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### Replies to questions raised by Finance Committee Members in examining the Estimates of Expenditure 2016-17

**Controlling Officer : Director of Civil Engineering and Development**

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**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2905 )**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ( )

Programme: (1) Tourism and Recreational Development

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Commerce and Economic Development

Question:

During 2016-17, the Civil Engineering and Development Department will complete the remaining dredging works for the second berth of Kai Tak Cruise Terminal. Will the Government advise on the relevant works completion date, the berth's commissioning date and the latest estimated expenditure?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 40)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The site formation works of the Kai Tak Cruise Terminal were carried out in stages and substantially completed in August 2014, enabling the commissioning of the first berth for receiving mega vessels in as early as 2013 and the simultaneous berthing at both berths in September 2014 respectively. Upon decommissioning of the existing cross-harbour gas mains by the Hong Kong and China Gas Co. Ltd, the remaining seabed dredging works commenced in March 2015 and were substantially completed in December 2015. From then on, the Terminal can berth two mega cruises at the same time. The latest estimated project cost is about \$1,400 million (MOD) which is subject to the finalization of the account.

- End -

**CONTROLLING OFFICER'S REPLY**

**CEDB(CIT)268**

**(Question Serial No. 4671)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) -

Programme: (1) Tourism and Recreational Development

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Commerce and Economic Development

Question:

In Matters Requiring Special Attention in 2016-17, the Administration will continue the planning and detailed design for the proposed public landing facility and related marine works in Lei Yue Mun. What is the progress of work? What is the time table for the completion of the detailed design, commencement and completion of works anticipated by the Administration?

Asked by: Hon WU Chi-wai (Member Question No. 73)

Reply:

The proposed public landing facility for Lei Yue Mun is one of the facilities to be provided under the Lei Yue Mun Waterfront Enhancement Project. We have completed the preliminary design for the project works and are working on the required statutory procedures for gazettal of the project works under the Foreshore and Seabed (Reclamations) Ordinance, including carrying out an environmental impact assessment for the full scope of the works. Hence, we are yet to confirm the timetable for the implementation of the project.

- End -



**CONTROLLING OFFICER'S REPLY**

**CEDB(CIT)269**

**(Question Serial No. 0365)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) -

Programme: (1) Tourism and Recreational Development

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Commerce and Economic Development

Question:

In the Controlling Officer's Report, it is stated that "to strengthen the position of Hong Kong as a premier destination for family visitors in the region, the Civil Engineering and Development Department (CEDD) continued to provide engineering advice to Tourism Commission on the development plans of the Ocean Park and Hong Kong Disneyland Resort". What is the specific work carried out by the Administration in relation to strengthening the position of Hong Kong as a premier destination for family visitors in the region? What is the estimated expenditure?

Asked by: Hon YIU Si-wing (Member Question No. 313)

Reply:

The Ocean Park is developing an all-weather waterpark at Tai Shue Wan. The Civil Engineering and Development Department (CEDD) provides professional engineering advice to the Tourism Commission (TC) of the Commerce and Economic Development Bureau on the project and coordinates with relevant Government departments in facilitating the implementation of the project.

The Hong Kong Disneyland Resort (HKDR) is constructing a new themed area based on Marvel's "Iron Man" franchise and a new hotel with a theme dedicated to the spirit of exploration. The Government is also discussing the future overall development of the HKDR with The Walt Disney Company. The CEDD provides professional engineering advice to the TC on these developments.

The CEDD deploys existing staff resources to carry out the above tasks.

The above development projects will help strengthening the position of Hong Kong as a premier destination for family visitors in the region.

- End -

**CONTROLLING OFFICER'S REPLY**

**CEDB(CIT)270**

**(Question Serial No. 0366 )**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) -

Programme: (1) Tourism and Recreational Development

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Commerce and Economic Development

Question:

Regarding the planning and detailed design for the proposed public landing facility and related marine works in Lei Yue Mun, what is the progress of work of the Administration? What is the specific time table of implementation? What is the estimated expenditure of the works?

Asked by: Hon YIU Si-wing (Member Question No. 314)

Reply:

The proposed public landing facility for Lei Yue Mun is one of the facilities to be provided under the Lei Yue Mun Waterfront Enhancement Project. We are working on the required statutory procedures for gazettal of the project works under the Foreshore and Seabed (Reclamations) Ordinance, including carrying out an environmental impact assessment for the full scope of the works. Hence, we are yet to confirm the timetable for the implementation of the project. As the project is still at the planning stage, there is no expenditure to be incurred in 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)167**

**(Question Serial No. 0696)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the commencement of feasibility studies on possible multi-storey compounds for brownfield operations, what are the details and expenditure of the studies?

Asked by: Hon James TO Kun-sun (Member Question No. 25)

Reply:

As part of the Government's efforts to tackle brownfield operations in the rural New Territories, we will be taking the Hung Shui Kiu New Development Area as a pilot area for examining the feasibility of consolidating or accommodating brownfield operations that are still needed in Hong Kong in a more land efficient manner. To this end, the Civil Engineering and Development Department is planning to commence feasibility studies on multi-storey compounds for brownfield operations. The studies will cover the conceptual design, planning, technical and financial assessments, and explore possible mode of operation and management of the proposed multi-storey compounds. The studies are tentatively scheduled to commence in mid-2016 for completion by mid-2018. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the studies in order to understand their operational needs and to tap their views. The total project estimate for the studies is about \$23 million. The consultancy contracts for the studies is yet to be awarded, and detailed information on the expenditure for individual studies is not available at this stage.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)168**

**(Question Serial No. 0710)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

At present, what is the area of brownfield sites in Hong Kong? What are their major locations? It was mentioned in last year's Policy Address that a study on feasible measures for implementing new development areas in brownfield sites would be carried out. What are the results of the study? When will the Administration expect to announce the results? What is the expenditure involved?

Asked by: Hon James TO Kun-sun (Member Question No. 39)

Reply:

Under the Government's multi-pronged approach to land development, development of land in the northwestern and northern part of the New Territories (NT), where brownfield sites are concentrated, through the new town development approach is a major option for land supply. There is no formal and standard definition for brownfield sites at present. The term generally refers to agricultural or rural land in the NT, predominantly privately owned, that is deserted and converted to uses such as container yards, vehicle depots, vehicle repair workshops, logistics operations, rural workshops, open storage, recycling yards, construction machinery and materials storage, which are incompatible with the surrounding environment.

Developing those areas where brownfield sites are concentrated into new towns requires provision of the full-range of infrastructural and community facilities, as well as land resumption and clearance with appropriate compensation and relocation arrangements. Such brownfield sites often involve economic activities providing services that are still needed in Hong Kong and job opportunities for the local population. Such brownfield sites are also usually mingled with other rural land uses including village houses, squatters, livestock farms as well as fallow and active agricultural land. To fully address the

environmental problems caused by brownfield sites, to release the development potential of suitable sites, and at the same time to provide spaces for those operations still in demand, we must conduct comprehensive and integrated planning with corresponding infrastructure upgrading. Without overall planning and infrastructure, developments of individual brownfield sites in a piecemeal manner would be difficult to support high-density developments including public housing.

We have been conducting comprehensive studies for a number of areas in the rural NT with a higher concentration of brownfield sites and having potential for development. The aim is to identify development potential and formulate development plans for such areas, through comprehensive planning and infrastructure upgrading, thereby releasing land for new town development and improving the spoilt environment in the rural NT. We estimate that a total of about 340 hectares (ha) of brownfield sites are involved in the Kwu Tung North and Fanling North New Development Areas (NDAs) (about 50 ha), Hung Shui Kiu NDA (about 190 ha), and Yuen Long South development (about 100 ha), the studies for which either have been completed or are close to completion. The “Preliminary Feasibility Study on Developing the New Territories North” underway has also been exploring various potential development areas involving a large number of brownfield sites.

Looking forward, with a view to facilitating formulation of appropriate policies and measures for tackling brownfield sites, the Planning Department is planning to initiate in 2016-17 a comprehensive territory-wide survey on the overall distribution and uses of these brownfield sites in the territory. The detailed scope, methodology and programme of the survey are still being drawn up and thus detailed information on cost estimates, timetable and survey arrangements is not available at this stage. Meanwhile, the Government will be taking the Hung Shui Kiu NDA as a pilot area for examining the feasibility of consolidating or accommodating brownfield operations that are still needed in Hong Kong in a more land efficient manner. To this end, the Civil Engineering and Development Department is planning to commence feasibility studies on multi-storey compounds for brownfield operations. The studies will cover the conceptual design, planning, technical and financial assessments, and explore possible mode of operation and management of the proposed multi-storey compounds. The studies are tentatively scheduled to commence in mid-2016 for completion by mid-2018. The total project estimate for the studies is about \$23 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)169**

**(Question Serial No. 0717)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the area of land formed, only 4.4 hectares of land is estimated for 2016, far less than 22.2 hectares for 2014 and 26.3 hectares for 2015. What are the reasons and the details?

Asked by: Hon James TO Kun-sun (Member Question No. 46)

Reply:

The area of land formed varies each year according to the progress and phasing of the on-going projects. The area of land formed by the Civil Engineering and Development Department in 2016 is expected to be less than those in 2014 and 2015, mainly because some major projects involving land formation and infrastructure works had been substantially completed in 2014 and 2015. For example, about 15 hectares of land were formed under the Development at Anderson Road Project in 2014 and about 23 hectares of land were formed under the Liantang/Heung Yuen Wai Boundary Control Point Project in 2015.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)170**

**(Question Serial No. 0208)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not specified  
Programme: (3) Provision of Land and Infrastructure  
Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)  
Director of Bureau: Secretary for Development

Question:

Regarding “continue to ensure that all land and infrastructure required to meet development targets are delivered on time and cost-effectively”, will the Department advise:

1. The respective area, location and time of the deliveries of land this year to meet the development targets;
2. Will the deliveries of land be delayed? If yes, what are the details? If no, what are the reasons? And
3. What are the criteria to assess “cost-effectively”? If any, what are the details? If no, what are the reasons?

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 2)

Reply:

1. The area of land formed varies each year according to the progress and phasing of the on-going projects. Information on the area of land to be formed and delivered by the Civil Engineering and Development Department (CEDD) within 2016 is as follows:

<b>Location of Project</b>	<b>Estimated Area of Land Formation</b>	<b>Expected Delivery Date</b>
Sites Adjacent to Lung Ping Road at Tai Wo Ping	2.2 ha	first half of 2016
Kai Tak Development - Former Runway	2.2 ha	first half of 2016
<b>Total</b>	<b>4.4 ha</b>	

In addition, a total of about 6 hectares of land in the Former North Apron of Kai Tak, which have been formed by CEDD and are temporarily occupied as works sites, will be released and delivered for development by second half of 2016.

2. The current progress of land formation and works in connection with the above projects is satisfactory. We do not anticipate any delay to the delivery of land.
3. We will continue to ensure that all land-related infrastructure works are accomplished in a cost-effective manner so that they are completed within budget, on schedule and support the provision of required infrastructure facilities to meet development targets.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)171**

**(Question Serial No. 0209)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the feasibility studies on possible multi-storey compounds for brownfield operations, can the Department advise the following:

1. When will the studies be completed and the results announced?
2. Is there any measure or arrangement to let the stakeholders to express their views? If yes, what are the details? If no, what are the reasons?
3. What is the expenditure of the studies?

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 6)

Reply:

As part of the Government's efforts to tackle brownfield operations in the rural New Territories, we will be taking the Hung Shui Kiu New Development Area as a pilot area for examining the feasibility of consolidating or accommodating brownfield operations that are still needed in Hong Kong in a more land efficient manner. To this end, the Civil Engineering and Development Department is planning to commence feasibility studies on multi-storey compounds for brownfield operations. The studies will cover the conceptual design, planning, technical and financial assessments, and explore possible mode of operation and management of the proposed multi-storey compounds. The studies are tentatively scheduled to commence in mid-2016 for completion by mid-2018. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the studies in order to understand their operational needs and to tap their views.

The total project estimate for the studies is about \$23 million. The consultancy contracts for the studies is yet to be awarded, and detailed information on the expenditure for individual studies is not available at this stage.

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**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)172**

**(Question Serial No. 0896)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the key performance measures relating to provision of land and infrastructure, the estimate for 2016 is 4.4 hectares which is substantially reduced from 22.2 hectares and 26.3 hectares in 2014 and 2015 respectively under the indicators on the area (hectares) of land formed. In this connection, can the Administration inform this Committee the reasons for substantial reduction in the area of land to be formed?

Asked by: Hon Vincent FONG Kang (Member Question No. 4)

Reply:

The area of land formed varies each year according to the progress and phasing of the on-going projects. The area of land formed by the Civil Engineering and Development Department in 2016 is expected to be less than those in 2014 and 2015, mainly because some major projects involving land formation and infrastructure works had been substantially completed in 2014 and 2015. For example, about 15 hectares of land were formed under the Development at Anderson Road Project in 2014 and about 23 hectares of land were formed under the Liantang/Heung Yuen Wai Boundary Control Point Project in 2015.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)173**

**(Question Serial No. 3283)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Provision of Land and Infrastructure  
Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)  
Director of Bureau: Secretary for Development

Question:

In this year, whether the government has any diversion measure for the residents in North District to alleviate the congestion in Fanling Bypass? If yes, what are the specific details?

Asked by: Hon Mrs Regina IP LAU Suk-yee (Member Question No. 35)

Reply:

The Fanling Bypass (FLBP) is planned as a regional highway linking the Fanling North New Development Area (FLN NDA) and the existing Fanling Highway, Man Kam To Road and Sha Tau Kok Road with a view to diverting traffic away from the existing Fanling/Sheung Shui (FSS) New Town areas after intake of population into the FLN NDA.

The proposed FLBP forms part of PWP Item No. 7747CL entitled "Advance site formation and engineering infrastructure works at Kwu Tung North NDA and FLN NDA" and consists of Eastern Section and Western Section. The Eastern Section will serve as a primary distributor to link FLN NDA from Shek Wu San Tsuen and interchange with Sha Tau Kok Road to the existing Fanling Highway (Tai Po Section) whilst the Western Section will link the existing Man Kam To Road with the Eastern Section as a district distributor.

The Eastern Section was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in December 2015 and detailed design is being undertaken. Upon its completion, the Eastern Section will not only provide an external traffic link for FLN NDA but will also help relieve traffic congestion of the existing FSS areas.

The implementation programme of the FLBP has yet to be determined.

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**CONTROLLING OFFICER'S REPLY****DEVB(PL)174****(Question Serial No. 2390)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

During 2016-17, the Civil Engineering and Development Department will continue with the detailed design for the following projects. In this connection, will the Government give a reply in the form below:

<b>Project</b>	<b>Total Estimated Expenditure</b>	<b>Works Commencement and Completion Dates</b>
Trunk Road T2		
Development of Anderson Road Quarry site		
Several sections of the comprehensive cycle track network in the New Territories		
Advance works and first stage works for the Kwu Tung North and Fanling North NDAs		
Advance works for development of Lok Ma Chau Loop		
Development of potential housing and development sites at Ka Wai Man Road, Chung Nga Road and Area 9 in Tai Po, Wang Chau in Yuen Long, Queen's Hill and Area 48 in Fanling		
Cross Bay Link		
Remaining improvement works at Tai O		
Tai Po Road (Sha Tin Section)		
Remaining improvement works of phase 1 improvement works at Mui Wo		
Site formation and infrastructure works for the Initial Sites at Kam Tim South for public housing development		

Asked by: Hon James TIEN Pei-chun (Member Question No. 43)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund does **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

<b>Project</b>	<b>Total Estimated Expenditure<sup>1</sup> (\$ million in MOD)</b>	<b>Works Commencement Date<sup>2</sup></b>	<b>Works Completion Date<sup>2</sup></b>
1. Trunk Road T2 <sup>5</sup>	133.6	Under review	Under review
2. Development of Anderson Road Quarry site	187.2	End 2016	End 2022
3. Several sections of the comprehensive cycle track network in the New Territories <sup>3</sup>	28.2	Under review	Under review
4. Advance works and first stage works for the Kwu Tung North and Fanling North New Development Areas	381.5	2018	2023
5. Advance works for development of Lok Ma Chau Loop	11.5	Under review	Under review
6. Development of potential housing and development sites at Ka Wai Man Road	27.2	Late 2017	Early 2021
7. Development of potential housing and development sites at Chung Nga Road and Area 9 in Tai Po	15.0	Mid 2017	End 2022
8. Development of potential housing and development sites at Wang Chau in Yuen Long	25.0	Mid 2018	2020/21

<b>Project</b>	<b>Total Estimated Expenditure<sup>1</sup> (\$ million in MOD)</b>	<b>Works Commencement Date<sup>2</sup></b>	<b>Works Completion Date<sup>2</sup></b>
9. Development of potential housing and development sites at Queen's Hill	18.0	End 2016	End 2019
10. Development of potential housing and development sites at Area 48 in Fanling	26.5	End 2020	End 2023
11. Cross Bay Link <sup>5</sup>	68.3	Under review	Under review
12. Remaining improvement works at Tai O	7.1	In phases from 2nd half of 2016	In phases from 2019
13. Widening of Tai Po Road (Sha Tin Section) <sup>5</sup>	43.2	Under review	Under review
14. Remaining improvement works of phase 1 improvement works at Mui Wo <sup>4</sup>	5.3	Late 2018	Late 2023
15. Site formation and infrastructure works for the Initial Sites at Kam Tin South for public housing development	27.1	Under review	Under review

**Notes :**

- <sup>1</sup> Total estimated expenditure refers to the estimated cost of carrying out the design and site investigation works (including the associated supervision cost) of the project.
- <sup>2</sup> Works commencement and completion dates refer to the anticipated commencement and completion dates of the construction works, subject to funding approval by the Finance Committee of the Legislative Council.
- <sup>3</sup> For cycle track between Tsuen Wan and Tuen Mun (i.e. advance and stage 1 works)
- <sup>4</sup> Excluding Phase 1 and Phase 2 Stage 1 works of which the detailed design has been completed

<sup>5</sup> Since the detailed design work is ongoing, the anticipated commencement and completion dates of the construction works of the project are under review.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)175**

**(Question Serial No. 2391)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

During 2016-17, the Civil Engineering and Development Department will continue with the construction of infrastructure projects for Lok Wo Sha, Fo Tan in Shatin and Tseung Kwan O. In this connection, can the Government advise the progress, latest anticipated completion dates and expenditure of the relevant projects?

