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examining the Estimates of Expenditure 2017-18
Controlling Officer : Director of Civil Engineering and Development

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CONTROLLING OFFICER'S REPLY

DEVB(PL)197

(Question Serial No. 3293)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

It is stated in the Matters Requiring Special Attention under this Programme in 2017-18 that the Government will commence studies for various projects. In this connection, would the Government advise this Committee of:

- (1) the operational expenses, staff establishment and estimated expenditure on remuneration involved in continuing the design of the advance works and first stage works for the Kwu Tung North and Fanling North NDAs in 2017-18;
- (2) the operational expenses, staff establishment and estimated expenditure on remuneration involved in continuing the detailed design of the Tung Chung New Town Extension in 2017-18;
- (3) the operational expenses, staff establishment and estimated expenditure on remuneration involved in continuing the detailed design of the advance works for development of Lok Ma Chau Loop in 2017-18.

Asked by: Hon CHAN Chi-chuen (Member Question No. 40)

Reply:

Operational expenses in 2017-18 under Head 33 for taking forward items (1) to (3) are mainly personal emoluments of in-house staff working on the projects. The details are set out below:-

Item	Operational Expenses (\$ million) (Note 1)	Staffing (Note 2)
(1) Design of the advance works and first stage works for the Kwu Tung North and Fanling North New Development Areas	16.5	15 professional staff
(2) Detailed design of the Tung Chung New Town Extension	9.4	9 professional staff
(3) Detailed design of the advance works for development of Lok Ma Chau Loop	(Note 3)	2 professional staff

Note 1: Operational expenses refer to annual staff cost in terms of notional annual mid-point salary value.

Note 2: 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.

Note 3: There is no separate breakdown for the personal emoluments of staff who have also taken up other projects apart from Lok Ma Chau Loop.

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CONTROLLING OFFICER'S REPLY

DEVB(PL)198

(Question Serial No. 2153)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

It is stated in the Matters Requiring Special Attention in 2017-18 that the Civil Engineering and Development Department will continue the design of the advance works and first stage works for the Kwu Tung North and Fanling North NDAs. Would the Government advise of the following:

(1) As regards the advance works for the Kwu Tung North and Fanling North NDAs, please specify in details the names of consultants and consultancy fees, investigation fees, and fees related to social work teams and design work;

(2) As regards the expenditure for land resumption involved in the advance and first stage works, please advise the number of households concerned and estimated expenditure for land resumption compensation and ex-gratia allowance;

(3) As regards land resumption compensation for Kwu Tung North Area 29, please specify in details the number of applicants for land and ex-gratia allowance, as well as the amount so involved;

(4) As regards the Government's effort in taking forward tree protection and transplants in Kwu Tung North and Fanling North in 2017-18, what are the estimated expenditure and manpower so involved, as well as the numbers and species of trees subject to protection and transplants;

(5) What are the expenditure and detailed staffing arrangements for consultations with the residents affected in this financial year?

Asked by: Hon CHU Hoi-dick (Member Question No. 40)

Reply:

(1) The detailed design of the Advance Works and First Stage Works of Kwu Tung North and Fanling North New Development Areas (KTN and FLN NDAs) is undertaken by AECOM Asia Company Limited. The estimated expenditures on consultancy/design, ground investigation works and social service team in 2017-18 are \$23.7 million, \$13.3 million and \$3.0 million respectively.

(2) Pending finalisation of the exact project boundary and detailed survey, we do not have information on the number of households to be affected by land resumption for the Advance and First Stage Works of KTN and FLN two NDAs. No estimate on the land resumption compensation and ex-gratia allowance is available at this stage.

(3) Two lots have been resumed in Area 29 of KTN NDA. The estimated land acquisition cost is about \$360 million. There has been no application for ex-gratia allowance.

(4) Pending completion of the detailed design of the KTN and FLN NDAs in early 2018, we do not have details of the trees to be subject to protection and transplants at this stage.

(5) Public consultation is part of the work undertaken by the staff of the Civil Engineering and Development Department. We do not have a breakdown of the manpower resources involved solely with this work.

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CONTROLLING OFFICER'S REPLY

DEVB(PL)199

(Question Serial No. 2382)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

Please provide the following information for the previous 5 years:

(a) the remuneration for staff and other expenses in respect of the planned projects in each New Development Area (NDA) and new town (those in Hung Shui Kiu, Kam Tin South, Yuen Long South, Kwu Tung North, Fanling North, New Territories North, Tung Chung Extension, Lantau).

Asked by: Hon CHU Hoi-dick (Member Question No. 59)

Reply:

The total remuneration for staff and other expenses in the Civil Engineering and Development Department for the previous 5 years for taking forward the NDA related, new town related, and major planning projects are summarised below:-

Planned Development Projects	Total Remuneration for staff in the previous 5 years¹ (\$ million)	Other expenses in the previous 5 years² (\$ million)
(1) Hung Shui Kiu New Development Area (NDA)	32.4	48.1
(2) Public housing development at Kam Tin South	8.1	6.9
(3) Yuen Long South development	12.9	25.5
(4) Kwu Tung North/Fanling North NDAs	57.6	93.6
(5) New Territories North	11.8	20.6
(6) Tung Chung New Town Extension	19.4	76.3
(7) Lantau ³	41.1	66.0

¹ Remuneration for staff under Head 33 for the previous 5 years (i.e. 2012-13 to 2016-17) for taking forward the above projects are mainly personal emoluments of in-house staff working on the projects. The projects were managed by directorate officers on a part-time basis, with support from professional staff on a full-time basis. There is no separate breakdown of the manpower expenses for the directorate officers on a part-time basis specifically for these projects. As a rough indication, the manpower expenses for the professional staff on a full-time basis from 2012-13 to 2015-16 are estimated in terms of the 2016-17 notional annual mid-point salary value.

² Other expenses under the Capital Works Reserve Fund for the previous 5 years for taking forward the above projects are mainly payments to consultants and other expenses of carrying out studies, design and/or site investigation works of the projects.

³ The figures provided above for item (7) Lantau cover major planned development projects in Lantau, including Planning, Engineering and Architectural Study for Topside Development at Hong Kong Boundary Crossing Facilities Island of Hong Kong – Zhuhai – Macao Bridge; Infrastructure works for public housing development at Area 54, Tung Chung; Sunny Bay Reclamation; Strategic studies for artificial islands in the central waters; and Siu Ho Wan Reclamation and Landside Development

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CONTROLLING OFFICER'S REPLY

DEVB(PL)200

(Question Serial No. 1413)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

On the matters relating to new development planning and reclamation works, please advise us:

(a) Please provide information in the form below:

- (i) the anticipated commencement dates and completion dates of the works involved in the implementation of the plans
- (ii) the area of land within the planning scope
- (iii) the projected or actual area of reclamation
- (iv) the area of land within the planning scope that will be (will continue to be) used for agricultural purposes
- (v) the area of the green belt within the planning scope that will be (will continue to be) used for agricultural purposes
- (vi) the total area of agricultural land rezoned to non-agricultural uses
- (vii) the area of agricultural land under active farming rezoned to non-agricultural uses (including the area of green belt that can be used for agricultural purposes)
- (viii) the actual/projected total area of permanent loss of fishing grounds
- (ix) the actual/projected total area of temporary loss of fishing grounds
- (x) the actual/projected total area of fishing restricted areas that have been/will be established
- (xi) the area of land occupied by the vegetable marketing co-operative societies/vegetable depots within the planning scope
- (xii) the number and locations of pig farms on agricultural land rezoned to non-agricultural uses
- (xiii) the number and locations of chicken farms on agricultural land rezoned to non-agricultural uses
- (xiv) the number of farmers who need/needed to relocate their farms or change occupation due to rezoning of their agricultural land to non-agricultural uses
- (xv) the actual/projected total amount of ex-gratia allowance that has been/will be granted

Proposed or existing development plan	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)	(x)	(xi)	(xii)	(xiii)	(xiv)	(xv)
Kwu Tung North and Fanling North NDAs															
Hung Shui Kiu NDA															
Yuen Long South															
Kam Tin South near the West Rail Line and 3 adjacent public housing sites															
Other areas in the Northern New Territories															
Reclamation outside the Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, South West Tsing Yi, Ma Liu Shui and artificial islands in the central waters)															
Development of Lantau (Tung Chung New Town Extension, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island)															
Wang Chau Public Housing Development															
Development planning and maritime engineering															

(b) On the matters relating to the new development planning and reclamation works in the next 5 years, please provide information in the form below: (i) the projected or actual area of reclamation; (ii) the projected or actual area of agricultural land to be affected/affected by the works; (iii) the projected or actual area of loss of fishing grounds; (iv) the projected or actual number and locations of poultry farms to be affected/affected by the works; (v) the projected or actual area of agricultural land under active farming to be affected/affected by the works; and (vi) the locations of the vegetable marketing co-operative societies and number of vegetable depots to be affected/affected by the works.

Item	(i)	(ii)	(iii)	(iv)	(v)	(vi)

(c) What were the expenditure and staff establishment involved in consultations and studies for such development planning work and other items in 2016-17?

Asked by: Hon HO Chun-yin, Steven (Member Question No. 22)

Reply:

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

Table 1

Proposed or Existing Development Planning	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
		(ha)	(ha)	(ha)	(ha)	(ha)	(ha)
Kwu Tung North and Fanling North NDAs	Under review	612	Nil	58	128	87.6	28
Hung Shui Kiu New Development Area (HSK NDA)	Under review	714	Nil	Nil	54	27	7
Yuen Long South (YLS)	To be determined	223	Nil	14	8	14	7
Site formation and infrastructure works for the Initial Sites at Kam Tin South (KaTS)	Advance works to commence in 2018	19	Nil	Nil	Nil	2.9	3.9
Other northern areas in the New Territories (Note1)	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	Subject to further study	Subject to further study	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)
		(ha)	(ha)	(ha)	(ha)	(ha)	(ha)
Development of Lantau (Tung Chung New Town Extension, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island) (Note 2)	Commence in 2017 Completion date under review	250	129	Nil (Note 3)	12 (Note 3 and 4)	4.5 (Note 5)	0.7 (Note 5)
Wang Chau Public Housing Development (Note 6)	Commence in 2018 Complete in 2021	5.6	Nil	Nil	Nil	3.5	0.05
Other development planning and maritime engineering - Tuen Mun Area 54	Commence in 2011 Completion date under review	14.5	Nil	Nil	Nil	13.7	2.9

Table 2

Proposed or Existing Development Planning	(viii)	(ix)	(x)	(xi)	(xii)
	(ha)	(ha)	(ha)	(no)	(no)
Kwu Tung North and Fanling North NDAs	Nil	Nil	Nil	2 (about 382 m ²)	1
Hung Shui Kiu New Development Area (HSK NDA)	Nil	Nil	Nil	1 (to be confirmed) (Note 7)	Nil

