔村碼頭改善工程
 PWP ITEM NO. 52TF - IMPROVEMENT WORKS AT SAM MUN TSAI VILLAGE PIER

圖則名稱
 DRAWING TITLE
 平面圖
 LAYOUT PLAN





工程名稱
PROJECT TITLE

工務工程計劃項目第52TF號 - 三門仔村碼頭改善工程
PWP ITEM NO. 52TF - IMPROVEMENT WORKS AT SAM MUN TSAI VILLAGE PIER

圖則名稱
DRAWING TITLE

擬議碼頭佈局模擬圖
PHOTOMONTAGE OF PROPOSED PIER LAYOT



工程名稱
PROJECT TITLE

工務工程計劃項目第52TF號 - 三門仔村碼頭改善工程
PWP ITEM NO. 52TF - IMPROVEMENT WORKS AT SAM MUN TSAI VILLAGE PIER

圖則名稱
DRAWING TITLE

現有三門仔村碼頭
EXISTING SAM MUN TSAI VILLAGE PIER

53TF – Improvement Works at Sham Chung Pier

PROJECT SCOPE

We propose to upgrade **53TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of 2 berthing spaces, catwalk, and ancillary facilities such as floating platform and gangway¹, roof cover, lighting system, benches, solar panels, Wi-Fi device, etc.; and
- (b) environmental mitigation measures and monitoring 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 (FC) for target completion in around 3.5 years. We have invited tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded upon obtaining FC's funding approval.

JUSTIFICATION

4. The Sham Chung Pier ("Pier") is located at Sham Chung Wan in Tai Po District and was built in 1962. The Pier is adjacent to Sai Kung West Country Park, and is currently served by scheduled kaito ferry service² for tourists to visit the country park and enjoy the scenery on both sides of Tolo Channel. The existing Pier has two berthing spaces, but the one nearer to the shore has shorter berthing length and shallower water depth, causing inconvenience to vessel berthing. Besides, part of the pier structures is deteriorating due to aging, and is currently strengthened by later added steel frames under the soffit of the slabs to cope with the aging problem. The local villagers have been repeatedly requesting the Government to improve the Pier. After carrying out the study, the Government

¹ Floating platform and gangway are barrier-free facilities. The floating platform would rise and fall with the sea level and maintain at the same level with the hull, while the gangway connecting the access ramp of the pier and the floating platform would facilitate boarding and alighting of passengers in need.

² 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.

agrees there is a need to reconstruct the Pier to effectively improve the structural condition, berthing situation and pier facilities, with a view to facilitating easier and safer boarding and alighting of passengers, and bringing convenience to the public and visitors to/from Sham Chung and the country park in the vicinity. 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 \$111.9 million in money-of-the-day prices.

PUBLIC CONSULTATION

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

7. We also consulted the local stakeholders (including relevant District Council members, Tai Po Rural Committee representatives and village representatives), ferry operators, hiking groups, organizations of people with disabilities and green groups between September 2018 and April 2019. They supported the proposed works in general.

8. The proposed pier reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 29 January 2021 and 5 February 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 7 May 2021.

ENVIRONMENTAL IMPLICATIONS

9. 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 pollution control measures. We have included in the project estimate the cost required to implement these environmental mitigation measures recommended in the PER.

10. 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. We will require the contractor to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites, in order to minimise the disposal of inert construction waste at public fill reception facilities³. We will encourage the contractor to use recycled or recyclable inert construction waste, and use non-timber formwork to further minimise the generation of construction waste.

11. At the construction stage, we will require the contractor to submit for the Government's 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, and 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.

12. We estimate that the proposed works will generate an approximate total of 1 800 tonnes construction waste. Of these, we will deliver 1 620 tonnes (90%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 180 tonnes (10%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be about \$0.15 million for the proposed work (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

13. 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.

LAND ACQUISITION

14. The proposed works does not require resumption of private land.

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.

TRAFFIC IMPLICATIONS

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

BACKGROUND INFORMATION

16. We engaged consultant to undertake the investigation study, PER and detailed design, and a contractor to undertake ground investigation works, at a total cost of about \$10.18 million, chargeable to Capital Works Reserve Fund block allocations **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The above works are conducive to our formulation of the scope and capital cost estimation of the proposed works, and the subsequent funding application to the FC.

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

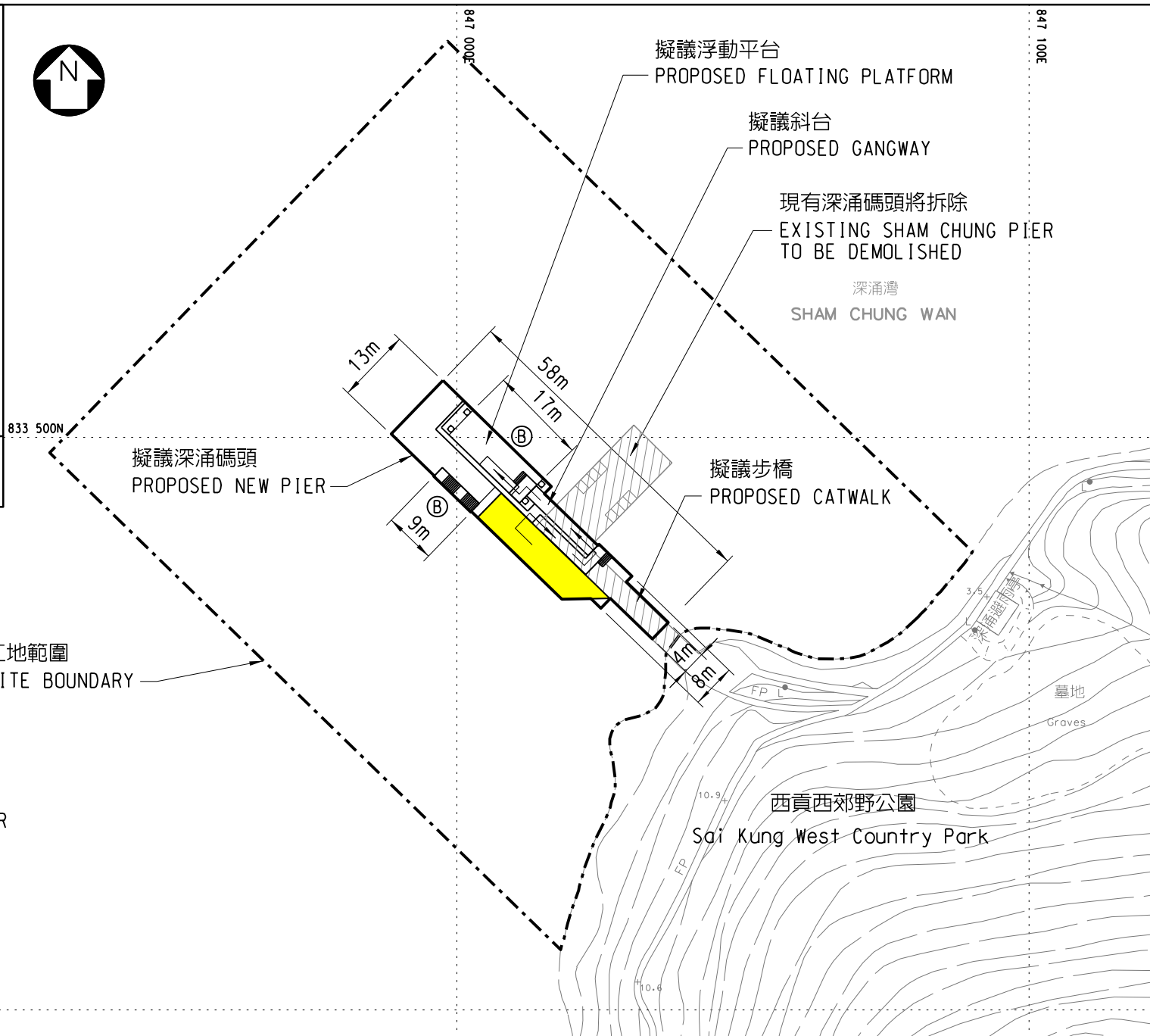
WAY FORWARD

18. We plan to seek funding approval from the FC for upgrading **53TF** to Category A after consulting the Public Works Subcommittee.