Asked by: Hon James TIEN Pei-chun (Member Question No. 44)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund does **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

In 2016-17, the construction of infrastructure projects in Sha Tin and Tseung Kwan O will be continued. Their progress, anticipated completion dates and estimated expenditures are set out in the table below -

<b>PWP item no. and Project title</b>	<b>Works Progress</b>	<b>Anticipated Completion Date</b>	<b>Estimated Project Expenditure (\$ million in MOD price)</b>
7756CL – Ma On Shan development — roads, drainage and sewerage works at Whitehead and Lok Wo Sha, phase 2	Construction works commenced in July 2015 and works are in progress.	January 2018	252.8
B757CL – Roads and drains in Area 16 and Area 58D, Sha Tin	Construction works commenced in mid-March 2016 and works are in progress.	October 2018	224.5
7160TB — Footbridge across Po Yap Road linking Tseung Kwan O Area 55 and Area 65	Construction works commenced in June 2014 and works are in progress.	July 2016	80.5

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(PL)176****(Question Serial No. 2401)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding new development planning and reclamation works, please advise:

- (a) Please provide information in the form below: (i) area of reclamation anticipated or involved, (ii) area of agricultural land anticipated to be affected or affected, (iii) area of fishing ground anticipated to be lost or lost, (iv) number and location of livestock farms anticipated to be affected or affected, (v) area of active agricultural land anticipated to be affected or affected and (vi) addresses of Vegetable Marketing Co-operative Societies, Ltd. and number of vegetable stations anticipated to be affected or affected.

<b>Proposed or Existing Development Planning</b>	(i)	(ii)	(iii)	(iv)	(v)	(vi)
Kwu Tung North and Fanling North NDAs						
Hung Shui Kiu NDAs						
Yuen Long South						
Kam Tin South						
Other northern areas in the New Territories						
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Southwest Tsing Yi, Ma Liu Shui, artificial islands in the central waters)						

<b>Proposed or Existing Development Planning</b>	(i)	(ii)	(iii)	(iv)	(v)	(vi)
Development of Lantau (Tung Chung New Town Extension, Sunny Bay and Siu Ho Wan reclamation, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island)						
Other development planning and maritime engineering						

- (b) For new development planning and reclamation works in the next five years, please provide information in the form below: (i) area of reclamation anticipated or involved, (ii) area of agricultural land anticipated to be affected or affected, (iii) area of fishing ground anticipated to be lost or lost, (iv) number and location of livestock farms anticipated to be affected or affected, (v) area of active agricultural land anticipated to be affected or affected and (vi) addresses of Vegetable Marketing Co-operative Societies, Ltd. and number of vegetable stations anticipated to be affected or affected.

<b>Project</b>	(i)	(ii)	(iii)	(iv)	(v)	(vi)

- (c) What were the areas of waters in Hong Kong, waters for fishing (excluding marine parks), agricultural land and active agricultural land respectively in the past three years (2013-14 to 2015-16)?
- (d) The waters for fishing in Hong Kong, area of agricultural land and livestock farms have been decreasing due to development planning. How will the Government optimize the ancillary facilities and fishing ground of agriculture and fisheries as well as agricultural land? What policy measures will the Government have to assist with the sustainable development of agriculture and fisheries?
- (e) During 2015-16, what are the Government's expenditure and staffing of the consultations, studies and other matters for the above development planning?

Asked by: Hon Steven HO Chun-yin (Member Question No. 47)

Reply:

(a) Information on the respective proposed or on-going development planning is set out below:

<b>Proposed or Existing Development Planning</b>	(i)	(ii)	(iii)	(iv)	(v)	(vi)
Kwu Tung North and Fanling North NDAs	nil	64 ha	5 ha	1 no. (at Kwu Tung North)	28 ha	2 nos. (at Kwu Tung North)
Hung Shui Kiu New Development Area (HSK NDA)	nil	20ha	nil	nil <sup>(1)</sup>	7.6ha	1 (to be confirmed) <sup>(2)</sup>
Yuen Long South (YLS)	nil	7ha	0.04ha <sup>(3)</sup>	3 (another 3 to be confirmed) <sup>(4)</sup>	7ha	1 <sup>(5)</sup>
Site formation and infrastructure works for the Initial Sites at Kam Tin South (KaTS)	nil	2.9ha	nil	nil	5.6ha	nil
Other northern areas in the New Territories <sup>(6)</sup>	No relevant information available	No relevant information available	No relevant information available	No relevant information available	No relevant information available	No relevant information available
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Southwest Tsing Yi, Ma Liu Shui, Artificial Islands in the Central Waters)	subject to further study	nil	subject to further study	nil	nil	nil
Development of Lantau (Tung Chung New Town Extension, Sunny Bay and Siu Ho Wan reclamation, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island)	subject to further study <sup>(7)</sup>	4.5ha <sup>(7)</sup>	subject to further study <sup>(7)</sup>	nil	0.7ha <sup>(7)</sup>	nil <sup>(7)</sup>

<b>Proposed or Existing Development Planning</b>	(i)	(ii)	(iii)	(iv)	(v)	(vi)
Other development planning and maritime engineering						
- Wang Chau, Yuen Long	nil	0.7ha	nil	nil	0.05ha	nil
- Tuen Mun Area 54	nil	13.7ha	nil	nil	2.9ha	nil

Notes:

- (1) There is a chicken farm in the HSK NDA. According to the Recommended Outline Development Plan (RODP) of the relevant study, it would not be within the development area or affected by the development.
- (2) There are two vegetable marketing co-operative societies in the HSK NDA. According to the RODP of the relevant study, one of them would not be affected, while the retention of the other one at the southern edge of the NDA is subject to further study of the Green Transit Corridor.
- (3) According to the relevant study for Yuen Long South (YLS), there are eight fish ponds (with a total area of about 0.58 ha) within the development area. Only one is possibly active for fisheries related activities.
- (4) The Stage 3 Community Engagement of the relevant study is being conducted from 19 January 2016 to 19 April 2016. According to the draft RODP of the study, the two chicken farms and one pig farm at the centre of the YLS development area would need to be removed. The retention of another chicken farm and two pig farms at the southern edge of the development area is subject to the formulation and implementation of feasible mitigation measures.
- (5) There were one vegetable marketing co-operative society and one vegetable depot in the YLS development area. According to Planning Department's site visit in February 2016, the vegetable depot has moved out of the development area.
- (6) The Preliminary Feasibility Study on Developing the New Territories North jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department is a preliminary feasibility study. It does not include detailed investigation of land for livestock keeping and agricultural uses.

(7) The area of Tung Chung New Town Extension reclamation is about 129 hectares. The area of agricultural land anticipated to be affected is about 4.5 hectares excluding about 7.2 hectares of land with fruit trees. Area of agricultural land under active farming affected is about 0.7 hectares excluding about 7.2 hectares of land with fruit trees. There is a vegetable marketing co-operative society/vegetable depot within the Tung Chung New Town Extension. According to the Recommended Outline Development Plan of the relevant study, it would not be affected by the development. For Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island, the reclamation area is about 150 hectares.

(b) The information on the respective new development planning and reclamation works in the next five years is provided below:

<b>Project</b>	(i)	(ii)	(iii)	(iv)	(v)	(vi)
Cross Bay Link , Tseung Kwan O	nil	nil	less than 0.3ha	nil	nil	nil
Tseung Kwan O – Lam Tin Tunnel	3ha	nil	3.6ha	nil	nil	nil
San Hing Road PRH	nil	1.3ha	nil	nil	0.3ha	nil

(c) The studies conducted by CEDD would not cover the whole territory’s land and water areas. The extent of agricultural land and fishing ground involved in the study areas of various development projects will be ascertained in the respective detailed studies.

(d) The Government has been providing support to facilitate the sustainable development of the agricultural and fisheries industries. The Government's work in this respect falls under Programme (2) of Head 139 under the purview of the Permanent Secretary for Food and Health (Food) and Programme (1) of Head 22 under the purview of the Director of Agriculture, Fisheries and Conservation. Members may refer to the above-mentioned programme areas for more details.

(e) The estimated expenditure and manpower deployed by CEDD in 2015-16 are set out below –

	<b>Project Expenditure (\$M)</b>	<b>No. of CEDD professional staff solely involved with the project/study</b>
Kwu Tung North and Fanling North NDAs	22.2	14
HSK NDA	9.7	9
YLS	5.0	3
KaTS	5.6	2
Wang Chau, Yuen Long (Study)	1.6	1.5
Tuen Mun Area 54: Site 4A(South) and Site 5	In-house	1.5
San Hing Road PRH	1.83	1.5
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Ma Liu Shui, artificial islands in the central waters) Development of Lantau (Sunny Bay and Siu Ho Wan reclamation)	12.6	8
Development of Lantau (Tung Chung New Town Extension)	8.0	6

Note: Project expenditure includes consultancy fee and cost of surveys and ground investigation works. There are also officers at senior management level who oversee the project, and technical and clerical staff involved in providing support as part of their overall duties.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)177**

**(Question Serial No. 2639)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Provision of Land and Infrastructure  
Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)  
Director of Bureau: Secretary for Development

Question:

Regarding the planning, design and construction works for the supporting infrastructure of public housing sites in the work items for 2016-17, please advise this Committee the following:

- 1) Please use the form below to provide information, including i) location of land, ii) area and iii) expenditure involved for planning, design and construction works on the planning, design and construction works for the supporting infrastructure of public housing sites in 2013-14, 2014-15 and 2015-16;

i)	ii)	iii)

- 2) Please use the form below to provide information, including i) location of land, ii) area, iii) expenditure involved for planning, design and construction works and iv) anticipated completion date on the current progress of planning, design and construction works for supporting infrastructure of public housing sites;

i)	ii)	iii)	iv)

- 3) Please use the form below to provide information, including i) location of land, ii) area, iii) expenditure involved for planning, design and construction works and iv) anticipated completion date on the planning, design and construction works for the supporting infrastructure of public housing sites commencing within the next 24 months;

i)	ii)	iii)	iv)

Asked by: Hon WU Chi-wai (Member Question No. 31)

Reply:

1. CEDD infrastructure projects for supporting public housing development with planning, design and construction works completed between 2013-14 and 2015-16 are as follows:

<b>Project Location</b>	<b>Public Housing Site Area (ha)</b>	<b>Estimated Cost of Planning, Design and Construction Works Project</b>
Kai Tak Development - Kai Ching Estate, Tak Long Estate and Site 1G1(B) at former north apron	9.8	No separate breakdown on the cost of public housing sites as it is a mixed development

2. CEDD infrastructure projects for supporting public housing development with on-going planning, design or construction works are as follows\*:

<b>Project Location</b>	<b>Public Housing Site Area (ha)</b>	<b>Estimated Cost of Planning, Design and Construction Works Project</b>	<b>Anticipated Completion Date of Works</b>
Tung Chung Area 56	3.3	\$54.8M (Design and Construction Cost)	2016
Development at Anderson Road	12.3	No separate breakdown on the cost of public housing sites as it is a mixed development	2016
Area 54, Tuen Mun: Site 2	4.2	\$325M (Construction Cost)	2016
Area 16 and 58D, Fo Tan, Sha Tin	4.4	\$224.5M (Construction Cost)	2018
Lin Cheung Road, Sham Shui Po (formerly Cheung Sha Wan Wholesale Market Phase 2)	3.6	\$8.2M (Design Cost) \$114.8M (Construction Cost)	2018

<b>Project Location</b>	<b>Public Housing Site Area (ha)</b>	<b>Estimated Cost of Planning, Design and Construction Works Project</b>	<b>Anticipated Completion Date of Works</b>
North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	1.5	\$9.75M (Design Cost) \$200M (Construction Cost)	2018
Queen's Hill, Fanling	13.6	\$11.7M (Design Cost) \$1,459.5M (Construction Cost)	2019
Area 54, Tuen Mun: Site 1&1A and Site 3/4 (East)	6.3	\$1,046.5M (Construction Cost)	2019
Tung Chung Area 54	3.3	\$4.4M (Design Cost)	2020
Wang Chau, Yuen Long	5.7	\$16M (Design Cost)	2021
Kwu Tung North New Development Area (Advance Works)	9.8	No separate breakdown on the cost of public housing sites as it is a mixed development	2020
Fanling North New Development Area (Advance Works)	5.8		
Anderson Road Quarry	1.5	No separate breakdown on the cost of public housing site as it is a mixed development	2020
Ka Wai Man Road and Ex-Mount Davis Cottage Area, Kennedy Town	1.5	\$27.2M (Design Cost)	2021

<b>Project Location</b>	<b>Public Housing Site Area (ha)</b>	<b>Estimated Cost of Planning, Design and Construction Works Project</b>	<b>Anticipated Completion Date of Works</b>
Chung Nga Road East and West, and Area 9, Tai Po	7.2	\$2.7M (Design Cost)	2022
Area 48, Fanling	Under review	\$15.6M (Design Cost)	2023
Ex-Lamma Quarry, Sok Kwu Wan	1.4	No separate breakdown on the cost of public housing sites as it is a mixed development	2023
Initial Sites at Kam Tin South	19.2	\$27.12M (Design Cost)	2024
Tung Chung New Town Extension	30.2	No separate breakdown on the cost of public housing sites as it is a mixed development	in stages from 2023 to 2026
Area 54, Tuen Mun: Site 4A (South) and Site 5	1.7	Under review	Under review
San Hing Road, Tuen Mun	Under review	\$21.4M (Design Cost)	Under review
Ex-Cha Kwo Ling Kaolin Mine Site	0.3	No separate breakdown on the cost of public housing sites as it is a mixed development	Under review

\* Public housing sites undergoing feasibility studies but yet to commence the planning, design or construction works are not included in the table.

3. CEDD infrastructure projects for supporting public housing development with planning, design or construction works planned to commence in the coming 24 months are as follows\*:

<b>Project Location</b>	<b>Public Housing Site Area (ha)</b>	<b>Estimated Cost of Planning, Design and Construction Works Project</b>	<b>Anticipated Completion Date of Works</b>
Hung Shui Kiu New Development Area advance works, phase 1	0.8	Under review	2019 to 2020
Pokfulam South	Under review	Under review	Under review

- \* Public housing sites undergoing feasibility studies but yet to confirm the commencement of the planning, design or construction works in the coming 24 months are not included in the table.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)178**

**(Question Serial No. 1586)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

1. In 2016, the estimated area of land formed is 4.4 hectares (ha). Please specify the land use;
2. The estimated area of land formed drops from 26.3 ha in 2015 to 4.4 ha. Please provide the reasons why there is a large drop in the area of land formed? Besides, please provide the reasons why the financial provision under Programme (3) increases by 14.9% despite the large drop in the area of land formed;
3. Regarding the development of Lok Ma Chau Loop, what is the progress at present? Please specify the details of the works and the timetable of the expected availability of land.

Asked by: Hon MA Fung-kwok (Member Question No. 2)

Reply:

1. The 4.4 hectares (ha) of land to be formed and delivered by the Civil Engineering and Development Department (CEDD) within 2016 comprises (i) Site adjacent to Lung Ping Road at Tai Wo Ping (2.2 ha) for private housing development; and (ii) Kai Tak Development Former Runway (2.2 ha) for commercial use.
2. The area of land formed varies each year according to the progress and phasing of the on-going projects and does not have direct relationship with the financial provision under Programme (3). The area of land formed by CEDD in 2016 is expected to be less than those in 2014 and 2015, mainly because some major projects involving land formation and infrastructure works had been substantially completed in 2014 and 2015.

For example, about 15 ha of land were formed under the Development at Anderson Road Project in 2014 and about 23 ha of land were formed under the Liantang/Heung Yuen Wai Boundary Control Point Project in 2015. As regards the estimated increase in financial provision under Programme (3), it is mainly due to the increased provision for filling of vacancies, salary increments and the net increase of 80 posts mainly for land supply projects and associated infrastructure.

3. Following the completion of the planning and engineering study on the development of Lok Ma Chau Loop (the Loop) in 2013, CEDD has commenced the detailed design of advance works for the development of the Loop in mid-2014, covering mainly land decontamination and provision of environmental mitigation measures and temporary construction access. Meanwhile, the Planning Department is proceeding with the preparation of the statutory outline zoning plan (OZP) for the Loop area. The work on the detailed design of the advance works and the preparation of the draft OZP will continue in 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(PL)179****(Question Serial No. 1351)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

It is mentioned in *Matters Requiring Special Attention in 2016-17* that the Civil Engineering and Development Department will:

- (1) commence the feasibility studies on possible multi-storey compounds for brownfield operations. What are the details, progress and timetable of this item?
- (2) commence the detailed design of Hung Shui Kiu NDA advance works and stage 1 works. What are the progress and timetable of this item?
- (3) continue the engineering feasibility studies for sites in Yuen Long. What are the details, progress and timetable of this item?

Asked by: Hon LEUNG Che-cheung (Member Question No. 7)

Reply:

<b>Name of Project</b>	<b>Details of Study</b>	<b>Progress of Study</b>	<b>Anticipated Completion Date of Study</b>
Proposed multi-storey compounds for brownfield operations	Taking the Hung Shui Kiu New Development Area as a pilot area, the study will examine the feasibility of accommodating brownfield operations in multi-storey compounds.	The studies are tentatively scheduled to commence in mid-2016.	By mid-2018.



<b>Name of Project</b>	<b>Details of Study</b>	<b>Progress of Study</b>	<b>Anticipated Completion Date of Study</b>
Hung Shui Kiu New Development Area advance works and stage 1 works	To carry out the detailed design of the site formation and associated infrastructure works.	Pending the finalization of the Recommended Outline Development Plan (RODP), the consultancies are targeted to commence in end 2016.	Under review.
Engineering feasibility study on potential public housing site in Long Bin, Yuen Long	To explore the feasibility of proposed housing development at the site.	The consultancy commenced in third quarter of 2015. Technical assessment in progress.	The fourth quarter of 2016.
Engineering feasibility study on potential public housing site near Tan Kwai Tsuen, Yuen Long	To explore the feasibility of proposed housing development at the sites.	The consultancy commenced in fourth quarter of 2015. Technical assessment in progress.	The second quarter of 2017.

Note

The question refers to the detailed design of Hung Shui Kiu NDA advance works and stage 1 works and the engineering feasibility studies for sites in Yuen Long. The on-going planning and engineering feasibility studies on HSK NDA and Yuen Long South are not included in the reply.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)180**

**(Question Serial No. 2194)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Provision of Land and Infrastructure  
Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)  
Director of Bureau: Secretary for Development

Question:

Regarding *Matters Requiring Special Attention in 2016-17*, can the Government advise the following:

1. the progress, latest project estimate and completion date of the construction works of the Wan Chai Development Phase II;
2. the anticipated completion date of the detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East;
3. the progress, latest project estimate and completion date of the construction works for the Tseung Kwan O-Lam Tin Tunnel; and
4. the anticipated completion date of the design for advanced works and first stage works of the Kwu Tung North and Fanling North New Development Areas.