Proposed or Existing Development Planning	(viii) (ha)	(ix) (ha)	(x) (ha)	(xi) (no)	(xii) (no)
Yuen Long South (YLS)	Nil	Nil	Nil	1 (about 175 m ²) (Note 8)	1 (to be confirmed) (Note 9)
Site formation and infrastructure works for the Initial Sites at Kam Tin South (KaTS)	Nil	Nil	Nil	Nil	Nil
Other northern areas in the New Territories (Note 1)	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	Subject to further study	Subject to further study	Nil	Nil
Development of Lantau (Tung Chung New Town Extension, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island) (Note 2)	150	200	Nil	Nil (Note 10)	Nil
Wang Chau Public Housing Development (Note 6)	Nil	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning	(viii)	(ix)	(x)	(xi)	(xii)
	(ha)	(ha)	(ha)	(no)	(no)
Other development planning and maritime engineering - Tuen Mun Area 54	Nil	Nil	Nil	Nil	Nil

Table 3

Proposed or Existing Development Planning	(xiii)	(xiv)	(xv)
	(no)	(no)	(\$ million)
Kwu Tung North and Fanling North NDAs	Nil	No relevant information available	No relevant information available
Hung Shui Kiu New Development Area (HSK NDA)	Nil (Note 11)	No relevant information available	No relevant information available
Yuen Long South (YLS)	2 (to be confirmed) (Note 9)	No relevant information available	No relevant information available
Site formation and infrastructure works for the Initial Sites at Kam Tin South (KaTS)	Nil	No information available	No information available
Other northern areas in the New Territories (Note1)	No relevant information available		

Proposed or Existing Development Planning	(xiii) (no)	(xiv) (no)	(xv) (\$ million)
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Southwest Tsing Yi, Ma Liu Shui, Artificial Islands in the Central Waters)	Nil	Nil	Subject to further study
Development of Lantau (Tung Chung New Town Extension, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island) (Note 2)	Nil	Relevant information not yet available	Relevant information not yet available
Wang Chau Public Housing Development (Note 6)	Nil	Nil	About \$39.3
Other development planning and maritime engineering - Tuen Mun Area 54	Nil	Nil	Nil

Notes :

1. 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.

2. The information does not include Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island.
3. According to the land uses designated on the outline zoning plan (“OZP”) (covering the Tung Chung New Town Extension only).
4. Apart from in “Green Belt” zones, agricultural use is also always permitted in “Village Type Development”, “Conservation Area” and “Coastal Protection Area” zones.
5. Excluding approximately 7.2 ha of land with fruit trees.
6. The information covers the roads and infrastructure works serving Phase 1 of Wang Chau development only. The information does not include the remaining phases of public housing developments at Wang Chau, Yuen Long. The CEDD will engage consultants for an engineering feasibility study for the remaining phases of the proposed public housing developments of Wang Chau.
7. There are two vegetable marketing co-operative societies/vegetable depots in the HSK NDA. According to the revised Recommended Outline Development Plan (RODP) of the study, one of them would not be affected, while the retention of another one at the southern edge of the NDA is subject to further study of the Green Transit Corridor.
8. 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 had moved out of the development area.
9. The Stage 3 Community Engagement of the relevant study was completed on 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.
10. There is one vegetable marketing co-operative society/vegetable depot within the Tung Chung New Town Extension. According to the RODP of the study, it would not be affected by the development.
11. There is one chicken farm in the HSK NDA. According to the revised RODP of the study, it is not within the development area and will not be affected by the development.

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

Project	(i) (ha)	(ii) (ha)	(iii) (ha)	(iv) (no)	(v) (ha)	(vi) (no)
Cross Bay Link , Tseung Kwan O	Less than 0.3	Nil	Less than 0.3	Nil	Nil	Nil

(c) The estimated expenditure and manpower deployed by CEDD in 2016-17 are set out below –

	Project Expenditure in 2016-17 (\$ million)	No. of CEDD professional staff involved with the project / study
Kwu Tung North and Fanling North NDAs	38.3	15
HSK NDA	28.2	12
YLS	6.0	3
KaTS	2.4	3
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Ma Liu Shui, artificial islands in the central waters)	21.6	8
	Project Expenditure in 2016-17 (\$ million)	No. of CEDD professional staff involved with the project / study
Development of Lantau (Tung Chung New Town Extension)	34.4	10
Wang Chau Public Housing Development	1.8	2
Tuen Mun Area 54: Site 4A(South) and Site 5	In-house	1
Cross Bay Link, Tseung Kwan O	4.0	3

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.

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CONTROLLING OFFICER'S REPLY

DEVB(PL)201

(Question Serial No. 3154)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

As regards the matters relating to provision of land and infrastructure under this Programme, please advise this Committee:

- (1) of the details on each item of land formation, infrastructure construction and other land works completed by the Civil Engineering and Development Department and delivered for use by other government departments for each of the past 3 financial years, including the item locations, area occupied, expenditure involved in infrastructure provision and other works (as well as total manpower of construction workers), finalised uses, as well as names of government departments responsible for management;
- (2) of the details on each item of land formation, infrastructure construction and other land works to be completed by the Civil Engineering and Development Department and delivered for use by other government departments for this financial year, including the item locations, area occupied, expenditure involved in infrastructure provision and other works (as well as total manpower of construction workers), finalised uses, names of government departments responsible for management, as well as breakdown of the relevant expenditure;

Asked by: Hon LUK Chung-hung (Member Question No. 28)

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 were completed and handed over to other government departments from 2014 up to March 2017 are as follows:

Project Location	Approximate Area of Land Formation (hectares)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments Handed Over To (Finalised Land Uses being Proposed)
Development at Anderson Road	15.6	3,467	LandsD (Schools, district open spaces and clinic)
Wan Chai Development Phase II	6.8	4,643	Highways Department via Lands Department (LandsD) / CEDD's works site (Open Space)
Kai Tak Development - Former North Apron	8.1	2,611	LandsD (Residential/ Commercial development, Comprehensive Development Area, Government, Institution or Community facilities and other specified uses)
Sites Adjacent to Lung Ping Road at Tai Wo Ping, Shek Kip Mei	3.2	781	LandsD (Private residential development)
Liantang/Heung Yuen Wai Boundary Control Point (BCP) Site Formation Works	23	491	Architectural Services Department (BCP buildings)
Kai Tak Development - Former Runway	3.2	540	LandsD (Commercial development)

We do not have readily available breakdown of the construction manpower involved for individual projects.

- 2) On-going CEDD projects involving land formation, infrastructure works or other ancillary works for the provision of land, which will be handed over to other government departments in 2017 are as follows:

Project Location	Approximate Area of Land Formation (hectares)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments Taking Over Completed Works (Finalised Land Uses being Proposed)
Tuen Mun Area 54 Site 1&1A, Site 3/4(East)	6.3	1,047	Hong Kong Housing Authority (Public housing development)
Tuen Mun Area 54 Site 4A(West)	1.1		LandsD (Government, Institution or Community facilities)
Wan Chai Development Phase II	0.3	4,643	LandsD and Transport Department (Open space, public road and waterfront related commercial and leisure uses)

We do not have readily available breakdown of the construction manpower involved for the individual works.

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CONTROLLING OFFICER'S REPLY**DEVB(PL)202****(Question Serial No. 1499)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(LAM Sai-hung)Director of Bureau: Secretary for DevelopmentQuestion:

1. The actual area of land formed in 2016 was 10.8 hectares. Please specify the land uses.
2. The estimate area of land formed in 2017 is 7.7 hectares. Please specify the land uses.
3. The total area of land formed for the 2 years (i.e. 2016 and 2017) is merely 18.5 hectares (including actual area of 10.8 hectares and estimated area of 7.7 hectares), while the actual area of land formed in 2015 alone was already 26.3 hectares. Will the substantial reduction in the actual area of land formed persistently reduce the future land supply and make it impossible to address the demand for housing in the society?
4. As regards the development of Lok Ma Chau Loop, what is the progress so far? Please account for the details of the works and anticipated time-table for putting land into use.

Asked by: Hon MA Fung-kwok (Member Question No. 78)Reply:

1. The breakdown of the area of land formed by the Civil Engineering and Development Department (CEDD) within 2016 is as follows:

Location of Project	Area of Land Formation	Finalised Land Uses being Proposed
Sites Adjacent to Lung Ping Road at Tai Wo Ping	2.2 ha	Private residential development
Kai Tak Development – Former Runway	2.2 ha	Commercial / residential development

Location of Project	Area of Land Formation	Finalised Land Uses being Proposed
Kai Tak Development – Former North Apron	6.2 ha	Residential, commercial and Comprehensive Development Area
Wan Chai Development Phase II - Central - Wan Chai Bypass at Wan Chai West	0.2 ha	Open Space
Total	10.8 ha	

2. The breakdown of the area of land expected to be formed by CEDD within 2017 is as follows:

Location of Project	Estimated Area of Land Formation	Finalised Land Uses being Proposed
Site Formation and Infrastructure Works near Tong Hang Road and Tsz Tin Road in Area 54, Tuen Mun	7.4 ha	Public housing development, Government, Institution or Community facilities
Wan Chai Development Phase II - Central - Wan Chai Bypass at Wan Chai West	0.3 ha	Open Space, public road and waterfront related commercial and leisure uses
Total	7.7 ha	

3. The area of land formed varies each year according to the progress and phasing of on-going site formation and infrastructure projects. The area of land formed by CEDD in 2016 and 2017 are expected to be less than those in 2015, mainly because some major projects involving land formation and infrastructure works had been substantially completed in 2015. For example, about 23 hectares of land were formed under the Liantang/Heung Yuen Wai Boundary Control Point Project in 2015.

4. The development of the Lok Ma Chau Loop (the Loop) into the “Hong Kong-Shenzhen Innovation and Technology Park” (“the Park”) is being taken forward by the Innovation and Technology Bureau as the lead policy bureau. CEDD will support the development by undertaking the associated site formation and infrastructure works. To take forward the works concerned, the Government is undertaking detailed design for the Advance Works and will submit the funding application for proceeding with the Advance Works and the detailed design of Main Works Package 1 to the Legislative Council in due course. Tender invitation for the Advance Works and preparatory works of the consultant selection for the Main Works Package 1 will be undertaken in parallel.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)203****(Question Serial No. 3006)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(LAM Sai-hung)Director of Bureau: Secretary for DevelopmentQuestion:

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 of following:

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

i)	ii)	iii)

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

i)	ii)	iii)	iv)

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

i)	ii)	iii)	iv)

Asked by: Hon WU Chi-wai (Member Question No. 47)

Reply:

- 1) CEDD infrastructure projects for supporting public housing development with planning, design and construction works completed between 2014-15 and 2016-17 are as follows:

Location of land	Area (ha)	Estimated Cost of Planning, Design and Construction Works Project (\$ million)
Kai Tak Development – Site 1G1(B) at former north apron	0.6	No separate breakdown on the cost of public housing sites in a mixed development

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

Project Location	Public Housing Site Area (ha)	Estimated Cost of Planning, Design and Construction Works Project (\$ million)	Anticipated Completion Date of Works
Area 16 and 58D, Sha Tin	4.4 [^]	4.7 (Design Cost) 224.5 (Construction Cost)	2018
Lin Cheung Road, Sham Shui Po (formerly Cheung Sha Wan Wholesale Market Phase 2)	3.6	8.0 (Design Cost) 114.8 (Construction Cost)	2018
North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	1.5	9.8 (Design Cost) 108.4 (Construction Cost)	2018
Area 54, Tuen Mun: Site 1&1A and Site 3/4 (East)	6.3	(In-house design) 1,046.5 (Construction Cost)	2019
Queen’s Hill, Fanling	13.6	13.4 (Design Cost) 1,459.5 (Construction Cost)	2019

