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examining the Estimates of Expenditure 2019-20
Controlling Officer : Director of Civil Engineering and Development

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CONTROLLING OFFICER'S REPLY

DEVB(PL)213

(Question Serial No. 2912)

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
(Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In 2016, the Civil Engineering and Development Department engaged consultants to conduct the “feasibility studies on proposed multi-storey buildings for brownfield operations” within Hung Shui Kiu New development Area and in vicinity of Yuen Long Industrial Estate, involving 9 sites of about 24 hectares in total and another site of about 3.8 hectares respectively. In connection with the above 2 proposed multi-storey buildings projects, please advise this Council:

- (1) of their anticipated completion years;
- (2) of the gross floor area (GFA) and usable floor area (UFA) anticipated to be provided for accommodating brownfield operations;
- (3) of the anticipated construction costs;
- (4) of the anticipated mode of financing (to be funded by the Government or by land sales for wholly private or public-private partnership (PPP) developments; please provide the details in the case of PPP developments);
- (5) of the anticipated average rent level per square feet to be charged on brownfield operators.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 2)

Reply:

Redeveloping brownfield sites has all along been a key component of the Government's multi-pronged land supply strategy. However, most brownfield sites in Hong Kong are economically active. They are an important component of our production chain, and it will be unrealistic to expect all of them to disappear from Hong Kong in the future. In making available brownfield sites for development, we need to consider putting in place arrangements that can, taking account of our economic and social needs, facilitate some of the operations to continue elsewhere in Hong Kong in a land-efficient and environmentally

conscious manner. To this end, the Civil Engineering and Development Department is in the course of finalising two brownfield-related studies on the feasibility of accommodating brownfield operations in multi-storey buildings (MSBs). In the light of consultants' recommendations, and subject to further discussion with relevant bureaux, the Government will formulate policy measures to promote development of MSBs and incentivise brownfield operations to be relocated to such MSBs for announcement within 2019, together with the release of the study reports which will cover the detail of the information sought in this question.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)214

(Question Serial No. 1164)

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
(Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

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

(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

(xvi) the number of poultry farms within 3 km from the boundary of works areas

Proposed or existing development plan	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)	(x)	(xi)	(xii)	(xiii)	(xiv)	(xv)	(xvi)
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																
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)																
Lantau Developments (Tung Chung New Town Extension, Reclamation at Sunny Bay and Siu Ho Wan, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island)																
Wang Chau Public Housing Development																
Other Development plans and maritime engineering																

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 20)

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) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
Kwu Tung North and Fanling North (KTN/FLN) New Development Area (NDA)	Subject to funding approval in first half of 2019, First Phase Works: to commence tentatively in the latter half of 2019 for completion in 2026. Remaining Phase to complete in 2031 (Subject to review).	612	Nil	58	128	87.6	28
Hung Shui Kiu (HSK) NDA	Subject to funding approval in latter half of 2019, Advance Works: to commence tentatively in 2020. Full completion by 2037/38 (Subject to review).	714	Nil	Nil	54 (Note 1)	27	7
Yuen Long South (YLS) Development	First batch of works to commence tentatively in 2021/22. Full completion expected by 2038 (Subject to review).	224	Nil	10	10	12	5

Proposed or Existing Development Planning	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
Site formation and infrastructure works for the Initial Sites at Kam Tin South (KaTS)	Advance works: commenced in 2018 for completion in 2021. Main works: programme under review.	19	Nil	Nil	Nil	5.9	4.8
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.	Sunny Bay: 60-100 Others: subject to further study.	Nil	Nil	Nil	Nil
Tung Chung New Town Extension (Note 2)	Reclamation: commenced in end 2017 for completion in end 2023. Site formation and infrastructure: programme under review.	250	130	Nil	12	4.5	0.7
Wang Chau Public Housing Development (Note 3)	To commence tentatively in Q3 2019 for completion in 2024.	5.6	Nil	Nil	Nil	3.5	0.05
Other development planning and maritime engineering - Tuen Mun Area 54	Site formation works commenced in 2011 for completion in phases from 2013.	14.5	Nil	Nil	Nil	13.7	2.9

Table 2

Proposed or Existing Development Planning	(viii) (ha)	(ix) (ha)	(x) (ha)	(xi) (no)	(xii) (no)
KTN/FLN NDA	Nil	Nil	Nil	2 (about 382 m ²)	1
HSK NDA	Nil	Nil	Nil	1 (about 60 m ²) (Note 4)	Nil
YLS Development	Nil	Nil	Nil	1 (about 175 m ²) (Note 5)	3
Site formation and infrastructure works for the Initial Sites at KaTS	Nil	Nil	Nil	Nil	Nil
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
Tung Chung New Town Extension (Note 2)	150	200	Nil	Nil	Nil
Wang Chau Public Housing Development (Note 3)	Nil	Nil	Nil	Nil	Nil
Other development planning and maritime engineering - Tuen Mun Area 54	Nil	Nil	Nil	Nil	Nil

Table 3

Proposed or Existing Development Planning	(xiii) (no.)	(xiv) (no.)	(xv) (\$ million)	(xvi) (no.)
KTN/FLN NDA	Nil	First Phase – about 30 Remaining Phase – Relevant information not yet available.	Relevant information not yet available.	15
HSK NDA	Nil	Relevant information not yet available.	Relevant information not yet available.	12
YLS Development	2	Relevant information not yet available.	Relevant information not yet available.	11
Site formation and infrastructure works for the Initial Sites at KaTS	Nil	Relevant information not yet available.	Advance works: about \$6.2 Main works: relevant information not yet available.	23
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.	Subject to further study.
Tung Chung New Town Extension (Note 2)	Nil	Relevant information not yet available.	Relevant information not yet available.	Nil
Wang Chau Public Housing Development (Note 3)	Nil	Nil	About \$311.1	Nil
Other development planning and maritime engineering - Tuen Mun Area 54	Nil	Nil	About \$1,444.1	Nil

- Note 1 This is the total area of “Green Belt” zones according to the Revised Recommended Outline Development Plan (Revised RODP) of the planning and engineering study on the HSK NDA
- Note 2 The information does not include Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island.
- Note 3 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 which is being studied by the Civil Engineering and Development Department.
- Note 4 There are two vegetable marketing co-operative societies/vegetable depots in the HSK NDA. According to the Revised RODP, 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.
- Note 5 There were one vegetable marketing co-operative society and one vegetable depot in the YLS Development Area. According to the Planning Department’s site visit in August 2017, the vegetable depot already moved out of the Development Area.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)215****(Question Serial No. 2438)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In connection with the “work of the Kwu Tung North and Fanling North New Development Area”, please advise this Committee:

- 1) of the details of various work in 2018-19, including the progress of the proposals, staffing and expenditure involved;
- 2) of the details of various work in 2019-20, including the progress of the proposals, staffing and expenditure to be involved;
- 3) of the areas of brownfields subject to removal within the NDAs, the industries to be involved and details of such relocation under the “Study on the Existing Profile and Operations of Brownfield Sites in the New Territories”.

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 20)

Reply:

1 & 2. The details of work relating to the Kwu Tung North/Fanling North New Development Area (KTN/FLN NDA) in 2018-19 and 2019-20 are as follows:

	2018-19	2019-20
Project progress for the first phase development for KTN/FLN NDA	<ul style="list-style-type: none"> - Detailed design and site investigation for site formation and engineering infrastructure works continued. - Site formation and associated infrastructure works for purpose-built 	<ul style="list-style-type: none"> - Detailed design and site investigation for site formation and engineering infrastructure works are nearing completion. - Account finalisation for site formation and associated infrastructure

	2018-19	2019-20
	Complex of Residential Care Homes for Elderly in Area 29, KTN NDA were completed in November 2018.	works for purpose-built Complex of Residential Care Homes for Elderly in Area 29, KTN NDA is in progress. - Funding approval is being sought from the Finance Committee for the first phase construction works in the first half of 2019.
No. of Civil Engineering and Development Department professional staff involved in the project (Note 1)	15	15
Operational expenses (\$ million) (Note 2)	16.8	17.5

Note 1: There are directorate officers overseeing the above projects as well as other supporting technical and clerical staff involved. They have not been reflected in the above entries.

Note 2: Operational expenses under Head 33 are mainly personal emoluments of in-house staff working on the projects and refer to annual staff cost in terms of notional annual mid-point salary value. No separate breakdown on staffing for individual tasks.

3. The Study on Existing Profile and Operations of Brownfield Sites in the New Territories is being finalised. As and when the final report is ready, we will publish the survey findings including the total area of brownfield sites, the types of industries on such sites within the KTN/FLN NDA, etc.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)216****(Question Serial No. 1713)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

1. The actual area of land formed in 2018 was 9.5 hectares. Please specify the land uses.
2. The estimated area of land to be formed in 2019 is 27.9 hectares. Please specify the land uses.
3. As regards the development of Lok Ma Chau Loop, what is the current progress? Please explain the details of such works and the anticipated time table for putting land into use.

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 21)Reply:

(1)

Details of the land formed and delivered by the Civil Engineering and Development Department (CEDD) in 2018 is as follows:

Location of Project	Area of Land Formed in Hectare (Approx.)	Land Use
North West Kowloon Reclamation Site 1, Sham Shui Po	2.5	Public residential development
Kai Tak Development	4.8	Private residential and commercial development
Anderson Road Quarry	2.0	Public/Private residential development
Area 16 and Area 58D, Sha Tin	0.2 (Note 1)	Public residential development
Total	9.5	

Note 1: CEDD was responsible for the infrastructure project to support a public housing site of total 4.4 hectares, within which 0.2 hectare was formed by CEDD.

(2)

Details of the land to be formed by CEDD in 2019 are as follows:

Location of Project	Area of Land Formed in Hectare (Approx.)	Land Use
Near Lai Chi Yuen Tsuen, Mui Wo, South Lantau	4.5	Recreation
Sandy Ridge, North District	0.6	Columbarium
Kai Tak Development	19.5	Public/Private residential and commercial development
Anderson Road Quarry	1.8	Public residential development
Kwu Tung North Area 29	1.5	Social welfare facility
Total	27.9	

(3)

The development of the Lok Ma Chau 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. The Development Bureau and the CEDD will support the development of the Park by undertaking the associated site formation and infrastructure works. As far as the site formation and infrastructure works are concerned, the construction of the Advance Works commenced in June 2018 with a target to make the first batch of land available by 2021 for Phase 1 superstructure development of the Park. Detailed design and site investigation of the Main Works Package 1 commenced in September 2018 for completion in phases by early 2023.

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CONTROLLING OFFICER'S REPLY

DEVB(PL)217

(Question Serial No. 1918)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Civil Engineering and Development Department is conducting site formation works for quite a number of public housing sites. In this connection, would the Government inform this Council:

- a) of the normal lead time required for the current site formation works;
- b) whether the use of new technology has been explored to expedite the delivery time of site formation works; if yes, of the details.

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 46)

Reply:

- a) The lead time of site formation and infrastructure works for public housing sites varies depending on a range of factors including the scope of works, site and technical constraints, construction methods, and the physical environment in the vicinity of the site. Hence, we cannot generalise the lead time required for site formation works for public housing projects.
- b) As far as practicable and financially justified, new and advanced construction methods/technologies with proven record of safety and reliability will be considered and deployed to expedite site formation works, taking into account the actual site conditions. For example, the adoption of "Building Information Model" would allow construction professionals to carry out design and construction works in a virtual environment, which helps minimise design changes in the construction process, reduce project management risks and facilitate cost controls at various stages.

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CONTROLLING OFFICER'S REPLY**DEVB(PL)434****(Question Serial No. 7265)****Head:** (33) Civil Engineering and Development Department**Subhead (No. & title):** ()**Programme:** (3) Provision of Land and Infrastructure**Controlling Officer:** Director of Civil Engineering and Development
(Ricky C K LAU)**Director of Bureau:** Secretary for Development**Question:**

1. Please provide information on the following reclamation projects:

	Reclamation area (approx.) (hectare)	Construction cost of the entire project (HK\$)	Cost required by the reclamation portion (HK\$)	Volume of required reclamation materials (approx.) (tonne)	Proportion of required reclamation materials by volume (%)			Price of required reclamation materials (tonne/HK\$)		
					Marine sand	Public fill	Others (please specify)	Marine sand	Public fill	Others (please specify)
Tung Chung New Town Extension										

2. Please advise of the places of origin of the marine sand used in the projects above.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 142)**Reply:**

1. The information on the following reclamation project is shown as follows:

	Reclamation area (hectare)	Construction cost of the entire project (HK\$)	Cost required by the reclamation portion (HK\$)	Volume of required reclamation materials (tonne)	Proportion of required reclamation materials by volume (%)			Price of required reclamation materials (tonne/HK\$)		
					Marine sand	Public fill	Others	Marine sand	Public fill	Others
Tung Chung New Town Extension (TCNTE)	130	Infrastructure and other associated works for the project are still under detailed design and the cost for the entire project has yet to finalise.	20,210 million	Latest estimate: about 35 million	Nil	About 75	About 25 (manuf-actured sand)	The cost of filling materials priced by the reclamation contractor in the contract includes, amongst others, material, plant, labour and transportation costs. We do not have separate information on the price of filling materials.		

2. As at end February 2019, no marine sand was used for reclamation in the project.

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CONTROLLING OFFICER'S REPLY**DEVB(PL)435****(Question Serial No. 3589)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

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

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.

Works project	(i)	(ii)	(iii)	(iv)	(v)	(vi)

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 58)Reply:

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

Item	(i)	(ii)	(iii)	(iv)	(v)	(vi)
Wang Chau Public Housing Development, Yuen Long (Note 1)	Nil	3.5 ha	Nil	Nil	0.05 ha	Nil

Item	(i)	(ii)	(iii)	(iv)	(v)	(vi)
Kwu Tung North/ Fanling North NDA	Nil	87.6ha	5ha	1 no. (at Kwu Tung North)	28ha	2 nos. (at Kwu Tung North)
Other new development planning and reclamation works (Note 2)	Nil	Nil	Nil	Nil	Nil	Nil

Note 1 The information covers Wang Chau Phase 1 public housing development only and does not include the remaining phases of public housing developments at Wang Chau, for which an engineering feasibility study is being finalised by the Civil Engineering and Development Department.

Note 2 The following items are involved:

- (i) Hung Shui Kiu new development area advance works phases 1 & 2 and stage 1 works;
- (ii) Tseung Kwan O Further Development – Infrastructure Works for Tseung Kwan O Stage I Landfill Site;
- (iii) Trunk Road T2 and Cha Kwo Ling Tunnel; and
- (iv) Site formation and infrastructure works for public housing development at Ka Wai Man Road and Ex-Mount Davis Cottage Area, Kennedy Town.

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CONTROLLING OFFICER'S REPLY**DEVB(PL)436****(Question Serial No. 5022)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

Please inform this Council of the information on the works relating to public housing development sites undertaken by the Civil Engineering and Development Department over the previous 5 years:

a) Please set out in the form below the works and sites on which feasibility studies had been conducted, the number of potential public housing units involved, as well as the reasons for the final proposals to or not to proceed with the developments.

Year	Works and site on which feasibility studies for public housing developments had been conducted	Number of public housing units involved	Reason for the final proposals to or not to proceed with public housing developments

b) What are the works and sites involved in the site investigation and design work, the number of potential public housing units, as well as the latest progress of such work?

Year	Works and site involved in the site investigation and design work for public housing sites	Number of potential public housing units	Latest progress

c) What are the construction works involved in the site formation and infrastructure works, the number of potential public housing units, as well as the latest progress of such works?

Year	Construction works and site involved in the site formation and infrastructure works	Number of potential public housing units	Latest progress

d) What are the public housing sites within West Kowloon Reclamation Area and number of public housing units involved?

Public housing site within West Kowloon Reclamation Area	Number of potential public housing units

Asked by: Hon SHIU Ka-chun (LegCo internal reference no.: 76)

Reply:

a) The projects under the Civil Engineering and Development Department (CEDD) involving feasibility studies for the supporting infrastructure of public housing developments completed from 2014 to 2018 are as follows:

Year	Project Location	Potential public housing units (to nearest 100)	Study Recommendations
2014	Lin Cheung Road	3 800	Technically feasible
2014	Hiu Ming Street	1 100	Technically feasible
2014	Anderson Road Quarry	1 900	Technically feasible
2014	Tung Chung Area 54	3 300	Technically feasible
2014-2015	Queen's Hill, Fanling	12 000	Technically feasible
2015-2017	Pok Fu Lam South	8 900	Technically feasible
2015-2016	Pik Wan Road	3 100	Technically feasible
2015-2016	Yan Wing Street	2 000	Technically feasible
2014-2017	Hung Shui Kiu New Development Area	31 200	Technically feasible
2015-2018	Long Bin, Yuen Long	11 700	Technically feasible
2015-2018	Near Tan Kwai Tsuen, Yuen Long	7 400	Technically feasible
2017-2018	Fung Tak Road	2 200	Technically feasible
2015-2018	Tuen Mun Central	10 700	Technically feasible
2015-2018	North of Tseung Kwan O Village	3 700	Technically feasible
2015-2018	Northwest of Ying Yip Road, Tseung Kwan O	1 600	Technically feasible

Year	Project Location	Potential public housing units (to nearest 100)	Study Recommendations
2015-2018	South of Chiu Shun Road, Tseung Kwan O	560	Technically feasible
2015-2018	West of Yau Yue Wan Village, Tseung Kwan O	2 500	Technically feasible
2015-2018	East of Hong Kong Movie City, Tseung Kwan O	2 900	Technically feasible

- b) The projects under the CEDD involving site investigation and design for the supporting infrastructure of public housing developments from 2014 to 2018 are as follows:

Year	Project Location	Potential public housing units (to nearest 100)	Latest Progress
2014	Tung Chung Area 56	3 600	Design completed
2014-2015	Area 54, Tuen Mun: Site 1&1A and Site 3/4 (East)	9 500	Design completed
2014-2015	Area 16 and 58D, Sha Tin	4 800	Design completed
2014-2016	Kai Tak Development – Sites 1E1, 2B1 and 2B2 at former north apron	5 700	Design completed
2014-2016	Anderson Road Quarry	1 900	Design completed
2015-2016	Queen’s Hill, Fanling	12 000	Design completed
2015-2016	North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	2 600	Design completed
2015-2016	Lin Cheung Road	3 800	Design completed
2015-2017	Chung Nga Road East and Area 9, Tai Po	7 300	Design completed
2015-2017	Tung Chung Area 54	3 300	Design completed
2014-2018	Hiu Ming Street	1 100	Design completed
2014-2018	Kwu Tung North/ Fanling North New Development Area (First Phase)	18 000	Design completed
2015-2018	Wang Chau (phase 1), Yuen Long	4 000	Design completed

Year	Project Location	Potential public housing units (to nearest 100)	Latest Progress
2014-2018	Kam Tin South, Yuen Long	9 000	Advance Works - Design completed Remaining Works - Design in progress
2014-2018	Ex-Cha Kwo Ling Kaolin Mine Site	1 100	Design in progress
2015-2018	Tuen Mun Area 54, Site 4A(South) and Site 5	1 700	Design in progress
2015-2018	Chung Nga Road West, Tai Po	1 000	Design in progress
2015-2018	Area 48, Fanling	4 000	Design in progress
2015-2018	Ka Wai Man Road and Ex-Mount Davis Cottage Area, Kennedy Town	2 300	Design in progress
2016-2018	Pok Fu Lam South	8 900	Design in progress
2016-2018	Kai Tak Development – Sites 2B3, 2B4, 2B5 and 2B6 at former north apron	6 900	Design in progress
2016-2018	Tung Chung New Town Extension	32 200	Design in progress
2017-2018	Northwest of Ying Yip Road, Tseung Kwan O	1 600	Design in progress
2017-2018	West of Yau Yue Wan Village, Tseung Kwan O	2 500	Design in progress
2017-2018	East of Hong Kong Movie City, Tseung Kwan O	2 900	Design in progress
2017-2018	Pik Wan Road	3 100	Design in progress
2017-2018	Yan Wing Street	2 000	Design completed
2017-2018	Hung Shui Kiu New Development Area (Advance Works, Phases 1 & 2)	1 300	Design in progress
2018	Long Bin, Yuen Long	11 700	Design in progress
2018	Yuen Long South (Stage 1)	3 200	Design in progress

- c) The projects under the CEDD involving construction works for the supporting infrastructure of public housing developments from 2014 to 2018 are as follows:

Year	Project Location	Potential public housing units (to nearest 100)	Latest Progress
2014-2015	Kai Tak Development – Site 1G1(B) at former north apron	700	Construction completed
2014-2016	Anderson Road	17 900	Construction completed
2014-2016	Tung Chung Area 56	3 600	Construction completed
2016-2018	North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	2 600	Construction completed
2016-2018	Lin Cheung Road	3 800	Construction completed
2016-2018	Area 16 and 58D, Sha Tin	4 800	Construction completed
2015-2018	Area 54, Tuen Mun: Site 1&1A and Site 3/4 (East)	9 500	Construction in progress
2016-2018	Queen’s Hill, Fanling	12 000	Construction in progress
2016-2018	Kai Tak Development – Sites 1E1, 2B1 and 2B2 at former north apron	5 700	Construction in progress
2016-2018	Anderson Road Quarry	9 700 (Note 1)	Construction in progress
2017-2018	Chung Nga Road East and Area 9, Tai Po	7 300	Construction in progress
2017-2018	Tung Chung Area 54	3 300	Construction in progress
2018	Hiu Ming Street	1 100	Construction in progress
2018	Kam Tin South, Yuen Long (Advance Works)	9 000	Construction in progress

Note 1: Following the conversion of the 7 private housing sites for public housing development, the number of public housing unit has increased from 1 900 to 9 700 from 2018.