索引圖 KEY PLAN

比例 SCALE 1 : 100 000

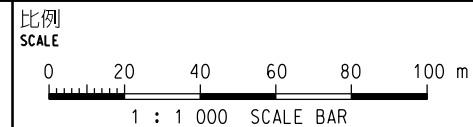


圖例 :
 LEGEND :

-  現有深涌碼頭將拆除
 EXISTING SHAM CHUNG PIER TO BE DEMOLISHED
-  擬議碼頭上蓋
 PROPOSED ROOF COVER
-  擬議靠泊位置
 PROPOSED BERTHING SPACE

工程名稱 PROJECT TITLE
 工務工程計劃項目第53TF號 - 深涌碼頭改善工程
 PWP ITEM NO. 53TF - IMPROVEMENT WORKS AT SHAM CHUNG PIER

圖則名稱 DRAWING TITLE
 平面圖
 LAYOUT PLAN





工程名稱
PROJECT TITLE

工務工程計劃項目第53TF號 - 深涌碼頭改善工程
PWP ITEM NO. 53TF - IMPROVEMENT WORKS AT SHAM CHUNG 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

工務工程計劃項目第53TF號 - 深涌碼頭改善工程
PWP ITEM NO. 53TF - IMPROVEMENT WORKS AT SHAM CHUNG PIER

圖則名稱
DRAWING TITLE

現有深涌碼頭
EXISTING SHAM CHUNG PIER

54TF – Improvement Works at Yi O Pier

PROJECT SCOPE

We propose to upgrade **54TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of 2 berthing spaces, catwalk, and ancillary facilities such as floating platform and gangway¹, roof cover, lighting system, benches, solar panels, Wi-Fi device, etc.; and
- (b) environmental mitigation measures and monitoring for the proposed works.

2. A layout plan and photomontage showing the proposed works are at **Annex 1** and **Annex 2 to Enclosure 3** respectively.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee (FC) for target completion in around 3 years. We have invited tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded upon obtaining FC’s funding approval.

JUSTIFICATION

4. The Yi O Pier (“Pier”) is located at the southwest of Tai O on Lantau Island, and was built by local villagers before 1963. The Pier is mainly used by local villagers and visitors and hikers to Yi O and the Lantau Trail². The existing Pier is small, narrow and primitive, has only one berthing space, and its structures are aged and in poor condition. The insufficient water depth at the berth also makes berthing difficult during low tide in particular, causing inconvenience to passengers when boarding and alighting. The local villagers have been repeatedly requesting the Government to improve the Pier. After carrying out the study, the Government agrees there is a need to construct a new pier nearby to improve the structural

¹ Floating platform and gangway are barrier-free facilities. The floating platform would rise and fall with the sea level and maintain at the same level with the hull, while the gangway connecting the access ramp of the pier and the floating platform would facilitate boarding and alighting of passengers in need.

² Lantau Trail is a hiking route connecting the Lantau South Country Park and Lantau North Country Park. It starts at Mui Wo, and embarks on a circular route via Yi Tung Shan, Sunset Peak, Pak Kung Au, Lantau Peak, Ngong Ping, Keung Shan, Man Cheung Po, Tai O, Yi O, Fan Lau, Shek Pik, Shui Hau Peninsula, Pui O and Shap Long. It is 70 kilometres in total and is divided into 12 sections. People visiting Tai O may rent a boat to travel to/from Yi O and enjoy the coastal scenes during the boat trip.

condition, berthing situation and pier facilities, with a view to facilitating easier and safer boarding and alighting of passengers, and bringing convenience to the public and visitors to/from Yi O and the attractions in the vicinity. A photo showing the existing condition of the Pier is at **Annex 3 to Enclosure 3**.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the proposed works to be \$128.5 million in money-of-the-day prices.

PUBLIC CONSULTATION

6. We consulted the Traffic and Transport Committee of Islands District Council on the proposed works on 22 July 2019 and obtained their supports.

7. We also consulted the local stakeholders (including relevant District Council members, Tai O Rural Committee representatives and village representative), ferry operators, hiking groups, organizations of people with disabilities and green groups between September 2018 and July 2019. They supported the proposed works in general.

8. The proposed pier construction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 23 and 30 April 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 30 July 2021.

ENVIRONMENTAL IMPLICATIONS

9. 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 September 2019. 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 required to implement these environmental mitigation measures recommended in the PER.

10. 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. 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 use recycled or recyclable inert construction waste, and use non-timber formwork to further minimise the generation of construction waste.

11. At the construction stage, we will require the contractor to submit for the Government's 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 construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

12. We estimate that the proposed works will generate an approximate total of 925 tonnes construction waste. Of these, we will deliver 325 tonnes (35%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 600 tonnes (65%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be about \$0.14 million for the proposed works (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

13. The project 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.

LAND ACQUISITION

14. The proposed works will not require resumption of private land.

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.

TRAFFIC IMPLICATIONS

15. During the construction stage, the normal operation of the existing Pier will not be affected.

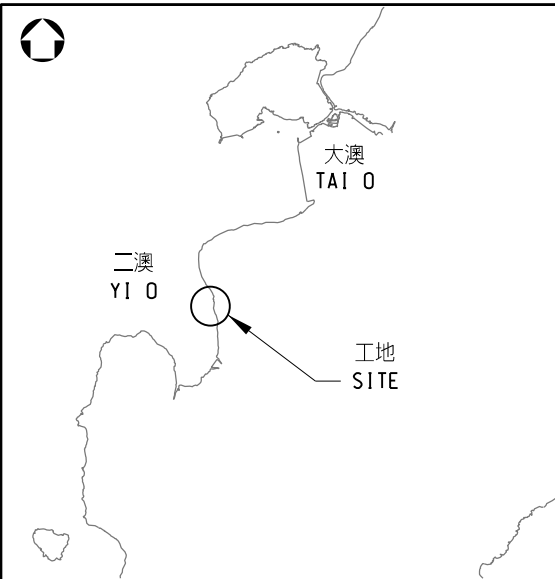
BACKGROUND INFORMATION

16. We engaged consultant to undertake the investigation study, PER and detailed design, and a contractor to undertake ground investigation works, at a total cost of about \$12.54 million, chargeable to Capital Works Reserve Fund block allocations **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The above works are conducive to our formulation of the scope and capital cost estimation of the proposed works, and the subsequent funding application to the FC.