Project Location	Public Housing Site Area (ha)	Estimated Cost of Planning, Design and Construction Works Project (\$ million)	Anticipated Completion Date of Works
Anderson Road Quarry	1.5	No separate breakdown on the cost of public housing site in a mixed development	2020
Tung Chung Area 54	3.3	10.0 (Design Cost) 284.8 (Construction Cost)	2020
Fanling North New Development Area (NDA) (Advance Works)	5.8	No separate breakdown on the cost of public housing sites forming part of the NDA development	2020 (Subject to funding approval)
Kwu Tung NDA (Advance Works)	9.8		2021 (Subject to funding approval)
Wang Chau, Yuen Long Phase 1*	5.6	19.0 (Design Cost) (Construction Cost Under review)	2021
Initial Sites at Kam Tin South, Yuen Long (for infrastructure only)	14.3	27.1 (Design Cost) (Construction Cost Under review)	2021 (Advance Works only)
Chung Nga Road East and West, and Area 9, Tai Po	7.2	2.6 (Design Cost) 1,146.8 (Construction Cost for Phase 1)	2022
Hung Shui Kiu NDA (Advance Works, Phases 1 & 2)	1.2	No separate breakdown on the cost of public housing sites forming part of the NDA development	Under review
Ka Wai Man Road and Ex-Mount Davis Cottage Area, Kennedy Town	1.5	15.0 (Design Cost) (Construction Cost Under review)	Under review

Project Location	Public Housing Site Area (ha)	Estimated Cost of Planning, Design and Construction Works Project (\$ million)	Anticipated Completion Date of Works
Tung Chung New Town Extension	30.2	No separate breakdown on the cost of public housing sites in a mixed development	Under review
Ex-Lamma Quarry, Sok Kwu Wan	1.4	No separate breakdown on the cost of public housing sites in a mixed development	Under review
Area 48, Fanling	Under review	15.5 (Design Cost) (Construction Cost Under review)	Under review
Pokfulam South	15	27.0 (Design Cost) (Construction Cost Under review)	Under review
San Hing Road, Tuen Mun	Under review	Under review	Under review
Area 54, Tuen Mun: Site 4A (South) and Site 5	1.7	Under review	Under review
Kai Tak Development Sites 2B3, 2B4, 2B5 and 2B6 at former north apron	4.5	No separate breakdown on the cost of public housing sites in a mixed development	Under review
Ex-Cha Kwo Ling Kaolin Mine Site	0.3	No separate breakdown on the cost of public housing sites in a mixed development	Under review

Note:

- # Public housing sites undergoing feasibility studies but yet to confirm the commencement of the planning, design or construction works are not included in the table.
- ^ CEDD is responsible for the infrastructure project to support a public housing site with a total area of 4.4 ha, within which 0.2 ha of land is to be formed by CEDD.
- * The information does not include the remaining phases of public housing developments at Wang Chau, Yuen Long. The CEDD will engage consultants for an engineering feasibility study for the proposed public housing developments at the remaining phases of Wang Chau.

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#:

Project Location	Public Housing Site Area (ha)	Estimated Cost of Planning, Design and Construction Works Project (\$ million)	Anticipated Completion Date of Works
Pik Wan Road, Yau Tong	2.6	19.5 (Design Cost)	Under review
Hiu Ming Street, Kwun Tong	1.1	(Construction Cost Under review)	2021
Yuen Long South Development Stage 1, Phases 1 & 2	Under study	Under study	Under study

Public housing sites undergoing feasibility studies but yet to confirm the commencement of the planning, design or construction works in the coming 24 months, such as Ma On Shan and Tseung Kwan O feasibility studies, are not included in the table.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)434

(Question Serial No. 7156)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

It was earlier reported by the media that the Government had awarded a study contract for “the land formation and infrastructure works for 8 potential housing development sites at Ma On Shan”, and the rezoning of Green Belt areas involved did not fall into the scope of the first two stages of Green Belt review (i.e. 150 Green Belt areas). It was mentioned in the 2017 Policy Address that the sites at the lower part and upper part of Ma On Shan Tsuen Road, Ma On Shan would be rezoned, indicating that the Government should have completed the study.

- (1) Would the Government make such study report or preliminary study report public?
- (2) What is the number of villagers to be relocated, regardless of indigenous or non-indigenous inhabitants, as a result of the proposed rezoning of Green Belt areas at the lower part and upper part of Ma On Shan Tsuen Road, Ma On Shan?
- (3) Would the Government make the amount of consultancy fees involved, name of the winning consultancy firm, as well as tendering documents public?
- (4) Would the Government provide the study reports on the first two stages of Green Belt review conducted?

Asked by: Hon CHU Hoi-dick (Member Question No. 10)

Reply:

(1) & (2)

The Civil Engineering and Development Department is conducting the Engineering Feasibility Study (EFS) for the project of “Site Formation and Infrastructural Works for Eight Housing Sites in Ma On Shan”, which is anticipated to be completed in the first half of 2018. Information on households affected is not available at this stage. The Government will consult the relevant District Council and stakeholders on this project upon completion of the EFS.

(3)

The above EFS was awarded to Black & Veatch Hong Kong Ltd. at a fee of \$4.3 million. The release of tendering documents will be handled in accordance with the Code on Access to Information.

(4)

As part of the on-going land use review, the review on “Green Belt” (GB) sites comprises two stages. Stage 1 GB review mainly identified and reviewed GB sites that are devegetated, deserted or formed. In the Stage 2 GB review, the Government looked at GB sites in the fringe of built-up areas that are closer to existing urban areas and new towns. Albeit vegetated, these GB sites have relatively low conservation value and buffering effect. As these sites are close to supporting infrastructural facilities, including transport, water supply, sewerage, etc., they are considered suitable for urban expansion and thus have good potential to be rezoned for housing purpose.

The land use review is conducted by the Planning Department on an ongoing basis and is not captured in a single report. This notwithstanding, announcements on potential housing sites identified in the course of this review has been and will continue to be made from time to time to keep the public informed. As with the established practice, the Government will consult the District Councils and relevant stakeholders on the development of individual sites as and when ready, and will submit the rezoning proposal for consideration by the Town Planning Board.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)435

(Question Serial No. 4562)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

As regards the proposed environmentally friendly transport services in the Yuen Long South New Development Area (NDA), please provide the estimated cost involved and its breakdown.

Asked by: Hon KWOK Ka-ki (Member Question No. 51)

Reply:

The feasibility study on the environmentally friendly transport services (EFTS) in Hung Shui Kiu NDA and adjacent areas including Yuen Long South commenced in March 2017. There is no information on the estimated cost of EFTS in Yuen Long South at this stage.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)436

(Question Serial No. 4764)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

As regards the study on the proposed multi-storey buildings for brownfield operators as a comfort in the Yuen Long South New Development Area (NDA), what are the required expenditure on such study, construction costs, amount of grants involved, economic losses as a result of the land destruction, as well as land premium of the sites required? Please provide the breakdowns as well.

Asked by: Hon KWOK Ka-ki (Member Question No. 291)

Reply:

The Government endeavours to improve land utilisation of brownfield sites by exploring feasible and land-efficient measures to accommodate brownfield operations. To this end, the Civil Engineering and Development Department has commissioned feasibility studies on multi-storey buildings (MSBs) for accommodating brownfield operations in the Hung Shui Kiu New Development Area. The proposed MSBs will accommodate some of the brownfield operations to be affected by the Yuen Long South development project. The studies will cover the conceptual design, planning, engineering, environmental and financial assessments, and explore possible mode of operation and management of the proposed MSBs. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the feasibility studies. The studies are expected to be completed within 2018.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)437

(Question Serial No. 4772)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

As regards the Yuen Long South New Development Area (NDA), please specify the cost per square metre of the new multi-storey buildings to be developed.

Asked by: Hon KWOK Ka-ki (Member Question No. 300)

Reply:

The Government endeavours to improve land utilisation of brownfield sites by exploring feasible and land-efficient measures to accommodate brownfield operations. To this end, the Civil Engineering and Development Department has commissioned feasibility studies on multi-storey buildings (MSBs) for accommodating brownfield operations in the Hung Shui Kiu New Development Area. The studies will cover the conceptual design, planning, engineering, environmental and financial assessments, and explore possible mode of operation and management of the proposed MSBs. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the feasibility studies. The studies are expected to be completed within 2018.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)438

(Question Serial No. 4773)

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

As regards the Hung Shui Kiu New Development Area (NDA), please specify the cost per square metre of the new multi-storey buildings to be developed.

Asked by: Hon KWOK Ka-ki (Member Question No. 301)

Reply:

The Government endeavours to improve land utilisation of brownfield sites by exploring feasible and land-efficient measures to accommodate brownfield operations. To this end, the Civil Engineering and Development Department has commissioned feasibility studies on multi-storey buildings (MSBs) for accommodating brownfield operations in the Hung Shui Kiu New Development Area. The studies will cover the conceptual design, planning, engineering, environmental and financial assessments, and explore possible mode of operation and management of the proposed MSBs. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the feasibility studies. The studies are expected to be completed within 2018.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)439****(Question Serial No. 3898)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(LAM Sai-hung)Director of Bureau: Secretary for DevelopmentQuestion:

As regards the matters relating to provision of land and infrastructure under this Programme, please advise this Committee:

- (1) of the details, in the form below, of each piece of land upon land formation, infrastructure construction or other works completed by the Civil Engineering and Development Department for delivery for use by other government departments in each year between 2014-17, including i) the location of land, ii) area occupied, iii) expenditure involved in land formation, infrastructure provision and other works, as well as iv) names of government departments to which such lands were delivered and their proposed uses (including for public and private housing, commercial use and GIC facilities, etc.);

i)	ii)	iii)	iv)

- (2) of the details, in the form below, of each piece of land currently under land formation, infrastructure construction or other works for future delivery for use by other government departments, including i) the location of land, ii) area occupied, iii) expenditure involved in land formation, infrastructure provision and other works, vi) names of government departments to which such lands will be delivered upon completion of works and their proposed uses (including for public and private housing, commercial use and GIC facilities, etc.), as well as v) anticipated delivery dates;

i)	ii)	iii)	iv)	v)

- (3) of the details, in the form below, of each piece of land for which land formation, infrastructure construction or other works to be commenced in the next 24 months for future delivery for use by other government departments, including i) the location of land, ii) area occupied, iii) expenditure involved in land formation, infrastructure provision and other works, vi) names of government departments to which such lands will be delivered upon completion of works and their proposed uses (including for public and private housing, commercial use and GIC facilities, etc.), as well as v) anticipated delivery dates;

i)	ii)	iii)	iv)	v)

Asked by: Hon WU Chi-wai (Member Question No. 46)

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 were completed and handed over to other government departments from 2014 up to March 2017 are as follows:

