

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 707 – NEW TOWNS AND URBAN AREA DEVELOPMENT Civil Engineering – Land development 736CL – Site formation for Kai Tak cruise terminal development

Members are invited to recommend to Finance Committee the upgrading of **736CL** to Category A at an estimated cost of \$2,303.9 million in money-of-the-day prices to carry out site formation works for the Kai Tak cruise terminal development.

PROBLEM

We need to carry out site formation works for the Kai Tak cruise terminal development.

PROPOSAL

2. The Director of Civil Engineering and Development (DCED), with the support of the Secretary for Commerce and Economic Development, proposes to upgrade **736CL** to Category A at an estimated cost of \$2,303.9 million in money-of-the-day (MOD) prices to carry out site formation works for the Kai Tak cruise terminal development.

/PROJECT

PROJECT SCOPE AND NATURE

3. The scope of **736CL** comprises –
- (a) construction of about 1 100 metres (m) long seawall;
 - (b) construction of a 35 m wide and 850 m long apron area, including piled structures for two alongside berths, mooring and fender systems, and interfacing provisions for installation of apron facilities¹, for berthing of cruise vessels;
 - (c) construction of about 150 m long associated piled transition structures at two ends of the berths;
 - (d) dredging of about 86 hectares of adjoining seabed to allow manoeuvring and berthing of cruise vessels with deep drafts; and
 - (e) provision of necessary environmental mitigation measures, including monitoring and auditing for the works mentioned in sub-paragraphs (a) to (d) above.

———— The site plan of the proposed works is at Enclosure 1.

4. Due to insufficient in-house resources, we propose to engage consultants to supervise the construction of proposed works. We plan to start the site formation works in December 2009 for completion by end-2015, with the target of commissioning the first berth to receive cruise vessels in mid-2013.

JUSTIFICATION

5. The Government is committed to developing Hong Kong into a leading cruise hub in the region. According to the cruise market consultancy studies commissioned by the Tourism Commission earlier, Hong Kong would require an additional berth between 2009 and 2015, and one to two further berths beyond 2015. The timely development of new cruise terminal facilities is critical

/to

¹ Apron facilities will be funded under a separate item for the cruise terminal building to be submitted to this sub-committee for consideration in 2010. Facilities include passenger gangways, electricity supply system, water supply and on-shore sewage reception facilities, fire-fighting provisions, lighting, etc.

to the development of Hong Kong into a cruise hub in Asia. With the availability of new cruise terminal facilities and appropriate market strategies, it is estimated that the economic benefits brought by the cruise industry will range from \$1.5 billion to \$2.6 billion per annum and the additional jobs generated will be around 5 300 to 8 900 by 2023, under different growth scenarios.

FINANCIAL IMPLICATIONS

6. We estimate the cost of the project to be \$2,303.9 million in MOD prices (please see paragraph 7 below), broken down as follows -

	\$ million	
(a) Seawall construction	290.0	
(b) Berthing structure, mooring / fender systems, transition structures and associated works	360.0	
(c) Pile foundation	1,000.0	
(d) Dredging of seabed	100.0	
(e) Environmental mitigation measures including monitoring and auditing	28.0	
(f) Consultants' fees	30.0	
(i) contract administration	20.0	
(ii) management of resident site staff	5.0	
(iii) independent environmental checker service	5.0	
(g) Remuneration of resident site staff	155.0	
(h) Contingencies	196.3	
	<u>2,159.3</u>	(in September 2009 prices)
(i) Provision for price adjustment	144.6	
	<u>2,303.9</u>	(in MOD prices)

A detailed breakdown of the estimate for the consultants' fees and resident site staff costs by man-months is at Enclosure 2.

/7.

7. Subject to approval, we will phase the expenditure as follows –

Year	\$ million (September 2009)	Price adjustment factor	\$ million (MOD)
2009 – 2010	34.0	1.00000	34.0
2010 – 2011	254.0	1.02000	259.1
2011 – 2012	520.0	1.04040	541.0
2012 – 2013	528.0	1.06121	560.3
2013 – 2014	400.0	1.08243	433.0
2014 – 2015	288.0	1.11220	320.3
2015 – 2016	99.0	1.14557	113.4
2016 – 2017	36.3	1.17993	42.8
	2,159.3		2,303.9

8. We have derived the MOD estimate on the basis of the Government's latest forecast of trend rate of change in the prices of public sector building and construction output for the period 2009 to 2017. Subject to funding approval, we will deliver the works under standard re-measurement contracts because the quantities of the works involved will vary depending on actual ground conditions. The contracts will provide for price adjustments. We will also engage an independent environmental checker consultancy for the dredging works on a lump sum basis with provision for price adjustments in the consultancy agreement as the duration of the consultancy will exceed 12 months.