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

WAY FORWARD

18. We plan to seek funding approval from the FC for upgrading **54TF** to Category A after consulting the Public Works Subcommittee.



索引圖 KEY PLAN
比例 SCALE 1 : 100 000



工地範圍
SITE BOUNDARY

擬議二澳碼頭
PROPOSED YI O PIER

擬議浮動平台
PROPOSED FLOATING PLATFORM

擬議斜台
PROPOSED GANGWAY

擬議步橋
PROPOSED CATWALK

鳳凰徑
LANTAU TRAIL

現有二澳碼頭
EXISTING YI O PIER

802 400E

802 600E

802 800E

811 000N

802 200E

810 800N

圖例：
LEGEND：



擬議碼頭上蓋
PROPOSED ROOF COVER

ⓑ

擬議靠泊位置
PROPOSED BERTHING SPACE

工程名稱
PROJECT TITLE

工務工程計劃項目第54TF號 - 二澳碼頭改善工程
PWP ITEM NO. 54TF - IMPROVEMENT WORKS AT YI O PIER

圖則名稱
DRAWING TITLE

平面圖
LAYOUT PLAN

比例
SCALE



比例尺 SCALE BAR 1 : 3 000



工程名稱
PROJECT TITLE

工務工程計劃項目第54TF號 - 二澳碼頭改善工程
PWP ITEM NO. 54TF - IMPROVEMENT WORKS AT YI O 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

工務工程計劃項目第54TF號 - 二澳碼頭改善工程
PWP ITEM NO. 54TF - IMPROVEMENT WORKS AT YI O PIER

圖則名稱
DRAWING TITLE

現有二澳碼頭
EXISTING YI O PIER

55TF – Improvement Works at Yung Shue Wan Public Pier

PROJECT SCOPE

We propose to upgrade **55TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of 2 berthing spaces, catwalk, and ancillary facilities such as floating platform and gangway¹, roof cover, lighting system, cycle parking area (CPA), benches, solar panels, Wi-Fi device, etc.; and
- (b) environmental mitigation measures and monitoring for the proposed works.

2. A layout plan and photomontage showing the proposed works are at **Annex 1** and **Annex 2 to Enclosure 4** respectively.

3. We plan to complete the proposed works upon obtaining funding approval from the Finance Committee (FC) in around 4 years. We will invite tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded after obtaining FC's funding approval.

JUSTIFICATION

4. The Yung Shue Wan Public Pier ("Pier") is located at the north of Lamma Island and was built in 1960s. Apart from being used by the public for vessel berthing, the Pier is the sole passageway between Yung Shue Wan Ferry Pier and Yung Shue Wan Main Street. Owing to the aging pier structures, we need to conduct more frequent inspections and maintenance to cope with the aging structural problem. The local residents have been repeatedly requesting the Government to improve the Pier, and to provide additional cycle parking spaces near the pier in this project to meet the demand. After carrying out the study, the Government agrees there is a need to reconstruct the Pier to improve the structural condition and pier facilities, including construction of floating platform and gangway, with a view to facilitating easier and safer boarding and alighting of passengers, and providing a CPA on one side of the pier catwalk. A photo showing the existing condition of the Pier is at **Annex 3 to Enclosure 4**.

¹ Floating platform and gangway are barrier-free facilities. The floating platform would rise and fall with the sea level and maintain at the same level with the hull, while the gangway connecting the access ramp of the pier and the floating platform would facilitate boarding and alighting of passengers in need.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the proposed works to be \$157.4 million in money-of-the-day prices.

PUBLIC CONSULTATION

6. We consulted the Traffic and Transport Committee of Islands District Council on the proposed works on 22 July 2019 and 17 May 2021 and obtained their supports.

7. We also consulted the local stakeholders (including relevant District Council members and Lamma North Rural Committee representatives), ferry operators, hiking groups, organizations of people with disabilities and green groups between September 2018 and May 2021. They supported the proposed works in general.

8. The proposed pier reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 23 and 30 July 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 31 December 2021.

9. The proposed CPA was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap.370) on 15 and 22 October 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 21 and 28 January 2022.

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 October 2019. 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 required 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. We will require the contractor to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites, in order to minimise the disposal of inert construction waste at public fill reception facilities². We will encourage the contractor to use recycled or recyclable inert construction waste, and use non-timber formwork to further minimise the generation of construction waste.

12. At the construction stage, we will require the contractor to submit for the Government's 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, and 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 3 300 tonnes construction waste. Of these, we will deliver 2 700 tonnes (82%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 600 tonnes (18%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be about \$0.31 million for the proposed works (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.

LAND ACQUISITION

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

² 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.

TRAFFIC IMPLICATIONS

16. During the construction stage, we will provide a temporary pier for the use of vessels and temporary access between Yung Shue Wan Ferry Pier and Yung Shue Wan Main Street.

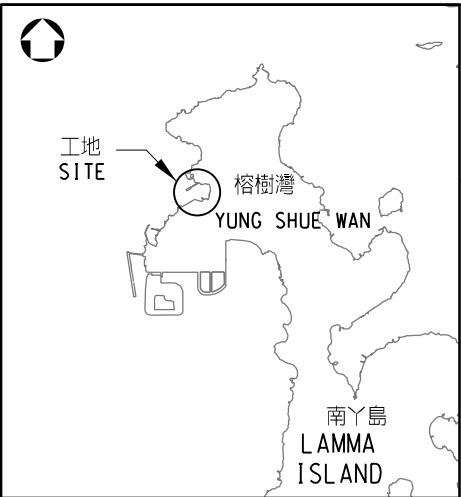
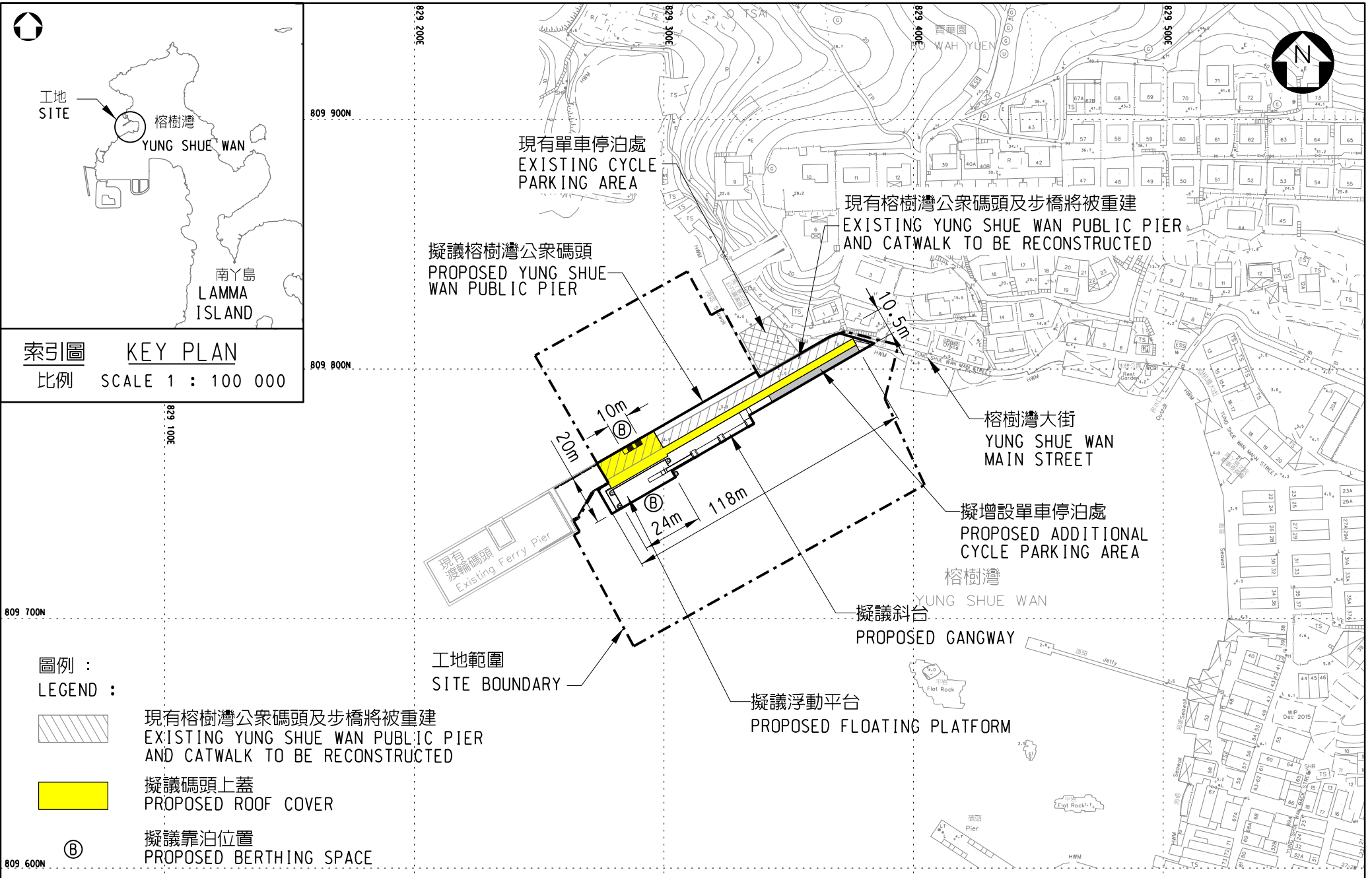
BACKGROUND INFORMATION