- d) The public housing site within West Kowloon Reclamation Area under the CEDD is as follows:

Public housing site within West Kowloon Reclamation Area	Number of potential public housing units
Lin Cheung Road (Note 2)	3 800

Note 2: CEDD was responsible for the infrastructure project to support a public housing site, within which only infrastructure (no land) was to be provided by CEDD.

CONTROLLING OFFICER'S REPLY

DEVB(PL)437

(Question Serial No. 3614)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the support for the Lok Ma Chau Loop development, please advise this Committee:

- 1) of the work progress as at March 2019, and of the expenditure and manpower involved;
- 2) of the work plan for this project in 2019-20, and of the expenditure and manpower to be involved.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 70)

Reply:

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. The Development Bureau and the Civil Engineering and Development Department (CEDD) will continue to support the development of the Park by undertaking the associated site formation and infrastructure works. As far as the site formation and infrastructure works are concerned, the construction of the Advance Works commenced in June 2018 with a target to making the first batch of land available by 2021 for Phase 1 superstructure development of the Park, and the detailed design and site investigation of the Main Works Package 1 (MWP1) commenced in September 2018 for completion in phases by early 2023.

The expenditures of the Advance Works, and the detailed design and site investigation of the MWP1 in 2018-19 are \$68.5 million and \$13.5 million respectively. The estimated expenditures of the Advance Works, and the detailed design and site investigation of the MWP1 in 2019-20 are \$110.3 million and \$26.1 million respectively. The number of professional staff deployed by CEDD the Loop development project is 5.5 in 2018-19, and will increase to 8.5 in 2019-20. There are also directorate officers overseeing the project as well as other supporting technical and clerical staff involved.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)438****(Question Serial No. 3637)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

Regarding the planning, design and construction works for the supporting infrastructure of public housing sites under this Programme, please advise this Committee:

1. with the form below, of the details of public housing sites for which the planning, design and construction works for the supporting infrastructure were conducted in 2016-17, 2017-18 and 2018-19, including i) location of land, ii) area occupied and iii) expenditure involved in such planning, design and construction works;

i	ii	iii

2. with the form below, of the details of public housing sites for which the planning, design and construction works for the supporting infrastructure are currently being conducted, including i) location of land, ii) area occupied, iii) estimated expenditure involved in such planning, design and construction works and iv) anticipated completion dates;

i	ii	iii	iv

3. with the form below, of the details of public housing sites for which the planning, design and construction works for the supporting infrastructure will commence within the next 24 months, including i) location of land, ii) area occupied, iii) estimated expenditure to be involved in such planning, design and construction works and iv) anticipated completion dates.

i	ii	iii	iv

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 94)

Reply:

1. The projects under the Civil Engineering and Development Department (CEDD) involving planning, design and construction works for the supporting infrastructure of public housing developments conducted in 2016-17, 2017-18 and 2018-19 are as follows:

Location of land	Area (hectare)	Expenditure involved in Planning, Design and Construction Works (\$ million)
North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	2.5	10 (Design Cost) 108 (Construction Cost)
Area 16 and 58D, Sha Tin	0.2 (Note 1)	5 (Design Cost) 225 (Construction Cost)
Lin Cheung Road, Sham Shui Po (formerly Cheung Sha Wan Wholesale Market Phase 2)	N/A (Note 2)	8 (Design Cost) 115 (Construction Cost)

2. On-going projects under the CEDD involving planning, design and construction works for the supporting infrastructure of public housing developments are as follows (Note 3):

Project Location	Public Housing Site Area (hectare)	Estimated Cost of Planning, Design and Construction Works (\$ million)	Anticipated Completion Date of Works
Area 54, Tuen Mun: Site 1&1A and Site 3/4 (East)	6.3	No separate breakdown on the cost for public housing sites as the infrastructure involved will serve a number of sites with mixed development	2019
Queen's Hill, Fanling	N/A (Note 4)	13 (Design Cost) 1,460 (Construction Cost)	2019

Project Location	Public Housing Site Area (hectare)	Estimated Cost of Planning, Design and Construction Works (\$ million)	Anticipated Completion Date of Works
Tung Chung Area 54	N/A (Note 5)	10 (Design Cost) 285 (Construction Cost)	2020
Kai Tak Development Site 1E1 at former north apron	1.7 (Mixed Use Site for public housing, private residential and non-domestic use)	No separate breakdown on the cost for public housing sites as the infrastructure involved will serve a number of sites with mixed development	2020
Kai Tak Development Sites 2B1 and 2B2 at former north apron	2.6	No separate breakdown on the cost for public housing sites as the infrastructure involved will serve a number of sites with mixed development	2020
Yan Wing Street, Yau Tong	1.1	112 (Design and Construction Cost)	2021
Development of Anderson Road Quarry Site	9.5	No separate breakdown on the cost for individual public housing sites as the infrastructure involved will serve a number of sites with mixed development	By stages from 2019 to 2021
Initial Sites at Kam Tin South, Yuen Long	14.3	27 (Design Cost) 697 (Construction Cost – for Advance Works only) Construction Cost for Remaining Works under review	Advance Works: 2021 Remaining Works: under review

Project Location	Public Housing Site Area (hectare)	Estimated Cost of Planning, Design and Construction Works (\$ million)	Anticipated Completion Date of Works
Hiu Ming Street, Kwun Tong	1.1	170 (Design and Construction Cost)	2022
Chung Nga Road East and Area 9, Tai Po	7.1	3 (Design Cost) 1,147 (Construction Cost for Phase 1)	2022
Kai Tak Development Sites 2B3, 2B4, 2B5 and 2B6 at former north apron	4.5	No separate breakdown on the cost for public housing sites as the infrastructure involved will serve a number of sites with mixed development	By stages from 2023 to 2025
Wang Chau, Yuen Long (Phase 1)	5.6 (Note 7)	19 (Design Cost) 2,390 (Construction Cost)	2024 (Note 6)
Fanling North New Development Area (NDA) (Advance Works)	4.5	No separate breakdown on the cost for public housing sites as they form part of the NDA development	2026 (Note 6)
Kwu Tung North NDA (Advance Works)	9.0		
Pik Wan Road, Yau Tong	2.6	20 (Design Cost) Construction Cost under review	Under review
Hung Shui Kiu NDA	31.5	No separate breakdown on the cost for public housing sites as they form part of the NDA development.	Under review
Ka Wai Man Road and Ex-Mount Davis Cottage Area, Kennedy Town	1.8	15 (Design Cost) Construction Cost under review	Under review

Project Location	Public Housing Site Area (hectare)	Estimated Cost of Planning, Design and Construction Works (\$ million)	Anticipated Completion Date of Works
Tung Chung New Town Extension	30.2	No separate breakdown on the cost for public housing sites as the infrastructure involved will serve a number of sites with mixed development	Under review
Ex-Lamma Quarry, Sok Kwu Wan	1.4	No separate breakdown on the cost for public housing sites as the infrastructure involved will serve a number of sites with mixed development	Under review
Area 48, Fanling	4.3	16 (Design Cost) Construction Cost under review	Under review
Pok Fu Lam South	13.0	27 (Design Cost) Construction Cost under review	Under review
Area 54, Tuen Mun: Site 4A (South) and Site 5	1.7	Under review	Under review
Ex-Cha Kwo Ling Kaolin Mine Site	1.4	No separate breakdown on the cost for public housing sites as the infrastructure involved will serve a number of sites with mixed development	Under review
Tseung Kwan O – 3 sites (Northwest of Ying Yip Road, West of Yau Yue Wan Village and East of Hong Kong Movie City)	6.8	29 (Design Cost) Construction Cost under review	Under review
Tuen Mun Central (Tin Hau Road, Wu Shan Road, Tuen Hing Road, Hin Fat Lane, Hang Fu Street)	8.3 (Note 7)	28 (Design Cost) Construction Cost under review	Under review

Project Location	Public Housing Site Area (hectare)	Estimated Cost of Planning, Design and Construction Works (\$ million)	Anticipated Completion Date of Works
Long Bin, Yuen Long	10.0 (Note 7)	26 (Design Cost) Construction Cost under review	Under review
Yuen Long South development – stage 1	3.3	No separate breakdown on the cost for public housing sites as they form part of NDA development	Under review
Near Tan Kwai Tsuen, Yuen Long	10.6 (Note 7)	28 (Design Cost) Construction Cost under review	Under review

3. The projects under the CEDD involving planning, design and construction works for the supporting infrastructure of public housing developments to be commenced in the coming 24 months are as follows (Note 3):

Project Location	Public Housing Site Area (hectare)	Estimated Cost of Planning, Design and Construction Works (\$ million)	Anticipated Completion Date of Works
Chung Nga Road West, Tai Po	Under review	Under review	Under review
San Hing Road & Hong Po Road, Tuen Mun	Under review	Under review	Under review
Fung Tak Road, Diamond Hill	Under review	Under review	Under review
Shek Pai Street, Kwai Chung	Under review	Under review	Under review
Ma On Shan	Under review	Under review	Under review
Kwu Tung North (KTN) and Fanling North (FLN) NDAs (Remaining Phase)	Under review	No separate breakdown on the cost for public housing sites as they form part of the NDA development	Under review
Wang Chau Remaining Phases, Yuen Long	Under review	Under review	Under review
Near Cheung San Estate, Tsuen Wan	Under review	Under review	Under review

Note:

- Note 1: CEDD was responsible for the infrastructure project to support a public housing site of total 4.4 hectares, within which 0.2 hectare was formed by CEDD.
- Note 2: CEDD was responsible for the infrastructure project to support a public housing site of total 3.6 hectares, within which only infrastructure (no land) was provided by CEDD.
- Note 3: Public housing sites undergoing feasibility studies but yet to confirm the commencement of the planning, design or construction works in the coming 24 months are not included.
- Note 4: CEDD is responsible for infrastructure project to support a public housing site of total 13.6 hectares, within which only infrastructure (no land) is to be provided by CEDD.
- Note 5: CEDD is responsible for infrastructure project to support a public housing site of total 3.3 hectares, the land of which has already been formed by CEDD.
- Note 6: The anticipated delivery date is tentative which is subject to funding approval of the Finance Committee and progress of land clearance.
- Note 7: The public housing site area includes public housing site, roads or/and Government, Institution or Community sites (e.g. school, social welfare building, community hall etc.).

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)439****(Question Serial No. 3638)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)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 engineering works completed by the Civil Engineering and Development Department for delivery for use by other government departments in each year between 2015-18, including i) the location of land, ii) area occupied, iii) expenditure involved in land formation, provision of infrastructure and other engineering 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 engineering works for future delivery for use by other government departments, including i) the location of land, ii) area occupied, iii) estimated expenditure involved in land formation, provision of infrastructure and other engineering 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 engineering works will commence in the next 24 months for future delivery for use by other government departments, including i) the location of land, ii) area occupied, iii) estimated expenditure to be involved in land formation, provision of infrastructure and other engineering 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 (LegCo internal reference no.: 95)

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 2016 up to March 2019 are as follows:

Project Location	Approximate Area of Land Formation (hectare) (ha)	Estimated Cost of Construction Works (\$ million)	Main Government Department to which the Land was Handed Over (Land Uses)
Kai Tak Development – Former North Apron	30.8	2,255	Lands Department (LandsD) (Private Residential/ commercial development, Comprehensive Development Area (CDA), Government, Institution or Community (GIC) facilities and other specified uses)
Kai Tak Development – Former Runway	18.8	3,603	LandsD (Private residential/ commercial development)
Sites adjacent to Lung Ping Road at Tai Wo Ping, Shek Kip Mei	3.2	781	LandsD (Private residential development)
Development of Anderson Road Quarry site	4.3	7,693	LandsD (Residential development)
Wan Chai Development Phase II	5.7	4,643	Highways Department (HyD) and LandsD (Amenity, public road and waterfront related uses)
Area 54, Tuen Mun: Site 1&1A and Site 3/4 (East)	6.3	1,047	Hong Kong Housing Authority (HA) (Public housing development)
Area 54, Tuen Mun: Site 4A (West)	1.1		LandsD (GIC facilities)
North West Kowloon Reclamation Site 1, Sham Shui Po (Phase 1)	2.5	108	HA (Public housing development)

Project Location	Approximate Area of Land Formation (hectare) (ha)	Estimated Cost of Construction Works (\$ million)	Main Government Department to which the Land was Handed Over (Land Uses)
Lin Cheung Road, Sham Shui Po (formerly Cheung Sha Wan Wholesale Market Phase 2)	N/A (Note 1)	115	HyD (Road)
Area 16 and 58D, Sha Tin	0.2 (Note 2)	225	HA (Public housing development)

- 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 are as follows:

Project Location	Approximate Area of Land Formation (ha)	Estimated Cost of Construction Works (\$ million)	Main Government Departments to which the Land will be Handed Over (Land Uses)	Anticipated Delivery Date
Kwu Tung North Area 29	1.5	23	Architectural Services Department (ArchSD) (Social welfare facility)	2019
Near Lai Chi Yuen Tsuen, Mui Wo, South Lantau	4.5	42	Agriculture, Fisheries and Conservation Department (AFCD) (Recreation)	2019
Queen's Hill, Fanling	N/A (Note 3)	1,460	HyD (Road)	2019
Kai Tak Development – Former North Apron	10.6	2,153	LandsD (Residential/commercial development, GIC facilities, CDA and other specified uses)	By stages from 2019 to 2020
Wan Chai Development Phase II	5.6	4,643	HyD and LandsD (Amenity, public road and waterfront related uses)	2019

Project Location	Approximate Area of Land Formation (ha)	Estimated Cost of Construction Works (\$ million)	Main Government Departments to which the Land will be Handed Over (Land Uses)	Anticipated Delivery Date
Tung Chung East, North Lantau	130.0	20,210 (Note 4)	HA (Public housing development) and LandsD (private housing, commercial development, GIC facilities, and other specified uses)	By stages from 2020
Tung Chung Area 54	N/A (Note 5)	285	HyD (Road)	2020
Sandy Ridge, North District	1.8	1,850	ArchSD (Columbarium)	2021
Development of Anderson Road Quarry site	40	7,693	LandsD (Residential and commercial development, GIC facilities)	By stages from 2017 to 2021
Lok Ma Chau Loop (Advance Works)	12.8	518	AFCD and Drainage Services Department (Ecological)	2021
Kam Tin South, Yuen Long (Advance Works)	N/A (Note 6)	697	HyD (Roads)	2021
Hiu Ming Street, Kwun Tong	1.1	170	HA (Public housing development)	2022
Chung Nga Road East and Area 9, Tai Po	7.1	1,147	HA (Public housing development)	2022

- 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 (Note 7):

Project Location	Approximate Area of Land Formation (ha)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments to which the Land will be Handed Over (Proposed Uses)	Anticipated Delivery Date
Establishment of the Agricultural Park in Kwu Tung South Phase 1	7.5	177	AFCD (Agricultural)	By stages from 2020 (Note 8)
Yan Wing Street, Yau Tong	1.1	112	HA (Public housing development)	2021 (Note 8)
Kong Nga Po	19.1	1,913	ArchSD (Proposed police facilities)	2021 (Note 8)
Wang Chau, Yuen Long (Phase 1)(Note 9)	5.6	2,390	HA (Public housing development)	2022 (Note 8)
Pik Wan Road, Yau Tong	2.5	Under review	HA (Public housing development)	2023 (Note 8)
Tung Chung West, North Lantau (Phase 1)	6.8	Under review	HA (Public housing development)	By stages from 2023 (Note 8)
Kai Tak Development – Former North Apron	6.8	1,720	LandsD (Residential/commercial development and GIC facilities)	By stages from 2023 to 2025
Kai Tak Development – Former Runway and South Apron	11.7	3,010	LandsD (Private residential/commercial development and GIC facilities)	By stages from 2023 to 2028
Kwu Tung North and Fanling North New Development Area – First Phase	73 (Note 10)	18,216	HA (Public housing) and LandsD (Private residential, commercial development, GIC facilities)	By stages from 2022 to 2026 (Note 8)

Project Location	Approximate Area of Land Formation (ha)	Estimated Cost of Construction Works Project (\$ million)	Main Government Departments to which the Land will be Handed Over (Proposed Uses)	Anticipated Delivery Date
Tuen Mun Central (Tin Hau Road, Wu Shan Road, Tuen Hing Road, Hin Fat Lane, Hang Fu Street)	5.1 (Note 11)	Under review	HA (Public housing development)	Under review
Ka Wai Man Road and Ex-Mount Davis Cottage Area, Kennedy Town	1.8	1,047	HA (Public housing development)	Under review
Pokfulam South	13.0	Under review	HA (Public housing development)	Under review
Area 54, Tuen Mun: Site 4A (South) and Site 5	1.7	Under review	HA (Public housing development)	Under review
Area 54, Tuen Mun: Site 4A (East)	1.3	Under review	LandsD (GIC facilities)	Under review
Hung Shui Kiu New Development Area, Yuen Long (Advance Works, Phases 1 & 2)	2.2	Under review	LandsD (Residential development)	Under Review
Chinese University of Hong Kong Site, Tai Po Area 39	1.8	Under review	LandsD (GIC facilities)	Under Review

Note:

- Note 1: CEDD is responsible for infrastructure project to support a public housing site of total 3.6 ha, within which only infrastructure (no land) was provided by CEDD.
- Note 2: CEDD was responsible for the infrastructure project to support a public housing site of total 4.4 ha, within which 0.2 ha was formed by CEDD.
- Note 3: CEDD is responsible for infrastructure project to support a public housing site of total 13.6 ha, within which only infrastructure (no land) is to be provided by CEDD.
- Note 4: The estimated cost refers to reclamation only. The infrastructure works are under detailed design and thus the cost has not yet been available.
- Note 5: CEDD is responsible for infrastructure project to support a public housing site of total 3.3 ha, the land of which has already been formed by CEDD.
- Note 6: The project involves the supporting infrastructure works for the housing developments in Kam Tin South only.