9. We estimate the annual recurrent expenditure arising from the proposed works to be about \$15.5 million. On completion, the Government will lease the terminal to a cruise terminal operator for a rent.

PUBLIC CONSULTATION

10. During public consultation under the Planning Review of Kai Tak Development, the relevant District Councils (DCs) and the general public were supportive of early implementation of the Kai Tak Development, including the new cruise terminal.

/11.

11. The Civil Engineering and Development Department (CEDD) consulted the Traffic and Transport Committee of the Kwun Tong DC and the Housing and Infrastructure Committee of the Kowloon City DC on the proposed works, among others, on 7 and 28 June 2007 respectively. Both Committees supported the proposed works. The Eastern DC was also consulted through submission of an information paper on 17 May 2007 concerning the seabed dredging works falling within the District. Members did not raise any objection to the proposed works. We gazetted the proposed works under the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) on 10 August 2007. One objection was received and was withdrawn unconditionally after the Administration held discussion with the objector. The works were authorized on 21 December 2007.

12. At its meeting on 24 October 2008, we briefed Members of the Legislative Council Panel on Economic Development on the Government's decision to fund, design and build a new cruise terminal at Kai Tak for leasing to a cruise terminal operator for operation. Members generally had no objection to this development approach. On 25 May 2009, we briefed Members on the latest programme and implementation plan for the new cruise terminal and consulted Members on the Administration's plan to adopt parallel tendering ahead of funding approval to ensure the commissioning of the first berth of the new cruise terminal in mid-2013. Members generally had no objection to the tendering and implementation approach.

ENVIRONMENTAL IMPLICATIONS

13. The dredging works for the Kai Tak cruise terminal is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499). The EIA concluded that the dredging works would not cause adverse environmental impacts with implementation of mitigation measures. The Director of Environmental Protection approved the EIA report for the proposed dredging works on 19 December 2007 and issued the environmental permit to CEDD on 2 February 2009.

14. The cruise terminal itself, other than the aforesaid dredging works, is not a designated project under Schedule 2 of the EIA Ordinance. However, it lies within the boundary of the planned Kai Tak Development which is a designated project requiring an EIA report under Schedule 3 of the Ordinance. The EIA report for Kai Tak Development was approved on 4 March 2009 under the EIA Ordinance.

15. We will comply with all of the conditions in the environmental permit for the dredging works. We will implement the recommended environmental mitigation measures by incorporating them into the works contracts. The key measures include control on number of dredgers and the dredging rates, and provision of silt curtain around dredgers to control sediment dispersion during dredging works. We will also implement an Environmental Monitoring and Audit programme as required under the environmental permit to ensure timely and effective implementation of the recommended mitigation measures. For other land based works, we will control noise, dust and site run-off nuisances to within established standards and guidelines through the implementation of mitigation measures under the works contracts. These measures include frequent watering of the site and provision of wheel-washing facilities to reduce emission of fugitive dust, the use of movable noise barriers and silenced plant to reduce noise generation, as well as construction of temporary drains to dispose of site run-off. We have included \$28.0 million (in September 2009 prices) in the project estimate for implementing environmental mitigation measures.

16. We have considered the construction method of the proposed works in the planning and design stages and will make our best endeavours to reduce the generation of construction waste where possible. In addition, we will require the contractor to reuse inert construction waste (e.g. excavated soil and rock fill) on site or in other suitable construction sites as far as possible, in order to minimize the disposal of inert construction waste at public fill reception facilities². We will encourage the contractor to maximize the use of recycled / recyclable inert construction waste, and non-timber formwork to further reduce the generation of construction waste.

17. We will also 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 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.

/18.

² Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation. Disposal of inert construction waste in public fill reception facilities requires a licence issued by DCED.