Project Location	Approximate Area of Land Formation (hectares)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments Handed Over To (Finalised Land Uses being Proposed)
Liantang/Heung Yuen Wai Boundary Control Point (BCP) Site Formation Works	23	491	Architectural Services Department (ArchSD) (BCP buildings)
Kai Tak Development – Former North Apron	8.1	2,611	Lands Department (LandsD) (Residential/ Commercial development, Comprehensive Development Area (CDA), Government, Institution or Community (GIC) facilities and other specified uses)
Kai Tak Development – Former Runway	3.2	540	LandsD (Commercial development)

Project Location	Approximate Area of Land Formation (hectares)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments Handed Over To (Finalised Land Uses being Proposed)
Sites adjacent to Lung Ping Road at Tai Wo Ping, Shek Kip Mei	3.2	781	LandsD (Private residential development)
Development at Anderson Road	15.6	3,467	LandsD (Schools, district open spaces and clinic)
Wan Chai Development Phase II	6.8	4,643	Highways Department (HyD) via LandsD / CEDD's works site (Open Space)

- 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:

Project Location	Approximate Area of Land Formation (hectares)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments Taking Over Completed Works (Finalised Land Uses being Proposed)	Expected Delivery Date
Kai Tak Development – Former North Apron	35.3	4,408	LandsD (Residential/ Commercial development, GIC facilities, CDA and other specified uses)	By stages up to 2020
Kai Tak Development – Former Runway	15.7	5,757	LandsD (Residential/ Commercial development and other specified uses)	By stages up to 2019
Tuen Mun Area 54 Site 1&1A, Site 3/4(East) & Site 4A(West)	7.4	1,047	Hong Kong Housing Authority (HA) (Public housing development) LandsD (GIC facilities)	By stages from 2017 to 2019

Project Location	Approximate Area of Land Formation (hectares)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments Taking Over Completed Works (Finalised Land Uses being Proposed)	Expected Delivery Date
Lin Cheung Road, Sham Shui Po (formerly Cheung Sha Wan Wholesale Market Phase 2)	3.6	115	HyD (Road)	2018
North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	2.5	108	HA (Public housing development)	2018
Area 16 and 58D, Sha Tin	0.2 (Note 1)	225	HA (Public housing development)	2018
Kwu Tung North Area 29	1.5	24	ArchSD (Social welfare facility)	2018
Wan Chai Development Phase II	12.7	4,643	LandsD and Transport Department (Open space, public road and waterfront related commercial and leisure uses)	By stages up to 2018 (Note 2)
Anderson Road Quarry	40	7,693	LandsD (Residential/ Commercial development, GIC facilities)	By stages from 2017/18 up to 2021/22
Queen's Hill, Fanling	N/A (Note 3)	1,460	HA (Public housing development)	2019

Note 1: CEDD is responsible for infrastructure project to support a public housing site of a total area of 4.4 ha, within which 0.2 ha of land is to be formed by CEDD.

Note 2: The land formation works under Wan Chai development phase II have been substantially completed. Majority of the land formed has been handed over to LandsD by stages on or before 2017. The remaining land would be handed over to LandsD and other departments by stages up to 2018.

Note 3: CEDD is responsible for the infrastructure project to support a public housing site in Queen's Hill with a total area of 13.6ha. CEDD is not responsible for the site formation work.

- 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:

Project Location	Approximate Area of Land Formation (hectares)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments Taking Over Completed Works (Proposed Uses)	Expected Delivery Date
Near Lai Chi Yuen Tsuen, Mui Wo, South Lantau	4.5	42	Agriculture, Fisheries & Conservation Department (Mountain Bike Training Ground)	2018
Sandy Ridge, North District	1.8	2,566	ArchSD (Columbarium development)	2020*
Tung Chung East, North Lantau	129	Under review	HA (Public housing development) LandsD (Residential / commercial use and GIC facilities)	By stages from 2020 onwards*
Wang Chau, Yuen Long (Phase 1)	5.6	Under review	HA (Public housing development)	2020/21*
Hiu Ming Street, Kwun Tong	1.1	Under review	HA (Public housing development)	2021*
Chung Nga Road and Area 9, Tai Po	7.2	1,147	HA (Public housing development)	2022

* The expected delivery date is tentative which is subject to funding approval of the Finance Committee of the Legislative Council.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)053

(Question Serial No. 2886)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

It is stated in the Matters Requiring Special Attention under this Programme in 2017-18 that the Government will commence studies for various projects. In this connection, would the Government advise this Committee of:

(1) the operational expenses, staff establishment and estimated expenditure on remuneration involved in taking forward the detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East in 2017-18;

(2) the operational expenses, staff establishment and estimated expenditure on remuneration involved in continuing a planning, engineering and architectural study for topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge in 2017-18;

(3) the operational expenses, staff establishment and estimated expenditure on remuneration involved in commencing the strategic studies for artificial islands in the central waters in 2017-18;

(4) the operational expenses, staff establishment and estimated expenditure on remuneration involved in continuing the pilot study on underground space development in selected strategic urban areas in 2017-18;

(5) the operational expenses, staff establishment and estimated expenditure on remuneration involved in completing the technical studies for nearshore reclamation at Ma Liu Shui in 2017-18.

Asked by: Hon CHAN Chi-chuen (Member Question No. 40)

Reply:

Estimated operational expenses in 2017-18 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 ¹ (\$ million)	Staffing
(1) Detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East	2.3	2 professional staff
(2) Planning, engineering and architectural study for topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge	4.3	4 professional staff
(3) Strategic studies for artificial islands in the central waters	1.7	3 professional staff
(4) Pilot study on underground space development in selected strategic urban areas	2.3	2 professional staff
(5) Technical studies for nearshore reclamation at Ma Liu Shui	1.7	2 professional staff

¹ 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 as part of their overall duties. There is no separate breakdown for the personal emoluments of such staff involved.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)054

(Question Serial No. 2246)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): Not specified
Programme: Not specified
Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)
Director of Bureau: Secretary for Development

Question:

As mentioned in the Policy Address, the Government will improve about 10 public piers in the New Territories and the Islands District. In this connection, would the Government advise of the provision earmarked, locations of such 10 public piers, as well as implementation timetable for the whole project?

Asked by: Hon CHAN Han-pan (Member Question No. 31)

Reply:

With a view to enhancing accessibility of some remote heritage and natural scenic attractions and responding to public requests, we are implementing a "Pier Improvement Programme (PIP)" to upgrade the structural and facility standards of a number of existing public piers at remote rural areas in phases. The initial phase of the PIP will cover about 10 pier items, the location of which has yet to be finalized, but will mainly focus on piers at Sai Kung, Tai Po and North Districts, as well as those at Lantau and the outlying islands, with a view to facilitating tourists' access and meet the needs of local villagers.

Spearheaded by the Development Bureau in co-ordination with relevant bureaux and departments, a "Committee on Piers" is being set up to holistically scrutinize and prioritize the pier items. We will consult the relevant stakeholders of the pier items recommended for inclusion in the initial phase works in due course. Subject to funding approval of the Legislative Council, we strive to commence construction of the initial phase works in 2019 for completion in stages by end 2025. A sum of \$7.2 million has been earmarked in the Estimates for engaging six additional professional and technical staff to take forward the PIP.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)055

(Question Serial No. 2418)

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 (LAM Sai-hung)
Director of Bureau: Secretary for Development

Question:

Please advise if the Development Bureau (DEVB) and Civil Engineering and Development Department (CEDD) have made reimbursement to contractors or sub-contractors for their Mandatory Provident Fund (MPF) contributions payable to workers. If the above question is yes, please specify the purposes, by what means the DEVB and CEDD have made reimbursement, staffing level and expenditure involved.

Asked by: Hon CHU Hoi-dick (Member Question No. 67)

Reply:

Under the steer of the Development Bureau, the Civil Engineering and Development Department has been implementing contract measures to reimburse contractors of their contributions to Mandatory Provident Fund (MPF), including contributions by their subcontractors of all tiers, for the workers.

(i) Purpose

The Government has introduced a series of measures in public works contracts since May 2006 to enhance the wage protection for construction workers of public works projects. These measures include reimbursing contractors and subcontractors of their MPF contributions to their workers.

(ii) Reimbursement Arrangement

Measures are included in public works contracts for the Government to ascertain and certify payments to contractors, based on their provision of MPF contributions records, of the amount of their mandatory contributions under the MPF Schemes Ordinance (Cap. 485), including contributions by their sub-contractors of all tiers, for the workers.

(iii) Staffing Level Involved

For in-house administered public works contracts, contractors are required to employ Labour Relations Officers to carry out on-site monitoring of payment of wages and MPF contributions on a full time basis. For consultant-administered public works contracts, the resident site staff establishment will include Labour Relations Officers responsible for monitoring payment of wages and MPF contributions.

(iv) Expenditure Involved

No expenditure under the Estimate is involved as all payments are made under Capital Works Reserve Fund.

As the MPF Schemes Ordinance (Cap. 485) has been enforced for about 16 years, contractors have already been fully aware of their liabilities for compliance with the Ordinance. Therefore, the above-mentioned contract measures to reimburse the contractors' and sub-contractors' contributions to the MPF of their workers have become unnecessary and ceased to be implemented for public works contracts which tenders were invited on or after 1 January 2017.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)056

(Question Serial No. 2400)

Head: (33) Civil Engineering and Development Department

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

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

Regarding outsourced contractors of the Civil Engineering and Development Department, please provide the following information:

	2016-17	Increase over the preceding year
Number of outsourced service contracts		
Number of outsourced workers employed by outsourced service providers		
Types of services provided by outsourced service providers (including but not limited to engineering and construction, property and facility management, machinery and equipment repairs, information management and information system, environmental hygiene, security, etc.)		
Average monthly salary of outsourced workers <ul style="list-style-type: none"> • \$30,001 or above • \$15,001 - \$30,000 • \$10,001 - \$15,000 • \$8,001 - \$10,000 • \$6,760 - \$8,000 • less than \$6,760 		
Average length of service of outsourced workers		
Percentage of outsourced workers against the total number of staff in the department		
Number of outsourced workers working: <ul style="list-style-type: none"> • 5 days per week • 6 days per week 		
Weekly hours of work of outsourced workers: <ul style="list-style-type: none"> • Highest weekly hours of work • Average weekly hours of work 		
Number of workers with severance payment, long service payment offset by or contract gratuity		

calculated from the accrued benefits attributable to employer's contributions to MPF, and the amount involved		
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Asked by: Hon KWOK Ka-ki (Member Question No. 312)

Reply:

The Civil Engineering and Development Department uses a wide range of outsourced services, such as environmental hygiene, security, information management and information system, etc. The information for 2016-17 (as at 31.12.2016), together with the percentage change over 2015-16 (as at 31.12.2015), are provided below.

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

2016-17	Percentage change against the preceding year
49	-30.0%

(b) **Number of outsourced workers employed by outsourced service providers**

2016-17	Percentage change against the preceding year
154	-13.5%

(c) **Types of services provided by outsourced service providers**

Nature of service provided	Number of outsourced contracts in 2016-17	Percentage change against the preceding year
Engineering and construction	0	-
Property and facility management	0	-
Machinery and equipment repairs	8	0%
Information management and information system	3	-66.7%
Environmental hygiene	9	0%
Security	4	0%
General administration support	9	12.5%
Technical service	12	-45.5%
Others	4	-60.0%
Total:	49	-30.0%

A dash denotes that the number of outsourced contracts in 2015-16 and 2016-17 are both zero.