17. We engaged a consultant to undertake the investigation study, PER and detailed design, and a contractor to undertake ground investigation works, at a total cost of about \$10.49 million, chargeable to Capital Works Reserve Fund block allocations **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The above works are conducive to our formulation of the scope and capital cost estimation of the proposed works, and the subsequent funding application to the FC.




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

WAY FORWARD

19. We plan to seek funding approval from the FC for upgrading **55TF** to Category A after consulting the Public Works Subcommittee.

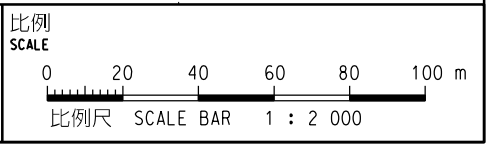


索引圖 KEY PLAN
比例 SCALE 1 : 100 000

- 圖例 :
LEGEND :
-  現有榕樹灣公眾碼頭及步橋將被重建
EXISTING YUNG SHUE WAN PUBLIC PIER AND CATWALK TO BE RECONSTRUCTED
 -  擬議碼頭上蓋
PROPOSED ROOF COVER
 -  擬議靠泊位置
PROPOSED BERTHING SPACE

工程名稱
PROJECT TITLE
工務工程計劃項目第55TF號 - 榕樹灣公眾碼頭改善工程
PWP ITEM NO. 55TF - IMPROVEMENT WORKS AT YUNG SHUE WAN PUBLIC PIER

圖則名稱
DRAWING TITLE
平面圖
LAYOUT PLAN



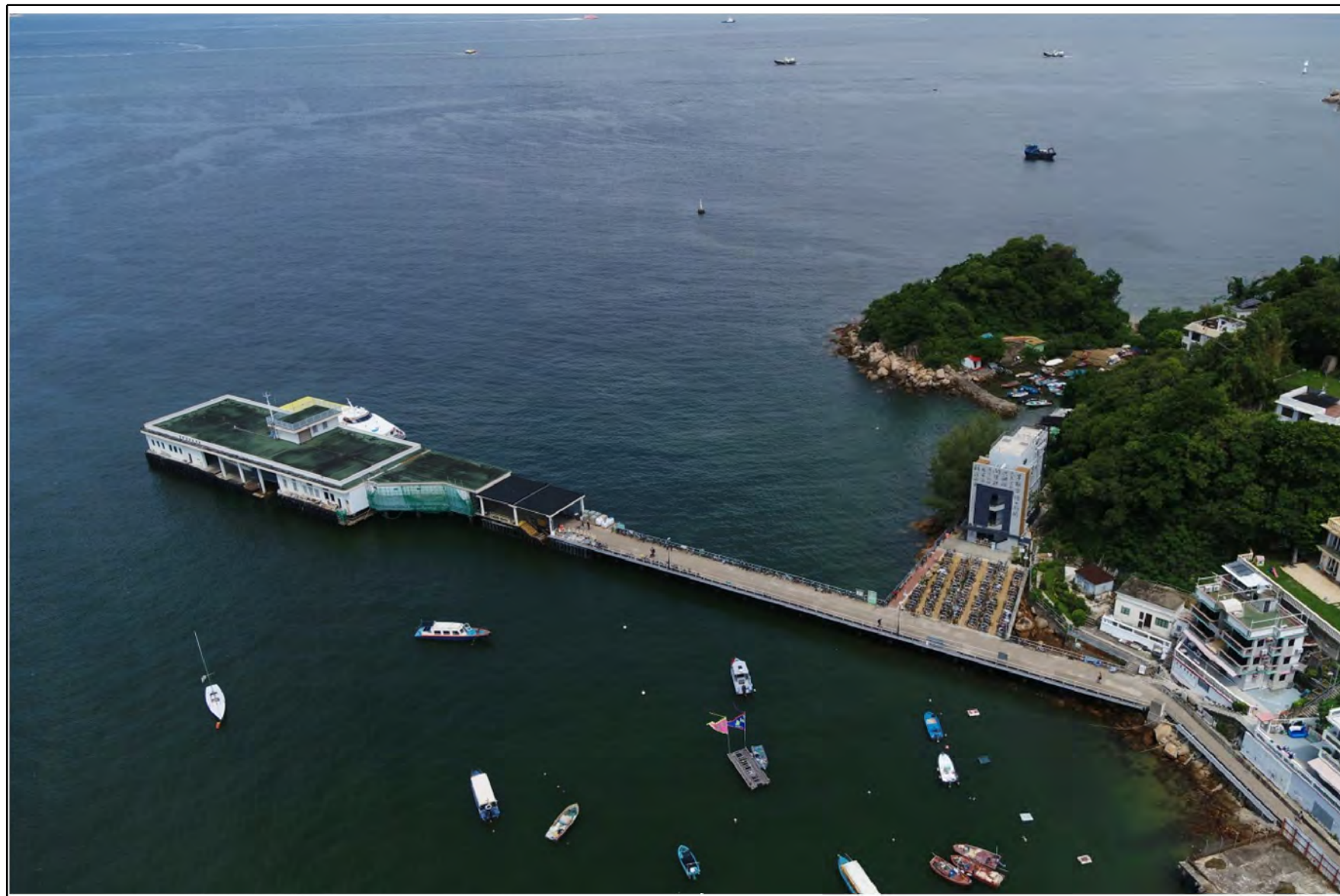


工程名稱
PROJECT TITLE

工務工程計劃項目第55TF號 - 榕樹灣公眾碼頭改善工程
PWP ITEM NO. 55TF - IMPROVEMENT WORKS AT YUNG SHUE WAN PUBLIC 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