Asked by: Hon LEUNG Che-cheung (Member Question No. 41)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

1. For Wan Chai Development Phase II (WDII) project, all land required for the construction of the Central-Wan Chai Bypass (CWB) has been formed. The at-grade road required for enabling the commissioning of the CWB would be completed by mid 2017. The latest estimate of the WDII project is \$4,642.7 million (in money-of-the-day prices).
2. The detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East is targeted for substantial completion in the third quarter of 2017.
3. The detailed design of the Tseung Kwan O–Lam Tin Tunnel project has been substantially completed. The latest project estimate for the main tunnel and associated works, which excludes the Cha Kwo Ling tunnel section, is around \$15 billion (in money-of-the-day prices). We will seek funding approval from the Legislative Council within this legislative session with a view to commencing construction works in July 2016 for completion by mid-2021.
4. The design work for Advance Works and First Stage Works of Kwu Tung North and Fanling North New Development Areas is progressing on schedule for construction to commence in 2018, subject to funding approval.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(PL)181****(Question Serial No. 2212)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the commencement of the ground decontamination works at the site of the ex-Kennedy Town incineration plant/abattoir, what are the detailed work and expenditure of the Government in 2016-17? What were the details and the total number of local consultations (including district councils and local organisations) conducted for this project by the Government in the past three years? What were the views received? How did the Government follow up on the views?

Asked by: Hon SIN Chung-kai (Member Question No. 60)

Reply:

The ground decontamination works at the site of ex-Kennedy Town Incineration Plant/Abattoir and adjoining area is planned to commence upon approval of the funding application by the Legislative Council in 2016. The forecast expenditure in 2016-17 is \$44.1 million.

In the past three years, the Government has consulted local stakeholders on the proposed ground decontamination works at the following consultation meetings:

<b>Local Consultations</b>	<b>Dates</b>
Central and Western District Council (C&WDC)	May 2013, March 2015
Public forums organised by C&WDC members	April 2015, June 2015
District affair forums organised by local organisations	November 2013, December 2014, May 2015, January 2016

The local stakeholders in general did not object to the proposed decontamination works, and requested more environmental mitigation measures and closer liaison with local representatives in the course of the decontamination works. The Government has undertaken to adopt extra mitigation measures, establish a works liaison group, and convene regular meetings with C&WDC members and local representatives. In response to some residents who are against the decontamination project and asked the Government to retain Cadogen Street Temporary Garden, the Government has explained through various channels that it is necessary to take forward the decontamination project so as to remove the potential health risks of the contaminated soil and to pave the way for future development for the benefit of the community as a whole.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)182**

**(Question Serial No. 2439)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Please list out the locations of the potential public housing sites in the East New Territories. And when will the feasibility/ preliminary development (studies) be completed?

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 19)

Reply:

According to the Housing Department, the locations of the potential public housing sites in the East New Territories to be completed by the Hong Kong Housing Authority (HA) in the coming five years from 2015-16 to 2019-20 are set out at **Annex**.

For public housing projects with completion beyond 2019-20 (2020-21 and onwards), most of them are still at the preliminary planning and design stage, and are subject to various factors such as feasibility study or investigation, change of land use, consultation with local communities, infrastructure construction, site formation works and timely acquisition of other resources including manpower resources and funding approval. In this connection, the Civil Engineering and Development Department is carrying out engineering feasibility studies to explore potential public housing sites in the East New Territories specifically Tseung Kwan O and Ma On Shan. Detailed information about these projects is subject to the findings and recommendations of the studies and are not yet available at this juncture. The Government will consult the relevant District Councils on these projects in due course as and when ready.

- End -

**HA's Public Rental Housing (PRH) Production  
in the East New Territories (2015-16 to 2019-20)**

<b>Year of Completion/ Sub-district</b>	<b>PRH Project</b>
<b>2015-16</b>	
Sha Tin	Shatin Area 52 Phase 2
	Shatin Area 52 Phase 4
Tai Po	Po Heung Street, Tai Po
<b>2016-17</b>	
Sha Tin	Shatin Area 52 Phase 3
	Shatin Area 52 Phase 4
<b>2018-19</b>	
Sha Tin	Fo Tan Phase 1
	Shek Mun (Shek Mun Estate Phase 2)
North	Choi Yuen Road
	Fanling Area 49

(Based on Public Housing Construction Programme as at December 2015)

**HA's Subsidised Sale Flats (SSF) Production  
in the East New Territories (2015-16 to 2019-20)**

<b>Year of Completion/ Sub-district</b>	<b>SSF Project</b>
<b>2016-17</b>	
Sha Tin	Mei Mun Lane, Sha Tin Area 4C
	Pik Tin Street, Sha Tin Area 4D
<b>2017-18</b>	
Sha Tin	Hin Tin Street, Sha Tin Area 31
<b>2019-20</b>	
Sha Tin	Au Pui Wan Street
	Hang Kin Street, Ma On Shan
	Wo Sheung Tun Street, Fo Tan
Sai Kung	Tseung Kwan O Area 65C2 Phase 1

(Based on Public Housing Construction Programme as at December 2015)

**CONTROLLING OFFICER'S REPLY****DEVB(PL)464****(Question Serial No. 4659)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the provision of land and infrastructure under this programme, please advise this Committee:

- 1) Please provide information in the table below on the formation of land, infrastructure or other works completed each year by the Civil Engineering and Development Department as well as information on each piece of land handed over to other government departments for use during 2013-16, including: i) location of land, ii) area of land, iii) expenditure involved in the formation of land, provision of infrastructure and other works, iv) names of government departments to which the land handed over and proposed usage (e.g. public housing, private residential development, commerce, Government, Institution and Community facilities, etc.)

i)	ii)	iii)	iv)

- 2) Please provide information in the table below on the formation of land, infrastructure or other works currently carried out as well as information on each piece of land to be handed over to other government departments for use, including: i) location of land, ii) area of land, iii) estimated expenditure involved in the formation of land, provision of infrastructure and other works, iv) names of government departments to which the land will be handed over and proposed usage upon the completion of works (e.g. public housing, private residential development, commerce, Government, Institution and Community facilities, etc.), and v) anticipated handover dates.

i)	ii)	iii)	iv)	v)



- 3) Please provide information in the table below on the formation of land, infrastructure or other works to be commenced in the next 24 months as well as information on each piece of land to be handed over to other government departments for use, including: i) location of land, ii) area of land, iii) estimated expenditure involved in the formation of land, provision of infrastructure and other works, iv) names of government departments to which the land will be handed over and proposed usage upon the completion of works (e.g. public housing, private residential development, commerce, Government, Institution and Community facilities, etc.), and v) anticipated handover dates.

i)	ii)	iii)	iv)	v)

Asked by: Hon WU Chi-wai (Member Question No. 30)

Reply:

- 1) The projects under the Civil Engineering and Development Department (CEDD) involving land formation, infrastructure works or other ancillary works for the provision of land, which had been completed and handed over to other government departments from 2013 up to March 2016, are as follows:

<b>Project Location</b>	<b>Approximate Area of Land Formation (hectares)</b>	<b>Estimated Cost of Construction Works Project (\$ millions)</b>	<b>Main Government Departments Handed Over To (Proposed Uses)</b>
Liantang/Heung Yuen Wai Boundary Control Point (BCP) Site Formation Works	23	491	Architectural Services Department (BCP buildings)
Tuen Mun Area 54 Site 2	4.2	325	Hong Kong Housing Authority (HA) (Public housing development)
Kai Tak Development - Former North Apron	7	355	Lands Department (Lands D) (Residential/commercial development, Government, Institution or Community (GIC) facilities)
Kai Tak Development - Former Runway	1	539	Lands D (Commercial development)
Adjacent to Lung Ping Road at Tai Wo Ping, Shek Kip Mei	4	781	Lands D (Private residential development)

- 2) On-going CEDD projects involving land formation, infrastructure works or other ancillary works for the provision of land, which are being handed over by stages, or will be handed over, to other government departments are as follows:

<b>Project Location</b>	<b>Approximate Area of Land Formation (hectares)</b>	<b>Estimated Cost of Construction Works Project (\$ millions)</b>	<b>Main Government Departments Taking Over Completed Works  (Proposed Uses)</b>	<b>Expected Delivery Date</b>
Development at Anderson Road	43.6	3,427	HA (Public housing development)	By stages up to 2016
Tuen Mun Area 54 Site 1&1A, Site 3/4(East) Site 4 A(West)	7.4	1,047	HA (Public housing development)	2017
Wan Chai Development Phase II	12.7	4,643	Lands D (Open Space)	By stages up to 2017
Kai Tak Development - Former North Apron	35	2,255	Lands D (Residential/ commercial development, GIC facilities)	By stages up to 2017
Kai Tak Development - Former Runway	17.9	5,757	Lands D (Residential/ commercial development, GIC facilities)	By stages up to 2019

- 3) CEDD projects to be commenced in the next 24 months involving land formation, infrastructure works or other ancillary works for the provision of land, which will be handed over to other government departments are as follows:

<b>Project Location</b>	<b>Approximate Area of Land Formation (hectares)</b>	<b>Estimated Cost of Construction Works Project (\$ millions)</b>	<b>Main Government Departments Taking Over Completed Works (Proposed Uses)</b>	<b>Expected Delivery Date</b>
North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	2.5	Below 200	HA (Public housing development)	2018
Lin Cheung Road, Sham Shui Po (formerly Cheung Sha Wan Wholesale Market Phase 2) (Note)	3.6	115	HA (Public housing development)	2018
Queen's Hill, Fanling (Note)	13.6	1,460	HA (Public housing development)	2019
Kai Tak Development - Former North Apron	10.6	2,152	Lands D (Residential/commercial development, GIC facilities)	2020
Development of Anderson Road Quarry site	40	7,693	Lands D (Residential/commercial development, GIC facilities)	By stages from 2019/20 up to 2021/22
Wang Chau, Yuen Long	5.7	Under review	HA (Public housing development)	2020/21

**Note:** CEDD is only responsible for the infrastructure works to support public housing developments.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)465**

**(Question Serial No. 4675)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding “continue the detailed design for the development of Anderson Road Quarry site”, what is the progress of the three component parts (including site formation and infrastructure, pedestrian connection facilities works and road/junction improvement works) in the project? During the consultation and gazette period of various items, was any opposing comment received? Whether the Civil Engineering and Development Department (CEDD) revised the projects according to the comments? If yes, what are the details?

Asked by: Hon WU Chi-wai (Member Question No. 77)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

Development of Anderson Road Quarry site covers three major components: (a) Site Formation and Infrastructural Works (“SF&I”); (b) Pedestrian Connectivity Works (“PCW”); and (c) Off-site Road Improvement Works (“RIW”).

For the first component, i.e. SF&I, the proposed road works and sewerage works were gazetted under the Roads (Works, Use and Compensation) Ordinance (RO) (Cap. 370) and Water Pollution Control (Sewerage) Regulation (WPC(S)R) (Cap. 358AL) respectively in June 2015. No objection was received. The road works and sewerage works were authorised in November 2015.

For the second component, i.e. the PCW, it is divided into two phases, with phase 1 gazetted under RO in two packages in August and October 2015. The associated sewerage works were gazetted under WPC(S)R in October 2015 and no objection was received. The road works and sewerage works for phase 1 of PCW were authorised in January 2016.

The detailed design for SF&I and phase 1 of PCW has been completed and we plan to seek funding approval from the Finance Committee (FC) in June 2016 for the construction of the said works.

For the third component, i.e. the RIW, it is divided into two parts with the first part gazetted in December 2015. No objection was received.

The remaining parts of both PCW and RIW will be gazetted under the relevant ordinances in mid-2016. We plan to seek FC's funding approval for these remaining works in early 2017 after the respective statutory authorisations.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)466**

**(Question Serial No. 7266)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding Matters Requiring Special Attention in 2016-17 under the Programme, please provide this Committee with information on the following items: I) work content and anticipated progress in 2016-17; II) anticipated completion dates; III) total contract sum of the items involved and total amount paid;

- Feasibility studies on multi-storey compounds for brownfield operations

Asked by: Hon WU Chi-wai (Member Question No. 104)

Reply:

As part of the Government's efforts to tackle brownfield operations in the rural New Territories, we will be taking the Hung Shui Kiu New Development Area as a pilot area for examining the feasibility of consolidating or accommodating brownfield operations that are still needed in Hong Kong in a more land efficient manner. To this end, the Civil Engineering and Development Department is planning to commence feasibility studies on multi-storey compounds for brownfield operations. The studies will cover the conceptual design, planning, technical and financial assessments, and explore possible mode of operation and management of the proposed multi-storey compounds. The studies are tentatively scheduled to commence in mid-2016 for completion by mid-2018. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the studies in order to understand their operational needs and to tap their views. The total project estimate for the studies is about \$23 million. The consultancy contracts for the studies are yet to be awarded, and detailed information on the expenditure for individual studies is not available at this stage.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)467**

**(Question Serial No. 3581)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

What are the work plan and estimated expenditure for relocating the Queen's Pier at the New Central Harbourfront? Will the Government conduct any public engagement activities for this? What are the relevant details and estimated expenditure of the activities? When will the Government expect to complete the entire relocation work?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 325)

Reply:

To reassemble the Queen's Pier (QP) between Central Piers No. 9 and 10 to revive its pier function, the Civil Engineering and Development Department (CEDD) has engaged consultants in June 2014 for review, design and construction supervision of the proposed reassembly works.

CEDD consulted the Task Force on Harbourfront Developments on Hong Kong Island of the Harbourfront Commission (HC) on 29 February 2016 and the Central and Western District Council on 10 March 2016 on the proposal to reassemble QP. CEDD commenced a two-month community engagement exercise starting from 18 March 2016 to engage the community on the reassembly proposal through setting up a website detailing the proposals, putting up of display boards at suitable venues and conducting surveys.

Subject to the result of the community engagement, the Government will submit a section 16 application to the Town Planning Board (TPB) for approval of using the site where the reassembled QP will be located, which is currently zoned as "Open Space", for "Pier" use. Subject to approval of TPB, we intend to consult the Legislative Council and seek funding approval by late 2016 and early 2017 for commencing reassembly works in the third quarter of 2017. The QP is planned to be reassembled by the second quarter of 2019.

- 2 -

Depending on the architectural design to be adopted, the estimated project cost is expected to range from \$230 million to \$303 million (in September 2015 price level).

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)470**

**(Question Serial No. 7197)**

Head: (707) Capital Works Reserve Fund: New Towns and Urban Area Development

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Director of Civil Engineering and Development (Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding Subhead 7772CL “Advance site formation and engineering infrastructure works at Kwu Tung North new development area (NDA) and Fanling North NDA — detailed design and site investigation”, please list out in details the expenditure breakdown, including the awarded contracts, nature of work and manpower arrangement, according to the 2014, 2015 and 2016 estimates.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 41)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The expenditure breakdown under PWP Item No. 7772CL in 2014-15, 2015-16 and 2016-17 related to the advance site formation and engineering infrastructure works at the Kwu Tung North and Fanling North New Development Areas is as follows:

	Items of Expenditure (Contracts Awarded)	Nature of Work	Manpower	Expenditure (\$ million in money-of-the-day prices)		
				2014-15	2015-16	2016-17 (estimated figures)
a.	Consultants' fees (under Agreement No. CE 13/2014 (CE) and other minor consultancies)	To carry out the detailed design for the proposed works.	Consultants	5.5	16.9	16.5
b.	Site investigation (SI) (under the current SI term contract and a SI contract to be awarded)	To carry out the SI fieldworks, laboratory testing, etc. for the proposed works.	Contractors	0.0	0.8	19.2
c.	Remuneration of resident site staff for SI works (under Agreement No. CE 13/2014 (CE))	To supervise the associated SI works by contractors.	Resident site staff	0.0	0.0	2.3
<b>Total</b>				5.5	17.7	38.0

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)053**

**(Question Serial No. 3059)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (4) Slope Safety and Geotechnical Standards &  
(6) Supervision of Mining, Quarrying and Explosives

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

1. Regarding the "Decrease in the Sand Removal Permits is expected in 2016 owing to substantial completion of major ongoing reclamations", please advise whether the sand used for the reclamation of the third Runway is within the above scope of control?
2. Please list out the total number, area and breakdown of expenditures in 2015 and 2016 related to the upgrading of substandard government man-made slopes, safety screening for private man-made slopes and landslide hazard mitigation measures for natural hillside catchments carried out by the Civil Engineering and Development Department (CEDD).

Asked by: Hon Albert HO Chun-yan (Member Question No. 43)

Reply:

- (1) Sand Removal Permit (SRP) is required for any removal, transportation and importation of sand in Hong Kong. Up until February 2016, the Government has not received any application for SRP related to transportation of sand for the construction of the Airport Third Runway.
- (2) In 2015, the Civil Engineering and Development Department (CEDD) carried out landslip prevention works for 155 substandard government man-made slopes, safety screening for 102 private man-made slopes and mitigation works for 33 natural hillside catchments under the Landslip Prevention and Mitigation Programme (LPMitP). The total area and costs related to the upgrading of substandard government man-made slopes, safety screening for private man-made slopes and landslide hazard mitigation measures for natural hillside catchments carried out under the LPMitP in 2015 are shown in the following table.

	Total Cost of Works (\$ million)	Total Slope Area (square metre)
Substandard Government Man-made Slopes	365	144 000
Private Man-made Slopes	- <sup>Note</sup>	183 000
Natural Hillside Catchments	445	1 830 000

Note: We do not have information on the cost of works carried out by private owners.

In 2016, the estimated numbers of substandard government man-made slopes, private man-made slopes and natural hillside catchments to be dealt with under the LPMitP are 150, 100 and 30 respectively. The estimated expenditure is about \$1,250 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)054**

**(Question Serial No. 0695)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the strategic studies for artificial islands in the central waters, what are the details of work and expenditures of the Administration in 2016-17? Is there any established timetable for the study works? Will the 2007 Revised Concept Plan for Lantau be taken as reference in the course of the studies?

Asked by: Hon TO Kun-sun, James (Member Question No.24)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The item on strategic studies for artificial islands in the central waters (the Study) was withdrawn at the Public Works Subcommittee meeting on 26 November 2014. We will re-submit the Study item to the Legislative Council for consideration at an appropriate time. If approval from the Finance Committee on the funding application is obtained in the current legislative session, the Study is anticipated to commence in the third quarter of 2016 for completion in 2019 and the corresponding forecast expenditure in 2016-17 on consultants' fees and the associated site investigation works for the Study is about \$40 million. The Study will include engineering feasibility and infrastructure study, port operations and marine traffic and safety study, strategic environmental assessment, etc.

The Study will take into consideration the 2007 Revised Concept Plan for Lantau as well as the Blueprint for Lantau Development targeted to be issued in end 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)055**

**(Question Serial No. 0699)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: ( 3 ) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the cycle track network in the New Territories, what is the progress of works now? At present, what are the sections not yet connected? What is the expected time for the entire programme to be completed? What are the expenditures involved?