18. We estimate that the project will generate in total about 1 845 400 tonnes of construction waste. Of these, we will reuse about 845 000 tonnes (45.8%) of inert construction waste on site and deliver 998 400 tonnes (54.1%) of inert construction waste to public fill reception facilities for subsequent reuse. We will dispose of the remaining 2 000 tonnes (0.1%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$27.2 million for this project (based on a unit cost of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne³ at landfills).

HERITAGE IMPLICATIONS

19. The project will not affect any heritage sites, i.e. all declared monuments, proposed monuments, graded historic sites / buildings, sites of archaeological interests and Government historic sites, identified by the Antiquities and Monuments Office.

LAND ACQUISITION

20. The project will not require land acquisition or resumption. No major clearance works are anticipated.

BACKGROUND INFORMATION

21. We included **736CL** in Category B on 4 December 2008. CEDD engaged a civil engineering consultant to commence in March 2009 the site investigation and detailed design for the project. The cost of site investigation works and the consultancy fees, at a total amount of \$19.8 million in MOD prices, is charged to block allocation **Subhead 7100CX** "New town and urban area works, studies and investigations for items in Category D of Public Works Programme". We have completed the design for the proposed works.

/22.

³ This estimate has taken into account the cost for developing, operating and restoring the landfills after they are filled and the aftercare required. It does not include the land opportunity cost for existing landfill sites (which is estimated at \$90 per m³), nor the cost to provide new landfills, (which is likely to be more expensive) when the existing ones are filled.

22. Of the 18 trees within the project boundary, seven are dead. The proposed works will involve the removal of the remaining 11 trees, including felling of three *Leucaena leucocephala*, which are self-seeded trees that would affect the growth of indigenous species, and transplanting of the remaining eight within the project site. All trees to be removed or transplanted are not important trees⁴.

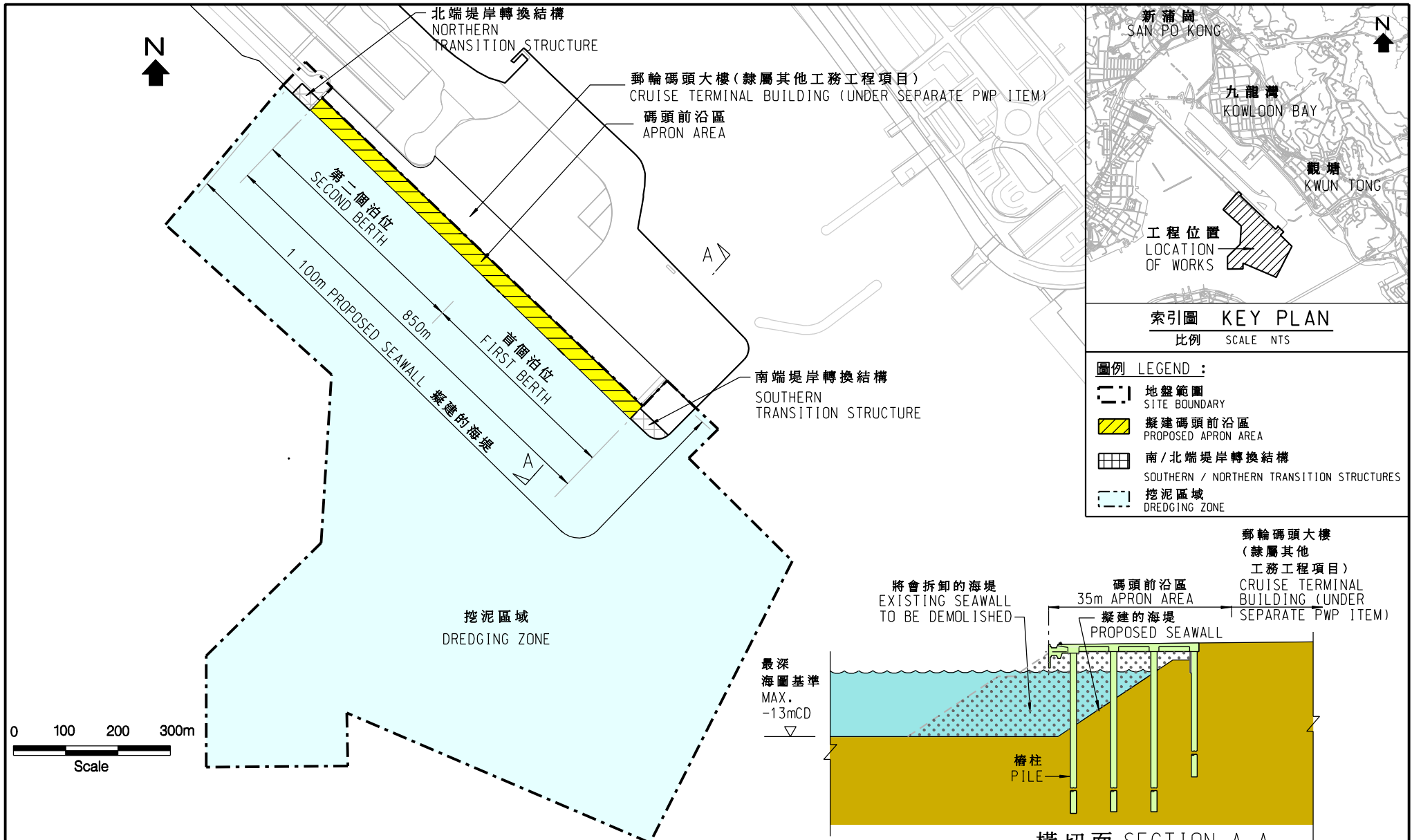
23. At the Public Works Subcommittee (PWSC) meeting on 31 October 2001, some Members suggested and the Administration agreed to include information on the scope, approved project estimates and progress of all the Kai Tak Development (formerly known as South East Kowloon development) Public Works Programme items in future PWSC submissions relating to Kai Tak Development. The information is at Enclosure 3.