- Note 7: Projects undergoing feasibility studies but yet to confirm the commencement of the construction works in the coming 24 months are not included.
- Note 8: The anticipated delivery date is tentative which is subject to funding approval of the Finance Committee and progress of land clearance.
- Note 9: The information covers Wang Chau Phase 1 public housing development only and does not include the remaining phases of public housing developments at Wang Chau, for which an engineering feasibility study is being finalised by the CEDD.
- Note 10: The total area excluded Kwu Tung North Area 29.
- Note 11: Among the five sites in Tuen Mun Central, only Wu Shan Road and Tuen Hing Road sites would require site formation works by CEDD. Infrastructure works would be provided for all the five sites.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)440

(Question Serial No. 3641)

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
(Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Please inform this Committee:

of the work details of the feasibility study for the development sites at Diamond Hill upon relocation of service reservoirs in 2018-19, the expenditure involved, as well as the anticipated work details in coming 12 months.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 98)

Reply:

In 2019, we will commence the feasibility study for the Diamond Hill service reservoir sites to examine the future land use and infrastructure provision for the sites upon relocation of the service reservoirs. The feasibility study is anticipated to be completed by 2021 and the estimated expenditure is about \$10 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)441

(Question Serial No. 7259)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In connection with the works projects under construction under this Programme, please advise this Committee of the works progress of both development of Anderson Road Quarry site and provision of the Bus-to-Bus Interchange at the Tseung Kwan O Tunnel Toll Plaza as at March 2019 and their anticipated completion dates.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 96)

Reply:

The site formation and associated infrastructure works of the development of Anderson Road Quarry Site commenced in 2016 for completion in 2022. For the construction of the Bus-to-Bus Interchange at the Tseung Kwan O Tunnel Toll Plaza, the works are in progress and scheduled for completion in 2019.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)057

(Question Serial No. 1240)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

1. The estimated provision under Programme (3) will be \$776.9 million in 2019-20, an increase of \$103.8 million (15.4%) over the previous financial year. What are the reason for and use of the increase in the estimated provision?

2. As far as the Lantau Tomorrow Vision proposed by the Government is concerned, it was mentioned in the Government's reply to a written question from this Council on 7 November 2018 that government departments deployed "internal resource" in mid-2018 to conduct a preliminary "broad technical review" on whether the reclamation study area in the central waters could be enlarged. Please set out the studies conducted by the Government on the Lantau Tomorrow Vision with internal resources over the past 6 months, as well as the expenditure incurred in such studies.

3. It was mentioned in the "Matters Requiring Special Attention in 2019-20" that the Civil Engineering and Development Department will "commence the review for the ground decontamination works at the site of ex-Kennedy Town incineration plant/abattoir and adjoining area." In light of the serious contamination of the internal structures, would the Government provide the following information: i) the details of the work plan and implementation time table; ii) the details of the expenditure and staffing establishment to be involved in the review; and iii) whether assessments will be conducted on the risks of environmental pollution arising from the works in question.

Asked by: Hon AU Nok-hin (LegCo internal reference no.: 19)

Reply:

1. Provision for 2019-20 under Programme (3) is \$103.8 million (15.4%) higher than the revised estimate for 2018-19. This is mainly due to the increased provision for filling of vacancies, salary increments and the net increase of 65 posts, and the increased cash flow requirement for other operating expenses.

2. In mid-2018, the Government departments utilised internal resources to conduct a preliminary broad technical analysis of the proposed reclamation in the Central Waters,

based on the consideration of water flow, water depth, navigation channel and marine traffic as well as marine ecology, with a view to exploring whether the study extent of the proposed reclamation could be expanded. The analysis was undertaken by existing staff as part of their overall duties. We do not have a separate breakdown of the resources incurred solely for this work.

3. i) For the ground decontamination works at the site of ex-Kennedy Town incineration plant/abattoir and adjoining area, we are still formulating the scope of the project review and anticipate to commence the consultants selection exercise for the consultancy agreement of the project review in the second half of 2019.
3. ii) Operational expenses in 2019-20 under Head 33 for the review of ground decontamination works at the site of ex-Kennedy Town incineration plant/abattoir and adjoining area are mainly personal emoluments of in-house staff working on the project. As we are still formulating the scope of the review, the estimated expenditure for consultancy fee is not available. The details of the operational expenses are summarised below:-

Item	Operational Expenses (\$ million) (Note 1)	Staffing (Note 2)
Review for ground decontamination works at the site of ex-Kennedy Town incineration plant/abattoir and adjoining area	0.8	2 professional staff

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

Note 2: The staff are working partially for the project. There are also directorate officers overseeing the above project as well as other supporting technical and clerical staff involved. There is no separate breakdown for the personal emoluments of such staff involved.

3. iii) The Environmental Impact Assessment (EIA) report for the ground decontamination works at the site of ex-Kennedy Town incineration plant/abattoir and adjoining area was approved on 1 April 2015 under the Environmental Impact Assessment Ordinance. The EIA report concluded that the environmental impact of the project can be controlled to within the criteria under the EIA Ordinance and the Technical Memorandum on EIA Process. After the commencement of the consultancy agreement, we will appropriately review the recommendation of the approved EIA report in case of any design revision of the project to ensure that the impact to the adjacent environment will not exceed the required standards during the course of works.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)058

(Question Serial No. 3123)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It was mentioned under this programme in the Matters Requiring Special Attention in 2018-19 that the Government would continue “the preparatory work on the planning and engineering study for nearshore reclamation at Ma Liu Shui”. However, the planning and engineering study for nearshore reclamation at Ma Liu Shui was no longer mentioned in the Matters Requiring Special Attention in 2019-20. Would the Government inform this Council whether no work related to the planning and engineering study for nearshore reclamation at Ma Liu Shui would be conducted in 2019-20? If not, would the Government advise this Council of the staffing establishment and estimated expenditure on emoluments to be involved in the planning and engineering study for nearshore reclamation at Ma Liu Shui for 2019-20?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 1)

Reply:

Reclamation at Ma Liu Shui will be put on hold subject to review to address concerns over traffic impact and public/private housing mix in slower time. In this connection, the Civil Engineering and Development Department will deploy staffs to conduct the subject review on a part-time basis. There is no estimated breakdown for the personal emoluments of such staff involved in the review exercise.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)059

(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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It was stated in the Matters Requiring Special Attention in 2019–20 that the Government would commence the studies related to the artificial islands in the Central Waters and a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the Central Waters and Hong Kong Island. In this connection, would the Government inform this Council:

- (1) of the staffing establishment and estimated annual expenditure on emoluments to be involved in the study related to the artificial islands in the Central Waters for 2019-20;
- (2) of the staffing establishment, estimated annual expenditure on emoluments and recurrent expenditure to be involved in the study related to a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the Central Waters and Hong Kong Island for 2019-20;
- (3) of the expenditure incurred on the study related to and publicity work on the Lantau Tomorrow Vision for 2018-19; of the expenditure incurred on the production of the publicity leaflets and postcards related to the Lantau Tomorrow Vision; as well as of when the Government commenced the design work of the publicity items on the Lantau Tomorrow Vision distributed since October 2018;
- (4) of the staffing establishment and estimated annual expenditure on emoluments to be involved in taking forward the Lantau Tomorrow Vision for 2019-20; as well as of the estimated operational expenditure on the publicity work on the Lantau Tomorrow Vision for 2019-20?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 32)

Reply:

(1), (2) and (3)

The major work related to the Lantau Tomorrow Vision scheduled to commence in 2019-20 include the studies related to the artificial islands in the Central Waters (the Studies).

The Studies will include a detailed planning and engineering study for the artificial islands around Kau Yi Chau, a transport infrastructure study covering the roads and rails connecting the Hong Kong Island, the artificial islands in the Central Waters, Lantau and coastal areas of Tuen Mun, as well as collection of information on waters within and in the vicinity of the possible artificial islands near Hei Ling Chau and Cheung Chau South. 9 professional staff in the Civil Engineering and Development Department (CEDD) with a total annual expenditure on emoluments of about \$9 million will be involved in the Studies in 2019-20 (Note 1). Subject to funding approval by the Finance Committee, the Studies are anticipated to commence in the second half of 2019, thereby no expenditure incurred in 2018-19 on the Studies.

The estimated expenditure related to promotion of conservation and development of Lantau (including the Lantau Tomorrow Vision) in 2018-19 is about \$2.8 million, including about \$0.6 million for the production of the pamphlets. The design of pamphlet was finalized in end September 2018.

Note 1: There are also directorate officers overseeing the Studies, and officers of different professional grades as well as other supporting technical and clerical staff involved as part of their overall duties. There is no separate breakdown for the remuneration of such staff involved.

(4)

The Lantau Tomorrow Vision is being taken forward by the CEDD and other relevant government bureaux/departments. For CEDD, staff of different offices carry out Lantau Tomorrow Vision related work as part of their overall duties. As such, we do not have a separate breakdown of the manpower resources incurred solely for this work.

We estimate that the expenditure for promotion of conservation and development of Lantau in 2019-20 is about \$2 million.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)060****(Question Serial No. 0107)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

It was stated in the programme that the Civil Engineering and Development Department also continued the pilot study on underground space development in selected strategic urban areas. In this connection, will the Government inform this Council:

1. of the details of the studies carried out/in progress on the underground space development in West Kowloon. Please set out in tabular form the locations concerned, progress of the studies/works, areas of public spaces to be provided, areas of commercial places to be provided, as well as land owners (if any).
2. of the details of the studies to be carried out on the underground space development in West Kowloon in 2019-20; and of the details of the staffing establishment and expenditure to be involved.

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 8)Reply:

1. Details of our on-going studies on the underground space development in West Kowloon are as follows:

Location concerned	Progress of the studies/works	Areas of public spaces to be provided	Areas of commercial places to be provided	Land owners
Tsim Sha Tsui West	The "Pilot Study on Underground Space Development in Selected Strategic Urban Areas" is on-going.	Formulation of conceptual scheme(s) for underground space development in the selected strategic urban areas, including Tsim Sha Tsui West, is on-going and details of which will be provided in the Stage Two Public Engagement in due course.		

2. At present, besides the above-mentioned on-going “Pilot Study on Underground Space Development in Selected Strategic Urban Areas”, there is no other new study on underground space development in West Kowloon.

In 2019-20, there will be two professional staff members involved in the above-mentioned studies and the expenditure will be \$2.2 million (Note). There are also directorate officers overseeing the above studies 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.

Note: Expenditure refers to operational expenses for annual staff cost in terms of notional annual mid-point salary value.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)061

(Question Serial No. 3061)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Government promotes the incorporation of environmental considerations into major policies and strategies at the earliest possible stage. The Government now intends to conduct studies for the artificial islands in East Lantau under the Lantau Tomorrow Vision. What are the time-table, staffing and estimated provision for the environmental impact assessment to be conducted for this project in the estimate?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 1033)

Reply:

We briefed the Panel on Development of the Legislative Council on 26 March 2019 on the studies related to the artificial islands in the Central Waters (the Study), which includes the statutory Environmental Impact Assessment (EIA) for the development proposal of the 1 000 hectares artificial islands near Kau Yi Chau. Subject to funding approval of the Finance Committee (FC), we plan to commence the Study in the latter half of 2019 for completion in 42 months. The estimated consultants' fee and manpower would be provided in the paper to be submitted to the Public Works Subcommittee of the FC in around mid-2019.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)062

(Question Serial No. 3083)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): Not specified
Programme: Not specified
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

In connection with taking forward the conservation and development initiatives/projects set out in the Sustainable Lantau Blueprint, would the Government inform this Committee:

- (a) of the item details, time tables, expenditure incurred over the past year, as well as staffing and estimated expenditure to be involved in the future;
- (b) of the staffing and estimated expenditure for the development works to be involved over the next 12 months;
- (c) of the staffing and estimated expenditure for the conservation projects to be involved over the next 12 months?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 1057)

Reply:

(a) – (c):

Dedicated to the overarching principle of "Development in the North, Conservation for the South", the Sustainable Lantau Office (SLO) of the Civil Engineering and Development Department has been taking forward the planning, assessment, design and implementation of various development projects and initiatives in conservation, local improvement and leisure and recreation in Lantau as set out in the Sustainable Lantau Blueprint. The details, time tables and expenditure incurred over the past year of the major initiatives/projects are summarised below:

Item	Time table	Actual / estimated expenditure in Financial Year (FY) 2018-19 (up to end March 2019) (\$ million)	
Development			
1.	Tung Chung New Town Extension – reclamation and advance works	On-going and anticipated to have first population intake in 2023/24.	1,322
2.	Tung Chung New Town Extension – detailed design and site investigation	On-going and anticipated to be completed in 2021.	70
3.	<p>Provide supporting infrastructures to the public housing development at Tung Chung Area 54:</p> <p>First stage: Construction of footpath, cycle track, cycle parking area and bus layby</p> <p>Second stage: Construction of a new carriageway and sewers</p>	Commenced in November 2017 and anticipated to be completed in end 2020.	58
4.	Studies related to Artificial Islands in the Central Waters	Targeted to commence in the latter half of 2019 (subject to funding approval by the Legislative Council (LegCo)).	Nil
5.	Studies related to a road parallel to the North Lantau Highway (Tai Ho to Sunny Bay Section)	Targeted to commence in the Q2 2020 (subject to funding approval by the LegCo).	Nil
Conservation			
6.	Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas	On-going and anticipated to be completed in 2019.	2

Item	Time table	Actual / estimated expenditure in Financial Year (FY) 2018-19 (up to end March 2019) (\$ million)
7. Providing financial support for conservation projects in South Lantau under the Environmental Education and Community Action Projects of the Environment and Conservation Fund (ECF)	On-going.	Not applicable (A total of about \$9 million for nine projects were approved in FY 2017-18 under ECF. The projects will last for about two years)
8. Setting up the \$1 billion Lantau Conservation Fund	Targeted to seek funding approval from Finance Committee of LegCo in mid-2019.	Nil
9. Exploring measures to strengthen control on landfilling and dumping of construction and demolition (C&D) wastes. We have – (i) prohibited all dump truck engaged under the works contracts under Tung Chung New Town Extension from using Tung Chung Road for delivery of C&D wastes, and requiring them to be equipped with global positioning system; (ii) requested relevant stakeholders to strengthen monitoring and control on the dumping of C&D wastes; (iii) promulgated circular to restrict contractors of newly tendered public works contracts from occupying or renting private land of ecological value;	Completed. Completed. Completed.	Nil Nil Nil

Item	Time table	Actual / estimated expenditure in Financial Year (FY) 2018-19 (up to end March 2019) (\$ million)
(iv) tabulated information on environmental blackspots in Lantau to help monitoring;	Completed.	Nil
(v) planned to conduct a Proof of Concept Study on the feasibility of identifying vehicles entering South Lantau without a valid Lantau Closed Road Permit; and	Targeted to commence in 2019.	Nil
(vi) planned to step up the effort to reinstate government land affected in collaboration with relevant departments.	Targeted to commence in 2019.	0.1
Local Improvement Works		
10.	Improvement works at Mui Wo	The Phase 2 Stage 1 works are anticipated for completion in mid 2019. The remaining works are under review.
11.	Improvement works at Tai O	The Phase 2, Stage 1 works are anticipated for completion in early 2020. Design of Phase 2, Stage 2 works is on-going.
12.	Improvement works at Ma Wan Chung	Beautification works are anticipated for completion by June 2019. Detailed design of the remaining works is on-going.
13.	Exploring improvement to internal roads and pier facilities in South Lantau under “Study on Traffic, Transport and Capacity to Receive Visitors for Lantau”	On-going and anticipated to be completed in 2019.

Item		Time table	Actual / estimated expenditure in Financial Year (FY) 2018-19 (up to end March 2019) (\$ million)
Sustainable Leisure and Recreation Facilities			
14.	Planning and Engineering Study on Sunny Bay Reclamation	Targeted to commence in Q2 2020 (subject to funding approval by the LegCo).	Nil
15.	Expansion of mountain bike trail in Mui Wo and Chi Ma Wan, and construction of a practice ground at Mui Wo	On-going and anticipated to be completed in mid-2019.	14.4
16.	Quick-win improvement works on hiking trails and recreation facilities	Targeted to commence in 2019.	Nil
17.	Study on Lantau Trails and Recreation Plan	Targeted to commence in 2019.	Nil
18.	Formulation of Tai O Leisure and Recreation Plan	Completed.	Nil

As regards the staffing and estimated expenditure, the above development projects/conservation initiatives are being undertaken by existing staff members of the CEDD as part of their overall duties. Moreover, there are conservation elements integrated in development projects and vice versa. We therefore could not be able to provide a breakdown of the staffing and estimated expenditure dedicated to either development projects or conservation initiatives under the Sustainable Lantau Blueprint.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)063

(Question Serial No. 1176)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Civil Engineering and Development Department will commence the studies related to the artificial islands in the Central Waters and a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the Central Waters and Hong Kong Island, as well as the study for nearshore reclamation planned for future. In this connection, what are the details of the studies on impacts on agriculture and fisheries activities? What are the expenditure and staffing arrangement to be involved in such studies?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 32)

Reply:

As part of the planning and engineering (P&E) studies for different projects under the Lantau Tomorrow Vision, fisheries impact assessment which includes an assessment of the impact on fishing activities and aquaculture activities and the associated mitigation measures would be conducted. Also, the P&E studies will include an assessment of the effect of the proposed projects on agricultural lands. There is no separate breakdown of the estimation for the assessments in relation to agriculture and fisheries activities as they would be subsumed under the proposed P&E studies.

In addition, the preparation work for the studies is currently carried out by existing staff as part of their overall duties. We do not have a separate breakdown of the staff resources incurred solely for this work.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)064

(Question Serial No. 3282)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In connection with “the pilot study on underground space development in selected strategic urban areas”, please advise this Council of the progress of and the manpower and expenditure involved in the study.