(d) Average monthly salary 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 service to be provided. We do not have information on the salary of the workers employed by the contractors.

(e) Average length of service of outsourced workers

The mode of using outsourced workers is that the Government department 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 length of service of outsourced workers who are employees of the contractors and are at the disposal of the latter.

(f) Percentage of outsourced workers against the total number of staff in the department

2016-17	Percentage for (and change against) the preceding year
8.1%	9.5% (-1.4%)

(g) Weekly working days ^(Note)

Weekly working days	Number of outsourced workers in 2016-17	Percentage change against the preceding year
5	8	0%
6	92	0%
Total:	100	0%

Note: For workers of service contracts on security and environmental hygiene only.

(h) Weekly working hours

Weekly working hours	Number of hours in 2016-17	Percentage change against the preceding year
Highest	55	0%

Weekly working hours	Number of hours in 2016-17	Percentage change against the preceding year
Average	45	0%

(i) 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 payment arrangement of severance payments / long service payments / contract gratuities by the contractors to their workers.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)057

(Question Serial No. 1569)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

The provision under Programme (3) "Provision of Land and Infrastructure" is 12.8% higher than 2016-17. What are the details and reasons for that?

Asked by: Hon LAM Cheuk-ting (Member Question No. 25)

Reply:

Provision under Programme (3) "Provision of Land and Infrastructure" for 2017-18 is \$67.2 million (12.8%) higher than the revised estimate for 2016-17. This is mainly due to the increased provision for filling of vacancies, salary increments, and the net increase of 11 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. 1138)

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 (LAM Sai-hung)
Director of Bureau: Secretary for Development

Question:

It is mentioned in the Controlling Officer's Report 2017-18 that the Government will continue to steer the detailed feasibility study for the Environmentally Friendly Linkage System (EFLS) for Kowloon East. Quite a number of local residents and cruise terminal operators in Kai Tak have reflected to me that the road developments at Kai Tak Development (KTD) were so slow that they could only have access to the facilities at KTD, including the Cruise Terminal, Runway Park and the Children's Hospital under construction, by detouring through other districts. With the Government's major sale of land at KTD, the traffic flow in the area is anticipated to increase substantially. In this connection, would the Government advise this Committee of the following:

1. What is the present progress of the detailed feasibility study for the EFLS for Kowloon East? Will such a study be substantially completed in the 3rd quarter of 2017? Will the estimated commissioning date in 2023 be delayed?
2. Will the Government consider allocating additional manpower and resources to expedite delivery of the project? If yes, what are the details? If no, what are the reasons?
3. Will the Government consider expediting delivery of the road projects in the area and introducing other means of transport (e.g. green buses or public light buses) as temporary transport measures until the commissioning of the EFLS for Kowloon East? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 21)

Reply:

1. A detailed feasibility study (DFS) for the EFLS for Kowloon East (KE) is being conducted to examine the technical feasibility and financial viability of the proposed EFLS. Targeted for phased completion in 2017, the DFS will consider and evaluate different green public transport modes, and recommend the most suitable EFLS option for KE. The implementation programme of the EFLS project would be formulated upon completion of the DFS.

2. The Government has set up a Kai Tak Office in the Civil Engineering and Development Department to lead, oversee and coordinate the implementation of projects in KTD, including the EFLS for KE. We will keep in view the staff resources required for completing the DFS for EFLS project.
3. The infrastructure projects (including road works) required to support the KTD are being implemented in stages according to their priorities and readiness to tie in with the development pace of the area. On public transport services, KTD is currently served by a total of eight franchised bus routes and two green minibus (GMB) routes. A number of en-route bus and GMB routes at Prince Edward Road East are also available to residents of KTD for access to different destinations. To tie in with the development pace of the area, Transport Department (TD) has proposed in the Bus Route Planning Programme 2017-2018 the introduction of three new franchised bus routes to strengthen the public transport link between KTD and other districts. The three bus routes are:
 - (i) Kowloon City (Shing Tak Street) to Sai Wan Ho (Grand Promenade) (via KTD);
 - (ii) Between Kai Tak (Muk Ning Street) and Tai Kok Tsui (Island Harbourview);
 - (iii) Between Kai Tak Cruise Terminal and Kowloon Tong (Festival Walk).

The TD is currently consulting the relevant district councils on the Bus Route Planning Programme 2017-2018, after which TD will conduct selection exercises to select suitable bus companies to operate these new routes.

On railway service, the Sha Tin to Central Link (SCL) is under construction. The Tai Wai to Hung Hom Section (including the Kai Tak Station) of the SCL is expected to be completed and commissioned in mid-2019.

The TD will continue to closely monitor the development progress of KTD, and adjust or strengthen different public transport services at appropriate junctures to meet public demand for transport services in the area.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)059

(Question Serial No. 1155)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Controlling Officer's Report 2017-18 that the Government will continue to steer the implementation of Kai Tak Development (KTD). Quite a number of local residents and cruise terminal operators in Kai Tak have reflected to me that road developments at KTD were so slow that they could only have access to the facilities at KTD, including the Cruise Terminal, Runway Park and Children's Hospital under construction, by detouring through other districts. With the Government's major sale of land at KTD, the traffic flow in the area is anticipated to increase substantially. In this connection, would the Government advise this Committee of the following:

1. What are the present progress of, timetable and targets for the road developments at KTD?
2. Will the Government consider allocating additional manpower and resources to expedite the implementation of such road developments? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 20)

Reply:

1. Infrastructure projects at the KTD are being implemented in stages according to their priorities and readiness to proceed. The progress of road works in these infrastructure projects is as follows:

(A) Infrastructure projects (with major road works) completed include –

PWP Item	Project Title	Major road works completed
739CL	KTD – Stage 1 infrastructure works at north apron area of Kai Tak Airport	Shing Kai Road, Muk Hung Street and Muk On Street in the former north apron
741CL	KTD – Stage 1 advance infrastructure works for developments at the southern part of the former runway	Shing Fung Road and Shing Cheong Road in the former runway and south apron respectively
746CL	KTD – Stage 2 infrastructure at north apron area of Kai Tak Airport	Muk On Street (extension) and Muk Ning Street in the former north apron

(B) Infrastructure projects (with major road works) now under construction include –

PWP Item	Project Title	Anticipated Completion Date	Major road works under construction
761CL	KTD – Stages 3A and 4 infrastructure at north apron area of Kai Tak Airport	2017	Concorde Road, vehicular underpass across Prince Edward Road East (PERE), and Road D2 in the former north apron
711CL	KTD – Infrastructure works for developments at the southern part of the former runway	2019	Widening of Shing Cheong Road, and realignment and widening of Shing Fung Road in the former south apron and runway respectively
797CL	KTD – Stages 3B and 5A infrastructure works at former north apron area	2020	Road D1, Road L7 and slip roads at PERE in the former north apron

The remaining stages of infrastructure projects in the KTD are under active planning and design to dovetail with the development pace and growth of traffic demand of the areas concerned.

2. The Government has set up a Kai Tak Office in the Civil Engineering and Development Department to lead, oversee and coordinate the implementation of the KTD. We will keep in view the staff resources required for the completion of road works at various stages of the KTD.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)060

(Question Serial No. 1464)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): (000)
Programme: Not specified
Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)
Director of Bureau: Secretary for Development

Question:

In Policy Address, it was reported that the Climate Change Working Group on infrastructure had been established to co-ordinate efforts among works departments to combat climate change, including updating infrastructure design standards and comprehensively reviewing the resilience of the existing infrastructure. Please advise which bureaux and/or departments are involved. Please also advise any work plan and the related timetable, targets, budgets and manpower arrangement.

Asked by: Hon LIAO Cheung-kong (Member Question No. 45)

Reply:

The Climate Change Working Group on Infrastructure has been formed to provide a platform for coordinating more effectively efforts of works departments in combating climate change. The working group is tasked with examining the design standards as well as the resilience of the existing infrastructures, and working out a series of cost-effective measures to enhance the resilience of infrastructures, with a view to ensuring better preparedness of Hong Kong for the climate change. The main tasks of the working group include reviewing overseas experience in combating the effects of climate change on infrastructures including changes in design standards or enhancement to existing facilities, overseeing the revision of design standards by works departments with a view to aligning the underlying climate change parameters, and conducting scoping studies to holistically examine the scope of enhancement works necessary for strengthening the resilience of infrastructures under the effects of climate change.

The working group comprises representatives from the Development Bureau and works departments including the Architectural Services Department, the Civil Engineering and Development Department (CEDD), the Drainage Services Department, the Electrical and Mechanical Services Department, the Highways Department and the Water Supplies Department. CEDD is the coordinator of the working group. Representatives of the Hong Kong Observatory will be invited to participate in the working group as necessary and provide expert opinions.

On the revision of design standards for infrastructures in response to climate change, the works departments have basically aligned the projection of rainfall intensity and sea level rise. It is expected that the updating of relevant design standards will be completed by 2017/18. As regards the revision of the projection and parameters in relation to extreme temperatures, the working group is preparing to commission a consultancy study targeted for completion by 2017/18.

As regards the scoping studies to holistically examine the scope of enhancement works necessary for strengthening the resilience of infrastructures under the effects of climate change, the working group has invited tenders from consultants to undertake a strategic study, and the tenders received are being assessed. The study aims to examine the resilience of the existing infrastructures, draw up scope of the necessary enhancement works and provide guidelines to the detailed studies in the next stage. It is targeted to complete the strategic study within 2017/18.

The fees of the above two consultancy studies will be funded by Block Votes under the Capital Works Reserve Fund, and the total estimated costs are about \$7.0 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)061

(Question Serial No. 0906)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

Provision for 2017-18 is \$67.2 million higher than the revised estimate for the previous year, an increase of 12.8%, which is mainly due to filling of vacancies and the net increase of 11 posts. In this regard, would the Government advise of the following:

1. What are the newly created posts on establishment and expenditure on remuneration for such posts; and
2. What are the total number of posts on present establishment and annual expenditure involved?

Asked by: Hon LO Wai-kwok (Member Question No. 2)

Reply:

(1) In 2017-18, 16 new posts will be created under Programme (3), namely two Senior Engineers, six Engineers/Assistant Engineers, three Geotechnical Engineers/Assistant Geotechnical Engineers, and one each of Landscape Architect/Assistant Landscape Architect, Architect/Assistant Architect, Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, Technical Officer/Technical Officer Trainee (Geotechnical) and Environmental Protection Officer/Assistant Environmental Protection Officer. Discounting five time-limited posts that will lapse in 2017-18, the net increase of new posts in 2017-18 under Programme (3) is 11, and the corresponding expenditure will be \$10.2 million in terms of notional annual mid-point salary value.

