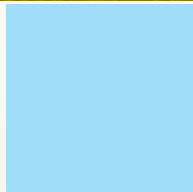
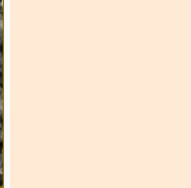
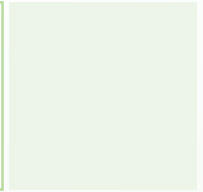




Civil Engineering and Development Department
The Government of the Hong Kong
Special Administrative Region



About Us



INTRODUCTION

The Civil Engineering and Development Department (CEDD) was established in July 2004 through amalgamation of the Civil Engineering Department and the Territory Development Department. Civil Engineering Department evolved through various stages of re-organisation of the then Public Works Department since the late 19th century, while Territory Development Department had succeeded its former New Territories Development Department in taking forward both new town development and urban area development since early 1970's.

MAJOR AREAS OF SERVICES

CEDD provides the following major services:

- Provision of land and infrastructure
- Port and marine services
- Geotechnical services
- Environment and sustainability services

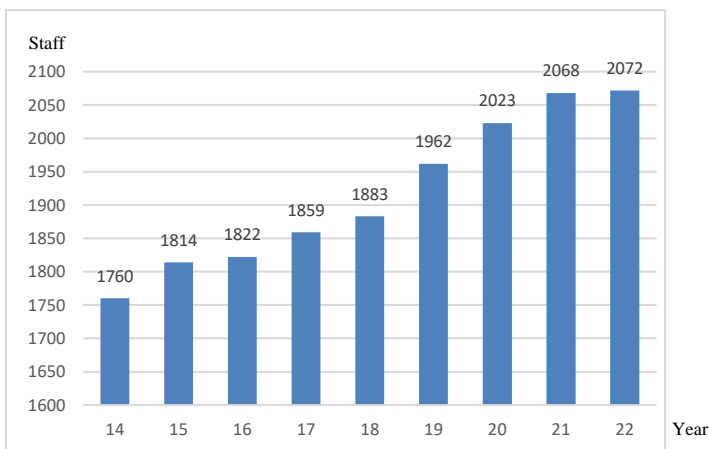
ORGANISATION

CEDD was re-organised in end 2017, having a headquarters, 2 functional offices (the Civil Engineering Office and the Geotechnical Engineering Office) and 5 regional development offices (the Sustainable Lantau Office, the East Development Office, the South Development Office, the West Development Office and the North Development Office).

ESTABLISHMENT

As at March 2022, CEDD has an establishment of 2 072 staff, about two-thirds are professional and technical staff, including civil engineers, geotechnical engineers, surveyors and landscape architects.

The establishment figures from 2014 to 2022 are:



VISION

- To be a leading organisation engineering the development of Hong Kong

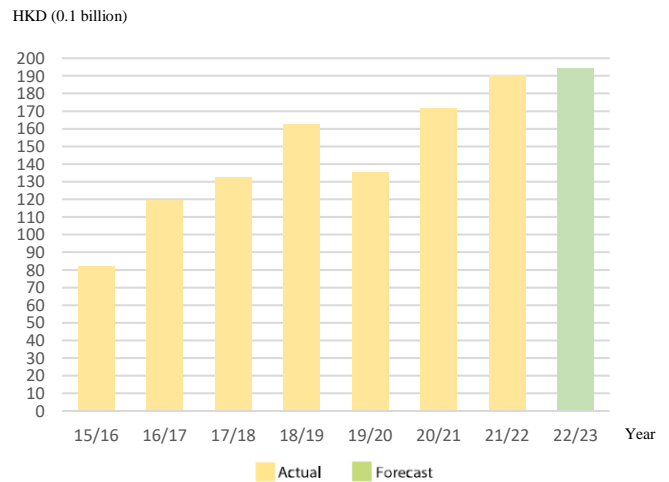
MISSION

- Striving for engineering excellence
- Creating a safe, green and sustainable environment
- Partnering with the community in infrastructure development
- Building a caring and motivating working environment for staff