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 11)

Reply:

The Pilot Study on underground space development (USD) in selected strategic urban areas (the Study) is underway. We completed the stage 1 public engagement in 2017 to collect public views on the preferences and concerns of USD in the selected strategic areas in Tsim Sha Tsui West, Admiralty/Wan Chai, Causeway Bay and Happy Valley. In light of the public views received, we are formulating conceptual USD schemes in the concerned areas to assess their respective preliminary technical feasibility and financial viability. We will consult the public on our study findings together with the conceptual schemes in the subsequent stage 2 public engagement exercise (PE2). According to the latest progress and subject to the outcomes of the PE2, we anticipate to complete the Study in 2020.

Two professional staff members are involved in the Study and the manpower expenditure in 2019-20 will be \$2.2 million (Note). There are directorate officers overseeing the Study 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.

The Approved Project Estimate of the Study is \$70 million in money-of-the-day prices. We do not anticipate a need to seek additional funding.

Note: Manpower expenditure refers to operational expenses for annual staff cost in terms of notional annual mid-point salary value.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)065

(Question Serial No. 2152)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It was stated in the Matters Requiring Special Attention in 2019-20 that the Government planned to “commence the studies related to the artificial islands in the Central Waters and a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the Central Waters and Hong Kong Island.” Please advise:

1. whether the projects above are two separate studies, viz. the studies on the artificial islands in the Central Waters, as well as the studies on a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the Central Waters and Hong Kong Island.
2. whether “the studies on a new major transport corridor” will cover both roads and railway systems.
3. the estimated expenditure to be incurred by the above studies, the anticipated dates of funding application to the Legislative Council, as well as the anticipated completion dates of the studies.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 44)

Reply:

- 1-2. We propose to carry out a planning and engineering (P&E) study for the artificial islands around Kau Yi Chau (KYC) and a transport infrastructure study (covering both road and railway networks) under the “Studies related to Artificial Islands in the Central Waters” (the Central Waters Studies), which mainly comprises -
- (a) a detailed P&E study for the artificial islands around KYC to establish the reclamation extent, land uses and technical feasibility, including the formulation of detailed land use proposals, preparation of preliminary design of the associated engineering works, and conducting statutory environmental impact assessment (EIA) as well as public engagement exercise in relation to the formulation of development proposals;
 - (b) a transport infrastructure study which covers -
 - (i) an area-wide transport study covering the priority road and rail links as well as the possible road and rail links for longer term, between the Hong Kong Island, KYC artificial islands, Lantau and coastal areas of Tuen Mun;
 - (ii) an engineering study to ascertain the feasibility of the priority road and rail links; and
 - (iii) an investigation study for the priority road link between Hong Kong Island and Northeast Lantau, via KYC artificial islands, including preliminary design, statutory EIA and other detailed impact assessments.
 - (c) collection of information on waters within and in the vicinity of the possible artificial islands near Hei Ling Chau and Cheung Chau South for future reference in long-term planning.
3. We briefed the Panel on Development on 26 March 2019 regarding the Central Waters Studies. Subject to funding approval of the Finance Committee, we plan to commence the Central Waters Studies in the latter half of 2019 for completion in 42 months. We estimate that the Central Waters Studies will cost \$550.4 million in money-of-the-day prices.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)066

(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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Please advise the anticipated commencement dates of, completion dates of, dates of consultation with the District Councils/Legislative Council of and estimated expenditure to be incurred by the following reviews/studies:

1. the review for the ground decontamination works at the site of ex-Kennedy Town incineration plant/abattoir and adjoining area;
2. the planning and engineering study on Sunny Bay reclamation;
3. the study for a highway parallel to the North Lantau Highway;
4. a study on Lantau trails and recreation plan;
5. the planning and engineering study for nearshore reclamation at Lung Kwu Tan and the study on re-planning of River Trade Terminal and the adjacent areas;
6. the feasibility study for the development sites at Diamond Hill upon relocation of service reservoirs; and
7. the detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 56)

Reply:

The details are provided as follows:

Project	Anticipated Commencement	Anticipated Completion	Consultation with District Council (DC)	Consultation with LegCo	Estimated Expenditure of Review/Study (\$ million)
1. Review for the ground decontamination works at the site of ex-Kennedy Town incineration plant/abattoir and adjoining area	Early 2020	2021	Under review	Under review	Under review
2. Planning and Engineering Study on Sunny Bay Reclamation	Q2 2020 ⁽¹⁾	Q4 2022 ⁽¹⁾	Tsuen Wan District Council (DC) consulted on 5 March 2019	LegCo Panel on Development in Q4 2019 (Tentative)	Under review
3. The study for a highway parallel to the North Lantau Highway, viz., Road P1 (Tai Ho interchange to Sunny Bay section)	Q2 2020 ⁽¹⁾	Q4 2022 ⁽¹⁾	Islands DC consulted on 25 February and Tsuen Wan DC consulted on 5 March 2019	LegCo Panel on Development in Q4 2019 (Tentative)	Under review
4. Study on Lantau Trails and Recreation Plan	Late 2019	Mid 2021	Under review	Not applicable	Under review
5. Study for the planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area (including River Trade Terminal and the adjacent area)	Q2 2020 ⁽¹⁾	End 2022 ⁽¹⁾	Tuen Mun DC on 5 March 2019	LegCo Panel on Development in Q4 2019 (Tentative)	Under review
6. Development of the Sites at Diamond Hill upon Relocation of Service Reservoirs – Feasibility Study	2019	2021	Under Review	Under Review	10
7. Detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East	Commenced in October 2015	Under review	Kwun Tong and Wong Tai Sin DCs consulted on 9 May 2017 and Kowloon City DC consulted on 18 May 2017.	LegCo Panel on Development consulted on 17 July 2017.	92.3

Note

(1) the project commencement and completion dates are subject to funding approval from the Finance Committee.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)067****(Question Serial No. 0678)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (000) Operational ExpensesProgramme: Not specifiedControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

The Civil Engineering and Development Department will create 67 non-directorate posts in 2019-20. Will the Government set out in details the ranks, duties and expenditures on emoluments of these posts? How many of them are related to the engineering profession?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 22)Reply:

In 2019-20, the establishment of the Civil Engineering and Development Department will be increased by 67 non-directorate posts due to (i) the creation of 74 new posts (including 37 engineering profession related posts) and (ii) the lapse of 7 existing posts.

The main duties and ranks of these 74 new non-directorate posts are tabulated below -

Item	Main duties	Number and rank of new non-directorate posts to be created in 2019-20	Total
1	Implementation of Trunk Road T2 and Cha Kwo Ling Tunnel project	1 Senior Engineer 3 Engineer/ Assistant Engineer 1 Geotechnical Engineer/ Assistant Geotechnical Engineer 1 Technical Officer/ Technical Officer Trainee	6
2	Strengthening the clerical support in the East Development Office	1 Assistant Clerical Officer	1

Item	Main duties	Number and rank of new non-directorate posts to be created in 2019-20	Total
3	Implementation of reclamation projects at Central Waters, Sunny Bay, Siu Ho Wan, and establishment of Lantau Conservation Fund	1 Senior Engineer 2 Engineer/ Assistant Engineer 1 Senior Forestry Officer 1 Field Officer I 2 Field Officer II/ Assistant Field Officer 1 Inspector of Works 2 Works Supervisor I 1 Chief Executive Officer 1 Senior Executive Officer 1 Executive Officer II 1 Clerical Officer 3 Personal Secretary II	17
4	Strengthening the clerical support in the South Development Office	1 Clerical Assistant	1
5	Enhancing the city's resilience against climate change	1 Engineer/ Assistant Engineer 1 Systems Manager	2
6	Energizing Kowloon East initiative	1 Engineer/ Assistant Engineer	1
7	Implementation of Kwu Tung North and Fanling North New Development Areas projects	2 Senior Engineer 6 Engineer/ Assistant Engineer 1 Technical Officer/ Technical Officer Trainee 1 Clerical Officer 1 Clerical Assistant 1 Personal Secretary II	12
8	Implementation of Anderson Road Quarry Site Development project	1 Senior Engineer	1
9	Supporting harbourfront development	1 Architect/ Assistant Architect	1
10	Implementation of Tung Chung New Town Extension project	1 Senior Engineer 2 Engineer/ Assistant Engineer 1 Executive Officer I	4
11	Development of housing sites in Tuen Mun East	1 Engineer/ Assistant Engineer	1

Item	Main duties	Number and rank of new non-directorate posts to be created in 2019-20	Total
12	Implementation of Hung Shui Kiu New Development Area project	2 Senior Engineer 4 Engineer/ Assistant Engineer 1 Senior Technical Officer 2 Technical Officer/ Technical Officer Trainee 1 Assistant Clerical Officer 1 Clerical Assistant	11
13	Implementation of Tseung Kwan O - Lam Tin Tunnel project	1 Senior Engineer	1
14	Inspection of seawalls and breakwaters	1 Senior Survey Officer 1 Survey Officer/ Survey Officer Trainee	2
15	Development of public housing sites	2 Senior Engineer 4 Engineer/ Assistant Engineer 1 Senior Technical Officer 2 Technical Officer/ Technical Officer Trainee 1 Clerical Officer 1 Personal Secretary I 1 Personal Secretary II	12
16	Enhancing the cost effectiveness of permanent geotechnical works	1 Geotechnical Engineer/ Assistant Geotechnical Engineer	1
Total:			74

The annual staff cost for the net increase of the 67 posts is \$47.8 million in terms of notional annual mid-point salary value.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)068

(Question Serial No. 2580)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

It was stated that the Civil Engineering and Development Department continued the pilot study on underground space development in selected strategic urban areas (the Study). In this connection, would the Government inform this Council:

- a) of the progress of the Study;
- b) of the specific implementation time table and details therein;
- c) whether the Government will extend the scope of the Study to new development areas; if yes, of the details?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 57)

Reply:

- a) & b) The Pilot Study on underground space development (USD) in selected strategic urban areas is underway. We completed the stage 1 public engagement in 2017 to collect public views on the preferences and concerns of USD in the selected strategic areas in Tsim Sha Tsui West, Wan Chai/Admiralty, Causeway Bay and Happy Valley. In light of the public views received, we are formulating conceptual USD schemes in the areas concerned to assess their respective preliminary technical feasibility and financial viability. We will consult the public on the study findings together with the conceptual schemes in the stage 2 public engagement exercise (PE2). According to the latest progress and subject to the outcomes of the PE2, we anticipate to complete the study in 2020.
- c) We will continue to focus our effort on the subject study and have no plan at this stage to extend its study scope to new development areas.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)069

(Question Serial No. 1919)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

The Civil Engineering and Development Department will commence the planning and engineering study for nearshore reclamation at Lung Kwu Tan and the study on re-planning of River Trade Terminal and the adjacent areas. In this connection, would the Government inform this Council:

- a) of the time table for commencement and completion of the studies;
- b) whether development of the areas in question as logistic sites and their supporting transport network will be considered in the studies; if yes, of the details.

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 47)

Reply:

We plan to consult the Panel on Development of the Legislative Council on the funding proposal of the proposed planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area (including River Trade Terminal and the adjacent area) (the Study) in late 2019. Subject to funding approval of the Finance Committee, the Study will commence in 2020 Q2 for completion in 30 months.

The proposed Study will establish the extent of reclamation, develop land use proposals, holistically re-plan the land uses of Tuen Mun West coastal area to enhance the comprehensiveness, and ascertain their technical feasibility. Modern logistics are among the possible land uses to be considered. Besides, the proposed Study would review and recommend the necessary infrastructures including strategic / local road networks in addition to those proposed under the Lantau Tomorrow Vision to support and facilitate the development of the areas concerned.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)070

(Question Serial No. 0141)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the development of rock caverns, will the Government inform this Council:

1. of the progress of the relevant technical study;
2. of when the first relocation exercise is anticipated to commence; if yes, of the locations and areas of the caverns concerned; if no, the reason for that;
3. whether the Government has devised the plan for developing rock caverns and its implementation time table; if yes, of the details; if no, the reason for that.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 24)

Reply:

1. The Civil Engineering and Development Department (CEDD) completed in March 2017 the study, namely “Long-term Strategy for Cavern Development – Feasibility Study”. Based upon the study findings, the Government has promulgated the territory-wide Cavern Master Plan (“CMP”) and the associated technical guidelines, which facilitate identification of suitable cavern sites for development by project proponents. The CEDD also commenced in 2017 another study for cavern development, namely “Technical Study on Underground Quarrying in Hong Kong – Investigation”, scheduled for completion in 2019. This study will establish the technical feasibility of underground quarrying-cum-cavern development schemes in Hong Kong.
2. Relocation of Sha Tin Sewage Treatment Works (STSTW) to caverns is the first relocation project, and its Stage 1 site preparation and main tunnel construction works commenced in February 2019. The caverns concerned, which are of about 13 hectares in area, are located at Nui Po Shan in Sha Tin.
3. As aforementioned, the Government has devised and promulgated the CMP to facilitate cavern development. The CMP delineates 48 Strategic Cavern Areas (“SCVAs”) that are suitable for cavern development in terms of geological considerations and current planning perspectives, and makes known essential information of such SCVAs, to facilitate identification of suitable cavern sites for development by project proponents. The Government has also drawn up plans of relocating the first batch of Government facilities to caverns. According to the plans, we commenced in end-2017, for completion in end-2019, feasibility studies on relocating service reservoirs in Tsuen Wan and Yau Tong to caverns. We also launched in end-2018, for completion in end-2020, a feasibility study on relocating the Public Works Central Laboratory in Kowloon Bay to caverns. Besides, the following pilot schemes of cavern development, of which feasibility has already been established, are being implemented:

Pilot scheme of cavern development	Preliminary timetable
Relocation of Sha Tin Sewage Treatment Works to caverns	Stage 1 site preparation and main tunnel construction works commenced in February 2019. The estimated total construction period is about 13 years (<i>Note</i>).

Relocation of Diamond Hill Fresh Water and Salt Water Service Reservoirs to caverns	Investigation study, design and associated site investigation works commenced in end-2018, for completion in 2021.
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Note : This relocation project comprises 5 stages of construction work. Stage 1 works of “Site preparation and access tunnel construction” commenced in February 2019. The remaining 4 stages of construction works include “Main caverns construction”, “Sewage treatment facilities installation”, “Modification and construction of upstream sewerage and pumping stations” and “Decommissioning and demolition of existing Sha Tin Sewage Treatment Works”. While individual implementation programmes of the said 4 stages of construction works are being reviewed, the estimated total construction period of the relocation project is about 13 years.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)071

(Question Serial No. 0143)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

Regarding “area of land formed (hectares)”, there will be a substantial increase in 2019 as compared with the area formed over the previous two years. Would the Government inform this Council:

1. of the measures to be taken ensuring the timely delivery of the pledged indicator;
2. whether the Government has assessed the rising cost of works possibly due to a surge in the number of construction works projects; if so, of the details; if no, the reason for that; and
3. of the locations, areas and uses of the land to be formed in the financial year concerned.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 26)

Reply:

- 1.&2. The increase in the estimated area of land formation in 2019 as compared to those of 2017 and 2018 is due to the relatively large area of land to be formed (i.e. 19.5 hectares approximately) under the projects in Kai Tak Development.

Indeed, the area formed in a particular year represents the land formation completed in various projects in that particular year. The area of land formed varies each year according to the progress and phasing of on-going site formation and infrastructure projects. Upon review, there has not been a surge in the cost of construction projects.

To accord with the development programme, the Civil Engineering and Development Department (CEDD) will continue to exercise close supervision and regular monitoring to ensure delivery of the works on time and within budget.

3. The following summary shows the locations, areas and uses of the land to be formed by CEDD in 2019.

Location of Project	Approximate Area of Land Formed (hectare)	Land Use
Near Lai Chi Yuen Tsuen, Mui Wo, South Lantau	4.5	Recreation
Sandy Ridge, North District	0.6	Columbarium
Kai Tak Development	19.5	Public / Private residential and commercial development
Anderson Road Quarry	1.8	Public residential development
Kwu Tung North Area 29	1.5	Social welfare facility
Total	27.9	

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)072

(Question Serial No. 0574)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

It was stated in paragraph 142 of the Budget Speech that “apart from providing an ample supply of land, Lantau Tomorrow entails the construction of strategic road and rail networks linking the coastal areas of Tuen Mun, North Lantau, artificial islands in the Central Waters and Hong Kong Island North. This will improve the efficiency of the traffic network in the North West New Territories and Hong Kong as a whole.” In this connection, would the Government inform this Council:

- (1) of the staffing establishment and estimated expenditure to be involved in the study for the Lantau Tomorrow plan, as well as of the commencement and conclusion dates of the study;
- (2) of the alignments of the railway networks, respective locations of the railway stations and construction costs to be incurred according to internal preliminary estimates? Please specify the details.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 1)

Reply:

- (1) The Civil Engineering and Development Department (CEDD) and other government bureaux and departments are currently taking forward the Lantau Tomorrow Vision. Given that CEDD officers of various offices are handling the work related to the Lantau Tomorrow Vision as part of their overall duties, we do not have a separate breakdown of the staff resources incurred for this work.

The major work related to the Lantau Tomorrow Vision scheduled to commence in 2019-20 include mainly the studies related to the artificial islands in the Central Waters (the Studies).

We briefed the Panel on Development on the funding application for the Studies on 26 March 2019, and obtained Members' in-principle support. The Studies mainly covers the about 1 000 hectares Kau Yi Chau artificial islands and the priority road and rail links between the Hong Kong Island, the Kau Yi Chau artificial islands, Lantau and coastal areas of Tuen Mun. Subject to funding approval by the Finance Committee, the Studies are anticipated to commence in the second half of 2019 for completion in 42 months. The estimated cost of the Studies is \$550 million in money-of-the-day prices.

- (2) Please refer to Figure 1 of the LC Paper No. CB(1)729/18-19(03) (the LC Paper) for the indicative alignments of the priority railway links between the Hong Kong Island, the Kau Yi Chau artificial islands, Lantau and coastal areas of Tuen Mun. Details of the alignments together with the station locations can only be available after the completion of the studies for this railway project.

It is not a usual practice for the Government to provide estimate on the construction cost for large-scale projects before conducting planning and engineering studies. However, to address public concern on the financial implications, we have, on an exceptional basis, crudely estimated the construction cost of the key projects proposed under the Lantau Tomorrow Vision at such a preliminary stage, with details provided in the LC Paper. As set out in Enclosure 6 of the LC Paper, the ballpark estimate of the construction cost for the priority railways linking up the coastal areas of Tuen Mun, Lantau, the artificial islands in the Kau Yi Chau and Hong Kong Island is about \$172 billion (in September 2018 prices). This estimate is very preliminary and indicative in nature at this juncture. The assumptions for estimation are subject to the findings of subsequent studies, design changes and construction price level adjustment. A more accurate estimate can only be established after the completion of the studies on this railway project.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)073

(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 (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

Please inform this Committee:

- 1) of the details of the commencement of the study for a highway parallel to the North Lantau Highway in 2019-20, as well as the staffing and expenditure to be involved;
- 2) of the details of the study on Lantau trails and recreation plan in 2019-20, as well as the staffing and expenditure to be involved;
- 3) of the details of the anticipated work of "Lantau Conservation Fund" for conservation and local improvement projects in Lantau in the next 24 months, as well as the staffing and expenditure to be involved.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 39)

Reply:

- 1) To cope with the increasing traffic demand for the planned developments in Lantau (including the expansion of the Hong Kong International Airport, the Tung Chung New Town Extension project, the development at Siu Ho Wan, the development of Sunny Bay, and the development of the artificial island of the Hong Kong-Zhuhai-Macao Bridge), we propose to build a road parallel to the North Lantau Highway (hereinafter referred to as the Road P1) to relieve the traffic pressure on the North Lantau Highway (NLH) and enhance the traffic capacity and resilience of Lantau Island to and from the urban areas.