Asked by: Hon James TO Kun-sun (Member Question No. 28)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The comprehensive cycle track network in the New Territories mainly comprises two backbone sections, namely (i) Ma On Shan to Tuen Mun section via Sha Tin, Tai Po, Fanling, Sheung Shui and Yuen Long; and (ii) Tsuen Wan to Tuen Mun section. To enable early enjoyment by the public, we have been implementing the cycle track network in phases. The current status of the various sub-sections of the cycle track network is as follows -

<b>Section</b>	<b>Sub-section</b>	<b>Current status</b>	<b>Anticipated completion date</b>	<b>Estimated expenditure in 2016-17</b>
Ma On Shan to Tuen Mun	Ma On Shan to Sheung Shui	Completed	March 2014 (Actual completion date)	\$2.0 million (Subhead 271RS)
	Sheung Shui to Tuen Mun – stage 1 works	Construction in progress	End 2016	\$36.2 million (Subhead 279RS)
	Sheung Shui to Tuen Mun – remaining works	Detailed design has been completed and construction is scheduled to commence in mid 2016 subject to funding approval of the Finance Committee	Early 2020	\$115.0 million (Subhead 259RS subject to funding approval)
Tsuen Wan to Tuen Mun	Advance works (Tsing Tsuen Bridge to Bayview Garden in Tsuen Wan)	Detailed design in progress	Under review	\$1.2 million (Subhead 276RS)
	Stage 1 works (Bayview Garden to Ting Kau) and Stage 2 works (Ting Kau to Tuen Mun)	Cycle track alignment under review	Under review	

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)056**

**(Question Serial No. 0705)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

The Administration stated that the cumulative environmental impact assessment was carried out for three potential near-shore reclamation sites located at Sunny Bay, Lung Kwu Tan and Siu Ho Wan in the western waters of Hong Kong. What are the details and expenditures involved? What is the time planned by the Administration to announce the assessment?

Asked by: Hon James TO Kun-sun (Member Question No. 34)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The cumulative environmental impact assessment (CEIA) study for the three potential near-shore reclamation projects in the western waters, namely Sunny Bay, Lung Kwu Tan and Siu Ho Wan, commenced in September 2013 and was completed in June 2015. The expenditure involved is \$7.838 million.

The CEIA study aimed at assessing the total impacts of these three reclamation projects on ecology, fisheries, air quality and water quality. The study results have not found any

insurmountable problems with respect to the four environmental aspects. Reference to the results would be made in the further studies for the individual reclamation proposals.

The Civil Engineering and Development Department (CEDD) briefed the Advisory Council on the Environment on the study findings at its meeting on 9 March 2015. The Executive Summary of the Final Report on the CEIA study has also been uploaded onto CEDD website for public viewing (<http://www.cedd.gov.hk/eng/landsupply/index.html>).

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)057**

**(Question Serial No. 0714)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the financial provision under Programme (3), the provision for 2016-17 is 14.9% higher than the estimate for 2015-16. What are the reasons and details?

Asked by: Hon James TO kun-sun (Member Question No. 43)

Reply:

Provision for 2016-17 is \$71.8 million (14.9%) higher than the revised estimate for 2015-16. This is mainly due to the increased provision for filling of vacancies, salary increments and the net increase of 80 posts mainly for land supply proposals and associated infrastructures; partly offset by reduced cash flow requirement for other operating expenses.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)058**

**(Question Serial No. 0718)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Planning Department has indicated that planning input will be provided to the study on technical issues related to potential reclamation site at Ma Liu Shui. Please advise the relevant details and expenditure. A significant amount of opposition views on the concerned site was collected from the previous engagement exercises. Please advise whether the Government has considered the collected view.

Asked by: Hon James TO Kun-sun (Member Question No. 47)

Reply:

Views on the potential reclamation sites, including Ma Liu Shui, as identified under the "Enhancing Land Supply Strategy: Reclamation Outside Victoria Harbour and Rock Cavern Development" were collected in the public engagement exercises conducted in 2011-13. Subsequently, the Civil Engineering and Development Department commissioned a consultancy study (the Study) in February 2015 to examine the technical issues of the proposed Ma Liu Shui reclamation with a view to addressing the public concerns. Subject to the findings of the Study which is scheduled for completion in mid-2017, a planning and engineering study will be conducted in the next stage before firming up the land use proposal for the site.

Meanwhile, the Planning Department is providing planning input to the Study to facilitate the carrying out of various technical assessments as part of its on-going district planning work. The resources so incurred are absorbed by the relevant District Planning Office.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)059**

**(Question Serial No. 0463)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: Not Specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

The Civil Engineering and Development Department stated that the number of non-directorate posts will be increased by 72 to 1841 posts as at 31 March 2017. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 34)

Reply:

79 non-directorate new posts will be created in 2016-17 by the Civil Engineering and Development Department and the nature of work, ranks and salaries of these new posts are as follows:

Item	Nature of Work	Number of new posts to be created in 2016-17		Total
		Professional	Technical / General	
1	Professional and technical support to the Lantau Development Office in taking forward the development initiatives for Lantau	27	16	43
2	Engineering assessment and studies for supporting re-zoning exercises of the identified sites for public housing development, and the associated land formation and essential infrastructures	15	4	19

Item	Nature of Work	Number of new posts to be created in 2016-17		Total
		Professional	Technical / General	
3	Implementation of Anderson Road Quarry Site Development project	2	0	2
4	Planning and Engineering Study for re-planning of Tseung Kwan O Area 137	3	1	4
5	Feasibility studies on the proposed multi-storey compounds in Hung Shui Kiu New Development Area and adjacent to the Yuen Long Industrial Estate to house brownfield operations	1	0	1
6	Implementation of columbarium at Sandy Ridge Cemetery	3	0	3
7	Planning and preliminary design of the Government Records Service's Archives-cum-Records Centre – Site Formation Project	2	1	3
8	Strengthen the auditing of testing services outsourced to private laboratories	0	3	3
9	Executive support for personnel services for the department and the professional and technical grades	0	1	1
<b>Total:</b>				<b>79</b>

As seven time-limited non-directorate posts will lapse in 2016-17, the net increase of non-directorate posts in 2016-17 is 72. The annual staff cost for the net increase of 72 non-directorate posts comprising 52 professional and 20 technical / general staff is \$56.3 million in terms of notional annual mid-point salary value.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)060**

**(Question Serial No. 0473)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In "Matters Requiring Special Attention in 2016-17", the Government states that it will "continue the study on land requirements for the construction industry." In this connection, please provide the details of the said study as well as the manpower, schedule and resources allocated for the exercise.

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 43)

Reply:

The "Study on Land Requirements for the Construction Industry – Feasibility Study" (the Study) commenced in September 2015 with a study period of 18 months. It includes a baseline survey to establish the existing land use in Hong Kong related to the construction industry and a projection of the future land requirements for the construction industry in short, medium and long terms, and then makes recommendations for improving the land use efficiency.

There is one in-house professional staff managing the Study with the support of a few technical and clerical staff on part-time basis. The project estimate of the Study is \$9 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)061**

**(Question Serial No. 0474)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: ( 3 ) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In "Matters Requiring Special Attention in 2016-17", the Government states that it will "complete the territory-wide study on underground space development in the urban areas" and "continue the pilot study on underground space development in selected strategic urban areas". In this connection, please provide the timetable and work schedule of the territory-wide study as well as the details of the pilot study as well as the manpower and resources allocated for the exercise.

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 44)

Reply:

The information on the aforementioned studies is given as below:

Territory-wide Study on Underground Space Development in the Urban Areas of Hong Kong

The Civil Engineering and Development Department (CEDD) commissioned a consultant in December 2013 to carry out the study. The study will be completed in mid-2016. The approved project estimate is \$25.0 million. The study aims to (i) identify opportunities for and constraints to underground space development in the urban centres and new towns in a systematic manner; (ii) select potential areas for appraisal and development of feasible conceptual schemes; and (iii) recommend the way forward for implementation of prospective projects. The study consultancy is managed by a Chief Geotechnical Engineer on a part-time basis with support from a Senior Geotechnical Engineer and a Geotechnical Engineer.

Pilot Study on Underground Space Development in Selected Strategic Urban Areas



The CEDD commissioned a consultant in June 2015 to carry out the study. The study is scheduled for completion by the end of 2017. The approved project estimate is \$70.0 million. The study aims to formulate underground master plans and identify priority projects of underground space development, if any, in Tsim Sha Tsui West, Causeway Bay, Happy Valley and Admiralty/Wan Chai. The study consultancy is managed by a Chief Geotechnical Engineer on a part-time basis with support from a Senior Geotechnical Engineer and a Geotechnical Engineer.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)062**

**(Question Serial No. 0475)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: ( 4 ) Slope Safety and Geotechnical Standards

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In "Matters Requiring Special Attention in 2016-17", the Government states that it will "continue to provide advisory services to private slope owners on slope maintenance, safety improvement works and aesthetic improvement." In this connection, please provide details and evidence on how the Government takes the initiative to actively assist private slope owners. Please also provide the details of the advisory services as mentioned as well as the manpower and resources allocated for the exercise.

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 45)

Reply:

The Civil Engineering and Development Department (CEDD) provides community advisory services to facilitate private slope owners discharging their slope maintenance responsibilities. The services also help enhance public awareness of slope safety. The main initiatives include: (i) organise slope safety and maintenance seminars for private slope owners and other parties involved in slope maintenance, e.g. property management companies; (ii) provide meet-the-public services to answer queries on slope safety and maintenance and disseminate slope-related information to the public; (iii) proactively contact private slope owners who have received Dangerous Hillside Orders to offer advice on how to proceed with the necessary slope works; and (iv) reach out to Owners' Corporations and Mutual Aid Committees directly to advise them on how to undertake slope maintenance works.

The CEDD has also produced a variety of guides, booklets and leaflets which provide useful information to help slope owners discharge their slope maintenance responsibilities, e.g.

“Simple Guide to Dangerous Hillside Orders”, “Layman’s Guide to Slope Maintenance” and “Layman’s Guide to Landscape Treatment of Slopes”. The documents are distributed to the public in CEDD’s slope safety publicity events, e.g. exhibitions and seminars, and can also be downloaded from the Hong Kong Slope Safety Website – <http://hkss.cedd.gov.hk>.

The above-mentioned community advisory services are provided by a Geotechnical Engineer supported by a Technical Officer, and overseen by a Senior Geotechnical Engineer. The expenditure for the services, excluding staff costs, is about \$0.2 million in financial year 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)063**

**(Question Serial No. 1101)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In Matters Requiring Special Attention in 2016-17 under this programme, the Administration states that studies will be carried out on several projects. In this connection, will the government inform this Committee:

- (1) In 2016-17, what are the operational expenses, staffing and estimated salary expenses involved in the implementation of the detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East?
- (2) In 2016-17, what are the operational expenses, staffing and estimated salary expenses involved in continuing the feasibility study for the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge?
- (3) In 2016-17, what are the operational expenses, staffing and estimated salary expenses involved in continuing the design of the advance works and first stage works for the Kwu Tung North and Fanling North NDA?
- (4) In 2016-17, what are the operational expenses, staffing and estimated salary expenses involved in commencing the strategic studies for artificial islands in the central waters?
- (5) In 2016-17, what are the operational expenses, staffing and estimated salary expenses involved in commencing the detailed design of the Tung Chung New Town Extension?
- (6) Under this programme, the Administration states that 80 posts will be added in 2016-17. Will the Administration inform this Committee what are the names, duties and annual salary expenses of these 80 posts?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 16)

Reply:

(1) – (5) Operational expenses in 2016-17 under Head 33 for taking forward items (1) to (5) are mainly personal emoluments of in-house staff working on the projects. The details are summarized below :-

Item	Operational Expenses <sup>1</sup> (\$ million)	Staffing
(1) Detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East	2.2	2 professional staff
(2) Feasibility study for the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge	4.1	4 professional staff
(3) Design of Kwu Tung North and Fanling North New Development Areas	14.9	14 professional staff
(4) Strategic study on artificial islands in the central waters	2.1	3 professional staff
(5) Detailed design for the Tung Chung New Town Extension	6.4	6 professional staff

<sup>1</sup> Operational expenses refer to annual staff cost in terms of notional annual mid-point salary value

Please note that there are directorate officers overseeing the above projects as well as other supporting technical and clerical staff involved. There is no separate breakdown for the personal emoluments of such staff involved.

(6) In 2016-17, 81 new posts will be created under Programme (3) and the nature of work, ranks and salaries of these new posts are as follows:

Item	Nature of Work	Number and rank of new posts to be created in 2016-17	Total
1	Professional and technical support to the Lantau Development Office in taking forward the development initiatives for Lantau	1 Principal Government Engineer* 1 Government Town Planner* 2 Chief Engineer* 6 Senior Engineer 8 Engineer/Assistant Engineer 1 Senior Geotechnical Engineer 1 Geotechnical Engineer/Assistant Geotechnical Engineer 3 Senior Town Planner 3 Town Planner/Assistant Town Planner 1 Senior Architect	47

Item	Nature of Work	Number and rank of new posts to be created in 2016-17	Total
		1 Architect/Assistant Architect 1 Senior Electrical and Mechanical Engineer 1 Electrical and Mechanical Engineer/ Assistant Electrical and Mechanical Engineer 1 Quantity Surveyor/Assistant Quantity Surveyor 1 Senior Survey Officer 2 Survey Officer/Survey Officer Trainee 1 Senior Technical Officer (Civil) 1 Technical Officer/Technical Officer Trainee (Civil) 1 Senior Technical Officer (Cartographic) 2 Technical Officer/Technical Officer Trainee (Cartographic) 2 Executive Officer I 2 Assistant Clerical Officer 2 Clerical Assistant 2 Personal Secretary I	
2	Engineering assessment and studies for supporting re-zoning exercises of the identified sites for public housing development, and the associated land formation and essential infrastructures	1 Chief Engineer* 5 Senior Engineer 10 Engineer/Assistant Engineer 1 Senior Technical Officer 2 Technical Officer/Technical Officer Trainee 1 Assistant Clerical Officer	20
3	Implementation of Anderson Road Quarry Site Development project	2 Engineer/Assistant Engineer	2
4	Planning and Engineering Study for re-planning of Tseung Kwan O Area 137	1 Senior Engineer 2 Engineer/Assistant Engineer 1 Technical Officer/Technical Officer Trainee	4
5	Feasibility studies on the proposed multi-storey compounds in Hung Shui Kiu New Development Area and adjacent to the Yuen Long Industrial Estate to house brownfield operations	1 Senior Engineer	1

<b>Item</b>	<b>Nature of Work</b>	<b>Number and rank of new posts to be created in 2016-17</b>	<b>Total</b>
6	Implementation of columbarium at Sandy Ridge Cemetery	1 Senior Engineer 2 Engineer/Assistant Engineer	3
7	Planning and preliminary design of the Government Records Service's Archives-cum-Records Centre – Site Formation Project	1 Senior Geotechnical Engineer 1 Geotechnical Engineer/Assistant Geotechnical Engineer 1 Technical Officer/Technical Officer Trainee	3
8	Executive support for personnel services for the department and the professional and technical grades	1 Executive Officer II	1
Total:			81

As one time-limited post that will lapse in 2016-17, the net increase of new posts in 2016-17 under Programme (3) is 80. The annual staff cost for the net increase of 80 new posts is \$65.5million in terms of notional annual mid-point salary value.

\*The creation of directorate posts is subject to Finance Committee's approval.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)064**

**(Question Serial No. 1639)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding “supervising strategic studies for artificial islands in the central waters”, please inform this Committee:

(1) The Lantau Development Advisory Committee (LanDAC) proposed a railway for artificial islands in the central waters (AICW), connecting New Territories West, Lantau Island, AICW and the Hong Kong Island. What are the progress and details of the study on it?

(2) Regarding the proposed railway for AICW, the length and estimated cost for each of the sections: from Tuen Mun to artificial island of Hong Kong-Zhuhai-Macao Bridge (HZMB), from artificial island of HZMB to Mui Wo, from Mui Wo to AICW and from AICW to Hong Kong Island.

(3) What is the anticipated time of completion of the study on the railway for AICW and its construction timetable?

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 21)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

Under the strategic studies for artificial islands in the central waters (the Study), the Civil Engineering and Development Department (CEDD) plans to explore the preliminary



feasibility of strategic transport links comprising highway and railway schemes for artificial islands in the central waters (including connections with Northwest New Territories, Lantau, west Kowloon and west Hong Kong Island). The item for the Study was withdrawn at the Public Works Subcommittee meeting on 26 November 2014. CEDD plans to re-submit the Study item to the Legislative Council for consideration at an appropriate time. If approval from the Finance Committee on the funding application is obtained in the current legislative session, the Study is anticipated to commence in the third quarter of 2016 for completion in 2019. As the Study has not yet commenced, information on details of the railway schemes such as length of individual railway links, estimated construction cost, as well as construction programme, is not available.

– End –

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)065**

**(Question Serial No. 3281)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

What is the justification for the existence of the Environmentally Friendly Linkage System (EFLS)?

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 19)

Reply:

Provision of an integrated multi-modal linkage system comprising the proposed EFLS for Kowloon East (covering Kai Tak Development, Kwun Tong and Kowloon Bay business areas) would be essential to support the transformation of Kowloon East into a new Core Business District to sustain Hong Kong's economic development. The proposed EFLS would overcome the constraints of limited road capacity in Kowloon East and offer high-quality intra-district connectivity services within the Core Business District in terms of reliability, efficiency, safety and comfort, to complement the existing or planned MTR networks and strategic routes.

In October 2015, the Civil Engineering and Development Department commenced a detailed study to examine the technical feasibility and financial viability of the proposed EFLS. The study, which is targeted for phased completion by 2017, will consider different green public transport modes and evaluate the most suitable EFLS option for Kowloon East.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)066**

**(Question Serial No. 2389)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

During 2016-17, the Civil Engineering and Development Department (CEDD) will continue the study on land requirements for the construction industry. In this connection, will the Administration inform this Committee of the study progress up to date? When will the study be completed and the findings announced? And what is the estimated expenditure?

Asked by: Hon James TIEN Pei-chun (Member Question No. 42)

Reply:

The "Study on Land Requirements for the Construction Industry – Feasibility Study" (the Study) commenced in September 2015 for a study period of 18 months. A baseline survey of the existing construction related land use is now in progress. The findings will be available by mid 2017.

The cost estimate of the Study is \$9 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)067**

**(Question Serial No. 2195)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Please specify the study expenses, latest progress, expected completion dates, announcement dates of the study results and dates of public consultation (if any) of the following items:

1. study on the long-term strategy for cavern development in Hong Kong;
2. territory-wide study on underground space development in the urban areas;
3. feasibility studies on possible multi-storey compounds for brownfield operations.