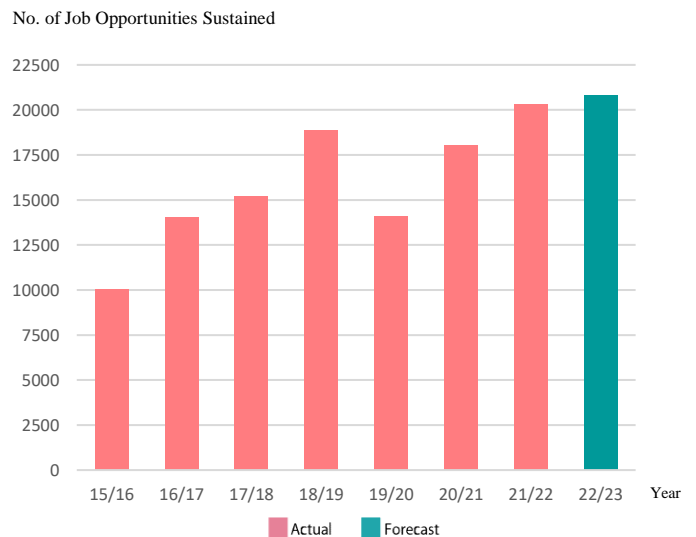
VALUES

- Professionalism
- Customer focus
- Teamwork

WORKS EXPENDITURE



JOB OPPORTUNITIES FOR THE CONSTRUCTION INDUSTRY



PROVISION OF LAND AND INFRASTRUCTURE

We undertake site formation and reclamation works to form land to meet various development needs. Over the years, we have developed 9 new towns¹ (current population about 3.57 million) to cater for the ever-increasing Hong Kong population. We will continue to perfect the infrastructure facilities in these new towns. At present, we are conducting planning and engineering studies for Tseung Kwan O Area 137 to provide land for future development. We are also studying the feasibility of converting some currently under-utilised rural lands for development. Also, we are carrying out similar studies for Tsing Yi, and will carry out similar studies for some other areas in Tuen Mun, Fanling, Yuen Long and Tai Po. We commenced the land use review study for Ngau Tam Mei area in November 2021. We have progressively commenced the construction works for the First Phase development and the detailed design for the Second Phase development of Hung Shui Kiu/Ha Tsuen New Development Area since July 2020. We have also progressively commenced the site formation and infrastructure works for Phase 1 of the public housing developments at Kam Tin South and construction works of Lok Ma Chau Loop Development Main Works Package 1 in 2021. The site formation and infrastructure works of the Yuen Long South First Phase Development are anticipated to commence in phases from the third quarter of 2022 onwards. We commenced the construction of the first phase works (i.e. the advance and stage 1 works) of Kwu Tung North and Fanling North New Development Area since September 2019 with target completion by 2026, while the detailed design of the remaining phase is in progress. The site formation and infrastructure works for police facilities in Kong Nga Po are in progress. The technical study on partial development of Fanling Golf Course site to the east of Fan Kam Road was substantially completed in 2022 and the statutory environmental impact assessment and planning procedures for the proposed development are ongoing. We have completed the study for the first phase development of New Territories North (NTN) – San Tin/Lok Ma Chau Development Node, and commenced its subsequent investigation and design as well as the planning and engineering study for the remaining phase development of NTN including the NTN New Town (covering Heung Yuen Wai, Ping Che/Ta Kwu Ling, Hung Lung Hang and Queen's Hill) and Man Kam To in October 2021. Both studies expanded to cover the adjoining additional areas as recommended in the Northern Metropolis Development Strategy. On Lantau, the Tung Chung New Town Extension is being implemented in phases. The site formation and infrastructure works for Phase 1 commenced in May 2021, while the reclamation works in Tung Chung East is anticipated for substantial completion in early 2023. We also undertake improvement works at Tai O and Mui Wo in phases.

The construction for the Tseung Kwan O – Lam Tin Tunnel and Cross Bay Link, Tseung Kwan O projects commenced in July 2016 and July 2018 respectively. Both projects are planned to commission in tandem in 2022. As for Trunk Road T2 which constitutes the central portion of Route 6 construction works have commenced in November 2019 for commissioning in 2026.

In urban areas, we are proceeding in full swing with Kai Tak Development and are taking forward the phased implementation of the integrated basement and infrastructure works to serve the West Kowloon Cultural District development.



Conceptual Image of Tung Chung East Extension Area

We have completed the technical studies and public engagement exercise for exploring the options of reclamation outside Victoria Harbour and rock cavern development to enhance land supply. Further technical studies on potential reclamation sites will be conducted.

Located within the expanded Harbour Metropolis, the Kau Yi Chau Artificial Islands (KYCAI) can provide about 1 000 hectares of land for meeting part of the medium to long-term land requirement of Hong Kong. We have commenced the study since June 2021 which mainly comprises a planning and engineering study on the KYCAI and a technical feasibility study on strategic road and rail connecting the artificial islands.

Following the promulgation of Cavern Master Plan and relevant technical guidelines to facilitate territory-wide cavern development in Hong Kong, we have completed the technical study on underground quarrying for cavern development, and are undertaking a planning and engineering feasibility study for selected strategic cavern areas. As part of the pilot study on underground space development in selected strategic urban areas, we proposed a conceptual scheme at Kowloon Park, Tsim Sha Tsui.

As for the development plans of the Ocean Park - Tai Shue Wan Waterpark and the Hong Kong Disneyland Resort, we also provide engineering advice to facilitate the discussion between the Government and the companies of the theme parks.