The proposed road comprises two sections, namely Tung Chung East to Tai Ho Interchange section and Tai Ho Interchange to Sunny Bay section. The Tung Chung East to Tai Ho Interchange section has been included in the Tung Chung New Town Extension project. This road section was authorised under the Roads (Works, Use and Compensation) Ordinance (Cap.370) in September 2018.

As for the section from Tai Ho Interchange to Sunny Bay, we plan to carry out an investigation study, preliminary design and the associated site investigation in 2020.

The preparation work on the sections between Tai Ho Interchange and Sunny Bay is currently carried out by existing staff as part of their overall duties. We do not have a separate breakdown of the resources currently incurred solely for this work.

- 2) The study on Lantau trails and recreation plan will explore options to improve the existing hiking trails and provide new hiking trails as well as the associated facilities in order to enhance the overall trail networks on Lantau. The study will also examine the feasibility of promoting sustainable leisure and recreation activities on Lantau. We will engage consultants to carry out the study which is planned for commencement in end 2019. We are now carrying out preparation work for the study and the study fee will only be ascertained after finalising the scope and details of the study. The preparation work for the study is currently carried out by existing staff as part of their overall duties. We do not have a separate breakdown of the resources currently incurred solely for this work.
- 3) To enhance the resources and effectiveness of conservation efforts, we plan to set up the Lantau Conservation Fund (LCF) for handling the conservation of rural resources in Lantau in a coordinated and integral manner; supporting projects that would contribute to the overall conservation of rural Lantau; raising community awareness on the conservation of rural Lantau; mobilising the community to put conservation into practice; and carrying out minor local improvement works, with a view to fostering a quality living environment for the current generation and beyond.

The proposed \$1,000 million LCF will consist of two parts, including (i) conservation and related projects; and (ii) minor local improvement works.

We plan to seek funding approval from the Finance Committee in mid 2019 and to work out the details of the operation of the LCF upon funding approval.

As regards the staffing, preparation work for setting up the LCF is being undertaken by existing staff as part of their overall duties. We do not have a separate breakdown of the resources currently incurred solely for this work. Since the establishment of the LCF will unavoidably generate huge workload, additional manpower would be required. As far as the Directorate officer is concerned, we will timely seek approval of the Finance Committee for creation of one Chief Town Planner to put forward the setting up and operation of the LCF.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)164

(Question Serial No. 4709)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Would the Government inform this Council of when it commenced preparing the publicity items related to the Lantau Tomorrow Vision distributed in October 2018? What was the expenditure involved in 2018-19?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 221)

Reply:

The printing of the pamphlets for the Lantau Tomorrow Vision commenced in end September 2018. The expenditure in 2018-19 for production of the pamphlets is about \$0.6 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)165

(Question Serial No. 5776)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

1. In connection with the Lantau Tomorrow Vision proposed by the Government (1 000 hectares), please provide information on the reclamation materials as below:

	Reclamation area (approximate) (hectare)	Construction cost of the entire project (HK\$)	Cost required by the reclamation portion (HK\$)	Volume of required reclamation materials (approx.) (tonne)	Proportion of required reclamation materials by volume (%) (please specify places of origin for each of them)				Price of required reclamation materials (tonne/HK\$)				
					Marine sand	Mechanical sand	Fill material	Others (please specify)	Marine sand	Mechanical sand	Fill material	Others (please specify)	
Lantau Tomorrow Vision													

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 142)

Reply:

1. The information on the Artificial Islands in the Central Waters is shown as follows:

	Reclamation area (ha)	Ballpark estimate of construction cost	Ballpark estimate of reclamation cost	Ballpark estimate of total reclamation fill quantity (tonnes)	Proportion of total reclamation fill quantity(%)			Cost of reclamation fill material		
					Sand fill	Public fill	Others	Sand fill	Public fill	Others
Kau Yi Chau Artificial Islands	About 1000	\$256 billion (Sep-2018 prices) (see note 1)	\$140 billion (Sep-2018 prices) (see note 1)	About 300 million (see note 1)	Under preliminary planning, about 50% of the total fill is public fill while the rest includes manufactured sand and/or marine sand (details subject to study)			Subject to study (see note 2)		

Notes:

1. The ballpark estimates are indicative only, which contains a number of design and construction related assumptions that would be subject to the findings of the studies related to the Artificial Islands in the Central Waters. The estimates would be reviewed and updated after completion of these studies.
2. Apart from the cost of fill materials, the construction cost of the reclamation works comprises the cost of seawall construction, ground strengthening works, the labour and plant for the filling works, and other associated works. Hence, the cost of fill materials should only form a portion of the construction cost of the reclamation works. Details are subject to further study.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)166****(Question Serial No. 5782)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: Not SpecifiedControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

Regarding its work in relation to the Code on Access to Information, will the Government advise this Council on the following:

1) concerning the requests for information under the Code on Access to Information received by the Civil Engineering and Development Department for which only some of the required information was provided, please state in table form: (i) the content of the requests for which only some of the required information was provided; (ii) the reasons for providing some of the information only; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) How the requests were eventually handled

2) concerning the requests for information under the Code on Access to Information received by the Civil Engineering and Development Department for which the required information was not provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; and (iii) how the requests were eventually handled.

Year

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 148)

Reply:

The required information from January to September 2018 are set out below:

1) Requests met in part:

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) How the requests were eventually handled
Design Memorandum of a number of projects	In accordance with para. 2.13 of the Code on Access to Information (the Code): "Information relating to incomplete analysis, research or statistics, where disclosure could be misleading."	The Design Memorandum of various projects under request was provided, apart from one project that its Design Memorandum was yet to be finalized at the time of receiving the request and hence the document under request was not provided.
Traffic and Transport Impact Assessment Report	In accordance with para. 2.13 of the Code: "Information relating to incomplete analysis, research or statistics, where disclosure could be misleading."	The Report under request was provided with redacting on part of the report content.

2) Requests refused in entirety:

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled
Information on an abandoned mining site	In accordance with paras. 2.6 and 2.14 of the Code respectively: "Information the disclosure of which would harm or prejudice the preservation of the peace, public safety or order, or the preservation of property" and "Information held for, or provided by, a third party under an explicit or implicit understanding that it would not be further disclosed."	The information was not provided.

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) How the requests were eventually handled
Information on the tender document of a consultancy agreement	In accordance with paras. 2.9 and 2.16 of the Code respectively: “Information the disclosure of which would harm or prejudice negotiations, commercial or contractual activities, or the awarding of discretionary grants and ex-gratia payments by a department. Information the disclosure of which would harm or prejudice the competitive or financial position or the property interests of the Government.” and “Information including commercial, financial, scientific or technical confidences, trade secrets or intellectual property the disclosure of which would harm the competitive or financial position of any person.”	The information was not provided.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)167****(Question Serial No. 5799)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (6) Supervision of Mining, Quarrying and ExplosivesControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

In connection with Sand Removal Permits, please advise this Council of, in table form, the application status of Sand Removal Permits for each of the previous five years, including (i) the quantity of sand delivered, and (ii) the amount involved. Please set out the data by the places of origin of sand.

	2014 i ii	2015 i ii	2016 i ii	2017 i ii	2018 i ii
Place of origin of sand (e.g. Vietnam)					
e.g. West of Shenzhen					

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 184)Reply:

The quantities of sand delivered under the Sand Removal Permits in the past five years are tabulated below. As for the price of sand, we consider inappropriate to disclose the information as it is commercially sensitive.

Place of Origin	2014	2015	2016	2017	2018
	Total Quantity of Sand Delivered (Million Tonnes)				
Australia	-	< 0.1	-	-	-
Canada	-	-	< 0.1	-	-
Mainland	28.5	9.9	1.0	1.2	0.9
Malaysia	-	-	-	-	0.2
Philippines	-	-	< 0.1	-	< 0.1
Taiwan	-	-	< 0.1	-	-
United Kingdom	< 0.1	< 0.1	< 0.1	< 0.1	-
United States	-	-	< 0.1	-	-
Vietnam	-	-	-	< 0.1	-

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)168****(Question Serial No. 5800)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (6) Supervision of Mining, Quarrying and ExplosivesControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

In connection with "Hong Kong Natural Sand Final User Certificate", please advise this Council:

1. of the applications for "Hong Kong Natural Sand Final User Certificate" in each of the previous five years in tabular form, including the (i) number of applications, (ii) quantity (tonne), and (iii) amount of money. Please set out the data by (iv) Silica sand and Quartz sand and (v) other natural sand;

	2014 iv v	2015 iv v	2016 iv v	2017 iv v	2018 iv v
(i) number of applications					
(ii) quantity (tonne)					
(iii) amount of money					

2. of the top ten importers in terms of the quantity of sand (in tonnes) imported from the Mainland in each of the previous five years in tabular form. Please set out the data by (i) the name of the importer, (ii) the number of applications, (iii) the quantity and (iv) the amount of money;

Year

	(i) name of the importer	(ii) number of applications	(iii) quantity	(iv) amount of money
No.1 importer				

(3) of the top ten exporters in terms of the quantity of sand (in tonnes) exported from the Mainland in each of the previous five years in tabular form. Please set out the data by the

(i) name of the exporter, (ii) number of applications, (iii) quantity and (iv) amount of money;

Year

	(i) name of the exporter	(ii) number of applications	(iii) quantity	(iv) amount of money
No.1 exporter				

4. of the declared purposes in applications for “Hong Kong Natural Sand Final User Certificate” in each of the previous five years in tabular form, including (i) retail, (ii) concrete production, (iii) cement production and (iv) Construction Project. Please set out the data by the (v) number of applications, (vi) quantity and (vii) amount of money;

	2014 v, vi, vii	2015 v, vi, vii	2016 v, vi, vii	2017 v, vi, vii	2018 v, vi, vii
(i) retail					
(ii) concrete production					
(iii) cement production					
(iv) Construction Project					

5. in the case of applications with a purpose of “Construction Project”, of the details of the top ten cases in terms of the quantity of sand (in tonnes) imported from the Mainland in each of the previous five years in tabular form, including the (i) number and title of the Project involved, (ii) number of applications, (iii) quantity and (iv) amount of money.

Year

	(i) Number and title of the Project involved	(ii) number of applications	(iii) quantity	(iv) amount of money
No.1 case				

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 185)

Reply:

The application for Sand Removal Permit (SRP) is required to regulate the importation and removal of sand. For the case of importation of sand from the Mainland, the application for “Hong Kong Natural Sand Final User Certificate” (FUC) is also required before applying for the SRP. The quantity and value of sand provided in the application forms involve commercial information that renders disclosure of such information of individual cases inappropriate.

1. The applications for FUC with different types of sand in the past five years (Note 1) are as follows:

	2014	2015	2016	2017	2018
	(iv) Silica and Quartz Sand (v) Other Natural Sand				
(i) Number of Applications	(iv) 58 (v) 175	(iv) 63 (v) 158	(iv) 54 (v) 171	(iv) 54 (v) 233	(iv) 47 (v) 199
(ii) Total Quantity (Million Tonnes)	(iv) < 0.1 (v) 28.5	(iv) < 0.1 (v) 9.9	(iv) <0.1 (v) 1.0	(iv) < 0.1 (v) 1.2	(iv) <0.1 (v) 0.9

2, 3 and 5. Without the prior consent of the applicants to disclose their information in the application forms, disclosure of the requested information to the public domain is considered inappropriate.

4. The declared purposes of the imported sand in the applications for FUC in the past five years (Note 1) are as follows:

	2014	2015	2016	2017	2018
	(v) Number of Applications (vi) Total Quantity (Million Tonnes)				
(i) Retail	(v) 152 (vi) 1.4	(v) 147 (vi) 1.3	(v) 167 (vi) 1.0	(v) 219 (vi) 1.1	(v) 213 (vi) 0.9
(ii) Concrete Production	(v) 25 (vi) < 0.1	(v) 24 (vi) < 0.1	(v) 18 (vi) < 0.1	(v) 21 (vi) < 0.1	(v) 9 (vi) < 0.1
(iii) Cement Production	(v) 11 (vi) < 0.1	(v) 12 (vi) < 0.1	(v) 13 (vi) < 0.1	(v) 16 (vi) < 0.1	(v) 3 (vi) < 0.1
(iv) Construction Project	(v) 45 (vi) 27.1	(v) 38 (vi) 8.6	(v) 27 (vi) < 0.1	(v) 31 (vi) < 0.1	(v) 21 (vi) < 0.1

Note 1: All quantities are based on the information provided in SRP which recorded the actual quantity of sand imported.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)169****(Question Serial No. 3944)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (5) Greening and Technical ServicesControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

Please set out in the table below the number of attendance to the Civil Engineering Library over the previous five years.

Year	Number of attendance by Government employees	Number of attendance by Non-Government employees
2014		
2015		
2016		
2017		
2018		

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1046)Reply:

The numbers of attendance to the Civil Engineering Library over the previous five years are tabulated below:

Year	Number of attendance by Government employees (Approximate)	Number of attendance by Non-Government employees (Approximate)
2014	8 800	2 200
2015	8 800	2 200
2016	8 000	2 000
2017	7 200	1 800
2018	6 500	1 500

The Civil Engineering Library has been upgraded with launching of the mobile e-platform since the second half of 2016, facilitating users to conveniently access online library service by mobile app in phones.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)170****(Question Serial No. 5391)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

In connection with the implementation of improvement works at Mui Wo and Tai O, this Council requests the Government to reply to the following questions:

1. What are the implementation year, period, details, costs incurred and progress of improvement works at Mui Wo?
2. What are the implementation year, period, details, costs incurred and progress of improvement works at Tai O?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 516)Reply:

(1) & (2) Improvement works are being implemented in phases at both Mui Wo and Tai O, and the respective details are as follows:

Improvement works at Mui Wo			
Phase	Major items	Approved Project Estimate in money-of-the-day (MOD)	Progress
Phase 1	construction of a segregated pedestrian walkway and cycle track, a civic square near Mui Wo old town, footbridge widening, amenity areas in villages at Mui Wo.	\$193.1 million	completed in June 2017.
Phase 2 Stage 1	extension of an existing at-grade carpark, construction of a new two-lane carriageway and access road realignment, and landscaping works.	\$72.3 million	commenced in July 2016 for completion in mid 2019.

Phase	Major items	Approved Project Estimate in money-of-the-day (MOD)	Progress
Remaining works	construction of an entrance plaza, public transport interchange and waterfront promenade; re-provisioning of a cooked food market, cycle parking area and cargo loading and unloading area; and improvement of a cycle track network and heritage trail.	N/A	Not yet started, detailed design of the remaining works is in progress.

Improvement works at Tai O			
Phase	Major items	Approved Project Estimate in money-of-the-day (MOD)	Progress
Phase 1	construction of a riverwall at Yat Chung and upgrading of the temple garden for Kwan Tai Temple.	\$151 million	completed in March 2013.
Phase 2 Stage 1	construction of public open space, public transport terminus, a public car park, a loading and unloading area and a cycle parking area.	\$124 million	commenced in September 2016 for completion in early 2020.
Phase 2 Stage 2	construction of footbridges at Po Chue Tam and Yim Tin, event space for community and cultural events at Yim Tin and upgrading of the temple garden for Yeung Hau Temple.	N/A	Not yet started, detailed design of the Phase 2 Stage 2 works is in progress.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)171****(Question Serial No. 5392)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

Regarding the implementation of the improvement and expansion of mountain bike trail network in south Lantau and the cycle track network in the New Territories, this Council requests the Government to reply to the following questions:

1. What are the implementation date, costs, scope, design plan and anticipated completion date of the works for the mountain bike trail network in south Lantau?
2. What are the implementation date, costs, scope, design plan and anticipated completion date of the improvement and expansion works for the cycle track network in the New Territories?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 517)Reply:

1. The improvement and expansion works for the mountain bike trail networks in south Lantau are implemented in phases as tabulated below. The alignments for the first and second phases can be found in the <https://www.cedd.gov.hk/eng/projects/major/nt/slo5290rs.html> webpage. The alignment for the remaining phase is subject to study.

Section	Status	Cost (\$M)
First Phase		
Improvement of sections of the existing mountain bike trails (MBTs) from Pui O to Kau Ling Chung and in Chi Ma Wan	Completed in October 2017.	11.9
Second Phase		
Practice ground near Lai Chi Yuen Tsuen, MBTs in Mui Wo and Chi Ma Wan, a gathering place, and the associated supporting facilities and landscape works	Construction commenced in December 2016 for completion by mid-2019.	41.6

Section	Status	Cost (\$M)
Remaining Phase		
New MBTs connecting Mui Wo and Pui O and the associated supporting facilities and landscape works	Consultant will be employed to carry out detailed design and to review the estimated cost and implementation programme.	Under review

2. The cycle track network in the New Territories broadly comprises two backbone sections and one branching off section as tabulated below. Alignments can be found in Enclosure 5 of the Public Works Subcommittee paper for 268RS – Cycle track between Tsuen Wan and Tuen Mun in the <https://www.legco.gov.hk/yr17-18/english/fc/pwsc/papers/p18-06e.pdf> webpage.

Section	Status	Cost (\$M)
Tuen Mun to Ma On Shan backbone section (60km long)		
Ma On Shan to Sheung Shui	Completed and open to public in 2014.	230.3
Tuen Mun to Yuen Long	Completed and open to public in 2017.	295.4
Yuen Long to Sheung Shui	Construction commenced in June 2016 for completion in early 2020.	890.9
Tsuen Wan to Tuen Mun backbone section (22km long)		
Advance Works (Tsing Tsuen Bridge to Bayview Garden)	Construction commenced in September 2018 for completion in end 2020.	140.9
Stages 1 and 2 (Bayview Garden to Tuen Mun)	Alignment and implementation timetable under review.	Under review
Branching off section (1km long)		
Sam Mun Tsai	Plan to commence in mid-2020.	Under review

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)172

(Question Serial No. 5393)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): Not specified
Programme: Not specified
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

The Government will steer the study for a highway parallel to the North Lantau Highway. The Council requests the Government to reply to the following questions:

1. What are the details of the study for the highway?
2. What are the reasons for the need to construct a highway parallel to the North Lantau Highway?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 518)

Reply:

The study aims to construct a highway between Tai Ho and Sunny Bay parallel to the North Lantau Highway (NLH) with a view to relieving the traffic pressure on the NLH and enhancing the traffic capacity and resilience of Lantau Island to and from urban areas. The scope of the study includes an investigation study, preliminary design and site investigation associated with the proposed highway. We plan to submit the funding application for the study to the Legislative Council in the latter half of 2019.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)173

(Question Serial No. 5395)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Government will commence a study on Lantau trails and recreation plan. Would the Government provide the details?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 520)

Reply:

We plan to carry out a study on Lantau Trail and Recreational Plan with a view to formulating and implementing in phases a network of walking trails to link up heritage, ecological and recreational hotspots in Lantau. This will help to offer diversified sustainable leisure experience to the public, thus promoting a healthy lifestyle.