24. We estimate that the proposed works will create about 870 jobs (180 professional / technical staff and 690 labourers) providing a total employment of 31 240 man-months.

Commerce and Economic Development Bureau
October 2009

⁴ An “important tree” refers to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria:-

- (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 or exceeding 1.0 m (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.



2009年至2010年年度工務小組委員會文件 PWSC Submission 2009 - 2010

圖則名稱 drawing title

啟德郵輪碼頭土地平整工程
SITE FORMATION FOR KAI TAK
CRUISE TERMINAL DEVELOPMENT

繪圖 drawn H.L. LAI	簽署 initial Signed	日期 date 5 Oct 2009	項目編號 item no. 7736CL	辦事處 office 九龍拓展處 KOWLOON DEVELOPMENT OFFICE
核對 checked Jonathan Li	簽署 initial Signed	日期 date 5 Oct 2009	比例 scale 1 : 10 000 (FOR A4)	 土木工程拓展署 CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT
核准 approved -	簽署 initial -	日期 date -	圖則編號 drawing no. KZ636	

Enclosure 2 to PWSC(2009-10)67

736CL – Site formation for Kai Tak cruise terminal development

**Breakdown of the estimates for consultants' fees and resident site staff costs
(in September 2009 prices)**

Consultants' staff costs		Estimated Man-months	Average MPS* salary point	Multiplier (Note 1)	Estimated fees (\$ million)
(a) Consultants' fees for contract administration (Note 2)	Professional	--	--	--	14.4
	Technical	--	--	--	5.6
				Sub-total	<hr/> 20.0 <hr/>
(b) Resident site staff costs (Note 3)	Professional	677	38	1.6	65.6
	Technical	2975	14	1.6	94.4
				Sub-total	<hr/> 160.0 <hr/>
Comprising -					
(i) Consultants' fees for management of resident site staff				5.0	
(ii) Remuneration of resident site staff				155.0	
(c) Independent environmental checker for dredging works (Note 4)	Professional	30	38	1.6	3.0
	Technical	63	14	1.6	2.0
				Sub-total	<hr/> 5.0 <hr/>
				Total	<hr/> 185.0 <hr/>

* MPS = Master Pay Scale

Notes

1. A multiplier of 1.6 is applied to the average MPS point to estimate the cost of resident site staff supplied by the consultants. (As at 1 April 2009, MPS pt. 38 = \$60,535 per month and MPS pt. 14 = \$19,835 per month.)
2. The consultants' staff cost for the contract administration and preparation of as-built drawings is calculated in accordance with the existing consultancy agreement. The construction phase of the assignment will only be executed subject to Finance Committee's approval to upgrade **736CL** to Category A.
3. The actual man-months and actual costs will only be known after completion of the construction works.
4. The actual man-months and actual costs will only be known after the consultants have been selected through the usual competitive lump-sum fee bid system.