工務工程計劃項目第55TF號 - 榕樹灣公眾碼頭改善工程
PWP ITEM NO. 55TF - IMPROVEMENT WORKS AT YUNG SHUE WAN PUBLIC PIER

圖則名稱
DRAWING TITLE

現有榕樹灣公眾碼頭
EXISTING YUNG SHUE WAN PUBLIC PIER

56TF – Improvement Works at Shek Tsai Wan Pier

PROJECT SCOPE

We propose to upgrade **56TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of 2 berthing spaces, catwalk, and ancillary facilities such as floating platform cum access ramp¹, roof cover, lighting system, benches, solar panels, Wi-Fi device, etc.; and
- (b) environmental mitigation measures and monitoring for the proposed works.

2. A layout plan and photomontage showing the proposed works are at **Annex 1** and **Annex 2 to Enclosure 5** respectively.

3. We plan to complete the proposed works upon obtaining funding approval from the Finance Committee in around 3.5 years. We will invite tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded after obtaining FC's funding approval.

JUSTIFICATION

4. The Shek Tsai Wan Pier ("Pier") is located at the western side of Ma Wan in Tsuen Wan District and was built in 1960s by the local villagers. The Pier is next to the Ma Wan Fish Culture Zone, and is mainly used by local villagers and fishermen. The existing Pier has only one berthing space, and the insufficient water depth of the berth also makes berthing of relatively large vessels difficult during low tide in particular, causing inconvenience to passengers when boarding and alighting. Besides, the Pier is dilapidated with part of the structures at the pier head collapsed, and currently temporary stairs are relied on for access. The local villagers and fishermen have been repeatedly requesting the Government to improve the Pier. After carrying out the study, the Government agrees there is a need to reconstruct the Pier to improve the structural condition, berthing situation and pier facilities, with a view to facilitating easier and safer boarding and alighting of passengers, and bringing convenience to the villagers and the fishermen

¹ Floating platform cum access ramp is a barrier-free facility. The floating platform mainly serves smaller boats and comprises multiple units. It would rise and fall with the sea level and maintain at the same level with the hull, and would form an access ramp to facilitate boarding and alighting of passengers in need.

accessing to/from Shek Tsai Wan. A photo showing the existing condition of the Pier is at **Annex 3 to Enclosure 5**.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the proposed works to be \$57.5 million in money-of-the-day prices.

PUBLIC CONSULTATION

6. We consulted the Traffic and Transport Committee of Tsuen Wan District Council on the proposed works on 6 May 2019 and obtained their supports.

7. We also consulted the local stakeholders (including relevant District Council members, Ma Wan Rural Committee representatives, and fishermen representatives), ferry operators, hiking groups, organizations of people with disabilities and green groups between September 2018 and August 2021. They supported the proposed works in general.

8. The proposed pier reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 29 January and 5 February 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 7 May 2021.

ENVIRONMENTAL IMPLICATIONS

9. 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 October 2019. 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 required to implement these environmental mitigation measures recommended in the PER.

10. 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. We will require the contractor to reuse inert

construction waste (e.g. excavated materials) on site or in other suitable construction sites, in order to minimise the disposal of inert construction waste at public fill reception facilities². We will encourage the contractor to use recycled or recyclable inert construction waste, and use non-timber formwork to further minimise the generation of construction waste.

11. At the construction stage, we will require the contractor to submit for the Government's 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, and 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.

12. We estimate that the proposed works will generate an approximate total of 950 tonnes construction waste. Of these, we will deliver 650 tonnes (68%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 300 tonnes (32%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be about \$0.11 million for the proposed works (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

13. 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.

LAND ACQUISITION

14. The proposed works does not require resumption of private land.

² 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.

TRAFFIC IMPLICATIONS

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

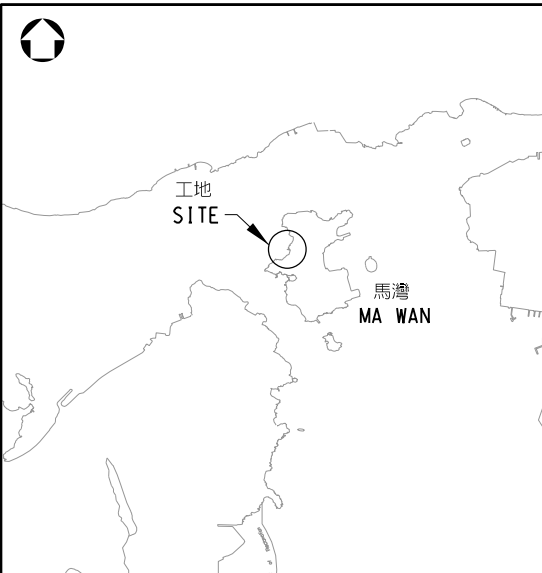
BACKGROUND INFORMATION

16. We engaged consultants to undertake the investigation study, PER and detailed design, and a contractor to undertake ground investigation works, at a total cost of about \$9.45 million, chargeable to Capital Works Reserve Fund block allocations **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The above works are conducive to our formulation of the scope and capital cost estimation of the proposed works, and the subsequent funding application to the FC.

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

WAY FORWARD

18. We plan to seek funding approval from the FC for upgrading **56TF** to Category A after consulting the Public Works Subcommittee.



索引圖 KEY PLAN
比例 SCALE 1 : 100 000



現有石仔灣碼頭將被重建
EXISTING SHEK TSAI WAN PIER
TO BE RECONSTRUCTED

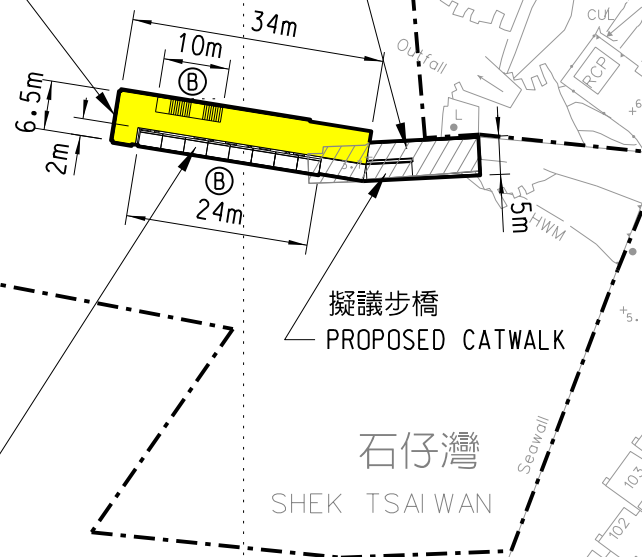
擬議石仔灣碼頭
PROPOSED SHEK TSAI WAN PIER

工地範圍
SITE BOUNDARY

擬議浮動平台兼斜道
PROPOSED FLOATING PLATFORM
CUM ACCESS RAMP

擬議步橋
PROPOSED CATWALK

石仔灣
SHEK TSAI WAN



圖例 :
LEGEND :