(2) As at 31 March 2017, the total number of posts under Programme (3) is 675 and the corresponding expenditure is \$446.6 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)062

(Question Serial No. 0966)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

1. What are the numbers of existing man-made slopes and natural hillsides in Hong Kong? Has the Government assessed such slopes and hillsides with potential risks? What is the Government's plan to deal with those dangerous slopes and the time required for this work?
2. For the previous 2 years, what were the numbers of landslide incidents at government natural hillsides, man-made slopes and retaining walls, as well as number of casualties involved?
3. For the previous 2 years, what were the numbers of landslide accidents at private natural hillsides, man-made slopes and retaining walls, as well as number of casualties involved?
4. Has the Government planned to step up inspection of government and private slopes and other relevant measures before this year's wet season? What are the manpower and expenditure anticipated to be incurred?
5. As regards raising public awareness of landslide danger arising from man-made slopes and natural hillsides, what are the specific details of the Government's current public education initiatives? What are the expenditure and manpower so allocated?

Asked by: Hon LO Wai-kwok (Member Question No. 28)

Reply:

(1) There are about 60 000 man-made slopes in Hong Kong. After 40 years of sustained effort in uplifting slope safety, the high-risk substandard man-made slopes affecting buildings and major roads have largely been dealt with. Landslide risk in Hong Kong has significantly been reduced, as reflected by the reducing landslide fatality trend in recent years. In order to maintain a reasonably low level of landslide risk that is commensurate with the international best practice in risk management, about 150 government man-made slopes at a more advanced state of deterioration are upgraded each year under the Landslip Prevention and Mitigation Programme (LPMitP) administered by the Civil Engineering and

Development Department (CEDD). In addition, safety screening is carried out on 100 private man-made slopes. Natural hillside covers about 60% of the area of Hong Kong. Each year, landslide risk mitigation works are implemented to 30 hillside catchments with potential hazards according to their priority under the LPMitP.

(2) & (3) Over the past two years, the number of reported landslides occurred on natural hillside, and registered man-made slopes and retaining walls on government and private land are as follows:

Year	Number of reported landslides on natural hillside and registered man-made slopes and retaining walls	
	on government land	on private land
2015	109	12
2016	161	18

There were four reported injuries arising from a landslide on a government man-made slope in the past two years. The rest of the landslides in the past two years did not involve any reported casualties.

(4) The government slope maintenance departments (SMDs), i.e. the government departments responsible for maintenance of slopes concerned, have to carry out periodic maintenance inspections to every government man-made slope and undertake the necessary maintenance works accordingly. Before the wet season each year, SMDs will take precautionary actions against heavy rainfall. The SMDs will complete the maintenance inspection and maintenance works before the onset of the wet season as far as possible. The expenditure on maintenance of government slopes in 2016-17 is about \$900 million. A total of about 260 staff is deployed for various slope-related activities by the key SMDs. Inspection and maintenance of private slopes are the responsibility of their owners. CEDD has an on-going year round public education programme to remind private owners of the importance of slope inspection and maintenance. Public education will be stepped up prior to the onset of the wet season, e.g. pre-wet season media briefings, reminder-letters to private slope owners, exhibitions and special arrangements for broadcasting the relevant TV and Radio Announcement of Public Interests (API).

(5) The current public education activities to raise public awareness on landslide risk arising from natural hillside and man-made slopes include-

- (a) Television and Radio API;
- (b) Roving exhibitions and slope safety seminars;
- (c) Proactive media briefings;
- (d) Talks and exhibitions in schools and special activities for school students;
- (e) Promulgation of slope safety information on HK Slope Safety Website; and
- (f) Hotline for slope safety enquiries.

The expenditure in 2016-17 on the above public education activities is about \$2 million. The public education team comprises one Senior Geotechnical Engineer and two Geotechnical Engineers with the assistance of technical staff.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)063

(Question Serial No. 3181)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

It is stated that the Government will continue to implement the Landslip Prevention and Mitigation Programme to deal with the landslide risk arising from substandard man-made slopes and vulnerable natural hillsides.

1. Has the Government estimated the number of substandard man-made slopes and vulnerable natural hillsides? What is the number of more vulnerable slopes? What is the estimated expenditure for the slope protection and maintenance works so required?

2. The Government anticipates that the expenditure for landslip prevention and mitigation for this financial year is \$1,050 million, lower than \$1,155 million and \$1,300 million for the past 2 years. What are the reasons?

Asked by: Hon WONG Ting-kwong (Member Question No. 53)

Reply:

(1) As mentioned in the Legco Paper CB(1)105/15-16(04) dated 10 November 2015 – Review of Landslip Prevention and Mitigation Programme (LPMitP), there remain about 17,600 substandard man-made slopes with moderate risk or affecting squatter dwellings, and 2,800 vulnerable natural hillside catchments that pose a hazard to the community. The pledged annual outputs of LPMitP comprise:

- upgrading 150 government man-made slopes;
- conducting safety-screening studies for 100 private man-made slopes; and
- implementing risk mitigation works for 30 natural hillside catchments.

The expenditure for LPMitP is about \$1,000 million per annum.

(2) The average annual expenditure incurred in the implementation of the LPMitP from 2011 to 2014 was about \$1,000 million. The annual expenditure of the LPMitP may vary due to a number of factors such as fluctuations in construction costs, the extent and

complexity of the works required, site conditions, etc. The actual expenditure of \$1,155 million and \$1,300 million in 2015 and 2016 respectively was mainly due to the fact that some of our projects were undertaken in a relatively smooth manner thus resulting in a higher works output. However, several major works contracts will be completed or near completion in 2017. Therefore, the estimated expenditure in 2017 (\$1,050 million) is close to the level of annual expenditure experienced in 2011 to 2014.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)064****(Question Serial No. 1938)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not SpecifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)Director of Bureau: Secretary for DevelopmentQuestion:

As regards administrative targets for various planning and engineering studies by the Government, please advise this Committee of the following:

a) What were the expenditure for the study for reclamation at Ma Liu Shui in the past 5 years? Please reply in the form below.

Year	Total expenditure involved in the project	Environmental assessment expenditure	Consultation expenditure	Administrative expenditure	Legal expenditure	Manpower expenditure
2012-13						
2013-14						
2014-15						
2015-16						
2016-17						

b) What is the estimated expenditure for the study for reclamation at Ma Liu Shui in this financial year? Please reply in the form below.

Year	Total expenditure involved in the project	Environmental assessment expenditure	Consultation expenditure	Administrative expenditure	Legal expenditure	Manpower expenditure
2017-18 (estimates)						

c) What is the estimated expenditure involved in engaging consultants to conduct the study for reclamation at Ma Liu Shui in this financial year? Please reply in the form below.

Year	Name of consultant	Project nature	Consultancy expenditure
2017-18 (estimates)			

d) What were the expenditure involved in engaging consultants to conduct the study for reclamation at Ma Liu Shui in the past 5 years? Please reply in the form below.

Year	Name of consultant	Project nature	Consultancy expenditure
2012-13			
2013-14			
2014-15			
2015-16			
2016-17			

e) What were the total numbers of consultation held by the Government on the study for reclamation at Ma Liu Shui in the past 5 years? Please reply in the form below.

2012-13				
Date	Attendance list	No. of attendance	Location	Expenditure

2013-14				
Date	Attendance list	No. of attendance	Location	Expenditure

2014-15				
Date	Attendance list	No. of attendance	Location	Expenditure

2015-16				
Date	Attendance list	No. of attendance	Location	Expenditure

2016-17				
Date	Attendance list	No. of attendance	Location	Expenditure

Asked by: Hon Alvin YEUNG (Member Question No. 87)

Reply:

The study on "Enhancing Land Supply Strategy: Reclamation Outside Victoria Harbour and Rock Cavern Development" which was carried out between 2011 and 2014 included preliminary assessment on the potential reclamation at Ma Liu Shui as part of the study. However, as there is no separate breakdown of the expenditures for this part of the study work, the information provided in (a) to (d) below therefore does not include the expenditures under the study on "Enhancing Land Supply Strategy". Furthermore, the

consultation conducted under the study on “Enhancing Land Supply Strategy” covered a number of issues apart from the potential reclamation at Ma Liu Shui. It is thus not included in (e) below.

a.) Expenditure for the studies on potential reclamation at Ma Liu Shui in the past five years is listed below:

Year	Total Project Expenditure (Employment of Consultants) (\$ million)	Expenditure on Environmental Assessment	Expenditure on Consultation	Expenditure on Administration	Expenditure on Legal	Expenditure on Staffing
2012-13	N/A					
2013-14						
2014-15	0.6	No separate breakdown of individual expenditure				
2015-16	1.5					
2016-17	1.7					

b.) Estimated Expenditure in this Financial Year for the studies on potential reclamation at Ma Liu Shui is listed below:

Year	Total Project Expenditure (Employment of Consultants) (\$ million)	Expenditure on Environmental Assessment	Expenditure on Consultation	Expenditure on Administration	Expenditure on Legal	Expenditure on Staffing
2017-18 (Estimated)	2.3	No separate breakdown of individual expenditure				

c.) Estimated Expenditure in this Financial Year for employment of Consultants in the studies on potential reclamation at Ma Liu Shui is listed below :

Year	Company Name	Nature of the Item	Estimated Expenditure (\$ million)
2017-18 (Estimated)	AECOM Asia Company Ltd. (AECOM)	Technical study and consultation	1.8
	The Institute of Future Cities of the Chinese University of Hong Kong (CUHK)	Technical study and consultation	0.5

d.) Since 2014-15, we have employed AECOM and CUHK to carry out technical studies and consultations for potential reclamation at Ma Liu Shui with expenditure breakdown as shown in the following tables:

Year	Company Name	Nature of the Item	Expenditure (\$ million)
2012-13	N/A		
2013-14			
2014-15	AECOM	Technical study and consultation	0.6
2015-16	AECOM	Technical study and consultation	1.4
2016-17	AECOM	Technical study and consultation	1.3

Year	Company Name	Nature of the Item	Expenditure (\$ million)
2012-13	N/A		
2013-14			
2014-15			
2015-16	CUHK	Technical study and consultation	0.1
2016-17	CUHK	Technical study and consultation	0.4

e.) CUHK conducted an on-street questionnaire survey in Shatin between December 2015 and January 2016, with a sampling size of around 600. CUHK subsequently conducted the following community seminar to further gather public views by means of focus group discussions.

2016-17				
Date	Attendee	No. of attendance	Location	Expenditure
16 April 2016	Members of various groups and professions invited by CUHK	More than 30 participants	The Chinese University of Hong Kong	Included in the consultancy expenditure listed in (d).

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)065

(Question Serial No. 3285)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

As regards the Government's effort to enhance short, medium and long-term administrative targets, please advise this Committee of the following:

- a) Please specify in the form below the expenditure (or estimated expenditure) of the study on underground space development between 2012 and 2017.
- b) Please specify in the form below the expenditure (or estimated expenditure) of the study on cavern development between 2012 and 2017.

Asked by: Hon YEUNG Alvin (Member Question No. 86)

Reply:

- a) Expenditures of the relevant studies on underground space development (USD) are as follows:
 - (i) Territory-wide Study on USD in the Urban Areas of Hong Kong

Year	District (by District Council)	Location	Area (hectares)	Responsible department	Partnering department (if any)	Total expenditure involved in the project	Environmental Assessment expenses	Consultation Expenses	Administrative expenses	Legal expenses	Manpower expenses
2013-14 to 2016-17	Whole territory	--	--	CEDD (Note 1)	--	\$22.0 million (Note 2)	(Note 2)	(Note 2)	(Note 2)	--	(Note 3)

Notes

¹ CEDD denotes Civil Engineering and Development Department.