The study will also explore opportunities to improve existing or provide additional supporting facilities such as sustainable recreation facilities, sanitary facilities, viewing platforms, signage, information boards, etc.

Our target is to commence the study in late 2019.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)174****(Question Serial No. 3590)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

On the matters relating to the Pier Improvement Programme, please advise:

- (a) of the details of the Programme and the manpower and expenditure involved;
- (b) of when the phase 2 of the Pier Improvement Programme will commence.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 59)Reply:

- (a) The Government is currently taking forward the Pier Improvement Programme (PIP) aiming at enhancing the structures and facilities of some existing public piers at remote areas, or, where necessary, reconstructing those piers, so as to enhance safety for public uses, and to improve the accessibility to some remote scenic spots and natural heritage to promote green tourism. The first implementation phase of the PIP covers the following 10 public piers in the New Territories or on the outlying islands:

Proposed Pier Improvement Item	District
Lai Chi Wo Pier	North
Sham Chung Pier	Tai Po
Lai Chi Chong Pier	Tai Po
Tung Ping Chau Public Pier	Tai Po
Leung Shuen Wan Pier	Sai Kung
Kau Sai Village Pier	Sai Kung
Pak Kok Pier	Islands

Proposed Pier Improvement Item	District
Yung Shue Wan Public Pier	Islands
Yi O Pier	Islands
Ma Wan Shek Tsai Wan Pier	Tsuen Wan

The estimated manpower expenditure on the PIP in 2019-20 is about \$8.7 million in which 8 professional staff and 1 technical staff are involved.

- (b) Technical studies and site investigation works on the proposed pier improvement items under the first phase of PIP are under way. Upon completion of detailed design and necessary statutory project delivery process for these pier items in batches, we target to commence construction of a pier item in 2019 and other pier items progressively in coming years. In light of the experiences to be gathered from the first implementation phase, we will conduct a timely review on the PIP and formulate the way forward for the next implementation phase.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)175

(Question Serial No. 4359)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

In connection with the Government's reclamation works and proposals:

1. Has the Government prepared any cost estimates for the reclamation works related to the artificial islands in the Central Waters? If yes, what is the cost estimate per square foot for the reclamation works? What are the works items to be covered by such costs? Please set out each of the works items by a breakdown of costs.
2. Has the Government conducted any assessments on the additional risks to be posed by future climate changes (such as the impacts to be brought about by a rise in the sea level and changes in maximum water levels of storm surges) to the artificial islands in the Central Waters? If yes, what were the detailed findings of such assessments? How will they impact the costs of the works?
3. What were the costs per square foot for the reclamation works involved in the Chek Lap Kok Airport project and the ongoing Tung Chung East reclamation project? What were the works items covered by such costs? Please set out each of the works items by a breakdown of costs.

Asked by: Hon HUI Chi-fung (LegCo internal reference no.: 53)

Reply:

1. It is not a usual practice for the Government to provide estimate on the construction cost for large-scale projects before conducting planning and engineering studies. However, to address public concern on the financial implications, we have, on an exceptional basis, crudely estimated the construction cost of the key projects proposed under the Lantau Tomorrow Vision at such a preliminary stage, with details provided in the LC Paper No. CB(1)729/18-19(03).

The ballpark estimated unit cost for the reclamation works of about 1 000 hectares Kau Yi Chau artificial islands is about \$1,300 per square foot (or about \$14,000 per

square metre) in September 2018 prices. The major works items include (1) construction of seawall, (2) ground strengthening works, and (3) filling and associated works. This estimate is very preliminary and indicative in nature at this juncture. The assumptions for estimation are subject to the findings of subsequent studies, design changes and construction price level adjustment. A more accurate estimate can only be established after the completion of the studies on this reclamation project.

2. To address climate change, the Government set up the Steering Committee on Climate Change, which is chaired by the Chief Secretary for Administration, in 2016 to steer and co-ordinate the work of government departments on climate change. As regards marine infrastructure works, the Civil Engineering and Development Department (CEDD) updated the Port Works Design Manual in early 2018, taking into account the future climate change projection given in the Fifth Assessment Report of the Intergovernmental Panel on Climate Change set up under the United Nations (UN). The CEDD will pay close attention to any updated reports on climate change issued by the UN and timely update the design standards of port works as appropriate.

To enhance the resilience against extreme weather, we will make reference to the latest design standards when designing the artificial islands in the Central Waters under the coming engineering studies, and provide breakwater, wave breakers and non-building buffer zones along the shorelines if necessary. It has been proved that structures (such as the Hong Kong International Airport and the Hei Ling Chau Typhoon Shelter near the artificial islands in the Central Waters), if suitably designed, could stand intact in the face of super typhoons like “Mangkhut”.

We estimate that the implication of providing the above measures on the overall construction cost should not be significant.

3. The estimated cost for the reclamation works under the ongoing contract for “Tung Chung New Town Extension – Reclamation and Advance Works” is about \$890 per square foot (or about \$9,540 per square metre). The major works items include (1) construction of seawall, (2) ground strengthening works, and (3) filling and associated works. We do not have information on the cost of the reclamation works involved in the construction of the Chek Lap Kok International Airport.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)176

(Question Serial No. 3846)

Head: (33) Civil Engineering and Development Department

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

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

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

	2018-19	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 (LegCo internal reference no.: 346)

Reply:

The Civil Engineering and Development Department (CEDD) uses a wide range of outsourced services, such as environmental hygiene, security, information management and information system, etc. The information on outsourced service contracts funded under Head 33 Subhead 000 for 2018-19 (as at 31 December 2018), together with the percentage change against the preceding year (as at 31 December 2017), is provided below.

(a) Number of outsourced service contracts

2018-19	Percentage change against the preceding year
72	+14.3%

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

2018-19	Percentage change against the preceding year
146	+3.5%

(c) Types of services provided by outsourced service providers

Nature of service provided	Number of outsourced service contracts in 2018-19	Percentage change against the preceding year
Engineering and construction	0	-
Property and facility management	0	-
Machinery and equipment repairs	7	-12.5%
Information management and information system	7	-12.5%
Environmental hygiene	10	0%
Security	4	0%
General administration support	15	+25.0%
Technical service	20	+66.7%
Others	9	0%
Total:	72	+14.3%

A dash denotes that the relevant figure in 2017-18 is 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 the service to be provided. We do not have information about the salary of workers employed by the contractors.

(e) Average length of service of outsourced workers

The mode of using outsourced workers is that CEDD and the contractor enter into a service contract under which the contractor will provide the service by supplying manpower as and when required. As long as the requirements of CEDD (in terms of the number and qualifications and/or experience of outsourced workers) are satisfied, the contractor may arrange any of their employees to work in CEDD or arrange replacement of outsourced workers during the contract period for different reasons. Therefore, we do not have information on the length of service of outsourced workers.

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

2018-19 (A)	Percentage for the preceding year (B) (and the annual change (A-B))
7.3%	7.3% (0%)

(g) Weekly working days of outsourced workers

Weekly working days	Number of outsourced workers in 2018-19	Percentage change against the preceding year
5	84	+3.7%
6	62	+3.3%
Total:	146	+3.5%

(h) Weekly working hours of outsourced workers

Weekly working hours	Number of hours in 2018-19	Percentage change against the preceding year
Highest	60	-16.7%

Weekly working hours	Number of hours in 2018-19	Percentage change against the preceding year
Average	45	-2.2%

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

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

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)177

(Question Serial No. 4796)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In connection with the marine sand used in reclamation works:

1. What were the major places of origin of the marine sand used in local reclamation works over the previous decade? What was the import price of the marine sand? Please set out the data by months.
2. The Government will commence quite a number of reclamation projects in future. Will the Government advise of whether it has identified more sources of marine sand supply to prevent monopoly pricing? If yes, what are the details? If not, what is the reason for that?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 278)

Reply:

1. Marine sand used in local reclamation works in the past few years was mainly from the Mainland. We consider inappropriate to disclose the price of sand because the information is commercially sensitive.
2. The source of sand for reclamation use, including marine sand, and other related information will be explored in the relevant studies of the reclamation projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)178

(Question Serial No. 5273)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It was mentioned in Matters Requiring Special Attention in 2019-20 that the Government would commence the study for a highway parallel to the North Lantau Highway. Would the Government advise of the study scope, details of the highway, its implementation time-table and resources to be involved?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 270)

Reply:

The study aims to construct a highway between Tai Ho and Sunny Bay parallel to the North Lantau Highway (NLH) with a view to relieving the traffic pressure on the NLH and enhancing the traffic capacity and resilience of Lantau Island to and from urban areas. The scope of the study includes an investigation study, preliminary design and site investigation associated with the proposed highway. We plan to submit funding application for the study to the Legislative Council in the latter half of 2019.

The preparatory work for commencement of the study is currently carried out by existing staff as part of their overall duties. We do not have a separate breakdown of the resources currently incurred solely for this work.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)179

(Question Serial No. 6342)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Is the Government already aware of the relevant situation when seeking funding approval for “studies related to artificial islands in the Central Waters” under the “Lantau Tomorrow Vision”? Please advise of whether the Government will conduct relevant studies on the air quality exceedances and their impact on the public’s health, as well as of the anticipated staffing and expenditure to be involved.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 432)

Reply:

We note the findings of the air quality objectives (AQOs) review recently completed by the AQO Working Group. We also note that, at present, the air quality near Kau Yi Chau (KYC) is affected by marine emissions.

Under the Lantau Tomorrow Vision, the reclamation areas of the proposed KYC artificial islands encroach upon existing vessel anchorage areas. In this regard, we would examine suitable vessel anchorage relocation arrangement under the studies related to the artificial islands in the Central Waters (the Study). With less number of vessels near KYC because of the relocation, it is expected that the air quality at the areas of the KYC artificial islands would be improved. In addition, as part of the statutory environmental impact assessment, we will assess the likely air quality impacts associated with the development of KYC artificial islands. Depending on the assessment outcomes, specific mitigation measures will be formulated as appropriate to ensure full compliance with the Environmental Impact Assessment Ordinance.

As the environmental impact assessment covers different environmental aspects and forms part of the Study, we do not have a breakdown for the related fee and manpower resources associated with the air quality impact assessment.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)180

(Question Serial No. 6344)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

In connection with the planning and engineering studies for reclamation at Sunny Bay, Ma Liu Shui and Lung Kwu Tan in 2019-20, the Government has earlier mentioned that the highly controversial reclamation project at Ma Liu Shui, Shatin would be suspended. Please advise this Council of the details, time-table, staffing and expenditure to be involved in these three planning and engineering studies. Despite the Government's indication that the reclamation project at Ma Liu Shui would be suspended, the Government continued to steer the planning and engineering study for the reclamation there. What are the reasons for that?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 434)

Reply:

Reclamation at Ma Liu Shui

Reclamation at Ma Liu Shui will be put on hold subject to review to address concerns over traffic impact and public/private housing mix in slower time. In this connection, the Civil Engineering and Development Department will deploy staff to conduct the subject review on a part-time basis. There is no estimated breakdown for the personal emoluments so involved in the review exercise.

Reclamation at Sunny Bay

The proposed study will mainly establish the reclamation extent and develop land use proposals on Sunny Bay reclamation area. Besides, the proposed study will recommend the necessary infrastructure to support and facilitate the development of the area. Further, the study will conduct environmental impact assessment and community engagement exercise in relation to the development proposals.

We plan to consult the Panel on Development of the Legislative Council in late 2019. Subject to funding approval of the Finance Committee, the study will commence in the second quarter of 2020.

Reclamation at Lung Kwu Tan

The proposed study will mainly establish the reclamation extent and develop land use proposals on Lung Kwu Tan reclamation area, holistically re-plan the land uses of Tuen Mun West coastal area to enhance the comprehensiveness, and ascertain their technical feasibility. Besides, the proposed study will review and recommend the necessary infrastructures to support and facilitate the development of the areas concerned. Moreover, the study will conduct environmental impact assessment and community engagement exercise in relation to the development proposals.

We plan to consult Panel on Development of the Legislative Council in late 2019. Subject to funding approval of the Finance Committee, the study will commence in the second quarter of 2020.

Staffing and expenditure to be involved

Operational expenses in 2019-20 under Head 33 for taking forward the planning and engineering study on Sunny Bay reclamation and planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area are set out below:-

Item	Operational Expenses (\$ million) (Note 1)	Staffing (Note 2)
Planning and engineering study on Sunny Bay Reclamation	2.2	2 professional staff
Planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area	2.2	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 also directorate officers overseeing the above studies as well as other supporting technical and clerical staff involved as part of their overall duties. There is no separate breakdown for the remuneration of such staff involved.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)181****(Question Serial No. 6488)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: Not specifiedControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

Please advise of the numbers and details of the Director of Civil Engineering and Development's visits to various District Councils (DCs) and of his attendance to the community events over the previous two years.

District	Attendance to DC meetings	Visit to districts	Attendance to the events organised by residents	Attendance to the events organised by the Government
Central and Western	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Eastern	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Southern	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Wan Chai	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Kowloon City	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Kwun Tong	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Shum Shui Po	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:

Yau Tsim Mong	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Wong Tai Sin	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Islands	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Kwai Tsing	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Northern	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Sai Kung	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Shatin	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Tai Po	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Tsuen Wan	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Tuen Mun	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:
Yuen Long	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:	Date: Location: Details:

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 468)

Reply:

The Civil Engineering and Development Department (CEDD) maintains close links with the community and District Councils (DCs). The Director of Civil Engineering and Development (DCED) and departmental representatives attend DC meetings regularly to ensure that our public services are in tune with the community needs. In particular, project officers of CEDD keep close liaison and conduct consultation with the relevant DCs and local stakeholders to gauge their views on infrastructure development projects.

Details of the DCED's visits to various DCs and of his attendance to the community events over the previous two years are tabulated as follows:

District	Attendance to DC meetings	Visit to districts	Attendance to the events organised by residents	Attendance to the events organised by the Government
Central and Western	Nil	Nil	Nil	Nil
Eastern	Date: 30 October 2018 Location: Eastern DC Details: Eastern DC meeting	Date: 23 November 2018 Location: Heng Fa Chuen Details: Site visit with DC member	Nil	Nil
Southern	Nil	Date: 4 March 2019 Location: West Kowloon Cultural District Details: Site visit and meeting with Southern DC members	Nil	Nil
Wan Chai	Date: 14 March 2017 Location: Wan Chai DC Details: Wan Chai DC meeting	Nil	Nil	Nil
Kowloon City	Date: 23 November 2017 Location: Kowloon City DC Details: Kowloon City DC meeting	Nil	Nil	Date: 16 August 2017 Location: San Po Kong Details: Kai San Road Opening Ceremony cum Community Planting for Kai Tak Development Stage 3A Infrastructure Works
Kwun Tong	Date: 9 May 2017 Location: Kwun Tong DC Details: Kwun Tong DC meeting	Date: 20 November 2018 Location: Lei Yue Mun Details: Site visit with LegCo member	Nil	Date: 13 July 2018 Location: Kwun Tong Promenade Details: Launch Ceremony of Pilot Project on Greenway in Kai Tak Development Project
Shum Shui Po	Nil	Nil	Nil	Nil

District	Attendance to DC meetings	Visit to districts	Attendance to the events organised by residents	Attendance to the events organised by the Government
Yau Tsim Mong	Date: 30 March 2017 Location: Yau Tsim Mong DC Details: Yau Tsim Mong DC meeting	Nil	Nil	Nil
Wong Tai Sin	Date: 11 September 2018 Location: Wong Tai Sin DC Details: Wong Tai Sin DC meeting	Nil	Nil	Date: 16 August 2017 Location: San Po Kong Details: Kai San Road Opening Ceremony cum Community Planting for Kai Tak Development Stage 3A Infrastructure Works
Islands	Date: 12 February 2018 Location: Islands DC Details: Islands DC meeting	Nil	Nil	Date: 30 January 2018 Location: Ngong Ping Details: Planting Ceremony in Ngong Pin
				Date: 5 February 2018 Location: Tung Chung Details: Launching Ceremony for Reclamation & Advance Works of Tung Chung New Town Extension
Kwai Tsing	Nil	Nil	Nil	Nil
Northern	Date: 11 October 2018 Location: North DC Details: North DC meeting	Nil	Nil	Nil
Sai Kung	Nil	Nil	Nil	Date: 26 July 2017 Location: Anderson Road Quarry Details: Handover Ceremony for the Anderson Road Quarry
				Date: 28 March 2019 Location: Tseung Kwan O Details: Ground Breaking Ceremony for the Cross Bay Link project

District	Attendance to DC meetings	Visit to districts	Attendance to the events organised by residents	Attendance to the events organised by the Government
Shatin	Date: 22 November 2018 Location: Sha Tin DC Details: Sha Tin DC meeting	Nil	Nil	Date: 10 May 2017 Location: Science Park Details: Greening Master Plan Planting Ceremony
Tai Po	Date: 5 July 2018 Location: Tai Po DC Details: Tai Po DC meeting	Nil	Nil	Nil
Tsuen Wan	Nil	Nil	Nil	Nil
Tuen Mun	Date: 5 September 2017 Location: Tuen Mun DC Details: Tuen Mun DC meeting	Nil	Nil	Nil
Yuen Long	Nil	Nil	Nil	Date: 17 October 2017 Location: Ping Ha Road Details: Planting Ceremony for Yuen Long Greening Master Plan

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)182

(Question Serial No. 3478)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

What is the latest progress of the detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East? What is the anticipated completion date of the study? Will the Environmentally Friendly Linkage System be completed as scheduled for commissioning in 2023? If not, what is the anticipated completion date? How will the Government improve the public transport arrangements in vicinity of the Kai Tak Development prior to commissioning of the Environmentally Friendly Linkage System?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 58)

Reply:

The Civil Engineering and Development Department is conducting the second stage detailed feasibility study of the Environmentally Friendly Linkage System (EFLS) for Kowloon East (the Study), including its network coverage, alignment, station locations, etc. We will also make reference to the latest development and experiences in the environmentally friendly transportation technology at home and abroad, with the associated technical and financial assessments being carried out concurrently, so as to ascertain the feasibility of the proposed EFLS. Upon completion of the Study, the Government will formulate the way forward for the EFLS project. In view of the complexity and the technical challenges encountered, we do not anticipate the Study to be completed in this year and an implementation programme is not available at this stage.

On public transport services, Kai Tak Development (KTD) is currently served by a total of 11 franchised bus routes and four green minibus (GMB) routes and a scheduled ferry service running between North Point and Kwun Tong via Kai Tak. The routes mainly provide access to Hong Kong Island, Kowloon East and Yau Tsim Mong. Three GMB routes and over 30 bus routes at Prince Edward Road East are also available to residents of KTD for access to different districts. Besides, Citybus Limited will introduce an airbus route no. A23 connecting the Airport and Tsz Wan Shan via Kai Tak in 2019 in accordance with the Route Planning Programme 2018-19. In addition, an overnight bus route no. N213 from Tsim Sha Tsui to On Tai Estate via Kai Tak is proposed to be introduced in the

Route Planning Programme 2019-20 subject to the consultation result in the corresponding district councils.