-  現有石仔灣碼頭將被重建
EXISTING SHEK TSAI WAN PIER
TO BE RECONSTRUCTED
-  擬議碼頭上蓋
PROPOSED ROOF COVER
-  擬議靠泊位置
PROPOSED BERTHING SPACE

823 500N

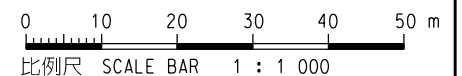
工程名稱
PROJECT TITLE

工務工程計劃項目第56TF號 - 石仔灣碼頭改善工程
PWP ITEM NO. 56TF - IMPROVEMENT WORKS AT SHEK TSAI WAN PIER

圖則名稱
DRAWING TITLE

平面圖
LAYOUT PLAN

比例
SCALE





工程名稱
PROJECT TITLE

工務工程計劃項目第56TF號 - 石仔灣碼頭改善工程
PWP ITEM NO. 56TF - IMPROVEMENT WORKS AT SHEK TSAI WAN 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

工務工程計劃項目第56TF號 - 石仔灣碼頭改善工程
PWP ITEM NO. 56TF - IMPROVEMENT WORKS AT SHEK TSAI WAN PIER

圖則名稱
DRAWING TITLE

現有石仔灣碼頭
EXISTING SHEK TSAI WAN PIER

57TF – Improvement Works at Leung Shuen Wan Pier

PROJECT SCOPE

We propose to upgrade **57TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of 4 berthing spaces, and ancillary facilities such as access ramp¹, roof cover, lighting system, benches, solar panels, Wi-Fi device, etc.; and
- (b) environmental mitigation measures and monitoring for the proposed works.

2. A layout plan and photomontage showing the proposed works are at **Annex 1** and **Annex 2 to Enclosure 6** respectively.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee (FC) for target completion in around 3.5 years. We have invited tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded upon obtaining FC's funding approval.

JUSTIFICATION

4. The Leung Shuen Wan Pier ("Pier") is located at the southeast to the High Island Reservoir in Sai Kung District and was built in 1990s. The Pier is adjacent to Leung Shuen Wan Fish Culture Zone, and is mainly used by local villagers and fishermen, as well as tourists and worshippers to the nearby Tin Hau Temple², the High Island Reservoir East Dam³ and Sai Kung East Country Park. The existing Pier is small with narrow access and has only one berthing space. The insufficient water depth of the berth also makes berthing of relatively large vessels

¹ Access ramp is a barrier-free facility facilitating boarding and alighting of passengers in need. Because the location of Leung Shuen Wan Pier is often exposed to wind wave and swell, floating platform would not be suitable as it would heave significantly.

² Tin Hau Temple at Leung Shuen Wan was listed as Grade 3 Historic Building in 2010. The Jiao Festival and Tin Hau Festival events organized biennially attract a huge inflow of tourists and worshippers to come to this temple.

³ The High Island Reservoir East Dam is one of the geo-sites of Hong Kong UNESCO Global Geopark. It has globally rare acidic volcanic hexagonal rock columns, and offers magnificent uplands, reservoir, seascape, unique geo-sites, various geological structures and wave-cut landforms, and is one of the most popular geopark attractions.

difficult during low tide in particular, causing inconvenience to passengers when boarding and alighting. The facilities of the Pier also cannot cope with the current needs, especially on festive holidays or weekends when utilizations are high. The local villagers and fishermen have been repeatedly requesting the Government to improve the Pier. After carrying out the study, the Government agrees there is a need to reconstruct the Pier to improve the berthing situation and pier facilities, with a view to bringing convenience to the public and the tourists travelling to/from Leung Shuen Wan and the nearby attractions. A photo showing the existing condition of the Pier is at **Annex 3 to Enclosure 6**.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the proposed works to be \$88.3 million in money-of-the-day prices.

PUBLIC CONSULTATION

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

7. We also consulted the local stakeholders (including relevant District Council members, Sai Kung Rural Committee representatives, village representatives and fishermen representatives), ferry operators, hiking groups, organizations of people with disabilities and green groups between September 2018 and April 2019. They supported the proposed works in general.

8. The proposed pier reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 29 January and 5 February 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 7 May 2021.

ENVIRONMENTAL IMPLICATIONS

9. 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 required to implement these environmental mitigation measures recommended in the PER.

10. 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. We will require the contractor to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites, in order to minimise the disposal of inert construction waste at public fill reception facilities⁴. We will encourage the contractor to use recycled or recyclable inert construction waste, and use non-timber formwork to further reduce the generation of construction waste.

11. At the construction stage, we will require the contractor to submit for Government's 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, and 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.

12. We estimate that the proposed works will generate an approximate total of 1 278 tonnes construction waste. Of these, we will deliver 1 170 tonnes (92%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 108 tonnes (8%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be about \$0.10 million for the proposed work (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

13. 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

14. The proposed works does not require resumption of private land.

TRAFFIC IMPLICATIONS

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

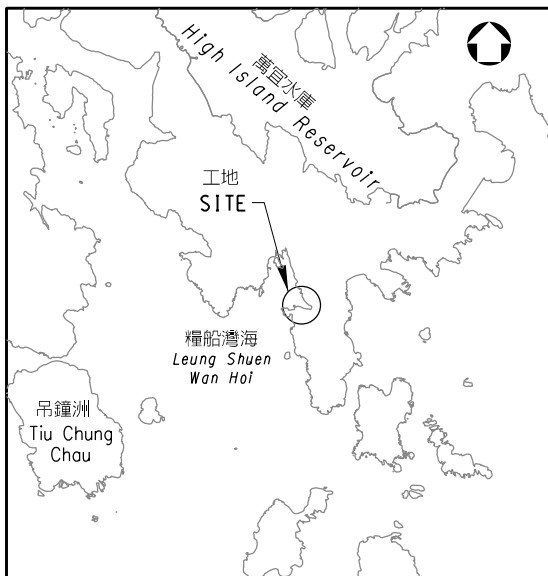
BACKGROUND INFORMATION

16. We engaged consultants to undertake the investigation study, PER and detailed design, and a contractor to undertake ground investigation works, at a total cost of about \$8.58 million, chargeable to Capital Works Reserve Fund block allocations **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The above works are conducive to our formulation of the scope and capital cost estimation of the proposed works, and the subsequent funding application to the FC.