Asked by: Hon LEUNG Che-cheung (Member Question No. 42)

Reply:

1. Study on Long-term Strategy for Cavern Development

This study will prepare a territory-wide Cavern Master Plan, formulate guidelines to facilitate future cavern development and draw up preliminary plans for relocating suitable government facilities to caverns. The study will be completed in mid-2016, followed by consultation with relevant stakeholders. The project estimate is about \$40.4 million.

2. Territory-wide Study on Underground Space Development in the Urban Areas of Hong Kong

This study aims to explore the opportunities and constraints of underground space development in the urban areas of Hong Kong. The project estimate is about \$25.0 million. The study will be completed in mid-2016. The Civil Engineering and Development Department (CEDD) is making reference to the preliminary study results of the territory-wide study for in-depth evaluation and study in the Pilot Study on Underground Space Development in Selected Strategic Urban Areas so as to identify suitable projects of

urban underground space developments. The CEDD will consult the public in mid-2016 on the underground space development proposals.

3. Feasibility studies on the proposed multi-storey compounds for brownfield operations

As part of the Government's efforts to tackle brownfield operations in the rural New Territories, we will be taking the Hung Shui Kiu New Development Area as a pilot area for examining the feasibility of consolidating or accommodating brownfield operations that are still needed in Hong Kong in a more land efficient manner. To this end, the Civil Engineering and Development Department is planning to commence feasibility studies on multi-storey compounds for brownfield operations. The studies will cover the conceptual design, planning, technical and financial assessments, and explore possible mode of operation and management of the proposed multi-storey compounds. The studies are tentatively scheduled to commence in mid-2016 for completion by mid-2018. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the studies in order to understand their operational needs and to tap their views. The total project estimate for the studies is about \$23 million. The consultancy contracts for the studies are yet to be awarded, and detailed information on the expenditure for individual studies is not available at this stage.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)068**

**(Question Serial No. 2438)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the road and drainage works of the government in the New Territories East in 2016-17, what are the details of the works timetable? Besides, how much works expenditures are involved?

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 18)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The programme and estimated expenditure of road and drainage projects under construction and management by the Civil Engineering Development Department (CEDD) in the East New Territories in 2016-17 are set out in the table below –

<b>PWP Item</b>	<b>Name of Project</b>	<b>Programme</b>	<b>Estimated Expenditure in 2016-17 (\$ million)</b>
7756CL	Ma On Shan development — roads, drainage and sewerage works at Whitehead and Lok	Construction works commenced in July 2015. It is progressing on schedule	50.35

<b>PWP Item</b>	<b>Name of Project</b>	<b>Programme</b>	<b>Estimated Expenditure in 2016-17 (\$ million)</b>
	Wo Sha, phase 2	for completion by 2018.	
7160TB	Footbridge across Po Yap Road linking Tseung Kwan O Area 55 and Area 65	Construction works commenced in June 2014. It is progressing on schedule for completion by June 2016.	9.74
7872TH	Tseung Kwan O–Lam Tin Tunnel—construction	We will seek funding approval from the Legislative Council within this legislative year with a view to commencing construction works in 2016 for completion in mid-2021.	595.30 <sup>(1)</sup>
5019GB	Liantang/Heung Yuen Wai Boundary Control Point and associated works—site formation and infrastructure works	Construction works commenced in April 2013. It is progressing on schedule for completion by end 2018.	3,832.68
B757CL	Roads and drains in Area 16 and Area 58D, Sha Tin	Construction works commenced in mid-March 2016. It is progressing on schedule for completion by 2018.	24.18

Note:

(1) The amount indicates the latest estimated expenditure in 2016-17 taking into account the works schedule.

– End –

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)069**

**(Question Serial No.2440)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (5) Greening and Technical Services

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In 2016-17, what is the progress and timetable of the greening master plan works in various districts? Please illustrate in table(s).

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 20)

Reply:

Implementation of greening works recommended in Greening Master Plans for Sha Tin, Sai Kung, Tuen Mun and Yuen Long commenced in the end of 2014 for completion by the end of 2017. The estimated number of trees and shrubs to be planted in 2016-17 in each district is given below.

<u>District</u>	<u>Trees</u>	<u>Shrubs</u>
Sha Tin	420	130 000
Sai Kung	250	100 000
Tuen Mun	280	190 000
Yuen Long	400	250 000
TOTAL	1 350	670 000

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)070**

**(Question Serial No. 0352)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: Not Specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

*In Matters Requiring Special Attention in 2016-17*, the Administration will continue to provide public works projects with reliable and effective construction materials testing and ground investigation service. In this regard, will the Administration advise this Council of the following:

1. What are the details, progress, manpower involved and expenditure of the technical development on the use of sustainable construction materials (e.g. Ground Granulated Blastfurnace Slag and glass cullet)?
2. It is known that the Department also manages a data base on steel reinforcing bars and cement for enquiries by all government departments and the public. What is the usage rate of the data base and is there any measure to increase its usage rate?
3. The Department has outsourced a number of routine tests on construction materials to private laboratories, such as concrete, steel reinforcing bars, ceramic floor tiles, chemical substances, asphalt, rock, soil, etc. What measures does the Administration have to ensure that the service quality will not be affected by the outsourcing (such as regular audit, surprise surveillance inspections and parallel testing at contract laboratories)?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 7)

Reply:

1. The use of volcanic rock aggregates in concrete may lead to spalling and loss of strength of the concrete as a result of alkali-silica reaction (ASR). A study is in

progress to investigate the use of ground granulated blastfurnace slag as substitute of part of ordinary Portland cement to mitigate the effect of ASR in concrete made with volcanic rock aggregates, so as to widen the application of volcanic rock aggregate. The study commenced in early 2015. The first stage 12-month laboratory investigation has been completed with promising results. The second stage laboratory work is being carried out to prepare for field investigation. The expenditure is about HK\$660,000 in financial year 2015-16 and the estimated expenditure is about HK\$500,000 for 2016-17. The work is undertaken part-time by one Senior Engineer and one Engineer with the support of technical staff.

The laboratory study of the use of glass cullet as engineering fill material in reclamation and earthworks was completed in 2014. With proper engineering control, the use of glass cullet as a fill material is technically feasible. Further laboratory study of using different soil mixtures with glass cullet was undertaken in 2015-16, with an expenditure of about HK\$600,000. The work was undertaken part-time by one Senior Geotechnical Engineer and one Geotechnical Engineer with the support of technical staff. No substantial further laboratory work is planned for 2016-17.

2. The hit rates are about 9 000 for steel database and 3 000 for cement database on the website of the Civil Engineering and Development Department (CEDD) in 2015-16. CEDD will continue to promulgate the databases to all Government departments and the engineering profession through various channels including meetings with relevant stakeholders.
3. CEDD is outsourcing some of the routine testing services to private laboratories (referred to as contract laboratories) that fully meet the technical and management requirements set out in the contracts. CEDD conducts the following tasks to control and monitor the quality of the testing services performed by the contract laboratories, under a Quality Management System:
  - (a) A full technical and management audit of the contract laboratory's quality management system on a regular basis;
  - (b) Monthly surprise surveillance visits to audit the contract laboratories with respect to testing and supervisory personnel, equipment calibration, sample security and handling, testing methods and procedures, and issuance of test reports;
  - (c) Auditing of worksheets/test reports;
  - (d) Regular parallel testing to cross check the test results performed by the contract laboratories; and
  - (e) Supervision of some of the tests on construction materials with high impact on public safety and performance of engineering structures (such as concrete and steel) carried out by the contract laboratories.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)194**

**(Question Serial No. 4003)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In 2015-16 Budget Speech, Financial Secretary said in paragraph 148, "I asked all policy bureaux to achieve more efficient use of resources through re-engineering and re-prioritising. I have also launched the "0-1-1" envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services." Please advise this Committee how the government will implement the "0-1-1" programme in 2015-16, 2016-17, 2017-18; and details of the services affected and expenditures involved?

Asked by: Hon James TO Kun-sun (Member Question No. 56)

Reply:

Under the "0-1-1" envelope savings programme, the Civil Engineering and Development Department (CEDD) will achieve the target savings through various measures including streamlining workflow (e.g. in the operation of fill banks and sorting facilities) and re-prioritizing maintenance works (e.g. giving priority to the maintenance dredging of fairways to ensure navigational safety). In the implementation of the savings programme, the CEDD will ensure that its service quality and standard will not be affected. In fact, notwithstanding the saving under the "0-1-1" Programme, the 2016-17 provision for the CEDD is higher than the revised estimate for 2015-16 by 13.2% due to new resources allocated to the CEDD for delivering new/improved services.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)195**

**(Question Serial No. 4015)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Please inform this Committee of the detailed information about the increase of \$71.8 million (14.9%) in 2016-17 provision as compared with the revised estimate in 2015-16 under this programme, which is for the increased provision for filling of vacancies, salary increments and the net increase of 80 posts.

Asked by: Hon James TO Kun-sun (Member Question No. 71)

Reply:

2016-17 provision under Programme (3) is \$71.8 million (14.9%) higher than the revised estimate for 2015-16. The increase is mainly due to the increased provision for filling of vacancies arising from staff turnover and wastage, salary increments on the civil service pay scale and the net increase of 80 posts mainly for implementing land supply proposals and the associated infrastructures.

In 2016-17, 81 new posts will be created under Programme (3). As one time-limited post will lapse in 2016-17, the net increase of posts in 2016-17 is 80. The nature of work and ranks of these 81 new posts are set out in the table below -

<b>Item</b>	<b>Nature of Work</b>	<b>Number and rank of new posts to be created in 2016-17</b>	<b>Total</b>
1	Professional and technical support to the proposed Lantau Development Office in taking forward the development	1 Principal Government Engineer* 1 Government Town Planner* 2 Chief Engineer* 6 Senior Engineer 8 Engineer/Assistant Engineer	47

Item	Nature of Work	Number and rank of new posts to be created in 2016-17	Total
	initiatives for Lantau	1 Senior Geotechnical Engineer 1 Geotechnical Engineer/Assistant Geotechnical Engineer 3 Senior Town Planner 3 Town Planner/Assistant Town Planner 1 Senior Architect 1 Architect/Assistant Architect 1 Senior Electrical and Mechanical Engineer 1 Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer 1 Quantity Surveyor/Assistant Quantity Surveyor 1 Senior Survey Officer 2 Survey Officer/Survey Officer Trainee 1 Senior Technical Officer (Civil) 1 Technical Officer/Technical Officer Trainee (Civil) 1 Senior Technical Officer (Cartographic) 2 Technical Officer/Technical Officer Trainee (Cartographic) 2 Executive Officer I 2 Assistant Clerical Officer 2 Clerical Assistant 2 Personal Secretary I	
2	Engineering assessment and studies for supporting re-zoning exercises of the identified sites for public housing development, and the associated land formation and essential infrastructures	1 Chief Engineer* 5 Senior Engineer 10 Engineer/Assistant Engineer 1 Senior Technical Officer 2 Technical Officer/Technical Officer Trainee 1 Assistant Clerical Officer	20
3	Implementation of Anderson Road Quarry Site Development project	2 Engineer/Assistant Engineer	2
4	Planning and Engineering Study for re-planning of Tseung Kwan O Area 137	1 Senior Engineer 2 Engineer/Assistant Engineer 1 Technical Officer/Technical Officer Trainee	4

<b>Item</b>	<b>Nature of Work</b>	<b>Number and rank of new posts to be created in 2016-17</b>	<b>Total</b>
5	Feasibility studies on the proposed multi-storey compounds in Hung Shui Kiu New Development Area and adjacent to the Yuen Long Industrial Estate to house brownfield operations	1 Senior Engineer	1
6	Implementation of columbarium at Sandy Ridge Cemetery	1 Senior Engineer 2 Engineer/Assistant Engineer	3
7	Planning and preliminary design of the Government Records Service's Archives-cum-Records Centre – Site Formation Project	1 Senior Geotechnical Engineer 1 Geotechnical Engineer/Assistant Geotechnical Engineer 1 Technical Officer/Technical Officer Trainee	3
8	Executive support for personnel services for the department and the professional and technical grades	1 Executive Officer II	1
<b>Total:</b>			<b>81</b>

\*The creation of directorate posts is subject to Finance Committee's approval.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)196**

**(Question Serial No. 7272)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Whether a comprehensive cycle track network is planned to be provided in Kai Tak Development? What is the work plan and timetable?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 40)

Reply:

A cycle track network of about 6.6 kilometres (km) in length mainly in the public open spaces was proposed in the Kai Tak Development (KTD) in 2012. To meet public aspirations, the Civil Engineering and Development Department commenced a feasibility study in November 2015 on possible extension of the cycle track network to about 13 km long so that it can be better connected with the scenic spots within the KTD. The implementation programme of the cycle track network in the KTD would be examined in the study which is targeted for completion in early 2017.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)197**

**(Question Serial No. 4074)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

On engagement of outsourced workers, please provide the following information:

	2015-16 (the latest position)
Number of outsourced service contracts	( )
Total expenditure for outsourced service providers	( )
Duration of service for each outsourced service provider	( )
Number of workers engaged through outsourced service providers	( )
Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology)	
Monthly salary range of outsourced workers	
• \$30,001 or above	( )
• \$16,001 - \$30,000	( )
• \$8,001 - \$16,000	( )
• \$6,501 - \$8,000	( )
• \$6,240 - \$6,500	( )
• less than \$6,240	( )
Length of service of outsourced workers	
• 15 years or above	( )
• 10 - 15 years	( )
• 5 - 10 years	( )
• 3 - 5 years	( )
• 1 - 3 years	( )



	2015-16 (the latest position)
• less than 1 year	( )
Percentage of outsourced workers against the total number of staff in the department	( )
Percentage of expenditure for outsourced service providers against the total staff costs in the department	( )
Number of workers who received severance payment / long service payment / contract gratuity	( )
Amount of severance payments / long service payments / contract gratuities paid	( )
Number of workers with severance payment / long service payment offset by or with contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Amount of severance payments / long service payments offset by and amount of contract gratuities calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Number of workers with paid meal break	( )
Number of workers without paid meal break	( )
Number of workers working 5 days per week	( )
Number of workers working 6 days per week	( )

( ) denotes changes in percentage as compared with 2014-15

Asked by: Hon WONG Kwok-hing (Member Question No. 51)

Reply:

The Civil Engineering and Development Department uses a wide range of outsourced services, such as cleansing and security, information technology, etc. The information for 2015-16 (as at or up to 31.12.2015, as appropriate) is provided below.

**(a) Number of outsourced service contracts**

<b>2015-16</b> (as at 31.12.2015)
70 (+2.9%)

**(b) Total expenditure for outsourced service contracts**

<b>2015-16</b> (up to 31.12.2015) <b>(\$million)</b>
32.4 (-6.4%)

**(c) Duration of outsourced service contracts**

<b>Duration of service</b>	<b>Number of contracts in 2015-16 (as at 31.12.2015)</b>
6 months or less	5 (+25.0%)
Over 6 months to 1 year	35 (+12.9%)
Over 1 year to 2 years	21 (-12.5%)
Over 2 years	9 (0%)
<b>Total:</b>	<b>70 (+2.9%)</b>

**(d) Total number of workers engaged through outsourced service providers**

<b>2015-16</b> (as at 31.12.2015)
178 (-10.1%)

**(e) Work nature**

<b>Nature of service contracts</b>	<b>Number of outsourced workers in 2015-16 (as at 31.12.2015)</b>
Cleansing	17 (0%)
Security	83 (0%)
Information technology	17 (+6.3%)
Technical service	7 (-75.9%)
General administration support	45 (-8.2%)
Others (e.g. staff training)	9 (+125.0%)
<b>Total:</b>	<b>178 (-10.1%)</b>

**(f) Salaries of outsourced workers**

After the implementation of the Statutory Minimum Wage (SMW) on 1 May 2011, for service contracts on security and cleansing, the contractors have been required to pay their workers wages not lower than the prevailing SMW.

For other service contracts, we specify and require only the service to be provided. We do not have information about the salaries of the workers employed by the contractors.

**(g) Length of service of outsourced workers**

The mode of using outsourced workers is that government departments and the contractor enter into a service contract under which the contractor will supply manpower as and when required. As long as the requirements of the government department (in terms of the number of outsourced workers and the qualifications and/or experience required from outsourced workers) are satisfied, the contractor may arrange any of their employees to work in the department or arrange replacement outsourced workers during the contract period for different reasons. Therefore, we do not have information on the years of service of outsourced workers who are employees of the contractors and are at the disposal of the latter.

**(h) Percentage of outsourced workers against the total number of staff in the Department**

<b>2015-16</b> (as at 31.12.2015)
9.5%

**(i) Percentage of expenditure for outsourced service providers against the total staff costs in the Department**

<b>2015-16</b> (up to 31.12.2015)
3.6%

**(j) Severance payments / long service payments / contract gratuities paid to outsourced workers**

The department entered into contracts with the outsourced contractors for provision of services as required by the department during the contract period. The contractual relationship of the outsourced workers is with the outsourced contractors which have to fulfil the obligations of employers under the relevant laws including the Employment Ordinance (Cap. 57) and Mandatory Provident Fund Schemes Ordinance (Cap. 485). We do not have information on the severance payments / long service payments / contract gratuities paid by the contractors to their workers.

**(k) Meal break for outsourced workers**

The outsourced workers are employed by the contractors, and whether the meal break is paid or not is governed by the employment contract between the two parties. We do not have information on this matter.

(l) Working days per week <sup>(Note)</sup>

<b>Working days per week</b>	<b>Number of outsourced workers in 2015-16 (as at 31.12.2015)</b>	
5	8	(+700.0%)
6	92	(-7.1%)
<b>Total:</b>	100	(0%)

Note: For workers of service contracts on security and cleansing only

*Percentages in ( ) denote comparison with 2014-15 (as at or up to 31.12.2014, as appropriate).*

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)198**

**(Question Serial No. 4075)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

On engagement of agency workers, please provide the following information:

	2015-16 (the latest position)
Number of contracts with employment agencies	( )
Contract sum paid to each employment agency	( )
Duration of service for each employment agency	( )
Number of agency workers	( )
Details of the positions held by agency workers	
Monthly salary range of agency workers	
• \$30,001 or above	( )
• \$16,001 - \$30,000	( )
• \$8,001 - \$16,000	( )
• \$6,501 - \$8,000	( )
• \$6,240 - \$6,500	( )
• less than \$6,240	( )
Length of service of agency workers	
• 15 years or above	( )
• 10 - 15 years	( )
• 5 - 10 years	( )
• 3 - 5 years	( )
• 1 - 3 years	( )
• less than 1 year	( )
Percentage of agency workers against the total number of staff in the department	( )
Percentage of expenditure for employment agencies against the total staff costs in the department	( )

	2015-16 (the latest position)
Number of workers who received severance payment / long service payment / contract gratuity	( )
Amount of severance payments / long service payments / contract gratuities paid	( )
Number of workers with severance payment / long service payment offset by or with contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Amount of severance payments / long service payments offset by and amount of contract gratuities calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Number of workers with paid meal break	( )
Number of workers without paid meal break	( )
Number of workers working 5 days per week	( )
Number of workers working 6 days per week	( )

( ) denotes changes in percentage as compared with 2014-15

Asked by: Hon WONG Kwok-hing (Member Question No. 52)

Reply:

The information in respect of the use of agency workers for 2015-16 (as at or up to 30.9.2015, as appropriate) is provided below. This information excludes services provided under term contracts centrally administered by the Office of the Government Chief Information Officer.