On railway service, the Shatin to Central Link (including Kai Tak Station) is under construction. The commissioning of the Shatin to Central Link will further strengthen the public transport connection between KTD and other districts.

The Transport Department will continue to closely monitor the development progress of KTD, and adjust the public transport service level timely to cater for the passenger demand.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)183****(Question Serial No. 7223)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

The Civil Engineering and Development Department's work includes supervising the works of the main viaduct running from Sha Tau Kok Road to Lin Ma Hang Road.

Please advise this Council:

- a. of the staffing and details of expenditure involved in supervising the above works over the previous five years;
- b. whether the Department has found missing site records, including the Request for Inspection and Survey Checks (RISC) forms and/or other works documents, in supervising the above works over the previous five years; please set out the reply in the form below:

Year	Project name	Contract name	Company involved	Title of missing document	Volume of missing document	Way to address	Amount involved

- c. whether the Department has found substandard works in supervising the above works over the previous five years; please set out the reply in the form below:

Year	Project name	Contract name	Company involved	Details of substandard works	Way to address	Amount involved

- d. of the details of the work injury cases recorded by the Department in supervising the above works over the previous five years; please set out the reply in the form below:

Year	Project name	Contract name	Company involved	Number of injuries due to works	Number of fatalities due to works	Way to address
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- e. whether the Department has found various malpractices in supervising the above works over the previous five years; please set out the reply in the form below:

Year	Project name	Contract name	Company involved	Details of malpractices	Way to address	Amount involved
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Asked by: Hon MO Claudia (LegCo internal reference no.: 53)

Reply:

- a. The main viaduct works between Sha Tau Kok Road and Lin Ma Hang Road are part of the works of the Connecting Road for the Liantang/Heung Yuen Wai Boundary Control Point. The Civil Engineering and Development Department (CEDD) has engaged an engineering consultant who has employed a team of resident site staff full-time on site to administer and supervise the construction contracts for the Connecting Road. CEDD has deployed a total of four Senior Engineers and eight Engineers to manage and oversee the consultant as well as the contractors for the entire Connecting Road project. There are also directorate officers overseeing the above works as well as other supporting technical and clerical staff involved as part of their overall duties. The estimated expenses under Head 33 are mainly personal emoluments of these in-house staff. However, it is difficult to quantify separately the staffing solely for supervision of the above-mentioned viaduct works as well as their corresponding personal emoluments.
- b. CEDD has conducted random checks and also confirmed with the consultant that there are no missing Request for Inspection and Survey Check forms, construction records or site documents.
- c. According to the consultant's records, the construction works are in compliance with the contract requirements. CEDD staff have also inspected the site on a regular basis and have not spotted any works that do not meet the required standards as stipulated in the contract.

- d. Since the commencement of the construction contract in June 2015, there have been 25 persons injured with more than three days' sick leave during the course of construction. The requested information is appended in the table below:

Year	Project name	Contract name	Company involved	Number of injuries due to works	Number of fatalities due to works	Way to address
2015-2018	Liantang / Heung Yuen Wai Boundary Control Point and associated Works - Site Formation and Infrastructure Works	Liantang/Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 6	China Road and Bridge Corporation -Continental Engineering Corporation -KADEN Joint Venture	25	0	<p>The Contractor has provided comprehensive reports and conducted review of Safety Management System and safety measures, and implement safety enhancement measures after each site accident.</p> <p>The Contractor's performance in construction safety was also duly reflected in the performance reports.</p>

- e. Since the commencement of the Contract “Liantang/Heung Yuen Wai Boundary Control Point Site Formation and Infrastructure Works – Contract 6” in 2015, there has not been any case on malpractices.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)184

(Question Serial No. 3359)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In "Matters Requiring Special Attention in 2018-19", the Administration states that it will commence the studies related to the Artificial Islands in the Central Waters; Planning and Engineering Study on Sunny Bay Reclamation; and the Planning and Engineering Study for nearshore reclamation at Lung Kwu Tan and the Study on Replanning of River Trade Terminal and the adjacent areas. In this connection, will the Administration inform this Council what kind of technology and measures will the Administration adopt in order to enhance cost efficiency and construction safety for the above projects?

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 59)

Reply:

As announced in the 2019-20 Budget, the Government will lead the construction industry in implementing Construction 2.0 for improving the industry's productivity, quality, safety and environmental performance by advocating innovation, professionalisation and revitalisation. With approval of the Finance Committee, the \$1 billion Construction Innovation and Technology Fund was established in 2018 to encourage wider adoption of innovative technology in the construction industry.

We will follow the concept of "Construction 2.0" in taking forward the development projects under the Lantau Tomorrow Vision. In particular, we will explore opportunities to apply advanced technologies and methods (e.g. "Building Information Modelling", "Design for Manufacture and Assembly", "Modular Integrated Construction" and "Design for Safety") in various stages, together with strengthened gateway process for cost management, with a view to enhancing, inter alia, cost efficiency and construction safety.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)185

(Question Serial No. 3639)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In connection with the works projects under construction under this Programme, please advise this Committee of the works progress of the Project “Kai Tak Development – Reconstruction and Upgrading of Kai Tak Nullah” as at March 2019 and its anticipated completion date, as well as the anticipated reopening date of the section of Choi Hung Road between Po Kong Village Road and Tai Shing Street, which is currently closed for works.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 96)

Reply:

The Project “Kai Tak Development – Reconstruction and Upgrading of Kai Tak Nullah” within Kai Tak Development Area is undertaken by the Civil Engineering and Development Department. The works were substantially completed in April 2018.

Besides, the Drainage Services Department (DSD) is responsible for carrying out improvement works at Kai Tak Nullah between Po Kong Village Road and Tai Shing Street and reconstruction of the adjacent Choi Hung Road. The improvement works at Kai Tak Nullah were substantially completed in June 2018. DSD is carrying out reconstruction of Choi Hung Road, which is anticipated to be completed in mid-2019.

- End -

CONTROLLING OFFICER'S REPLY

ENB031

(Question Serial No. 3059)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): ()
Programme: (7) Management of Construction and Demolition Materials
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for the Environment

Question:

Would the Government inform this Committee of:

- (a) the reasons why the public fill supplied to local projects for beneficial reuse will be more than those received at public fill reception facilities;
- (b) whether it is necessary for contingencies to set a minimum stockpile level for public fill stockpiled at public fill reception facilities as at year end;
- (c) the reasons why the amount of recycling inert hard construction and demolition materials will substantially increase by about 40%, as well as of their criteria and source;
- (d) the criteria and source of public fill?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 1031)

Reply:

(a) The Government properly manages the inert construction and demolition (C&D) materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including promoting to the construction industry the reduction and reuse of public fill as much as possible. While part of the public fill are directly reused in local construction projects, the rest are delivered to public fill reception facilities (including 2 temporary fill banks) for storage and future reuse in reclamation or earth filling projects. As far as the public fill supplied for beneficial reuse in local projects are concerned, the public fill received at public fill reception facilities in a given year and the public fill stored at the public fill reception facilities are two of the examples.

(b) The Government actively promotes to the construction industry the reuse of public fill as much as possible, and has not set any minimum stockpile levels for public fill at the public fill reception facilities. Given that Hong Kong generates excessive public fill, the capacity of the public fill reception facilities are generally near saturation.

(c) Crushing facilities are provided at the temporary fill bank in Tseung Kwan O Area 137 to crush large C&D materials into recyclable inert hard C&D materials for use by construction projects. The Civil Engineering and Development Department will provide

recyclable inert hard C&D materials for use in the construction projects in light of their quantity of demand. According to the information on various construction projects, the estimated demand for the recyclable inert hard C&D materials will be about 0.4 million tonnes in 2019, higher than the demand of about 0.12 million tonnes in 2018.

(d) In general, C&D materials of different nature are abandoned in daily construction works, most of which are reusable inert materials such as rock, rubble, boulder, earth, soil, sand, concrete, asphalt, brick, tile, masonry and used bentonite. These inert materials are generally referred to as “public fill”. The local construction industry annually generates a large quantity of public fill. While part of the public fill are transferred to the local construction sites as appropriate for direct reuse, the rest are delivered to the temporary fill banks (if not yet full) for storage and future reuse in reclamation or earth filling projects.

- End -

CONTROLLING OFFICER'S REPLY**ENB032****(Question Serial No. 0660)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)

Director of Bureau: Secretary for the Environment

Question:

Will the Government inform this Council:

- of the quantity of inert construction and demolition materials generated from local projects, the total capacity of the public fill banks, the operational expenses incurred by the fill banks and the staffing establishment involved in the previous three financial years;
- of the expenses incurred in delivering public fill to the Mainland for beneficial reuse in the previous three financial years;
- whether the Government has considered establishing a fill reserve in a bid to reduce the reclamation cost, given that the Government is conducting study on new town development by means of reclamation.

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 1)

Reply:

The local construction industry annually generates a large quantity of public fill. While part of the public fill are transferred to the construction sites as appropriate for direct reuse, the rest are delivered to public fill reception facilities (including 2 temporary fill banks) for storage and future reuse in reclamation or earth filling projects. The Three-Runway System project and the Tung Chung New Town Extension project under construction are also absorbing public fill from the fill banks for reclamation.

The quantities of public fill locally generated and received at public fill reception facilities in each of the past 3 years are tabulated as follows:

Year	Public Fill Locally Generated (million tonnes)	Public Fill Received at Public Fill Reception Facilities (million tonnes)
2016	22.8	15.0
2017	17.9	13.3
2018	Figure under consolidation	14.6*

*Provisional actual figure subject to adjustment

There are currently 2 temporary fill banks in Hong Kong, located at Tseung Kwan O Area 137 and Tuen Mun Area 38, with a total capacity of about 20 million tonnes. In the past 3 financial years, the Government engaged 85 staff in the management of public fill, including professional, technical and resident site staff, etc..

As local reuse could not absorb all the public fill generated in Hong Kong in recent years, coupled with the fact that the capacities of temporary fill banks are limited, the Government has been delivering surplus public fill to Taishan in the Guangdong Province for disposal since 2007. The quantity of the surplus public fill delivered to Taishan for disposal in the past 3 years are tabulated as follows:

Year	Quantity of the Surplus Public Fill Delivered to Taishan for Disposal (million tonnes)
2016	13.6
2017	13.5
2018	10.0*

*Provisional actual figure subject to adjustment

The Government's expenditure on the management of public fill in the past 3 financial years are tabulated as follows:

Financial Year	Expenditure (\$ million)
2016-17	1,175.3 (actual)
2017-18	1,032.2 (actual)
2018-19	949.3 (revised estimate)

The above expenditure mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of surplus public fill to the Mainland and for the supply of the public fill stockpiled in fill banks to local projects for reuse, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill at disposal sites. As the delivery of surplus public fill to the Mainland and the supply of the public fill stockpiled in fill banks to local projects for reuse are both undertaken by a single contractor, there is no breakdown of the costs for individual operations in the contract.

- End -

CONTROLLING OFFICER'S REPLY

ENB033

(Question Serial No. 2388)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure
(6) Supervision of Mining, Quarrying and Explosives
(7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)

Director of Bureau: Secretary for the Environment

Question:

Whilst sustaining the overall development of the territory, the construction industry has generated large amount of construction and demolition materials from construction, excavation and demolition works every year. About 90% of these construction and demolition materials are recyclable or reusable inert materials, which are commonly known as public fill, and can be used as fill materials in reclamation, site formation and other earth filling projects. The Civil Engineering and Development Department provides reception facilities to receive surplus public fill arising from the construction industry. The surplus public fill is temporarily stored in the fill banks, pending opportunity for reuse. In this connection, would the Government inform this Council:

1. of the quantity of public fill generated in Hong Kong, and the respective (a) quantities of public fill received, and (b) operational expenses incurred, by the four public fill reception facilities and the two fill banks in each of the past 5 years;
2. of the quantity and percentage of public fill used in public works in each of the past 5 years;
3. of (a) the quantity and percentage of the surplus public fill exported (with a breakdown by export destination), and (b) the quantity and percentage of the surplus public fill discarded at the landfills, by the Government in each of the past 5 years;
4. whether the quantity of public fill generated annually in Hong Kong is suffice to cope with the needs of local reclamation, site formation or earth filling works;
5. of the normal proportion of marine sand and public fill used in public works, as well as the difference in their costs;

6. whether the Government has considered the demand for public fill from the local projects and neighbouring areas, given the press report that there was an insufficient supply of marine sand for use in the reclamation works of the airport's third runway project;

7. whether the Government has reserved public fill for use in the possible major reclamation projects in future; if yes, of the details and estimated provision; if not, the reason for that?

Asked by: Hon MO Claudia (LegCo internal reference no.: 8)

Reply:

1(a) The Government properly manages the inert construction and demolition materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including promoting to the construction industry the reduction and reuse of public fill as much as possible. While part of the public fill are directly reused in local construction projects, the rest are delivered to public fill reception facilities (including 2 temporary fill banks) for storage and future reuse in reclamation or earth filling projects. There are currently a total of 4 public fill reception facilities in Hong Kong, namely Tseung Kwan O Area 137 Fill Bank, Tuen Mun Area 38 Fill Bank, Chai Wan Public Fill Barging Point and Mui Wo Temporary Public Fill Reception Facilities. The quantities of public fill locally generated and received at public fill reception facilities in each of the past 5 years are as follows:

Year	Public Fill Locally Generated (million tonnes)
2014	19.6
2015	22.8
2016	22.8
2017	17.9
2018	Figure being collated

Year	Tseung Kwan O Area 137 Fill Bank (million tonnes)	Tuen Mun Area 38 Fill Bank (million tonnes)	Chai Wan Public Fill Barging Point (million tonnes)	Mui Wo Temporary Public Fill Reception Facilities (million tonnes)	Total (million tonnes)
2014	5.6	4.3	2.4	Less than 0.05	Approx. 12.3
2015	6.7	7.2	2.0	0.1	16.0
2016	6.1	6.7	2.1	0.1	15.0
2017	6.0	5.9	1.3	0.1	13.3
2018	The actual quantity of public fill received at each public fill reception facility is subject to verification.				14.6*

*Provisional actual subject to adjustment

1(b) The Government's expenditure on the management of public fill in the past 5 financial years are tabulated as follows:

Financial Year	Expenditure (\$ million)
2014-15	910.1 (actual)
2015-16	918.4 (actual)
2016-17	1,175.3 (actual)
2017-18	1,032.2 (actual)
2018-19	949.3 (revised estimate)

The above expenditure mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of surplus public fill to the Mainland and for the supply of the public fill stockpiled in fill banks to local projects for use, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill at disposal sites, etc..

2, 3 and 4. The Government promotes the reuse of public fill in suitable local projects as far as possible. The proportion of public fill to be used in various construction projects is subject to their design and construction needs. The fill banks have been supplying public fill to more than 70 local projects (including public and non-public projects) in the past 5 years, including the Three-Runway System project and the Tung Chung New Town Extension under construction. The overall quantities of public fill supplied are tabulated as follows:

Year	Quantity Supplied (million tonnes)
2014	6.4
2015	0.7
2016	0.2
2017	0.3
2018	2.4*

*Provisional actual subject to adjustment

Note: The above figures do not include the public fill that is not delivered to fill banks but directly delivered to construction projects for reuse.

As local reuse could not absorb all the public fill generated in Hong Kong in recent years, coupled with the fact that the capacities of temporary fill banks are limited, the Government has been delivering surplus public fill to Taishan in the Guangdong Province for disposal since 2007, with a view to preventing the delivery of surplus public fill to landfills for disposal. The quantities of the surplus public fill delivered to Taishan for disposal in the past 5 years are tabulated as follows:

Year	Quantity of the Surplus Public Fill Delivered to Taishan for Disposal (million tonnes)	Percentage against the Total Quantity of Public Fill Stockpiled at Public Fill Reception Facilities in the Beginning of the Year and of Public Fill Received at Public Fill Reception Facilities in the Same Year
2014	10.2	30%
2015	13.0	40%
2016	13.6	42%
2017	13.5	42%
2018	10.0*	30%*

*Provisional actual subject to adjustment

5. The proportion of marine sand, public fill or other fill materials to be used in various construction projects is subject to their design and construction needs. As no charges will be made by the Civil Engineering and Development Department for collecting public fill from fill banks by public works project, there is no material cost of collecting public fill from fill banks for such projects, while the cost of marine sand will fluctuate in response to market situation.

6 and 7. The local construction industry annually generates a large quantity of public fill. As mentioned above, while part of the public fill are directly reused in local construction projects, the rest are delivered to temporary fill banks for storage and future reuse in reclamation or earth filling projects. The Three-Runway System project and the Tung Chung New Town Extension project under construction are absorbing public fill from fill banks for reclamation.

- End -

CONTROLLING OFFICER'S REPLY**ENB215****(Question Serial No. 5775)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (7) Management of Construction and Demolition MaterialsControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for the EnvironmentQuestion:

1. Please advise of the total quantity of the public fill received locally for each of the previous 5 years (2014-2018).
2. Please set out in the tabular form the quantity of the public fill recycled as aggregates and granular materials for beneficial reuse in construction works for each of the previous 5 years:

	Quantity of the public fill recycled as aggregates (in tonnes)	Quantity of the public fill recycled as granular materials (in tonnes)
2014		
2015		
2016		
2017		
2018		

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 141)Reply:

1. The Government properly manages the inert construction and demolition (C&D) materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including promoting to the construction industry the reduction and reuse of public fill as much as possible. While part of the public fill are transferred to suitable construction sites for direct reuse, the rest are delivered to public fill reception facilities (including 2 temporary fill banks) for future reuse in reclamation or earth filling projects. The quantities of public fill received at public fill reception facilities in each of the past 5 years are tabulated as follows:

Year	Public Fill Received at Public Fill Reception Facilities (million tonnes)
2014	12.3
2015	16.0
2016	15.0
2017	13.3
2018	14.6*

*Provisional actual figure subject to adjustment

2. The Government promotes the reuse of public fill in suitable local construction projects as far as possible. In the past 5 years, the fill banks supplied public fill to more than 70 local construction projects, including the on-going Three-Runway System project and the Tung Chung New Town Extension project. The overall quantities supplied are tabulated as follows:

Year	Quantities Supplied (million tonnes)
2014	6.4
2015	0.7
2016	0.2
2017	0.3
2018	2.4*

*Provisional actual figure subject to adjustment

Note: The above figures do not include the public fill that is not delivered to the fill banks but directly delivered to other construction projects for reuse.

In addition, we also crush larger pieces of C&D materials into recyclable inert hard C&D materials (including recyclable aggregates and granular materials) for use in construction projects in light of their demands. The quantities of recycled inert hard C&D materials in the past 5 years are tabulated as follows:

Year	Recycled Inert Hard C&D Materials (million tonnes)
2014	0.04
2015	0.03
2016	0.02
2017	0.04
2018	0.12

Note: We do not have a breakdown of the recycled aggregates and granular materials.