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

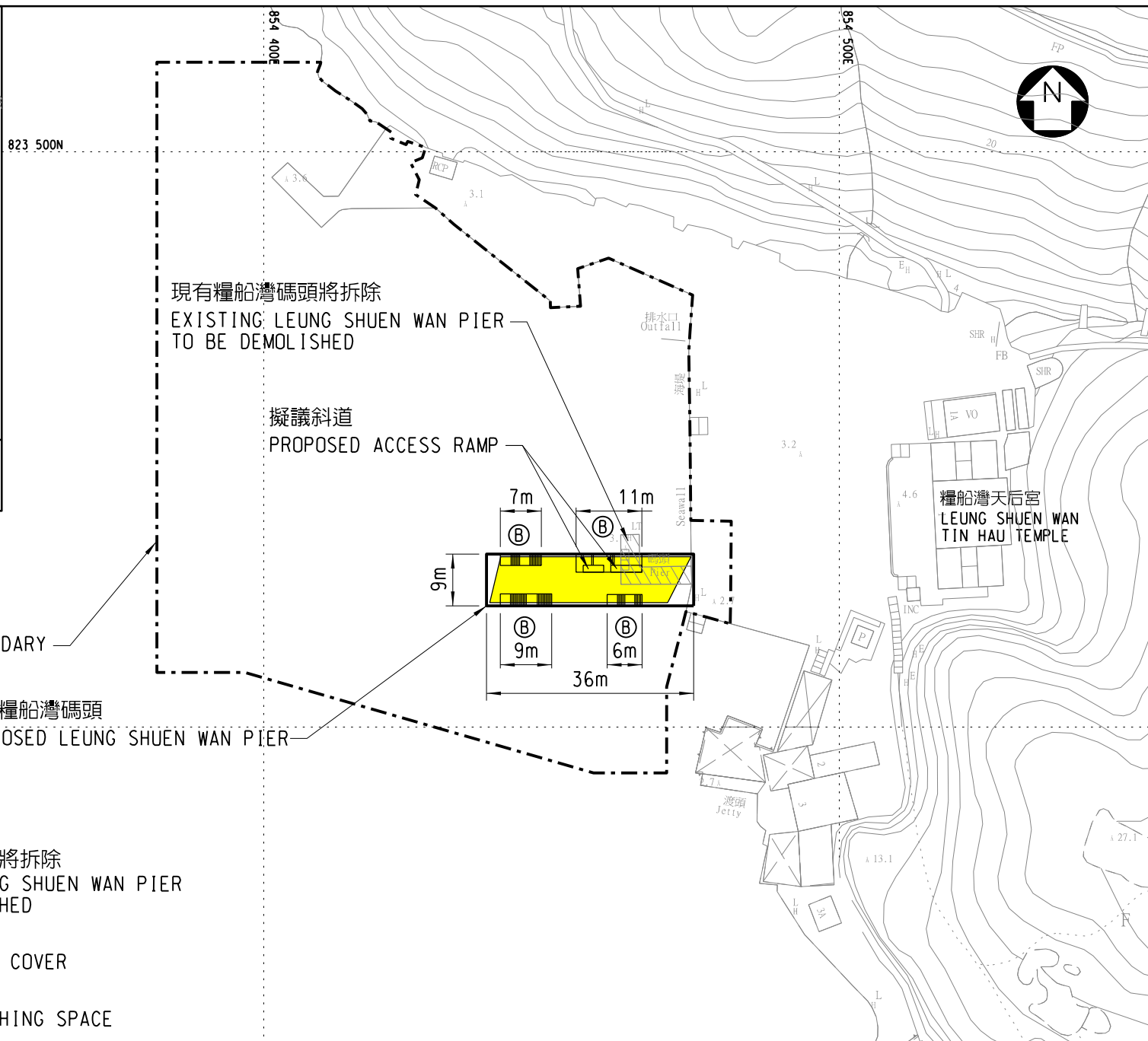
WAY FORWARD

18. We plan to seek funding approval from the FC for upgrading **57TF** to Category A after consulting the Public Works Subcommittee.



索引圖 KEY PLAN

比例 SCALE 1 : 100 000



圖例 :
LEGEND :



現有糧船灣碼頭將拆除
EXISTING LEUNG SHUEN WAN PIER
TO BE DEMOLISHED



擬議碼頭上蓋
PROPOSED ROOF COVER



擬議靠泊位置
PROPOSED BERTHING SPACE

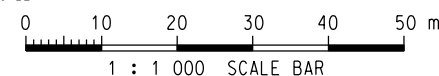
工程名稱
PROJECT TITLE

工務工程計劃項目第57TF號 - 糧船灣碼頭改善工程
PWP ITEM NO. 57TF - IMPROVEMENT WORKS AT LEUNG SHUEN WAN PIER

圖則名稱
DRAWING TITLE

平面圖
LAYOUT PLAN

比例
SCALE





工程名稱
PROJECT TITLE

工務工程計劃項目第57TF號 - 糧船灣碼頭改善工程
PWP ITEM NO. 57TF - IMPROVEMENT WORKS AT LEUNG SHUEN WAN 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

工務工程計劃項目第57TF號 - 糧船灣碼頭改善工程
PWP ITEM NO. 57TF - IMPROVEMENT WORKS AT LEUNG SHUEN WAN PIER

圖則名稱
DRAWING TITLE

現有糧船灣碼頭
EXISTING LEUNG SHUEN WAN PIER

60TF – Improvement Works at Ma Wan Chung Pier

PROJECT SCOPE

We propose to upgrade **60TF** to Category A and the scope of works comprises –

- (a) reconstruction of the existing pier, including provision of 2 berthing spaces, catwalk, and ancillary facilities such as floating platform cum access ramp¹, roof cover, lighting system, benches, solar panels, Wi-Fi device, etc.; and
- (b) environmental mitigation measures and monitoring for the proposed works.

2. A layout plan and photomontage showing the proposed works are at **Annex 1** and **Annex 2 to Enclosure 7** respectively.

3. We plan to commence the proposed works upon obtaining funding approval from the Finance Committee for target completion in around 3 years. We have invited tenders in parallel to enable early commencement of the proposed works. The contract will only be awarded upon obtaining FC’s funding approval.

JUSTIFICATION

4. The Ma Wan Chung Pier (“Pier”) is located at Ma Wan Chung Village in Tung Chung on the Lantau. It was built by the local villagers before 1963, and is mainly used by the local villagers and the fishermen carrying out fishing operation at nearby estuaries. The existing Pier is primitive and has only one berthing space. The insufficient water depth of the berth also makes berthing difficult during low tide in particular, causing inconvenience to passengers when boarding and alighting. The local villagers and fishermen have been repeatedly requesting the Government to improve the Pier. After carrying out the study, the Government agrees there is a need to reconstruct the Pier to improve the berthing situation and pier facilities, with a view to bringing convenience to the villagers and the fishermen accessing to/from Ma Wan Chung. A photo showing the existing condition of the Pier is at **Annex 3 to Enclosure 7**.

¹ Floating platform cum access ramp is a barrier-free facility. The floating platform mainly serves smaller boats and comprises multiple units. It would rise and fall with the sea level and maintain at the same level with the hull, and would form an access ramp to facilitate boarding and alighting of passengers in need.

FINANCIAL IMPLICATIONS

5. We estimate the capital cost of the proposed works to be \$45.8 million in money-of-the-day prices.

PUBLIC CONSULTATION

6. We consulted the Traffic and Transport Committee of Islands District Council on the proposed works on 22 March 2021 and obtained their supports.

7. We also consulted the local stakeholders (including relevant District Council members, Tung Chung Rural Committee representatives, village representatives and fishermen representatives), ferry operators, hiking groups, organizations of people with disabilities and green groups between September 2018 and March 2021. They supported the proposed works in general.

8. The proposed pier reconstruction works were gazetted under the Foreshore and Seabed (Reclamations) Ordinance (Cap. 127) on 11 and 18 June 2021. No objection was received during the objection period. Authorisation notice under that Ordinance was published in gazette on 10 September 2021.

ENVIRONMENTAL IMPLICATIONS

9. 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 October 2019. 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 required to implement these environmental mitigation measures recommended in the PER.