**(a) Number of contracts with employment agencies (EAs)**

<b>2015-16</b> (as at 30.9.2015)
0 (-100%)

**(b) Contract sum and duration of services**

<b>Contract sum</b>	<b>Number of contracts in 2015-16</b> (as at 30.9.2015)
Less than \$0.5 million	0 (-100%)
\$0.5 million to \$1 million	0 (-)
Over \$1 million	0 (-)
<b>Total:</b>	<b>0 (-100%)</b>

<b>Duration of services</b>	<b>Number of contracts in 2015-16</b> (as at 30.9.2015)
6 months or less	0 (-)
Over 6 months to 1 year	0 (-100%)

	<b>Number of contracts in</b>
Over 1 year to 2 years	0 (-)
Over 2 years	0 (-)
<b>Total:</b>	<b>0 (-100%)</b>

**(c) Number of agency workers and their job categories**

<b>Job category of workers</b>	<b>Number of workers in 2015-16 (as at 30.9.2015)</b>
Backend office support	0 (-100%)
Technical services	0 (-100%)
<b>Total number of agency workers:</b>	<b>0 (-100%)</b>

**(d) Monthly salary range of agency workers**

As at 30.9.2015, the Department did not procure any contract with employment agencies.

**(e) Length of service of agency workers**

The Department did not procure any contract with employment agencies as at 30.9.2015.

**(f) Percentage of agency workers against the total number of staff in the Department**

<b>2015-16</b> (as at 30.9.2015)
0%

**(g) Percentage of expenditure for EAs against the total staff costs in the Department**

<b>2015-16</b> (up to 30.9.2015)
0.003%

(Note: As at 30.9.2015, the Department did not procure any contract with employment agencies.)

**(h) Severance payments / long service payments / contract gratuities paid to agency workers by employment agency**

The Department entered into contracts with the EAs for provision of services as required by the Department during the contract period covering the early part of 2015-16. The contractual relationship of the agency workers was with the EAs

which had to fulfil the obligations of employers under the relevant laws including the Employment Ordinance (Cap. 57) and Mandatory Provident Fund Schemes Ordinance (Cap. 485). We do not have information on the severance payments / long service payments / contract gratuities paid by the EAs to their workers.

**(i) Meal break for agency workers**

The Department did not procure any contract with employment agencies as at 30.9.2015.

**(j) Working days per week**

<b>Working days per week</b>	<b>Number of workers in 2015-16 (as at 30.9.2015)</b>
5	0 (-100%)
6	0 (-)
<b>Total:</b>	<b>0 (-100%)</b>

*Percentage in ( ) denotes comparison with 2014-15 (as at or up to 30.9.2014, as appropriate). A dash denotes that the relevant figure in 2014-15 is zero.*

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)199**

**(Question Serial No. 4076)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development (Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the employment of non-civil service contract (NCSC) staff, please provide the following information:

	2015-16 (the latest position)
Number of NCSC staff	( )
Details of the positions held by NCSC staff	
Total expenditure on salaries for NCSC staff	( )
Monthly salary range of NCSC staff	
• \$30,001 or above	( )
• \$16,001 - \$30,000	( )
• \$8,001 - \$16,000	( )
• \$6,501 - \$8,000	( )
• \$6,240 - \$6,500	( )
• less than \$6,240	( )
Length of service of NCSC staff	
• 15 years or above	( )
• 10 - 15 years	( )
• 5 - 10 years	( )
• 3 - 5 years	( )
• 1 - 3 years	( )
• less than 1 year	( )
Number of NCSC staff successfully appointed as civil servants	( )
Percentage of NCSC staff against the total number of staff in the department	( )
Percentage of staff costs for NCSC staff against the total staff costs in the department	( )

	2015-16 (the latest position)
Number of NCSC staff who received severance payment / long service payment / contract gratuity	( )
Amount of severance payments / long service payments / contract gratuities paid	( )
Number of NCSC staff with severance payment / long service payment offset by or with contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Amount of severance payments / long service payments offset by and amount of contract gratuities calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Number of NCSC staff with paid meal break	( )
Number of NCSC staff without paid meal break	( )
Number of NCSC staff working 5 days per week	( )
Number of NCSC staff working 6 days per week	( )

( ) denotes changes in percentage as compared with 2014-15

Asked by: Hon. WONG Kwok-hing (Member Question No. 53)

Reply:

Information on the employment of full-time non-civil service contract (NCSC) staff employed under the recurrent expenditure of the Civil Engineering and Development Department (CEDD) as at 31.12.2015 is provided below.

**(a) Job nature**

Job nature	Number of NCSC staff in 2015-16 (as at 31.12.2015)
Professional	24 (+41.2%)
Technical and inspectorate	1 (-75%)
General administration	15 (+7.1%)
<b>Total:</b>	<b>40 (+14.3%)</b>

**(b) Total expenditure on salary of NCSC staff**

<b>2015-16</b> (up to 31.12.2015) <b>(\$million)</b>
14.0 (-5.4%)

**(c) Monthly salary and length of service**

Monthly salary	Number of NCSC staff in 2015-16 (as at 31.12.2015)
\$30,001 or above	22 (+37.5%)
\$16,001 to \$30,000	5 (-28.6%)
\$8,001 to \$16,000	13 (+8.3%)

\$6,501 to \$8,000	0 (-)
\$6,240 to \$6,500	0 (-)
Less than \$6,240	0 (-)
<b>Total:</b>	<b>40 (+14.3%)</b>
<b>Length of services</b>	<b>Number of NCSC staff in 2015-16</b> (as at 31.12.2015)
15 years or above	0 (-)
10 years to 15 years	0 (-)
5 years to 10 years	4 (+100%)
3 years to 5 years	3 (0%)
1 year to 3 years	11 (+37.5%)
Less than 1 year	22 (0%)
<b>Total:</b>	<b>40 (+14.3%)</b>

**(d) Number of NCSC staff appointed as civil servant** <sup>(Note 1)</sup>

<b>2015-16</b> (up to 31.12.2015)
14 (-22.2%)

Note 1: This refers to the number of CEDD's NCSC staff appointed as civil servants in CEDD. The said NCSC staff have joined the civil service through an open, fair and competitive process.

**(e) Percentage of NCSC staff against the total number of staff in the Department**

<b>2015-16</b> (as at 31.12.2015)
2.1%

**(f) Percentage of staff costs for NCSC staff against the total staff costs in the Department**

<b>2015-16</b> (up to 31.12.2015)
1.6%

**(g) Number of NCSC staff who received severance payment / long service payment / contract gratuity**

<b>2015-16</b> (up to 31.12.2015)
30 (-11.8%)

**(h) Amount of severance payments / long service payments / contract gratuities paid**

<b>2015-16</b> (up to 31.12.2015) <b>(\$million)</b>
1.5 (-21.1%)

**(i) Number of NCSC staff with severance payment / long service payment offset by or with contract gratuity calculated from the accrued benefits attributable to employer's contributions to the Mandatory Provident Fund (MPF) <sup>(Note 2)</sup>**

<b>2015-16</b> (up to 31.12.2015)
30 (-9.1%)

**(j) Amount of severance payments / long service payments offset by and amount of contract gratuities calculated from the accrued benefits attributable to employer's contributions to MPF <sup>(Note 2)</sup>**

<b>2015-16</b> (up to 31.12.2015) <b>(\$million)</b>
0.4 (-20%)

Note 2: According to the Civil Service Bureau's guidelines on employment of NCSC staff, the contract gratuity for NCSC staff, plus the Government's MPF contributions in respect of the NCSC staff, should not be more than 10% (for non-skilled jobs) or 15% (for skilled jobs) of the total basic salary drawn during the contract period. The Government will not make reference to accrued benefits in calculating contract gratuity for NCSC staff.

**(k) Paid or unpaid meal break**

<b>Meal Break</b>	<b>Number of NCSC staff in 2015-16 (as at 31.12.2015)</b>
Paid meal break	40 (+25%)
Unpaid meal break	0 (-100%)
<b>Total:</b>	<b>40 (+14.3%)</b>

(I) Working days per week

<b>Working days per week</b>	<b>Number of NCSC staff in 2015-16 (as at 31.12.2015)</b>
5	40 (+25%)
6	0 (-100%)
<b>Total:</b>	<b>40 (+14.3%)</b>

*Percentage in ( ) denote comparison with 2014-15 (as at or up to 31.12.2014, as appropriate). A dash denotes that the relevant figure in 2014-15 is zero.*

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 4279)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

The provision for 2016-17 is \$71.8 million (14.9%) higher than the revised estimate for 2015-16. This includes the provision for the net increase of 80 posts. Are the 80 posts within the establishment or contract posts? What is the work responsible by the new posts?

Asked by: Hon CHAN Hak-kan (Member Question No. 79)

Reply:

The net increased 80 posts under Programme (3) in 2016-17 are civil service posts responsible for the following:

1. Professional and technical support to the proposed Lantau Development Office in taking forward the development initiatives for Lantau.
2. Engineering assessment and studies for supporting re-zoning exercises of the identified sites for public housing development, and the associated land formation and essential infrastructures.
3. Implementation of Anderson Road Quarry Site Development project.
4. Planning and Engineering Study for re-planning of Tseung Kwan O Area 137.
5. Feasibility studies on the proposed multi-storey compounds in Hung Shui Kiu New Development Area and adjacent to the Yuen Long Industrial Estate to house brownfield operations.
6. Implementation of columbarium at Sandy Ridge Cemetery.
7. Planning and preliminary design of the Government Records Service's Archives-cum-Records Centre – Site Formation Project.
8. Executive support for personnel services for the department and the professional and technical grades.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 3431)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (4) Slope Safety and Geotechnical Standards

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In 2015, the actual number of new slope features registered with the Civil Engineering and Development Department (CEDD) was 350; the estimated number in 2016 is 500. A revised indicator is used this year.

1. What is the difference between the measuring method of the new indicator and that in the past?
2. The number this year increases more than 40% when compared with last year. What are the reasons?

Asked by: Hon IP Kwok-him (Member Question No. 57)

Reply:

1. We have not adopted a new indicator for "New Slope Features Registered". The measuring method is the same as that adopted in previous years.
2. The actual number of "New Slope Features Registered" reported under this indicator is the number of registered man-made slopes and retaining walls newly added to the Catalogue of Slopes in the year. This is largely controlled by the number of slope features formed under private and public development projects in the year, which in turn is affected by the nature, scale and progress of the development projects. In 2015, the actual number of "New Slope Features Registered" is 350.

The estimated number of "New Slope Features Registered" for a year is normally projected with reference to the number of slopes actually registered in the previous few years. The estimated number of 500 for 2016 was projected based on the actual figures from 2012 to 2015, which were 513, 634, 492 and 350 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)202**

**(Question Serial No. 7217)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

The Department will conduct the Preliminary Feasibility Study on Spa and Resort Development at Cheung Sha and Soko Islands. Please advise the anticipated commencement and completion dates of the Study? What is the expenditure of the Study?

Will the Department expedite the progress of the Study by developing the less controversial projects first on Lantau? If not, what are the reasons?

Asked by: Hon IP Kwok-him (Member Question No. 34)

Reply:

The Civil Engineering and Development Department (CEDD) commissioned a preliminary feasibility study of Spa and Resort Development at Cheung Sha and Soko Islands in July 2015 at an estimated cost of about \$9.5 million. The study will be completed in the second half of 2016. Whilst the implementation strategy and programme have not yet been formulated, CEDD will expedite the study as far as possible.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)203**

**(Question Serial No. 3443)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

In 2015-16 Budget Speech, Financial Secretary said in paragraph 148, "I asked all policy bureaux to achieve more efficient use of resources through re-engineering and re-prioritising. I have also launched the "0-1-1" envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services." Please advise this Committee how the Civil Engineering and Development Department (CEDD) will implement the "0-1-1" programme in 2015-16, 2016-17, 2017-18; and details of the services affected and expenditures involved?

Asked by: Hon WU Chi-wai (Member Question No. 107)

Reply:

Under the "0-1-1" envelope savings programme, the Civil Engineering and Development Department (CEDD) will achieve the target savings through various measures including streamlining workflow (e.g. in the operation of fill banks and sorting facilities) and re-prioritizing maintenance works (e.g. giving priority to the maintenance dredging of fairways to ensure navigational safety). In the implementation of the savings programme, the CEDD will ensure that its service quality and standard will not be affected. In fact, notwithstanding the saving under the "0-1-1" Programme, the 2016/17 provision for the CEDD is higher than the revised estimate for 2015-16 by 13.2% due to new resources allocated to CEDD for delivering new/improved services.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)204**

**(Question Serial No.4689)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding the Matters Requiring Special Attention in 2016-17, please inform this Committee of the information of the following project: I) description and anticipated progress of the work in 2016-17; II) anticipated completion date of work; III) total value of the contracts involved in the project and total amount of payment made;

- the design for phase 2 works on improving the water quality at Kai Tak Approach Channel and Kwun Tong Typhoon Shelter.

Asked by: Hon WU Chi-wai (Member Question No. 104)

Reply:

The design of Phase 2 improvement works at Kai Tak Approach Channel (KTAC) and Kwun Tong Typhoon Shelter (KTTS) is currently being undertaken by the Civil Engineering and Development Department for completion in end 2017. The estimated total cost of the design and site investigation for both Phases 1 and 2 improvement works at KTAC and KTTS (under Public Works Programme Item 7738CL) is about \$50.0 million, and the cumulative expenditure as at end March 2016 is about \$33.5 million. No separate cost breakdown for the design of Phase 2 improvement works is readily available.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)205**

**(Question Serial No. 4691)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational expenses

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Under Subhead 000 Operational Expenses, the amount in 2016-17 is \$302,987,000 higher than the revised estimate in 2015-16. Please inform this Committee of the details of the increased expenditure under this Subhead in 2016-17. These include details of the net increase of 77 posts and handling of additional quantity of surplus public fill under the cross-boundary delivery scheme.

Asked by: Hon WU Chi-wai (Member Question No. 106)

Reply:

2016-17 provision for Subhead 000 Operational Expenses is \$302,987,000 (13.2%) higher than the revised estimate for 2015-16. This is mainly due to the increased provision for (i) a net increase of 77 posts for implementing land supply proposals and associated infrastructures and (ii) handling additional quantity of surplus public fill.

Net increase of 77 posts

In 2016-17, 84 new posts will be created. As seven time-limited posts will lapse in 2016-17, the net increase of posts is 77. The posts are mainly for implementing land supply proposals and associated infrastructures including the following:

1. Professional and technical support to the proposed Lantau Development Office in taking forward the development initiatives for Lantau.
2. Engineering assessment and studies for supporting re-zoning exercises of the identified sites for public housing development, and the associated land formation and essential infrastructures.
3. Implementation of Anderson Road Quarry Site Development project.

4. Planning and Engineering Study for re-planning of Tseung Kwan O Area 137.
5. Feasibility studies on the proposed multi-storey compounds in Hung Shui Kiu New Development Area and adjacent to the Yuen Long Industrial Estate to house brownfield operations.
6. Implementation of columbarium at Sandy Ridge Cemetery.
7. Planning and preliminary design of the Government Records Service's Archives-cum-Records Centre – Site Formation Project.
8. Strengthening the auditing of testing services outsourced to private laboratories.
9. Executive support for personnel services for the department and the professional and technical grades.

#### Handling surplus public fill

The financial provision for handling surplus public fill in 2016-17 is higher than the revised estimate for 2015-16. This is mainly due to the increase in expenditure for the anticipated additional quantity of cross-boundary delivery of surplus public fill in 2016-17 and the provision of necessary facilities for handling the fill materials at the disposal site.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)206**

**(Question Serial No. 7240)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding Head (705) Capital Works Reserve Fund: Civil Engineering Subhead 5019GB Liantang/Heung Yuen Wai Boundary Control Point and associated works, it has been delayed since its commencement in 2013, and cannot be completed in 2018 as committed. Meanwhile, the project is over budget and requires supplementary appropriation. Please advise:

- (a) The present progress of the contracts under “Liantang/Heung Yuen Wai Boundary Control Point and associated works — site formation and infrastructure works” and the completion dates of various items of works, shown in table form;
- (b) Under the present progress of works, will the government need to seek supplementary appropriation?
- (c) How many households will be paid land resumption compensation or special ex-gratia allowance due to the works?
- (d) What are the criteria for assessing the amount of special ex-gratia allowance? How many grantees of various financial items are there?

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 14)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

- (a) The current programme and anticipated completion date of the works contracts under Public Works Programme (PWP) item 5019GB are tabulated below:-

<b>Contract No.</b>	<b>Contract Title</b>	<b>Programme and Anticipated Completion Date</b>
CV/2013/03	Liantang / Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 5	The site formation works of the Boundary Control Point were substantially completed in January 2016.
CV/2012/08	Liantang / Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 2	The construction works of the connecting road (southern section) are progressing on schedule for completion by end 2018.
CV/2012/09	Liantang / Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 3	The construction works of the Fanling Highway Interchange are progressing on schedule for completion by end 2018.
CV/2013/08	Liantang / Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 6	The construction works of the connecting road (northern section) are progressing on schedule for completion by end 2018.
NE/2014/03	Liantang / Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 7	The construction works of the cross-boundary bridges are progressing on schedule for completion by end 2018.
NE/2014/02	Liantang / Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 4	Tender assessment of the traffic control and surveillance system contract is nearing completion. Works are scheduled to commence in mid 2016 for completion by end 2018.

- (b) Based on the current status of the project, we do not anticipate any need to apply for supplementary funding for PWP item 5019GB.

- (c) & (d) The number of land lots having received land compensation is 628. The special ex-gratia allowance comprises two components, namely Special Ex-Gratia Cash Allowance (special EGCA) for qualified households and Domestic Removal Allowance (DRA) for all affected households. The number of qualified / eligible households approved to receive special EGCA is 73. The amount of special EGCA granted to each qualified / eligible household ranges from \$300,000 to \$600,000. The number of affected households granted to receive DRA is 136. The amount of DRA granted to each household ranges from \$3,000 to \$12,000.