² The total expenditure is mainly consultancy fee covering consultation, environmental assessment and administrative costs.

³ The study is mainly managed by a Chief Geotechnical Engineer on a part-time basis with support from a Senior Geotechnical Engineer and a Geotechnical Engineer as part of their overall duties. There is no separate breakdown of the manpower expenses specifically for this study.

(ii) Pilot Study on USD in Selected Strategic Urban Areas

Year	District (by District Council)	Location	Area (hectares)	Responsible department	Partnering department (if any)	Total expenditure involved in the project	Environmental Assessment expenses	Consultation expenses	Administrative expenses	Legal expenses	Manpower expenses
2014-15 to 2016-17	Yau Tsim Mong	Tsim Sha Tsui West	82	CEDD	Planning Department (PlanD)	\$29.9 million (Note 4)	(Note 4)	(Note 4)	(Note 4)	--	(Note 5)
	Wan Chai	Causeway Bay, Happy Valley & Admiralty/Wan Chai	161								

Notes

⁴ The total expenditure is mainly consultancy fee covering consultation, environmental assessment and administrative costs.

⁵ The study is mainly managed by a Chief Geotechnical Engineer on a part-time basis with support from a Senior Geotechnical Engineer and a Geotechnical Engineer within CEDD on a full-time basis. There is no separate breakdown of the manpower expenses for the Chief Geotechnical Engineer specifically for this study. The manpower input for each of the Senior Geotechnical Engineer and Geotechnical Engineer amounted to 3 man-years. As a rough indication, the manpower expenses for the three-year period (in terms of the 2016-17 notional annual mid-point salary value) are \$7.0 million. For PlanD, the study is mainly carried out using in-house manpower and resources as part of the overall duties, and there is no separate breakdown of the manpower expenses incurred solely for this Study.

b) Expenditure on Study on Long-term Strategy for Cavern Development is as follows:

Year	District (by District Council)	Location	Area (hectares)	Responsible department	Partnering department (if any)	Total expenditure involved in the project	Environmental Assessment expenses	Consultation Expenses	Administrative expenses	Legal expenses	Manpower expenses
2012-13 to 2016-17	Whole territory	--	--	CEDD	--	\$39.0 million (Note 6)	(Note 6)	(Note 6)	(Note 6)	--	(Note 7)

Notes

- ⁶ The total expenditure is mainly consultancy fee covering consultation, environmental assessment and administrative costs.
- ⁷ The study was mainly managed by a Chief Geotechnical Engineer on a part-time basis, with support from a Senior Geotechnical Engineer as part of his overall duties and a Geotechnical Engineer on a full-time basis for the period from 2012/13 to 2014/15 and part-time for 2015/16 to 2016/17. There is no separate breakdown of the manpower expenses for the Chief Geotechnical Engineer, Senior Geotechnical Engineer and Geotechnical Engineer on a part-time basis specifically for this study. As a rough indication, the manpower expenses for the Geotechnical Engineer on a full-time basis from 2012/13 to 2014/15 (in terms of the 2016-17 notional annual mid-point salary value) are \$2.9 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)146

(Question Serial No. 7161)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

As regards Lantau Development, please set out details of expenditure on the following items involved in reclamation at Sunny Bay, as well as its breakdown:

1. the study cost of the reclamation and expenditure incurred in a strategic study on land use;
2. the expenditure incurred in the designation of sea areas for return of Chinese white dolphins (CWDs) and associated monitoring and support work by the Government in the past 3 years;
3. the provision made for the conservation of CWDs;
4. the engineering cost of the reclamation and economic costs involved; and
5. the construction cost of land use and estimated economic benefits involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 62)

Reply:

1, 4 & 5. The Civil Engineering and Development Department (CEDD) plans to conduct a planning and engineering study on Sunny Bay reclamation (the Study) for establishing the extent of reclamation, land uses and technical feasibility, which will include estimation of the engineering cost for the proposed reclamation and infrastructure works and evaluation of economic benefits that may be brought by the proposed land uses. The estimated cost of the Study is about \$99.8 million (in money-of-the-day prices). As the related assessments have yet to be conducted, the information requested under items 4 and 5 above is not available now.

2 & 3. CEDD conducted an on-site survey of Chinese White Dolphins (CWD) between 2013 and 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 CWD survey, Sunny Bay is unlikely a CWD hotspot and has only low and probably occasional dolphin use.

The Study will carry out detailed environmental impact assessment to evaluate the potential impact of the proposed Sunny Bay reclamation and propose mitigation measures as needed, including impacts on CWD.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)147

(Question Serial No. 3329)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

Does your department provide sign language interpretation services? If yes, what are the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 68)

Reply:

We do not provide sign language interpretation services in the Civil Engineering and Development Department. We will consider provision of the services as and when required.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)148

(Question Serial No. 3348)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: Not Specified

Controlling Officer: Director of Civil Engineering and Development (LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

Regarding outsourcing of service in your department, please inform this Committee of the following in respect of the past 3 years:

1. the total number of outsourced service staff employed by your department and the percentage of outsourced service staff against the total number of staff with the same types of duties in your department;
2. the total expenditure on staff of your department; the total amount paid to outsourced service providers; and the percentage of amount paid to outsourced service providers against the total expenditure on staff of your department; and
3. the nature of your department's outsourced services and the duration of the relevant contracts.

In addition, according to the Government's guidelines for tendering of outsourced services revised last year, if the procured service relies heavily on the deployment of non-skilled workers, and a marking scheme for assessing the tenders is adopted, the procuring department, when assessing the tenders, should include in the assessment criteria the evaluation of tenderers' proposed wage rates and working hours for non-skilled workers. In this regard, please inform this Committee of the following:

4. the current number of outsourced service contracts involving a large number of non-skilled workers awarded by your department since implementation of the guidelines;
5. the departments which have adjusted their assessment criteria in respect of wage rates and working hours for the outsourced service contracts involving a large number of non-skilled workers in the light of the new guidelines since their implementation; how

your department has made adjustment; and if no relevant information is available, the reasons for it;

6. whether there have been any rises in the average wage rates for workers in the contracts of outsourced services that rely heavily on deployment of non-skilled workers since the implementation of the guidelines; if yes, the number of contracts with rises in wage rates; if no relevant information is available, the reasons for it;
7. your department's measures to evaluate the effectiveness of the new tendering guidelines;
8. whether your department is required to adopt the existing mechanism of two-envelope assessment of the technical and price aspects when evaluating tenders for contracts of outsourced service; if no, the number of contracts awarded without adopting the existing mechanism of two-envelope assessment of the technical and price aspects in the past 3 years;
9. the annual numbers of cases of government service contractors breaching the service contracts, the Employment Ordinance or the Occupational Safety and Health Ordinance as revealed by the inspections conducted by your department, and the annual numbers of complaints lodged by the outsourced service staff;
10. the details of follow-up actions on the aforementioned non-compliance and complaint cases; and
11. the number and details of cases involving contractors being punished for non-compliance or sustained complaints.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 93)

Reply:

For (1) to (3) and (9) to (11)

The information below concerns outsourced workers engaged through outsourced service providers in the past three financial years. It includes only service contracts where the number of workers is known.

(1) Number of outsourced workers engaged through outsourced service providers in the past three years

Nature of service contracts	Number of outsourced workers in 2014-15 (as at 31.12.2014)	Number of outsourced workers in 2015-16 (as at 31.12.2015)	Number of outsourced workers in 2016-17 (as at 31.12.2016)
Information management and information system	16 (-)	17 (-)	0 (-)
Environmental hygiene	17 (-)	17 (-)	17 (-)
Security	83 (-)	83 (-)	83 (-)
General administration support	49 (17.1%)	45 (16.0%)	44 (15.4%)
Technical service	29 (1.7%)	7 (1.3%)	6 (1.6%)
Others	4 (-)	9 (-)	4 (-)
Total:	198	178	154

Figures in () denote the percentages of outsourced workers as compared to the number of staff with the same types of duties in the department. A dash denotes that there is no staff with the same types of duties in the department.

(2) Total expenditure on staff in the department and amount paid to outsourced service providers in the past three years

	2014-15	2015-16	2016-17 (up to 31.12.2016)
Total expenditure on staff (\$ million)	787.7	891.0	934.3
Total amount paid to outsourced service providers (\$ million)	22.4	18.6	14.1
Percentage of amount paid to outsourced service providers against the total expenditure on staff	2.8%	2.1%	1.5%

(3) Nature and duration of outsourced service contracts in the past three years

Nature of service contracts	Number of contracts in 2014-15 (as at 31.12.2014)	Number of contracts in 2015-16 (as at 31.12.2015)	Number of contracts in 2016-17 (as at 31.12.2016)
Information management and information system	7	5	0
Environmental hygiene	8	8	8
Security	4	4	4
General administration support	8	6	8

Nature of service contracts	Number of contracts in 2014-15 (as at 31.12.2014)	Number of contracts in 2015-16 (as at 31.12.2015)	Number of contracts in 2016-17 (as at 31.12.2016)
Technical service	7	4	3
Others	4	6	1
Total:	38	33	24

Duration of service contracts	Number of contracts in 2014-15 (as at 31.12.2014)	Number of contracts in 2015-16 (as at 31.12.2015)	Number of contracts in 2016-17 (as at 31.12.2016)
6 months or less	1	0	0
Over 6 months to 1 year	19	19	15
Over 1 year to 2 years	14	11	7
Over 2 years	4	3	2
Total:	38	33	24

(9) - (11) Breaches, complaints and penalty

Number of cases	2014-15	2015-16	2016-17 (up to 31.12.2016)
(a) Breaches revealed by departmental inspections	0	0	0
(b) Complaints from outsourced service staff	0	0	0
(c) Award of penalty pursuant to (a) and substantiated complaint cases in (b)	0	0	0

(4) – (7)

Please refer to the following information on outsourced service contracts awarded from 28.5.2016 to 31.12.2016 that involved (i) services relying heavily on the deployment of non-skilled workers and (ii) a contract price to which the revised tendering guidelines were relevant :

(d) Number of outsourced service contracts awarded	0
(e) Number of contracts in (d) which adopted a marking scheme to assess the proposed wage rates and working hours, pursuant to the guidelines promulgated in May 2016	Not applicable

(f) In respect of the contracts in (e), the number of contracts with an increase in the average wage rates for non-skilled workers	Not applicable
(g) Evaluation of the effectiveness of the revised tendering guidelines issued on 27.5.2016 in light of (e) and (f)	Not applicable

(8)

Please refer to the following information on outsourced service contracts awarded during the past three financial years (from 1.4.2014 to 31.12.2016) that involved (i) services relying heavily on the deployment of non-skilled workers and (ii) a contract price to which the two-envelope approach was relevant :

Number of contracts using the two-envelope approach	0
Number of contracts <u>not</u> using the two-envelope approach	0
Total	0

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)149

(Question Serial No. 7213)

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 (LAM Sai-hung)
Director of Bureau: Secretary for Development

Question:

Please inform this Committee of the following:

- (1) The Lantau Development Advisory Committee (LanDAC) proposed a railway for artificial islands in the central waters (AICW), linking New Territories West, Lantau Island, AICW and Hong Kong Island. What are the progress and details of the study on such a proposal?
- (2) Regarding the proposed railway for AICW, what are the length and estimated cost for each of the sections, namely 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, as well as from AICW to Hong Kong Island?
- (3) What is the anticipated completion date for study on such railway for AICW and its construction timetable?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 11)

Reply:

Under the proposed strategic studies for artificial islands in the central waters (the Study), we plan to explore, among others, the preliminary feasibility of strategic transport links including highway and railway connections for the proposed artificial islands in the central waters. The item for the Study was withdrawn at the Public Works Subcommittee meeting of the Legislative Council on 26 November 2014. We will re-submit the item to the Legislative Council for consideration at an appropriate time. Once approval of the Finance Committee of the Legislative Council on the funding application is obtained, we will start the consultants selection procedure which will normally take about 6 months to complete. The Study period is about 3 years. 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)150

(Question Serial No. 3948)

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 (LAM Sai-hung)
Director of Bureau: Secretary for Development

Question:

It is stated in the Matters Requiring Special Attention that the Government will “commence the planning and engineering study for nearshore reclamation at Ma Liu Shui, and will also consider the future planning of the adjoining site vacated after relocation of the Sha Tin sewage treatment works into caverns.”