10. 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. We will require the contractor to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites, in order to minimise the disposal of inert construction waste at

public fill reception facilities². We will encourage the contractor to use recycled or recyclable inert construction waste, and use non-timber formwork to further reduce the generation of construction waste.

11. At the construction stage, we will require the contractor to submit for the Government's 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, and 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.

12. We estimate that the proposed works will generate an approximate total of 1 050 tonnes construction waste. Of these, we will deliver 750 tonnes (71%) of the inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 300 tonnes (29%) of non-inert construction waste at landfills. The total cost for disposal of construction waste at public fill reception facilities and landfills is estimated to be about \$0.11 million for the proposed works (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

13. 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.

LAND ACQUISITION

14. The proposed works does not require resumption of private land.

TRAFFIC IMPLICATIONS

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

² 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.

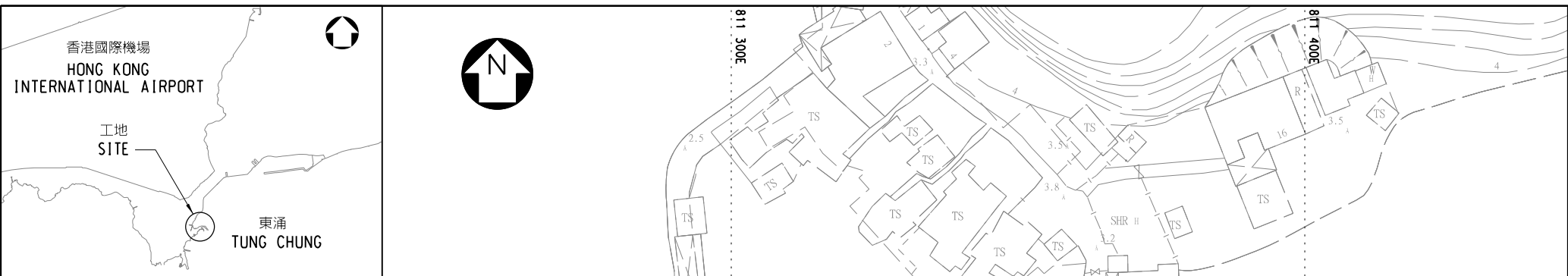
BACKGROUND INFORMATION

16. We engaged consultants to undertake the investigation study, PER and detailed design, at a total cost of about \$9.45 million, chargeable to Capital Works Reserve Fund block allocations **Subhead 5101CX** “Civil engineering works, studies and investigations for items in Category D of the Public Works Programme”. The above works are conducive to our formulation of the scope and capital cost estimation of the proposed works, and the subsequent funding application to the FC.

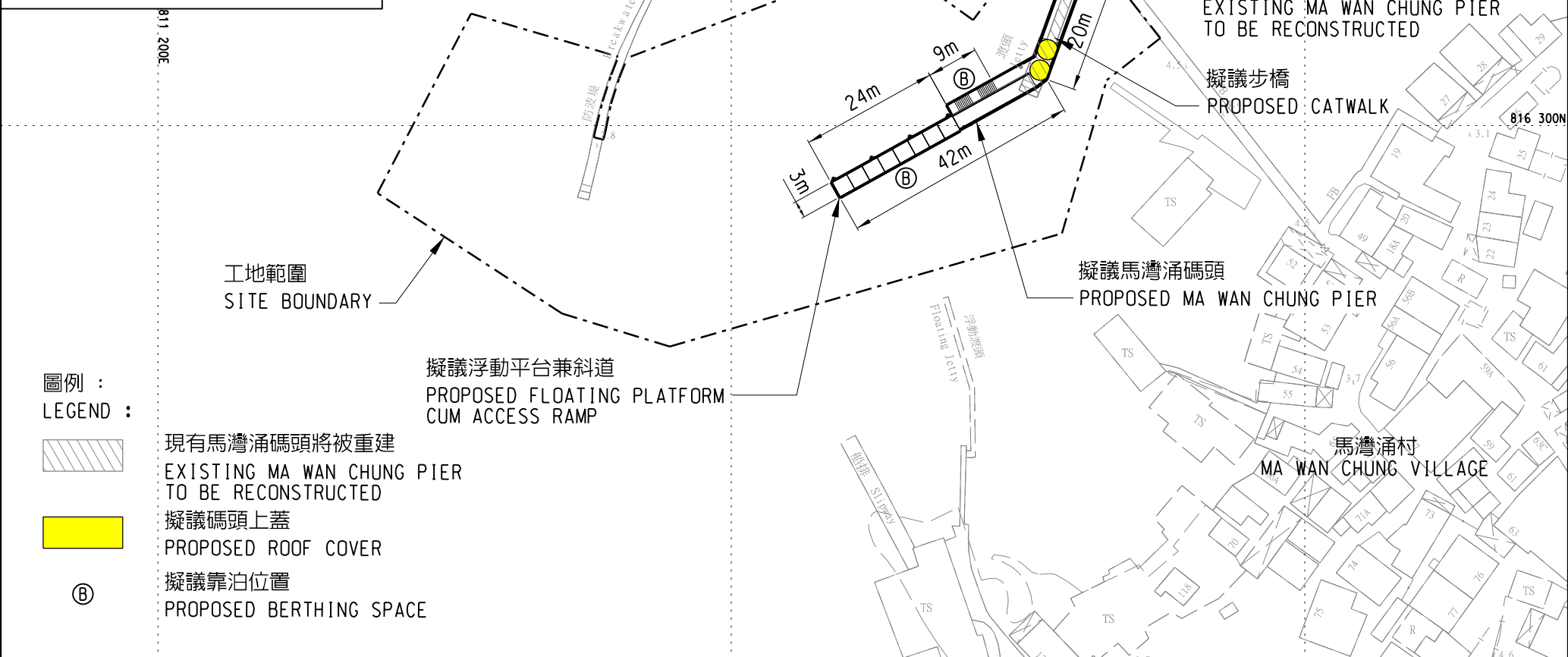
17. The proposed works will not involve any tree removal or planting proposals.

WAY FORWARD

18. We plan to seek funding approval from the FC for upgrading **60TF** to Category A after consulting the Public Works Subcommittee.



索引圖 KEY PLAN
比例 SCALE 1 : 100 000

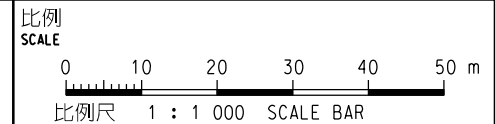


工程名稱
PROJECT TITLE

工務工程計劃項目第60TF號 - 馬灣涌碼頭改善工程
PWP ITEM NO. 60TF - IMPROVEMENT WORKS AT MA WAN CHUNG PIER

圖則名稱
DRAWING TITLE

平面圖
LAYOUT PLAN





工程名稱
PROJECT TITLE

工務工程計劃項目第60TF號 - 馬灣涌碼頭改善工程
PWP ITEM NO. 60TF - IMPROVEMENT WORKS AT MA WAN CHUNG 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

工務工程計劃項目第60TF號 - 馬灣涌碼頭改善工程
PWP ITEM NO. 60TF - IMPROVEMENT WORKS AT MA WAN CHUNG PIER

圖則名稱
DRAWING TITLE

現有馬灣涌碼頭
EXISTING MA WAN CHUNG PIER