The criteria for assessing the amount of special ex-gratia allowance in relation to the Liantang/Heung Yuen Wai Boundary Control Point Project are given in the Public Works Sub-committee Paper PWSC(2012-13)27 which can be found via the following link:

<http://www.legco.gov.hk/yr11-12/english/fc/pwsc/papers/p12-27e.pdf>

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)207**

**(Question Serial No. 7243)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding Head (707) Capital Works Reserve Fund: New Towns and Urban Area Development, Subhead 7276RS, please advise:

- (a) The road surface of Castle Peak Road is extremely narrow, how will the Administration resolve this problem after examining the geographical environment of the alignment of the cycle track between Tsuen Wan and Tuen Mun? Are reclamation or the construction of a floating cycle bridge with high construction cost necessary?
- (b) What is the current progress of the construction of the cycle track between Tsuen Wan and Tuen Mun? Has the Administration set a target for the actual construction and completion time for the cycle track between Tsuen Wan and Tuen Mun and ensured the completion of the works within the target time?

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 21)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

- (a) The cycle track between Tsuen Wan to Tuen Mun is divided into three sections for



implementation, i.e. the advance works from Tsing Tsuen Bridge to Bayview Garden, the Stage 1 works from Bayview Garden to Ting Kau, and the Stage 2 works from Ting Kau to Tuen Mun.

For the advance works, the Civil Engineering and Development Department (CEDD) has gazetted an amendment scheme under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in March 2016 and plans to commence the construction works at the appropriate juncture. No reclamation nor over-water bridge is planned for this cycle track section.

As regards the Stage 1 and Stage 2 works, they are subjected to site constraints such as inadequate space along the existing roads between Bayview Garden and Tuen Mun for the construction of the cycle tracks. Moreover, CEDD previously received strong objections from the public on the proposed alignments at Sham Tseng, So Kwun Wat and Sam Shing. In view of the site constraints and public objections, CEDD is reviewing the proposed cycle track alignments with a view to working out a cost-effective and publicly acceptable design of the Stage 1 and Stage 2 works. CEDD will consult the public again in mid-2016 upon completion of the review. Details of the land requirements and form of construction of the cycle tracks will be worked out after obtaining public support of the proposed alignments.

(b) The implementation programme of the cycle track between Tsuen Wan and Tuen Mun will be worked out after obtaining public support of the proposed alignments.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)208**

**(Question Serial No. 7246)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: Not Specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Regarding Head (705) Capital Works Reserve Fund: Civil Engineering Subhead 5751CL -- Planning and engineering study on Sunny Bay reclamation, please advise:

- (a) What are the details of areas that the expenditures will be spent in 2016-17? Please explain why a sum of over 100 million is provided just for study works.
- (b) A habitat of Chinese White Dolphin covering waters of over 1 400 hectares will be lost due to reclamation. Please explain on the justification that made reclamation a necessity for Disney.
- (c) What is the study result? When will the works commence and what is the anticipated completion date?

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 56)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

(a) The estimated expenditure under the item for planning and engineering study on Sunny Bay reclamation (the Study) will cover (i) consultancy services in conducting detailed planning study and engineering assessment to establish the reclamation extent, land uses and technical feasibility, environmental impact assessment, preliminary design of engineering infrastructure for supporting the proposed development, etc; (ii) community engagement exercises; and (iii) associated site investigation works. The estimated cost of the Study was prepared with particular consideration of the complexity and constraints of the site as well as the costly marine based site investigation works.

(b) We conducted an on-site survey of Chinese White Dolphins (CWD) between August 2013 and February 2014 in the western waters north of Lantau. As revealed from the survey, Sunny Bay is unlikely a CWD hotspot. Hence, the proposed reclamation at Sunny Bay will unlikely have adverse impact on the habitat of CWD. We will carry out environmental impact assessment (including impact on CWD) in the Study to ascertain the impact of the proposed reclamation on the environment and draw up environmental mitigation measures where necessary.

Having considered its locational advantage, including its proximity to Hong Kong Disneyland and the Sunny Bay Mass Transit Railway Station, the Sunny Bay reclamation site is recommended to be mainly used for recreation and tourism-related developments. The site is not for the development of the Hong Kong Disneyland but can be developed into a recreation and tourism gateway for Northeast Lantau by establishing other new tourist attractions, recreational or leisure uses, themed hotels, retail, catering and entertainment facilities .

(c) The funding application for the Study was not supported by the Public Works Subcommittee at its meeting on 9 January 2015. We will re-submit the Study item to the Legislative Council in a timely manner for consideration. Subject to approval by the Finance Committee in the current legislative session, the Study is anticipated to commence in the third quarter of 2016 and be completed in 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)209**

**(Question Serial No. 5433)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (4) Slope Safety and Geotechnical Standards

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Whether the information and data of the Landslip Prevention and Mitigation Programme (LPMitP) can be released to the public? This may let the public know the locations of the dangerous natural terrains and sub-standard man-made slopes. Hence, they can be aware of the proximity of dangerous slopes to their own locations under inclement weather, and drivers may avoid using the roads near the dangerous slopes to reduce the risk. What are the convenient ways for the public to get the relevant information? In particular, how to keep away from the relevant slopes when landslides are possible to happen?

Asked by: Hon CHAN Chi-chuen (Member Question No. 192)

Reply:

The public may visit the website of the Civil Engineering and Development Department (CEDD) (<http://www.cedd.gov.hk/eng/projects/landslip/>) for information related to the Landslip Prevention and Mitigation Programme (LPMitP), including the lists and locations of substandard government man-made slopes and vulnerable natural hillside catchments, which are being dealt with.

In order to alert the public of the potential landslide danger, warning signs are erected in the vicinity of man-made slopes and natural hillside catchments when they are identified to be substandard or to pose a landslide risk to the public. Also, warning signs are erected along busy roads with a history of landslides for the attention of road users.

The public can obtain slope safety and landslip warning information from the Hong Kong Slope Safety Website (<http://hkss.cedd.gov.hk>) to get prepared and to protect themselves from landslide hazard, especially when the landslip warning is in force.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)210**

**(Question Serial No. 5438)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

The Government has proposed the construction of "East Lantau Metropolis" in Kau Ki Chau and Hei Ling Chau respectively as the third core business district in Hong Kong. However, it was revealed in the ecological survey of islands and coasts near Kau Yi Chau conducted earlier by the Administration that there were a number of coral communities, nests of white-bellied sea eagles, a Grade II National Protected Species, in the vicinity of Kau Yi Chau while there were Bogadek's Burrowing Lizards, a Hong Kong's unique species, in Hei Ling Chau. Even though the Administration has proposed reclamation by way of island within island with the central waters as buffer, local existing species will definitely be driven away, especially the white-bellied sea eagles will be forced to move homes if substantial development and construction of buildings are carried out there. In this connection, what strong justification does the Administration have to carry out reclamation near existing islands? Is it possible to carry out reclamation and development at locations farther away from existing islands? What measures does the Administration have to protect existing species living there?

The Administration is planning to do its utmost to develop the land on Lantau, including Tung Chung, the north coast of Lantau, artificial islands in central waters, etc., so as to increase the supply of residential and commercial sites through the creation of land by reclamation. However, the sighting rate of Chinese white dolphins in North Lantau waters dropped to new low last year. According to the data of the Highways Department, there have been no records of sighting of the Chinese white dolphins for five consecutive months. For the sake of development, the Administration destroys the ecology by killing all Chinese white dolphins. Will the Government consider cancelling, changing or reducing the scope of reclamation at the north coast of Lantau (including Siu Ho Wan and Sunny Bay) where the Chinese white dolphins appear frequently at present?

Asked by: Hon CHAN Chi-chuen (Member Question No. 197)

Reply:

Under the study on Enhancing Land Supply Strategy, the Civil Engineering and Development Department (CEDD) conducted ecological surveys on marine and intertidal species in the central waters between Hong Kong Island and Lantau in 2012. According to the findings of the surveys, apart from some coral communities at Kau Yi Chau and a nest of White Bellied Sea Eagle (白腹海鷗) at Pa Tau Kau (about 4 kilometres from Kau Yi Chau), no other marine and intertidal species of conservation values were found. Hence, development of artificial islands in the central waters is preliminarily considered to have a relatively mild environmental impact only. To examine the technical feasibility, scale and locations of constructing artificial islands in the central waters and conduct strategic environmental assessment to assess the overall impact on the ecology, CEDD proposes to conduct the “Strategic Studies for Artificial Islands in the Central Waters” at the earliest possible.

CEDD is aware of the presence of terrestrial species Bogadek’s Burrowing Lizards (鮑氏雙足蜥) at Hei Ling Chau. The aforementioned strategic environmental assessment will take them into account.

CEDD conducted an on-site survey of Chinese White Dolphins (CWD) between August 2013 and February 2014 at three proposed reclamation sites in the western waters north of Lantau (viz. Sunny Bay, Siu Ho Wan and Lung Kwu Tan). According to the results of the CWD survey, Sunny Bay is unlikely a CWD hotspot, having low or just occasional sighting of dolphins. As regards Siu Ho Wan, CWD occurrence was frequently recorded in the deep water areas within the originally proposed reclamation extent. In view of the finding, the proposed reclamation extent at Siu Ho Wan has been substantially reduced to exclude the deep water areas where CWD occurrence was frequent. CEDD will carry out further environmental impact assessments and review the extent of reclamation in subsequent studies. In determining the reclamation extent at Tung Chung, the factor of CWD has also been taken into account. Given the consistently low frequency of sighting of dolphins in Tung Chung area according to the results of the long-term marine mammal monitoring conducted by Agriculture, Fisheries and Conservation Department, the proposed reclamation site is not considered an important habitat for dolphins.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)211**

**(Question Serial No.5440)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Previously, the Audit Report criticized that the cycle track network in the New Territories could not be completed within the scheduled time. The section between Sheung Shui and Tuen Mun under discussion now is also 6 years behind schedule for completion. Regarding the section of cycle track in Yuen Long, people have to dismount their bicycles to cross the road for 105 times. It falls into fragments. In this connection, how can the government ensure that the section between Sheung Shui and Tuen Mun be completed within the scheduled time without delay? Meanwhile, how many locations on that section involved dismounting the bicycles to cross the road, will the dismounting frequency be reduced as far as possible?

The "Super Cycle Track" originally designed as 112 km long will fall through. The construction of the section mainly between Tuen Mun and Tsuen Wan will be shelved due to technical and cost issues. This will nearly halve the cycle track by length. In this connection, will the government explain in details the shelving of the section between Tuen Mun and Tsuen Wan. Is there any alternative option for the construction of that section?

Asked by: Hon CHAN Chi-chuen (Member Question No. 199)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The backbone section of the cycle track network in the New Territories is made up of mainly two sections, viz (i) the 60-kilometre (km) Tuen Mun to Ma On Shan section; and (ii) the 22-km Tsuen Wan to Tuen Mun Section. In view of the considerable length of the cycle track network, the project is implemented in phases. The Tuen Mun to Ma On Shan section is being taken forward in two phases. The first phase covering the Sheung Shui to Ma On Shan section of about 30 km in length was already open to public in March 2014. The Sheung Shui to Tuen Mun section is being implemented in two stages, viz. the Stage 1 and remaining works. The Stage 1 works is progressing satisfactorily for completion in end 2016. We are closely monitoring the progress of the construction works to ensure timely completion. As regards the remaining works, we plan to commence the construction works as soon as possible upon approval of the funding application by the Finance Committee.

In the design of the new cycle tracks of the Sheung Shui to Tuen Mun section, we have adopted the following measures to reduce the need to dismount:

- (i) Identifying the most suitable cycle track alignment with minimum number of intersecting points with carriageway or vehicular run-in/outs or footpath.
- (ii) Where road safety will not be compromised, the intersection points have been designed to allow cyclists to ride through slowly as far as possible.
- (iii) Two cycle subways will be built across Kam Pok Road and at the Cross Boundary Shuttle Bus San Tin Terminus in Yuen Long respectively, which will obviate the need for cyclists to dismount and reduce conflict between the bicycles and motor vehicles.

By adopting the above measures, we have reduced the number of dismount zones in the new cycle tracks under the Stage 1 works of the Sheung Shui to Tuen Mun section to four. As regards the remaining works involving about 11 km of new cycle tracks, we have designed the new cycle tracks to keep the number of intersecting points with carriageway or vehicular run-in/outs or footpath to a minimum. Cyclists are advised to dismount at about 30 intersecting points, the majority of which involve crossing the carriageway, to ensure road safety.

The Tsuen Wan to Tuen Mun section of the cycle track network has not been shelved. The Civil Engineering and Development Department (CEDD) is striving to push ahead the planning works of this section. Similar to other sections, the Tsuen Wan to Tuen Mun section of the cycle track network will be implemented in phases comprising (i) the advance works from Tsing Tsuen Bridge to Bayview Garden, (ii) the Stage 1 works from Bayview Garden to Ting Kau, and (iii) the Stage 2 works from Ting Kau to Tuen Mun. The detailed design of the advance works is in progress. As regards the Stage 1 and 2 works, they are subject to site constraints such as inadequate space along the existing roads between Bayview Garden and Tuen Mun for constructing cycle tracks. Moreover, there have been strong objections received from the public on the proposed cycle tracks at Sham Tseng, So Kwun Wat and Sam Shing. In view of the site constraints and public objections received, CEDD is carrying out a review on the proposed cycle track alignment and plans to consult the public again in mid-2016.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)212**

**(Question Serial No. 6239)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

What are the working timetable and estimated expenditures of the Technical Study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis? Which consulting firm has undertaken the study? When will the government announce the full text of the study report for the reference of the public?

Asked by: Hon CHAN Ka-lok (Member Question No. 321)

Reply:

*According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.*

*Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.*

The Technical Study on Transport Infrastructure at Kennedy Town for Connecting to East Lantau Metropolis (the Study) commenced in July 2015 and is targeted for completion in the second half of 2016. The Study is being undertaken by AECOM Asia Company Limited with an estimated fee of about \$9.3 million. The study report will be made available to the public upon request after the Study has been completed.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)213**

**(Question Serial No. 5910)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Development

Question:

Hong Kong-Zhuhai-Macao Bridge, Hong Kong Boundary Crossing Facilities, Hong Kong Link Road and Tuen Mun-Chek Lap Kok Link provide North Lantau with the opportunity to develop “bridgehead economy”, what are the guiding principles of development, planning details, expenditure and number of staff involved? Will the Development Bureau commence public consultation, community impact study and environmental impact assessment report for this in 2016-2017 and what are their completion dates, expenditure and number of staff involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 119)

Reply:

With the commissioning of the Hong Kong–Zhuhai–Macao–Bridge (HZMB) in the coming years, the transport connectivity between Hong Kong, Macao and the western Pearl River Delta (PRD) will be further enhanced. To capture the opportunity for development of “bridgehead economy” at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of HZMB, and to capitalise on the economic benefits to be generated from the anticipated increase in the flow of visitors and goods, the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) jointly commissioned the “Planning, Engineering and Architectural Study for Topside Development at HKBCF Island of HZMB – Feasibility Study” (the Study) in January 2015 to explore the feasibility of commercial development and other economic activities at the HKBCF Island through topside and underground space development. The planning intention is to establish an enhanced tourist and business destination in northern Lantau.

To gather the public's views on the initial development concept, a Stage 1 Community Engagement was conducted from 6 July to 7 September 2015. The views collected are being studied and various technical assessments, including environmental impact assessments, are being conducted for the preparation of a Recommended Outline Development Plan (RODP). We will further consult the public on the RODP in the coming Stage 2 Community Engagement.

The estimated expenditure of the Study (consultancy fees) and other related items in 2016-17 is \$27.4 million.

Operational expenses in 2016-17 are mainly personal emoluments of in-house staff involved in the Study. In CEDD under Head 33, a project team comprising one Senior Engineer, two Engineers and one Architect, with the annual staff cost of about \$4.1 million in terms of notional annual mid-point salary, will be responsible for managing the Study. In PlanD under Head 118, the Study is mainly handled by the existing staff as part of their overall duties, and there is no breakdown of the operational expenses incurred by PlanD specifically for this Study.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(W)214****(Question Serial No. 6455)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)Director of Bureau: Secretary for DevelopmentQuestion:

The Works Branch of the Development Bureau provided secretariat and support services to the Lantau Development Advisory Committee in the previous year, which will continue in this financial year. According to information available, the Government commissioned consultants to conduct "Consolidated Economic Development Strategy for Lantau and Preliminary Market Positioning Study for Commercial Land Uses in Major Developments of Lantau", "Recreation and Tourism Development Strategy for Lantau – Feasibility Study" and "the Preliminary Feasibility Study on Cable Car System from Ngong Ping to Tai O and Spa and Resort Development at Cheung Sha and Soko Islands" whereas public engagement activities currently in progress are also arranged to be undertaken by public relations companies. Can the Administration advise this Committee the expenditure of the studies mentioned above? Please give a reply to the breakdown of expenditure of various public engagement activities in the form below:

Item Breakdown	Expenditure
Engagement of public relations companies	
Production of leaflets/exhibition boards	
Engagement of agencies for conducting opinion survey	
Mui Wo opening activities	
Others (please specify)	

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 268)

Reply:

The expenditures of the studies are tabulated below:

Project	Estimated expenditure in 2016-17 (\$ million)
Consolidated Economic Development Strategy for Lantau and Preliminary Market Positioning Study for Commercial Land Uses in Major Developments of Lantau	1.6
Recreation and Tourism Development Strategy for Lantau – Feasibility Study	2.3
Preliminary Feasibility Study of Cable Car System from Ngong Ping to Tai O, and Spa and Resort Development at Cheung Sha and Soko Islands	7.0

The expenditure of the public engagement (PE) activities for Lantau Development is as follows:

Item Breakdown	Expenditure (\$ million)
Engagement of public relation companies	About 1.9
Production of leaflets/ PE digests/ exhibition boards (including rental of venues for roving exhibition)	About 1.2
Engagement of agencies for conducting opinion survey	About 0.1
Launching ceremony of the PE exercise at Mui Wo	About 0.4
Others (i) Project webpage and arrangements of forums and briefing sessions	About 1.0

- End -

**CONTROLLING OFFICER'S REPLY**

**ENB033**

**(Question Serial No. 2392)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for the Environment

Question:

During 2016–17, the Civil Engineering and Development Department (CEDD) will continue the cross-boundary delivery of surplus public fill for beneficial re-use in the Mainland and review the scheme in the light of the experience gained. In this connection, will the Administration inform this Committee:

- (1) In the past 5 years, the quantities of public fill delivered to the Mainland and the expenditures involved in each year;
- (2) In 2016-17, what is estimated quantity of landfill to be delivered to the Mainland and the estimated expenditures involved; and
- (3) How to review the scheme?