Kai Tak Development
List of Public Works Programme (PWP) items in Category A

PWP Item No.	440CL
Project title:	South East Kowloon development – comprehensive feasibility study
Date of upgrading to Category A:	April 1995
Approved project estimate:	\$220.0 million
Project scope:	The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.
Brief account of progress:	(a) The feasibility study was completed in December 2003. (b) The project account has been finalised at the sum of \$185.2 million.

* * *

PWP Item No.	494CL (part upgraded from 469CL)
Project title:	South East Kowloon development at Kai Tak Airport – decontamination and site preparation
Date of upgrading to Category A:	February 1998
Approved project estimate:	\$316.9 million

- Project scope:
- (a) ground decontamination at the north apron of Kai Tak Airport (NAKTA);
 - (b) demolition of existing buildings and structures in the northern part of NAKTA; and
 - (c) breaking up of the existing apron slab and land formation at NAKTA for housing development.
- Brief account of progress:
- (a) The civil engineering contract covering the above works was completed in April 2002.
 - (b) Post-decontamination monitoring works were completed in December 2003.
 - (c) The project account has been finalised at the sum of \$281.8 million.

* * *

- PWP Item No. **694CL** (part upgraded from **469CL**)
- Project title: South East Kowloon development at Kai Tak Airport – consultants' fees and site investigation
- Date of upgrading to Category A: November 2001
- Approved project estimate: \$115.9 million
- Project scope: Site investigation works and detailed design for –
- (a) about 6 kilometres box culverts;
 - (b) new roads including flyovers and pedestrian streets, and upgrading of existing roads and associated drainage, sewerage and watermains;
 - (c) five sewage pumping stations and rising mains to convey sewage to the existing To Kwa Wan sewage treatment plant;
 - (d) drainage maintenance depots along with provision of plant and equipment for servicing the drainage culverts in NAKTA;

- (e) open space development and landscaping works;
- (f) demolition of remaining ex-airport facilities, including the passenger terminal building and Kai Tak car-parking building and decontamination of land underneath the buildings; and
- (g) provision of necessary environmental mitigation measures and implementation of an environmental monitoring and audit (EM&A) programme.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) Detailed design for demolition of the passenger terminal building and associated structures remaining in NAKTA has been completed.
- (c) Detailed design of the stage 1 infrastructure works at the north apron has been completed.
- (d) Detailed design of the remaining infrastructure works at the north apron is in progress.

* * *

PWP Item No. **693CL** (part upgraded from **465CL**)

Project title: South East Kowloon development – consultants' fees and site investigation for Kai Tak Approach Channel reclamation

Date of upgrading to Category A: November 2001

Approved project estimate: \$63.8 million

Project scope: Site investigation works and detailed design for –

- (a) treatment of the contaminated sediments (including pilot tests and post-treatment monitoring) in Kai Tak Approach Channel (KTAC);
- (b) reclamation works in KTAC;

- (c) new drainage systems (including widening and extension of Kai Tak Nullah and Jordan Valley box culvert, advance work for future road tunnels underneath the box culverts) and improvements to existing drainage systems necessitated by the proposed reclamation in KTAC;
- (d) demolition of the existing airport taxiway bridge across KTAC;
- (e) provision of necessary environmental mitigation measures and implementation of an EM&A programme; and
- (f) field surveys and environmental studies for different scenarios of Kai Tak development.

Brief account of progress:

- (a) Consultancy started in January 2002.
- (b) In the light of the Court of Final Appeal's ruling on harbour reclamation under the Protection of the Harbour Ordinance, the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$50.2 million.