Please advise:

1. of the details of such planning and engineering study, as well as of the manpower and expenditure so involved.
2. of the anticipated land area to be provided in the future planning of the adjoining site, as well as of the anticipated size of population to be accommodated.
3. of the anticipated expenditure for construction of the link roads.

Asked by: Hon YEUNG Alvin (Member Question No. 139)

Reply:

Referring to your question, the responses are given below:

1. A technical study which aims to assess the engineering feasibility of the potential near-shore reclamation at Ma Liu Shui is underway. Upon its substantial completion, the scope of the subsequent Planning and Engineering (P&E) Study will be determined and the manpower and cost so involved will be estimated taking into account the findings of the technical study. Generally speaking, the P&E Study will be a more detailed study for establishing the reclamation extent and land uses of the development site, and will include planning and engineering assessments and preliminary design of engineering infrastructure for supporting the proposed development. The P&E Study will also involve public engagement activities and environmental assessments under Environmental Impact

Assessment Ordinance. Further details of the P&E Study will only be available after its scope is determined.

2. It is anticipated that about 28 hectares of land will be freed up upon relocation of the adjoining Sha Tin Sewage Treatment Works to caverns. The formulation of land use proposal, and the estimation of population to be accommodated at the development site will be covered under the P&E Study.

3. The transport infrastructure required to serve the potential reclamation and its adjoining area will be studied under the P&E Study. As the P&E Study is yet to start, information of any link roads is not available now.

- End -

CONTROLLING OFFICER'S REPLY**ENB029****(Question Serial No. 3290)**

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
(LAM Sai-hung)

Director of Bureau: Secretary for Development

Question:

Please provide the expenditure and its breakdown involved in delivering public fill to the Mainland for the previous 5 years.

Asked by: Hon CHU Hoi-dick (Member Question No. 59)

Reply:

The Civil Engineering and Development Department's expenditure on the management of public fill in the past 5 financial years is tabulated as follows:

Financial Year	Expenditure (\$ million)
2012-13	718.1 (actual)
2013-14	694.9 (actual)
2014-15	910.1 (actual)
2015-16	918.4 (actual)
2016-17	1,180.0 (revised estimate)

The above expenditure mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of public fill to the Mainland and supply to local projects for use, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of fill material at the disposal site. As the delivery of public fill to the Mainland and supply of public fill to local projects for use are undertaken by the same contractor, there is no breakdown of the costs for individual operations in the contract.

- End -

CONTROLLING OFFICER'S REPLY

ENB030

(Question Serial No. 0912)

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 (LAM Sai-hung)
Director of Bureau: Secretary for the Environment

Question:

As regards the matters relating to public fill in 2017-18, would the Government advise this Committee of the following:

1. the amount of public fill anticipated for delivery to the Mainland in 2017-18 and estimated expenditure involved;
2. how the Government will streamline the delivery of surplus public fill, including by means of coordinating operations of vessels and quality control, in a bid to ensure smoother and more efficient delivery; and
3. the present progress of identifying alternative outlets for handling the surplus public fill.

Asked by: Hon LO Wai-kwok (Member Question No. 3)

Reply:

1. Annually, we discuss with the Mainland authorities the quantity of surplus public fill to be delivered to the Mainland for reuse. It is estimated that 14 million tonnes of public fill will be delivered in 2017. The Civil Engineering and Development Department (CEDD)'s estimated expenditure on the management of public fill in 2017-18 is \$1,332.1 million, which mainly includes 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 use, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of fill materials at the disposal site.

2. The Government has set up temporary barging points in a number of on-going major public works projects (including Shatin to Central Link of the Mass Transit Railway Corporation, Kai Tak Development, Central - Wan Chai Bypass, Wan Chai Development Phase II and Tuen Mun - Chek Lap Kok Link, etc.) for marine delivery of fill materials. In addition, we continue to coordinate these major public works projects and communicate with the relevant trades on regular basis regarding the quality of public fill and other

operational issues. Such measures will help improve the efficiency in the delivery of surplus public fill.

3. The CEDD continues to look into alternative arrangements for handling surplus public fill, including the use of more surplus fill materials in suitable reclamation projects that are on-going or under planning. For example, the Three-Runway System Project under construction will use the surplus fill materials in the reclamation works.

- End -

CONTROLLING OFFICER'S REPLY

ENB031

(Question Serial No. 2180)

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 (LAM Sai-hung)
Director of Bureau: Secretary for the Environment

Question:

It is stated in the Matters Requiring Special Attention in 2017-18 that the Government will “handle the considerable quantity of public fill to be generated from major infrastructure projects, as well as identify alternative outlets for handling the surplus public fill”. Would the Government advise this Committee of the following:

1. What alternative outlets are available for the Government to handle the surplus public fill?
2. Will the Government completely deliver the public fill to be generated from major infrastructure projects by means of sea transport?
3. Does the Government anticipate that the public fill to be delivered to Tseung Kwan O Area 137 by means of road transport can be reduced?

Asked by: Hon QUAT Elizabeth (Member Question No. 8)

Reply:

1. The Civil Engineering and Development Department continues to look into alternative arrangements for handling surplus public fill, including the use of more surplus fill materials in suitable reclamation projects that are on-going or under planning. For example, the Three-Runway System under construction will use the surplus fill materials in the reclamation works.
- 2-3. The Government has set up temporary barging points in a number of on-going major public works projects (including Shatin to Central Link of MTRC, Kai Tak Development, Central - Wan Chai Bypass, Wan Chai Development Phase II and Tuen Mun - Chek Lap Kok Link, etc) for marine delivery of fill materials. In addition, we will continue to operate the Mui Wo and Chai Wan public fill barging points and liaise with relevant works departments to explore the feasibility of marine delivery of fill materials during construction of other major public works projects. The above measures will help reduce the delivery by land transport.

- End -

CONTROLLING OFFICER'S REPLY

ENB032

(Question Serial No. 0652)

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 (LAM Sai-hung)
Director of Bureau: Secretary for the Environment

Question:

1. The Department will continue to handle the public fill to be generated from major infrastructure projects, as well as to identify alternative outlets for handling the surplus public fill.

How will the Government proceed with the identification of alternative outlets for handling the surplus public fill in light of ongoing works projects of varying scales? There is an increasing amount of public fill stockpiled every year, and what is the expenditure involved in handling such public fill?

2. The amount of public fill stockpiled at public fill reception facilities will be 19.9 million tonnes at end of 2017, more than 17.5 million tonnes and 18.8 million tonnes for the previous 2 years. Before the finalisation of the alternative outlets for handling the surplus public fill, will the Government anticipate the ever increasing amount of public fill stockpiled? Would the Government step up its effort to deliver public fill to the Mainland for beneficial re-use?

Asked by: Hon WONG Ting-kwong (Member Question No. 55)

Reply:

1&2 The Government has been properly managing the construction and demolition (C&D) materials arising from various types of construction works through a multi-pronged approach, including promoting to the construction industry the reduction and reuse of C&D materials as much as possible. The amount of public fill received at the fill banks is dependent on the actual situation of the construction works of the year. The Government has been closely liaising with the relevant Mainland authorities on the delivery of surplus fill materials to the Mainland to ensure smooth operation. In addition, the Civil Engineering and Development Department (CEDD) continues to look into alternative arrangements for handling surplus public fill, including the use of more surplus fill materials in suitable reclamation projects that are on-going or under

planning. For example, the Three-Runway System under construction will use the surplus fill materials in the reclamation works.

In 2016-17, the expenditure of the CEDD on public fill management was \$1.18 billion. The above expenditure mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of public fill to the Mainland and supply to local projects for use, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of fill material at the disposal site.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)024

(Question Serial No. 0849)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

What was the number of piers maintained by the Government for each of the previous 3 years and the expenditure involved?

Asked by: Hon CHAN Han-pan (Member Question No. 31)

Reply:

Civil Engineering and Development Department (CEDD) has been maintaining 319 piers in 2016-17. The routine maintenance costs incurred in the last 3 years for piers are shown below:

Year	Expenditure (\$M)
2014-15	25.7
2015-16	23.0
2016-17	21.3 ¹

¹ Up to the end of February 2017

- End -

CONTROLLING OFFICER'S REPLY

THB(T)226

(Question Serial No. 6563)

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 (LAM Sai-hung)

Director of Bureau: Secretary for Transport and Housing

Question:

It is understood that the Government will commence the feasibility study on proposed multi-storey buildings for port back-up and modern logistics facilities in Kwai Chung and in the coming year continue the feasibility study on proposed multi-storey complex for container storage and cargo handling in Tsing Yi. In this connection, would the Government advise this Committee of the following:

1. When will such studies be conducted? When is the anticipated completion date? Will the results of such studies be made public?
2. As regards the multi-storey buildings under preliminary design in Kwai Chung and Tsing Yi, what are their areas? How many storeys are there? What are the plot ratios?
3. As regards the multi-storey buildings under preliminary design in Kwai Chung and Tsing Yi, where are they located?

Asked by: Hon YIU Chung-yim (Member Question No. 314)

Reply:

1.

Study Title	Study Progress	Target Completion Date
(1) Study on Multi-storey Complex for Container Storage and Cargo Handling in Tsing Yi – Feasibility Study	Commenced in December 2016	2018
(2) Study on Multi-storey Heavy Goods Vehicle Car Park cum Modern Logistics Building in Kwai Chung – Feasibility Study	Tentatively to commence in the 4 th quarter of 2017	2019

After the completion of the studies, the Government will make the study results accessible to public when appropriate.

2. As the studies are yet to be completed, the development parameters (including floor area, building height and plot ratio etc.) of these multi-storey buildings are still to be confirmed.
3. The site for the proposed multi-storey complex for container storage and cargo handling in Tsing Yi is bounded by Tsing Yi Road, Tsing Yi Hong Wan Road and Tsing Sha Highway; the site for the proposed multi-storey heavy goods vehicle car park cum modern logistics building in Kwai Chung is bounded by Mei Ching Road, Container Port Road South, Lai Po Road and Lin Cheung Road.

- End -