Asked by: Hon James TIEN Pei-chun (Member Question No. 45)

Reply:

- (1) The quantities of surplus public fill delivered to the Mainland for beneficial reuse in the past 5 years are as follows:

Year	Quantity (million tonnes)
2011	11.2
2012	9.5
2013	9.8
2014	10.2
2015	13.0

On the other hand, the expenditure of the CEDD in the management of public fill in the past 5 financial years is as follows:

Financial Year	Expenditure (\$ million)
2011-12	759.8 (actual)
2012-13	718.1 (actual)
2013-14	694.9 (actual)
2014-15	910.1 (actual)
2015-16	944.4 (revised estimate)

(2) We discuss each year with the Mainland authorities the quantity of surplus public fill to be delivered to the Mainland for beneficial reuse. We estimate accordingly that 13 million tonnes of public fill will be delivered in 2016 and one million tonnes of additional delivery may be required in the first quarter of 2017. The forecast expenditure of the CEDD in the management of public fill in the financial year 2016-17 is \$1,178.0 million.

The above expenditure mainly covers the operation and maintenance costs of the public fill reception facilities, costs for the delivery of public fill to the Mainland and supply to local projects for reuse, the associated staff costs and administrative expenses and provision of necessary facilities for disposal of fill material at the disposal site.

(3) The Hong Kong Special Administrative Region Government and the relevant Mainland authorities hold a joint liaison meeting annually to review the actual operation of delivering public fill to Mainland waters for disposal and discuss the delivery quantity in the coming year. We also liaise with the relevant Mainland authorities to discuss measures to enhance the delivery operation, including coordination of vessel operation and compliance checking to enable a smoother and more efficient delivery process.

- End -

**CONTROLLING OFFICER'S REPLY**

**ENB034**

**(Question Serial No. 3027)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for the Environment

Question:

In 2016-17, the Civil Engineering and Development Department (CEDD) will continue to handle the considerable quantity of public fill to be generated from major infrastructure projects, as well as to identify alternative options for handling surplus public fill. In this connection, will the Administration inform this Committee:

- (1) In the past 5 years, the total quantities of public fill generated from major infrastructure projects each year and the handling method;
- (2) In 2016-17, what is the estimated quantity of the above public fill to be generated; and the estimated expenditure involved; and
- (3) What is the time anticipated for the completion of the identification and announcement of the alternative option for handling surplus public fill?

Asked by: Hon James TIEN Pei-chun (Member Question No. 46)

Reply:

- (1) In the past five years, major infrastructure projects generated about 4 million tonnes of public fill annually. The public fill generated is available to suitable local projects for reuse. Any surplus will be stockpiled at the fill banks in Hong Kong or delivered to the Mainland for reuse.
- (2) We estimate that the estimated quantity of public fill to be generated from major infrastructure projects in 2016 is similar to that of the previous years. The forecast expenditure for handling the public fill generated from major infrastructure projects in the financial year 2016-17 is about \$300 million.
- (3) The CEDD is looking into alternative outlets for handling surplus public fill, which include handling surplus fill through suitable reclamation projects outside the Victoria Harbour. We are seeking funding approval for the preliminary studies of some of these reclamation projects.

- End -



**CONTROLLING OFFICER'S REPLY**

**ENB226**

**(Question Serial No. 5851)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for the Environment

Question:

(1) From January 2015 to February 2016, what is the daily average number of construction fill dump truck trips in each month received by the barging point of public fill at Chai Wan? What is the volume of the construction fill involved?

(2) During the past year, did the government receive any traffic or hygienic complaints arising from the barging point of public fill at Chai Wan? Please specify by category the relevant data, the follow-up action taken by the government and the expenditures involved.

Asked by: Hon Dr Hon Kenneth CHAN Ka-lok (Member Question No. 157)

Reply:

(1) The average daily numbers of dump trucks by month entering the Chai Wan Public Fill Barging Point (CWPFBP) during the period from January 2015 to February 2016 and the associated quantities of public fill received are as follows:

	Year 2015						
	January	February	March	April	May	June	July
Average daily number of truckloads	834	701	766	233	0	184	543
Quantity of public fill received by month (tonnes)	297 891	200 178	262 690	65 229	0	60 661	169 504
	Year 2015					Year 2016	
	August	September	October	November	December	January	February
Average daily number of truckloads	535	557	574	579	748	778	778
Quantity of public fill received by month (tonnes)	165 359	138 373	182 029	193 502	254 641	265 327	240 530

Note: CWPFBP was temporarily closed from 15 April 2015 to 18 June 2015 due to a barging incident.

(2) In the past year (i.e. the period from March 2015 to February 2016), the Civil Engineering and Development Department (CEDD) received 3 complaints (in March, August and October 2015) on hygiene problems in relation to the operation of the Chai Wan Public Fill Barging Point, mainly about dust generation. Through adjustment of the frequency of water spraying at peak periods of CWPFBP, dust generation had been further suppressed and the problem was resolved. There was no additional expenditure involved for the above measures as only re-deployment of existing resources was involved. There was no complaint on traffic problem during this period.

- End -

**CONTROLLING OFFICER'S REPLY**

**HAB001**

**(Question Serial No. 0706)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Home Affairs

Question:

Regarding the ongoing handling of matters relating to Lung Mei Beach, what were the related details of the work and expenditures in 2015-16? What will be the related details of work and expenditures expected in 2016-17?

Asked by: Hon James TO Kun-sun (Member Question No. 35)

Reply:

In view of the litigation in respect of a judicial review relating to the Lung Mei Beach project, the construction works concerned have been suspended and only minor expenditure has been incurred in 2015-16 for maintaining the construction contract.

The Court of Appeal has recently dismissed the appeal raised against the judgment made by the Court of First Instance. The time of resumption of the construction works for the project and the related expenditure in 2016-17 have not yet been determined pending any further development of the legal proceedings.

- End -

**CONTROLLING OFFICER'S REPLY**

**HAB226**

**(Question Serial No. 5850)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Home Affairs

Question:

On “handling of matters relating to Lung Mei Beach”, what are the details of the specific plan of work mentioned? What is the plan of work, the estimated expenditure in the coming year and the expenditure from awarding up to now on the related construction contracts of works respectively? Did the works contractors make any claims against the government? If yes, what is the stage of the claiming procedures now? What are the details and the amount of the claims?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 156)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The construction works for the Lung Mei Beach project have been suspended since 2013 as a result of a judicial review application and its subsequent appeal. The Court of Appeal has recently dismissed the appeal raised against the judgment made by the Court of First Instance. We plan to resume construction works for the project if there are no further legal proceedings. The estimated expenditure in 2016-17 is about \$10 million.

As at end of February 2016, the expenditure incurred for the construction contract was around \$7.1 million.

The contractor has submitted notification of intention to claim for additional payment and time. No claim has been received yet.

- End -

**CONTROLLING OFFICER'S REPLY**

**HAB553**

**(Question Serial No. 7249)**

Head: (705) Capital Works Reserve Fund: Civil Engineering  
Subhead (No. & title): (5258RS) Development of a bathing beach at Lung Mei, Tai Po  
Programme: ( - ) Not specified  
Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)  
Director of Bureau: Secretary for Home Affairs

Question:

What is the progress of subhead 5258RS "Development of a bathing beach at Lung Mei, Tai Po" and the reason of no expenditure in 2014-15? What will be the related details of expenditures expected in 2016-17? Would the project be completed according to the expected completion date given during application for funding approval?

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 57)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The construction works for the Lung Mei Beach project have been suspended since 2013 as a result of a judicial review application and its subsequent appeal. There was no expenditure incurred in 2014-15.

The Court of Appeal has recently dismissed the appeal raised against the judgment made by the Court of First Instance. We plan to resume construction works for the project if there are no further legal proceedings. The estimated expenditure in 2016-17 is about \$10 million.

Given the legal proceedings, the project cannot proceed and be completed in accordance with the original schedule.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)016**

**(Question Serial No. 0103)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

*Matters Requiring Special Attention in 2016-17 of Provision of Land and Infrastructure* mentions the commencement of the construction works for the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT).

The Civil Engineering and Development Department (CEDD) is carrying out the detailed design of the two projects of the TKO-LTT and the Cross Bay Link (CBL). Meanwhile, this year's Policy Address stated that Tseung Kwan O Area 137 would be re-planned. In the detailed design, would the CEDD extend these roads to Area 137 in order to meet future traffic demand? If no, why?

Asked by: Hon IP Kwok-him (Member Question No. 56)

Reply:

The Government has been identifying suitable land for the long-term development (including the housing development) of Hong Kong. In view of this, the Planning Department and the CEDD will conduct a planning and engineering (P&E) study with a view to re-planning Tseung Kwan O Area 137, which is a sizeable piece of land in the urban area with potential for large-scale developments. The CEDD anticipates that the P&E study will be commissioned in end 2016/early 2017 the earliest. The Transport and Housing Bureau and relevant departments will closely monitor the progress of the P&E study, and evaluate the feasibility of proposed measures which form the basis for planning the long-term transport infrastructure required.

On the other hand, the TKO-LTT connects Po Shun Road and the proposed CBL, Tseung Kwan O in the east and the Eastern Harbour Crossing (EHC) and Cha Kwo Ling Road of Kwun Tong in the west. We will seek funding approval for the construction of the main tunnel and associated works of TKO-LTT (excluding the Cha Kwo Ling tunnel section)

within this legislative year with a view to commencing construction works in July 2016 for completion in mid 2021. In future, residents of Tseung Kwan O Area 137 and nearby areas will be able to travel to East Kowloon via Wan Po Road, the CBL and the TKO-LTT, and travel to the Eastern District via the EHC.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)017**

**(Question Serial No. 2437)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

When will the works for the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) be formally commenced? What are the details of the design, commissioning date and progress of works? Besides, is the cost of the tunnel higher than the estimate in 2015-16? If yes, what are the reasons?

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 17)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill. Expenditure charged to the Capital Works Reserve Fund does not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill. Nonetheless, the information sought is provided below:

The detailed design of the TKO-LTT project was substantially completed in end-2015. The Transport and Housing Bureau and the Civil Engineering and Development Department (CEDD) will seek funding approval for the main tunnel and associated works of the TKO-LTT (excluding the Cha Kwo Ling tunnel section) from the Legislative Council within this legislative session with a view to commencing construction works in July 2016 for completion by mid-2021.

In the preliminary design study completed in 2013, the cost of the TKO-LTT (inclusive of the Cha Kwo Ling tunnel section) was estimated to be \$8.2 billion in September 2013 prices. The provision for price adjustment was not included at that time. The CEDD advised the public in May 2014 and May 2015 that this cost estimate was under review as the detailed design had not yet been completed at the time. At present, based on the



detailed design, the CEDD estimates that the cost for the main tunnel and associated works of the TKO-LTT project is around \$15 billion in money-of-the-day (MOD) prices.

Compared with the preliminary design, the detailed design has included several new facilities such as bus-bus-interchange and footbridge system to meet public requirements. The design has also been modified to comply with the latest engineering design standards and to take into account the latest site investigation results. In addition, there has been significant increase in construction prices compared to the price level adopted in the preliminary design stage. Furthermore, the current project estimate in MOD prices includes provision for price adjustment.

The CEDD will implement suitable cost control measures, including packaging the project into several contracts for implementation, so as to increase the number of contractors capable of undertaking the works with a view to achieving more competitive tender prices, and adopting standard designs and precast units wherever practicable.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)018**

**(Question Serial No. 2597)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the widening of Tai Po Road (Sha Tin Section), what is the progress of the design; and the progress and timetable of the site investigation? Besides, how much works expenditures are involved?

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 55)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill. Expenditure charged to the Capital Works Reserve Fund does not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill. Nonetheless, the information sought is provided below:

The detailed design of the "Widening of Tai Po Road (Sha Tin Section)" project commenced in December 2015. The site investigation works are expected to commence in mid-2016. Both the detailed design and site investigation works are scheduled for completion by end-2017.

The estimated cost of the detailed design and site investigation works for the project is \$43.2 million (in money-of-the-day prices).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)019**

**(Question Serial No. 2388)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2016-17, the Civil Engineering and Development Department will complete the improvement works to the Sai Kung Public Pier. Will the Government inform this Committee of the completion date and the latest estimated expenditures of the related works?

Asked by: Hon James TIEN Pei-chun (Member Question No. 41)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill. Expenditure charged to the Capital Works Reserve Fund does not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill. Nonetheless, the information sought is provided below:

The improvement works to the Sai Kung Public Pier is expected to be completed by mid-2016. The project estimate is about \$30 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)216**

**(Question Serial No. 4016)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the continuing of the planning, design and construction of various projects for improving port and marine facilities under this programme, please advise this Committee: In 2014-15, the Government submitted funding application to this Committee for the additional floors works at Central Piers Nos. 4, 5 and 6. After the adjournment of debate on this item, the Government has not yet provided any further follow-up information on the additional floors works at Central Piers Nos. 4, 5 and 6. Please inform this Committee of the present situation of this item, and whether funding application will be made to this Committee again.

Asked by: Hon James TO Kun-sun (Member Question No. 72)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill. Expenditure charged to the Capital Works Reserve Fund does not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill. Nonetheless, the information sought is provided below:

When the proposal on the construction of additional floors at Central Piers Nos. 4, 5 and 6 was submitted to the Public Works Subcommittee under the Finance Committee in mid-2013, Members expressed concerns about matters relating to rental returns, as well as operation and management issues. These matters are being looked into. Progress will be reported to the Panel on Transport at its meeting on 15 April 2016 together with the outcome of the mid-term review on the provision of Special Helping Measures to the six major outlying island ferry routes for the current three-year licence period.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 4660)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “continue the detailed design of Trunk Road T2” and the overall Route 6 works:

- (a) What is the completion time of the Trunk Road T2 detailed design anticipated by the Government? And when will the funding application be submitted to the Legislative Council (LegCo)? Whether the Government expects that Trunk Road T2 can tie in with the completion dates of the remaining parts of Route 6?
- (b) At present, what is the progress of the overall Route 6 project (including Central Kowloon Route (CKR), Trunk Road T2, Tseung Kwan O - Lam Tin Tunnel)? For various tunnels and by estimation, when will the funding application be made, the works be commenced and completed?

Asked by: Hon WU Chi-wai (Member Question No. 19)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill. Expenditure charged to the Capital Works Reserve Fund does not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill. Nonetheless, the information sought is provided below:

In June 2011, the Highways Department (HyD) commissioned the detailed design for the CKR project, which is now ongoing. The HyD is actively planning the CKR project for its early implementation. The construction of the CKR project takes approximately over seven years.

After finalising the estimate of the project cost, the Transport and Housing Bureau and the HyD will consult the LegCo on its funding application, and seek approval from the Finance Committee when appropriate.

As for the Trunk Road T2, the detailed design of its main works will continue in 2016-17 and is targeted for substantial completion by around end-2017. Upon completion of the detailed design, we will be able to work out the estimated project cost and programme of the Trunk Road T2. As the Trunk Road T2 is the middle section of the strategic Route 6, we will seek funding approval from the LegCo in a timely manner for the construction of the project to tie in with the completion date of the CKR.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)218**

**(Question Serial No. 4690)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "Matters Requiring Special Attention in 2016-17", please advise this Committee about the following road works items: (i) description of work and expected progress in 2016-17; (ii) anticipated completion dates; and (iii) total contract value and payment involved in the items –

- (a) detailed design of Trunk Road T2; and
- (b) detailed design and site investigation for the widening of Tai Po Road (Sha Tin section)

Asked by: Hon WU Chi-wai (Member Question No. 105)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill. Expenditure charged to the Capital Works Reserve Fund does not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill. Nonetheless, the information sought is provided below:

The detailed design of the main works of Trunk Road T2 will continue in 2016-17 and is targeted for substantial completion by around end-2017. The estimated total cost for the site investigation and design of Trunk Road T2 (under Public Works Programme (PWP) Item 7841TH) is about \$133.6 million. As at end-March 2016, the cumulative expenditure is about \$70.3 million.

As for the widening of Tai Po Road (Sha Tin section) - detailed design and site investigation (PWP Item 7869TH), detailed design of the project commenced in December 2015. The site investigation works are expected to commence in mid-2016. Both the detailed design and site investigation works are scheduled for completion by end-2017. The estimated cost of the detailed design and site investigation works for the project is about \$43.2 million (in money-of-the-day prices). As at end-March 2016, the cumulative expenditure is about \$0.89 million.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)398**

**(Question Serial No. 7245)**

Head: (707) Capital Works Reserve Fund - New Towns and Urban Area Development

Subhead (No. & title): (-) Not Specified

Programme: (-) Not Specified

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Subhead 7872TH Tseung Kwan O - Lam Tin Tunnel (TKO-LTT):  
The Government reported to the District Council (DC) in 2008 that the estimated cost of the TKO-LTT and the Cross Bay Link (CBL) was respectively 5.89 billion and 2.6 billion, totalling 8.49 billion for the two projects. Last year, the Government reported the latest progress of the two projects to the DC again in March. The estimated cost of the tunnel and link road rose to 8.2 billion and 3.0 billion respectively. The Estimates shows that the works cost just for the tunnel works has soared by 83% to 15.04 billion in less than a year. Please advise on the reasons why the works cost has soared in such a short period of time.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 53)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill. Expenditure charged to the Capital Works Reserve Fund does not form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are not relevant to the examination of the Estimates of Expenditure or the Appropriation Bill. Nonetheless, the information sought is provided below:

The detailed design of the TKO-LTT project was substantially completed in end-2015. The Transport and Housing Bureau and the Civil Engineering and Development Department (CEDD) will seek funding approval for the main tunnel and associated works of the TKO-LTT (excluding the Cha Kwo Ling tunnel section) from the Legislative Council within this legislative session with a view to commencing construction works in July 2016 for completion by mid-2021.

In the preliminary design study completed in 2013, the cost of the TKO-LTT (inclusive of the Cha Kwo Ling tunnel section) was estimated to be \$8.2 billion in September 2013 prices. The provision for price adjustment was not included at that time. The CEDD advised the public in May 2014 and May 2015 that this cost estimate was under review as the detailed design had not yet been completed at the time. At present, based on the detailed design, the CEDD estimates that the cost for the main tunnel and associated works of the TKO-LTT project is around \$15 billion in money-of-the-day (MOD) prices.

Compared with the preliminary design, the detailed design has included several new facilities such as bus-bus-interchange and footbridge system to meet public requirements. The design has also been modified to comply with the latest engineering design standards and to take into account the latest site investigation results. In addition, there has been significant increase in construction prices compared to the price level adopted in the preliminary design stage. Furthermore, the current project estimate in MOD prices includes provision for price adjustment.

The CEDD will implement suitable cost control measures, including packaging the project into several contracts for implementation, so as to increase the number of contractors capable of undertaking the works with a view to achieving more competitive tender prices, and adopting standard designs and precast units wherever practicable.

As for the CBL project, its detailed design is in progress. Upon completion of the detailed design, the CEDD will be able to work out the estimated project cost of the CBL.

- End -