* * *

PWP Item No.	699CL (part upgraded from 482CL)
Project title:	South East Kowloon development – consultants' fees and site investigation for Kowloon Bay reclamation and engineering works
Date of upgrading to Category A:	July 2002
Approved project estimate:	\$105.7 million
Project scope:	Site investigation works and detailed design for –

- (a) treatment of contaminated sediments (including post-treatment monitoring) at the seabed of Kowloon Bay;
- (b) reclamation for about 61 hectares of land in Kowloon Bay;
- (c) construction of a new seawall, breakwater, and marine facilities including public landing steps;
- (d) demolition of existing breakwaters and marine facilities including Kowloon City vehicular ferry pier, passenger ferry pier and public pier;
- (e) construction of new drainage culverts and improvements to existing hinterland drainage systems necessitated by the proposed reclamation in Kowloon Bay;
- (f) upgrading of existing roads and construction of new roads, a road tunnel, pedestrian streets, footbridges and pedestrian subways with associated drainage, sewerage and water works;
- (g) construction of public transport facilities;
- (h) construction of sewage holding facilities adjacent to the existing To Kwa Wan sewage treatment works and sewage pumping stations;
- (i) relocation of the existing Eastern Quarantine and Immigration Anchorage and mooring buoys within Kowloon Bay;
- (j) provision of landscaping works at the proposed reclamation area;
- (k) provision of environmental protection measures; and
- (l) implementation of an EM&A programme.

- Brief account of progress:
- (a) Consultancy started in December 2002.
 - (b) In the light of the Court of Final Appeal's ruling on harbour reclamation under the Protection of the Harbour Ordinance, the consultancy had been suspended since December 2003 and was terminated in July 2006.
 - (c) The project account has been finalised at the sum of \$6.1 million.

* * *

PWP Item No. **708CL** (part upgraded from **469CL**)

Project title: South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport

Date of upgrading to Category A: February 2004

Approved project estimate: \$131.6 million

- Project scope:
- (a) construction of about 600 metres of a twin-cell box culvert and decommissioning of an existing culvert;
 - (b) demolition of the passenger terminal building, the Kai Tak car-parking building and associated structures, along with related land decontamination; and
 - (c) implementation of an EM&A programme for the works mentioned in items (a) to (b) above.

- Brief account of progress:
- (a) Works contract commenced in April 2004.
 - (b) The works were substantially completed in September 2006.
 - (c) The project account has been finalised at the sum of \$131.3 million.

* * *

PWP Item No.	719CL
Project title:	Kai Tak development - engineering review
Date of upgrading to Category A:	December 2006
Approved project estimate:	\$87.5 million
Project scope:	<p>(a) a study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development;</p> <p>(b) preliminary preparatory work for the early development of the cruise terminal in Kai Tak; and</p> <p>(c) associated site investigation and supervision.</p>
Brief account of progress:	<p>(a) Consultancy commenced in January 2007.</p> <p>(b) Engineering review is in progress.</p>

* * *

PWP Item No.	724CL (part upgraded from 711CL)
Project title:	Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	December 2006
Approved project estimate:	\$38.0 million
Project scope:	<p>(a) detailed design of the works described below including the associated Schedule 2 environmental impact assessments :</p> <ul style="list-style-type: none"> - construction of approximately 2 kilometres of a dual 2-lane district distributor including associated pedestrian deck;

- provision of a sewage pumping station and rising mains;
- improvements to related existing bridge, roads and junctions;
- construction of associated local roads, transport facilities, drainage, sewerage, watermains and landscaping works;
- relocation and reprovisioning of existing facilities including the Marine Vessel Traffic Services (MVTS) radar and fireboat berthing facilities; and
- an EM&A programme for works mentioned above,

all for serving the proposed developments at the southern part of the former runway in Kai Tak;

- (b) associated site investigation and supervision; and
- (c) preparation of tender documents and assessment of tenders.

Brief account of progress:

- (a) Consultancy commenced in January 2007.
- (b) Detailed design of the decommissioning and decontamination works at the south apron and installation of supplementary radar at North Point Government Offices (NPGO) has been completed.
- (c) Detailed design of the stage 1 advance infrastructure works has been completed.
- (d) Detailed design of the remaining infrastructure works is in progress.