PORT AND MARINE SERVICES

We maintain over 130 km of seawalls and breakwaters and over 320 piers and landings and carry out regular maintenance dredging of fairways, anchorage areas and major river outlets to ensure navigation safety. We design and construct public piers, waterfront promenades and other marine works. We are also studying the effects of climate change in Hong Kong on the infrastructure along the seafront and ascertain necessary revisions to the current design standards.



Central Pier No. 10

1. 9 new towns: 1st generation (Tsuen Wan, Sha Tin & Tuen Mun); 2nd generation (Tai Po, Fanling/Sheung Shui & Yuen Long); 3rd generation (Tseung Kwan O, Tin Shui Wai & Tung Chung).



Check dams protecting North Lantau Highway

Planting of tree seedlings on natural slope to minimise soil erosion (Black Hill)



GEOTECHNICAL SERVICES

We provide a range of geotechnical services to facilitate safe and economic utilisation and development of sloping land so as to ensure public safety. We have developed and operated a world-recognised comprehensive Slope Safety System. We exercise geotechnical control over all public and private development projects involving site formation works, landslide prevention and mitigation works, deep excavation, tunnelling works, caverns and foundation works in areas with cavernous marble or complex geological conditions, in addition to the provision of geotechnical advice.

We operate the Landslip Warning System and provide emergency response service in relation to landslide incidents to minimise landslide consequences, and provide professional advice on the clearance of squatter structures on slope safety grounds. We manage the Landslip Prevention and Mitigation Programme, which costs about \$1 billion each year, in carrying out upgrading works for sub-standard government man-made slopes, conducting safety-screening for private slopes, implementing hazard studies and mitigation works for vulnerable natural hillside catchments and undertaking landslide investigations and studies for significant landslide cases.

Besides, we heighten public awareness of slope safety and alertness against landslides through publicity and public education programme. We maintain a computerised Slope Information System, which contains information on about 60 000 registered man-made slopes. In addition, we undertake studies and technical development, introduce the use of new technologies, and set professional standards for geotechnical engineering. We provide construction materials testing services, geotechnical advice and ground investigation services for government projects. Furthermore, we provide comprehensive information and expert advice on Hong Kong's geology.

Another major task is to regulate the manufacture, storage, conveyance on land and use of explosives under the Dangerous Goods Ordinance. As part of this role, we operate two government explosives depots and provide explosives delivery services. We use a computerized Centralised Explosives Licensing and Management System to facilitate the process of about 8 thousand licence applications yearly.

We are also responsible for managing all quarrying and quarry rehabilitation contracts. The quarries supply aggregates and rock products to the local construction industry. After the completion of quarrying, the rehabilitated quarries can provide valuable land for future development.

ENVIRONMENT AND SUSTAINABILITY SERVICES

In 2021/22, we planted a total of approximately 0.88 million plants under our projects, including infrastructure projects, Landslip Prevention and Mitigation works and quarry rehabilitation works, etc. Further, we conducted an annual tree risk assessment for approximately 35 000 trees, located in our works sites in early 2022 prior to onset of the rainy season, and implemented appropriate mitigation tree works for hazardous trees to ensure public safety.

We formulate strategies for the management of public fill in Hong Kong and implement them by coordinating the reuse of public fill and managing the public fill handling facilities. While part of the public fill generated from local construction industry are directly reused in local construction projects, the rest are delivered to the two temporary fill banks located in Tseung Kwan O Area 137 and Tuen Mun Area 38 for storage and future reuse in reclamation or earth filling projects. As at May 2022, we stockpiled about 14 million tonnes of public fill at the two temporary fill banks. Since July 2007, we commenced a scheme delivering surplus public fill to Taishan for reuse. Up to May 2022, about 133 million tonnes have been delivered under the scheme.

Upholding the planning principle of “Development in the North, Conservation for the South” under the Sustainable Lantau Blueprint, we carry out infrastructure and development projects in Lantau following the direction of “conservation to precede development”. In 2020, we formulated a masterplan on conservation and recreation development for Lantau, providing a framework to guide and coordinate the conservation and recreation initiatives of Lantau. We established the Lantau Conservation Fund and its Advisory Committee in 2020 to enhance and promote conservation of Lantau, and implement minor local government improvement works to support conservation measures. Up to end 2022, a total of 31 conservation and related projects and nine minor local improvement works have been approved and commenced progressively.

On sustainable recreation and leisure, we have been taking forward and implementing the proposed projects and initiatives of 2020 Lantau Trails and Recreation Plan in phases. They include trail improvement works, provision of hiking facilities, enhancement and extension of mountain bike network and preliminary design work for sustainable low-impact eco-recreation and education initiatives in South Lantau. We will commence the study of the about 60 kilometres long “Round-the-Island Trail” on Hong Kong Island in 2023, by connecting the waterfront promenades on the northern shore and a number of existing promenades and countryside walking trails in the Southern District, with a view to forming 90% of the Trail within five years.