* * *

PWP Item No. **734CL** (part upgraded from **711CL**)

Project title: Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at

	NPGO.
Date of upgrading to Category A:	February 2008
Approved project estimate:	\$120.1 million
Project scope:	<p>(a) decommissioning and decontamination of about 12 600 square metres of land at the south apron of the former Kai Tak Airport;</p> <p>(b) procurement and installation of a supplementary radar and associated signal processing and relaying equipment on the rooftop of NPGO, including integration into the existing MVTS system of Marine Department;</p> <p>(c) construction of a radar support and an equipment room on the rooftop of NPGO, provision of building services and other associated works; and</p> <p>(d) implementation of necessary environmental mitigation measures, monitoring and auditing work.</p>
Brief account of progress:	<p>(a) Works contract commenced in May 2008.</p> <p>(b) Construction works are in progress for completion in early 2010.</p>

* * *

PWP Item No.	738CL (part upgraded from 465CL)
Project title:	Kai Tak development – detailed design and site investigation for Kai Tak approach channel (KTAC) and Kwun Tong typhoon shelter (KTTS) improvement works
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$50.0 million
Project scope:	Site investigation works, environmental mitigation trial and monitoring, and detailed design for –

- (a) treatment of the contaminated sediments at KTAC and KTTS;
- (b) forming of a 600-metre opening at the former runway and construction of a piled deck for support of Metro Park on top of the opening;
- (c) improvement works to the embankments of the associated waterways;
- (d) demolition of existing dolphin connecting to the former runway; and
- (e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

Brief account of progress:

- (a) Consultancy commenced in August 2009.
- (b) Detailed design of the environmental improvement works is in progress.

* * *

PWP Item No.	740CL (part upgraded from 702CL)
Project title:	Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$32.0 million
Project scope:	Site investigation works and detailed design for – <ul style="list-style-type: none"> (a) construction of approximately 1 kilometre of a dual 2-lane district distributor; (b) construction of three footbridges; (c) construction of a piled deck for support of the district distributor on top of the 600-metre opening; (d) construction of local roads, footbridges and subway

extensions, junction improvement, drainage, sewerage, water mains and landscaping works at the former runaway and south apron, and other associated works; and

- (e) implementation of necessary environmental mitigation measures, monitoring and auditing work.

Brief account of progress:

- (a) Consultancy commenced in July 2009.
- (b) Detailed design of the infrastructure works is in progress.

* * *

PWP Item No. **739CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tai Airport

Date of upgrading to Category A: May 2009

Approved project estimate: \$566.5 million

- Project scope:
- (a) construction of about 2.6 kilometres of new roads, realignment of Concorde Road, extension and widening of Kai Wah Street, temporary and permanent closure of existing roads within the north apron, and associated drainage, sewerage and water mains;
 - (b) construction of two footbridges (FB1 and FB4) of total length of about 260 metres and improvement works to three existing subways (SW1, SW3 and SW5) across Prince Edward Road East;
 - (c) construction of two drainage box culverts (3.0 metres by 2.8 metres and 2.5 metres by 2.5 metres respectively) of total length of about 600 metres;
 - (d) associated landscaping works; and
 - (e) provision of necessary environmental mitigation

measures, and implementation of an environmental monitoring and audit (EM&A) programme for the works mentioned in sub-paragraphs (a) to (d) above.

Brief account of progress: Works contract commenced in July 2009 for completion by December 2013.

* * *

PWP Item No. **741CL** (part upgraded from **711CL**)

Project title: Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A: May 2009

Approved project estimate: \$539.6 million

Project scope:

- (a) construction of approximately 1.8 kilometres long single 2-lane carriageway and associated footpaths and landscaping works;
- (b) improvements to the former taxiway bridge, existing roads and junctions;
- (c) construction of a fireboat berth cum public landing steps together with access roads;
- (d) construction of storm drains, sewers and water mains of length of about 3 kilometres, 7.5 kilometres and 8.6 kilometres respectively;
- (e) construction of a sewage pumping station; and
- (f) provision of necessary environmental mitigation measures, and implementation of an EM&A programme for the works mentioned in sub-paragraphs (a) to (e) above.

Brief account of progress: Works contract commenced in September 2009 for completion by December 2013.

* * *

PWP Item No. **841TH** (part upgraded from **785TH**)

Project title: Trunk Road T2 – investigation and design

Date of upgrading to Category A: June 2009

Approved project estimate: \$133.6 million

Project scope: (a) impact assessments on environment, traffic, marine, heritage and other related aspects;
(b) detailed design of the works; and
(c) associated site investigations and supervision.

Brief account of progress: Consultancy commenced in July 2009.

* * *