- End -

CONTROLLING OFFICER'S REPLY**ENB216****(Question Serial No. 4398)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (7) Management of Construction and Demolition MaterialsControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for the EnvironmentQuestion:

Given that there will be quite a number of local reclamation works on the pipeline in future, the public fill may be recycled for use as reclamation materials. In this connection, would the Government inform this Council:

- a) of the quantity of the public fill locally generated over the previous 3 years;
- b) of the costs incurred in recycling the public fill for use as reclamation materials;
- c) of the proportion of the public fill currently used in the reclamation works under the Airport Three-Runway Project and Tung Chung New Town extension?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 58)Reply:

a) The Government properly manages the inert construction and demolition (C&D) materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including promoting to the construction industry the reduction and reuse of public fill as much as possible. While part of the public fill are delivered to suitable local construction projects for direct reuse, the rest are delivered to public fill reception facilities (including 2 temporary fill banks) for storage and future reuse in reclamation or earth filling projects. The quantities of public fill locally generated and received at public fill reception facilities in each of the past 3 years are tabulated as follows:

Year	Public Fill Locally Generated (million tonnes)	Public Fill Received at Public Fill Reception Facilities (million tonnes)
2016	22.8	15.0
2017	17.9	13.3
2018	Figure being collated	14.6*

*Provisional actual figure subject to adjustment

b) The handling and other relevant expenditure involved in the reuse of public fill in reclamation are subject to the designs and construction needs of individual reclamation projects.

c) The Three-Runway System project and the Tung Chung New Town Extension project are collecting public fill from fill banks for reclamation. The projects will reuse public fill as far as practicable, and the actual reuse quantity will be subject to the works progress and needs.

- End -

CONTROLLING OFFICER'S REPLY

ENB217

(Question Serial No. 4399)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): ()
Programme: (7) Management of Construction and Demolition Materials
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for the Environment

Question:

It was mentioned that the Civil Engineering and Development Department continued to deliver surplus public fill for beneficial reuse in the Mainland. In this connection, would the Government inform this Council:

- a) whether the delivery of surplus public fill to the Mainland will incur costs; if yes, of the details;
- b) of the reasons why the Government did not supply the surplus public fill for use in local reclamation works;
- c) whether the Government has examined delivery of all the public fill locally generated for use in reclamation projects, given that there will be more local reclamation works in the pipeline in future; if yes, of the details?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 59)

Reply:

a and b) The Government properly manages the inert construction and demolition materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including promoting to the construction industry the reduction and reuse of public fill as much as possible. While part of the public fill are delivered to suitable local construction projects for direct reuse, the rest are delivered to public fill reception facilities (including 2 temporary fill banks) for storage and future reuse in reclamation or earth filling projects. As local reuse could not absorb all the public fill generated in Hong Kong in recent years and the capacity of temporary fill banks is limited, the Government has been delivering surplus public fill to Taishan in the Guangdong Province for disposal since 2007. The quantities of the surplus public fill delivered to Taishan for disposal in the past 3 years are tabulated as follows:

Year	Quantities of the Surplus Public Fill Delivered to Taishan for Disposal (million tonnes)
2016	13.6
2017	13.5
2018	10.0*

*Provisional actual figure subject to adjustment

The Government's expenditure on the management of public fill in the past 3 financial years is tabulated as follows:

Financial Year	Expenditure (\$ million)
2016-17	1,175.3 (actual)
2017-18	1,032.2 (actual)
2018-19	949.3 (revised estimate)

The above expenditure mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of surplus public fill to the Mainland and for the supply of public fill stockpiled at the fill banks to local projects for reuse, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill at disposal sites. As the delivery of surplus public fill to the Mainland and the supply of public fill stockpiled in fill banks to local projects for reuse are both undertaken by a single contractor, there is no breakdown of the costs for individual operations in the contract.

c) The local construction industry annually generates a large quantity of public fill. As mentioned above, while part of the public fill are delivered to suitable local construction projects for direct reuse, the rest are delivered to the temporary fill banks for storage and future reuse in reclamation or earth filling projects. Both of the Three-Runway System project and the Tung Chung New Town Extension project under construction are absorbing public fill from the fill banks for reclamation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)009

(Question Serial No. 0679)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Engineering and Development Department (CEDD) maintained 127 kilometres of seawalls and 318 piers.

1. What are the expenditure and staffing involved in 2018-19? What will be the anticipated funding in 2019-20?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 23)

Reply:

1. The total expenditure of the CEDD on maintaining seawalls and piers in 2018-19 is about \$102 million. The estimated expenditure for 2019-20 is \$55 million. As for staffing, eight professional and 33 technical in-house staffs of the CEDD are involved in handling the maintenance works of these seawalls and piers in 2018-19. These seawalls and piers come under different policy bureaux.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)253

(Question Serial No. 5229)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government inform this Council:

- (1) of the locations of the piers requiring repair and expenditure incurred by the repair works in the aftermath of super typhoon Mangkhut on 15 and 16 September 2018;
- (2) of the lengths and locations of the seawalls damaged by super typhoon Mangkhut and expenditure incurred by the repair works;
- (3) of the lengths and locations of the seawalls not yet fully fixed, as well as the locations of the piers not yet fully fixed;
- (4) whether the Government will examine the ways to enhance the seawalls and piers, with a view to ensuring such facilities are resilient against the increasingly violent storms and the resulting giant waves and storm surges?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 378)

Reply:

- (1) and (2) Among the piers and seawalls maintained by the Port Works Division of the Civil Engineering and Development Department (CEDD), the piers damaged by the super typhoon Mangkhut are mainly located in North District, Sai Kung and Tai Po. The maintenance cost is about \$3 million. The seawalls damaged by the super typhoon Mangkhut were mainly located in Sai Kung, Tseung Kwan O, Cheung Chau, Sha Tin and Tai Po. The total length is about 800 metres and the maintenance cost is about \$8 million.
- (3) The maintenance works at the above-mentioned seawalls and piers have been substantially completed. The maintenance work at the remaining portion of the seawall at the Tseung Kwan O waterfront is expected to complete in mid-2019.
- (4) CEDD is carrying out the selection of consultants for undertaking the feasibility study on "Coastal Hazards under Climate Change and Extreme Weather and Formulation of Improvement Measures", which aims to conduct a comprehensive review of the low-lying

coastal and windy locations, and to carry out relevant investigations on storm surge and wave, so as to assess the impacts of extreme weather. Based on the outcome of the study, the Government will formulate appropriate protection measures, including options of improvement works and management measures, to strengthen the resilience to wave impacts at the coastal areas. The consultancy study is targeted to commence in the second quarter of 2019 for completion in 2020.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)254

(Question Serial No. 6192)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): (603) Plant, vehicles and equipment
Programme: (-) Not Specified
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated expenditure and work plan for the new item “Replacement of the hydrographic survey vessel Port Works 5” in the next financial year? Why is the funding for the above items sought from the Legislative Council (LegCo) in the context of the Appropriation Bill 2019, rather than being sought separately from the Finance Committee of the LegCo?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 3010)

Reply:

The estimated cost of the hydrographic survey vessel “Port Works 5” that the Civil Engineering and Development Department proposes to replace is \$35.12 million. It is expected to be commissioned in 2021. The vessel would perform hydrographic surveying duties under the policy areas of the Transport and Housing Bureau, such as dredging to improve navigational conditions, maintenance of anchorages, typhoon shelters and cross-harbour tunnels. At the same time, the vessel would also undertake some duties within the policy areas of the Development Bureau, such as management of marine sediment disposal areas.

It is not a new arrangement to include in the draft Estimates funding proposals for creating commitments or increasing expenditure ceilings for approved commitment items under the General Revenue Account for scrutiny and approval by the LegCo in the context of the Appropriation Bill. The Government explained the relevant arrangements to the Finance Committee in early 2015. We have included the necessary provision for this proposal under the relevant head and sub-head of expenditure for Members’ consideration.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)255

(Question Serial No. 4517)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Civil Engineering and Development Department continued the construction of the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT). Please advise:

1. of the progress of the works of the TKO-LTT, as well as of the anticipated completion date;
2. whether there is any delay in the construction works; if yes, of the details and remedial measures.

Asked by: Hon FAN Kwok-wai, Gary (LegCo internal reference no.: 55)

Reply:

1 and 2.

The tunnelling works and site formation works at the TKO-LTT portals, and the reclamation works and marine viaduct works at Junk Bay are in progress. It is anticipated that the project would be completed in 2021 as scheduled.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)256

(Question Serial No. 3556)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding piers, please advise:

- (a) of the number and locations of piers (please provide a list by district) for use by various fishing vessels in Hong Kong;
- (b) of which piers of the above had maintenance work done over the previous three years (from 2016-17 to 2018-19), and of when these maintenance works were carried out;
- (c) of the staffing and expenditure for the above works over the previous three years (from 2016-17 to 2018-19), and of the anticipated staffing and expenditure in 2019-20.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 75)

Reply:

(a) and (b)

Fishing vessels may use over 180 public piers and landing facilities all over Hong Kong. The Civil Engineering and Development Department (CEDD) regularly inspects these public piers and landing facilities and carries out maintenance works as necessary. The locations and maintenance records of these public piers and landing facilities in the past three years are set out at **Annex**. In addition, fishing vessels may also use the piers at Aberdeen Wholesale Fish Market and Cheung Sha Wan Wholesale Fish Market managed and maintained by the Fish Marketing Organization (FMO).

(c)

The total expenditure of the CEDD on maintaining public piers and landing facilities in the past three years (2016-17 to 2018-19) was about \$30 million. The estimated expenditure for 2019-20 is \$12 million. As for staffing, three professional and 17 technical in-house members of staff of the CEDD handle the maintenance work of these facilities. The staffing and expenditure for the maintenance of the piers at the two aforementioned wholesale fish markets are provided and funded by the FMO.

Public Piers and Landing Facilities
Managed by the Civil Engineering and Development Department

(a) Public Piers

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
1	Central Pier No. 10	Central & Western	✓	✓	✓
2	Central Pier No. 9	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	East	✓	✓	✓
4	Cheung Chau Public Pier	Islands	✓	✓	✓
5	Chi Ma Wan Pier	Islands	✓	✓	✓
6	Lo Tik Wan Pier	Islands	–	–	✓
7	Luk Chau Tsuen Pier	Islands	–	–	–
8	Pak A Pier	Islands	–	–	–
9	Pak Mong Pier	Islands	✓	✓	✓
10	Peng Chau Public Pier	Islands	✓	✓	✓
11	Po Toi Public Pier	Islands	–	✓	✓
12	Sai Wan Jetty	Islands	–	✓	✓
13	Sha Lo Wan Pier	Islands	✓	✓	✓
14	Sok Kwu Wan Pier No. 2	Islands	✓	✓	✓
15	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
16	Tai Lei Island Pier	Islands	✓	✓	✓
17	Tai O Public Pier	Islands	–	✓	✓
18	Tai Shui Hang Pier	Islands	–	✓	✓
19	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
20	Tung Chung Public Pier	Islands	✓	✓	✓
21	Yung Shue Wan Development Pier	Islands	✓	–	✓
22	Yung Shue Wan Public Pier	Islands	✓	✓	✓
23	Ma Tau Kok Public Pier	Kowloon City	✓	✓	✓
24	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
25	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
26	Ap Chau Public Pier	North	–	–	✓
27	Kat O Chau Pier	North	✓	–	✓
28	Sha Kiu Public Pier	North	–	–	–
29	Sha Tau Kok Public Pier	North	–	✓	✓
30	Hap Mun Bay Public Pier	Sai Kung	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
31	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
32	Pak Sha Wan Pier No. 2	Sai Kung	✓	✓	✓
33	Po Toi O Pier No. 2	Sai Kung	–	✓	✓
34	Sai Kung New Public Pier	Sai Kung	✓	✓	✓
35	Sai Kung Public Pier	Sai Kung	✓	✓	✓
36	Tiu Keng Leng Pier	Sai Kung	–	–	–
37	Tso Wo Hang Pier	Sai Kung	✓	–	✓
38	Tung Lung Chau (North) Pier	Sai Kung	–	✓	–
39	Tung Lung Chau Public Pier	Sai Kung	–	–	✓
40	Yim Tin Tsai Pier	Sai Kung	–	–	✓
41	Ma Liu Shui Ferry Pier	Sha Tin	✓	✓	✓
42	Wu Kai Sha Pier	Sha Tin	✓	✓	–
43	Blake Pier at Stanley	Southern	✓	✓	✓
44	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
45	Tai Tam Bay Pier	Southern	✓	–	✓
46	Tai Tau Chau Pier	Southern	–	–	–
47	Chek Keng Pier	Tai Po	–	–	–
48	Kei Ling Ha Hoi Pier	Tai Po	✓	✓	✓
49	Ko Lau Wan Public Pier	Tai Po	✓	✓	–
50	Lai Chi Chong Pier	Tai Po	✓	✓	✓
51	Sam Mun Tsai Village Pier	Tai Po	–	–	–
52	Sham Chung Pier	Tai Po	✓	–	✓
53	Tai Mei Tuk Pier No. 1	Tai Po	–	✓	–
54	Tai Mei Tuk Pier No. 2	Tai Po	–	–	–
55	Tai Po Railway Pier	Tai Po	✓	✓	✓
56	Tap Mun Pier	Tai Po	✓	✓	✓
57	Tung Ping Chau Public Pier	Tai Po	✓	–	✓
58	Wong Shek Public Pier	Tai Po	✓	–	–
59	Sham Tseng Public Pier	Kwun Tong	✓	–	✓
60	Ma Wan Public Pier	Tsuen Wan	✓	✓	✓
61	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
62	Tai Pai Tsui Pier	Tsuen Wan	–	–	–
63	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	✓	✓	–
64	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	✓	✓	–
65	Yau Kom Tau Pier	Tsuen Wan	✓	–	–

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
66	Kadoorie Pier	Tuen Mun	✓	✓	✓
67	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

(b) Public Landing Facilities

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
68	Central Landing No. 10	Central & Western	✓	✓	✓
69	Sai Ning Street Landing No. 1	Central & Western	–	–	–
70	Sai Ning Street Landing No. 2	Central & Western	–	–	✓
71	Sheung Wan Landing No. 1	Central & Western	–	✓	✓
72	Sheung Wan Landing No. 2	Central & Western	–	–	–
73	Western PCWA Landing No. 1	Central & Western	–	–	✓
74	Causeway Bay Typhoon Shelter Landing No. 7	Eastern	✓	✓	✓
75	Chai Wan Cargo Handling Basin Landing	Eastern	–	–	–
76	Quarry Bay Park Landing No. 1	Eastern	✓	–	✓
77	Shau Kei Wan Typhoon Shelter Landing No. 1	Eastern	✓	–	✓
78	Shau Kei Wan Typhoon Shelter Landing No. 2	Eastern	–	–	✓
79	Shau Kei Wan Typhoon Shelter Landing No. 3	Eastern	✓	–	✓
80	Shau Kei Wan Typhoon Shelter Landing No. 4	Eastern	✓	–	–
81	Shau Kei Wan Typhoon Shelter Landing No. 5	Eastern	–	–	–
82	Shau Kei Wan Typhoon Shelter Landing No. 6	Eastern	✓	–	✓
83	Shau Kei Wan Typhoon Shelter Landing No. 7	Eastern	–	–	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
84	Shau Kei Wan Typhoon Shelter Landing No. 10	Eastern	✓	✓	✓
85	Siu Sai Wan Landing No. 1	Eastern	–	–	✓
86	Siu Sai Wan Landing No. 2	Eastern	–	–	✓
87	Cheung Chau Complex Landing	Islands	–	–	✓
88	Mui Wo Landing No. 1	Islands	–	–	–
89	Mui Wo Landing No. 2	Islands	✓	–	✓
90	Mui Wo Landing No. 3	Islands	✓	–	–
91	Pak She Praya Road Landing	Islands	–	–	–
92	Peng Chau Landing No. 1	Islands	–	–	✓
93	Peng Chau Landing No. 2	Islands	✓	–	–
94	Peng Chau Landing No. 3	Islands	–	–	–
95	Peng Chau Landing No. 4	Islands	✓	–	–
96	Peng Chau Landing No. 5	Islands	–	–	–
97	Peng Chau Landing No. 6	Islands	–	–	–
98	Peng Chau Landing No. 7	Islands	–	–	✓
99	Peng Chau Landing No. 8	Islands	–	–	–
100	Peng Chau Landing No. 9	Islands	–	–	–
101	Praya Street Landing	Islands	✓	–	✓
102	Sai Wan Landing	Islands	–	–	✓
103	Tai A Chau Landing No. 1	Islands	–	✓	✓
104	Tai A Chau Landing No. 2	Islands	–	✓	✓
105	Tai A Chau Landing No. 3	Islands	–	✓	✓
106	Tai Hing Tai Road Landing No. 1	Islands	–	–	✓
107	Tai Hing Tai Road Landing No. 2	Islands	–	–	✓
108	Tai O Promenade Landing No.1	Islands	–	–	–
109	Tai O Promenade Landing No. 2	Islands	–	–	–
110	Tung Chung Development Seawall Landing No. 1	Islands	–	–	–
111	Hung Hom Landing No. 8	Kowloon City	–	–	✓
112	Kai Tak Landing No. 1	Kowloon City	–	–	–
113	Kai Tak Landing No. 2	Kowloon City	–	–	–
114	King Wan Street Landing	Kowloon City	–	–	–
115	Tai Wan Shan Landing	Kowloon City	–	–	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
116	Runway Park Pier Landing No. 1	Kowloon City	–	✓	–
117	Runway Park Pier Landing No. 2	Kowloon City	–	✓	–
118	Sam Ka Tsuen Landing No. 1	Kwun Tong	✓	✓	✓
119	Sam Ka Tsuen Landing No. 2	Kwun Tong	–	–	–
120	Sam Ka Tsuen Landing No. 3	Kwun Tong	✓	–	✓
121	Sha Tau Kok Landing No. 1	North	–	–	✓
122	Sha Tau Kok Landing No. 2	North	–	–	✓
123	Sai Kung Town Landing No. 1	Sai Kung	✓	✓	✓
124	Sai Kung Town Landing No. 2	Sai Kung	–	✓	✓
125	Sai Kung Town Landing No. 3	Sai Kung	–	✓	✓
126	Sai Kung Town Landing No. 5	Sai Kung	–	–	✓
127	Sha Ha Landing No. 1	Sai Kung	–	✓	✓
128	Sha Ha Landing No. 2	Sai Kung	–	✓	✓
129	Sha Ha Landing No. 3	Sai Kung	–	✓	✓
130	Sha Ha Landing No. 4	Sai Kung	–	–	✓
131	Tseung Kwan O South Landing	Sai Kung	–	–	✓
132	Tui Min Hoi Landing No. 1	Sai Kung	–	–	–
133	Tui Min Hoi Landing No. 2	Sai Kung	–	✓	✓
134	Ma Liu Shui Landing No. 1	Sha Tin	–	–	–
135	Ma Liu Shui Landing No. 2	Sha Tin	–	–	✓
136	Ma Liu Shui Landing No. 3	Sha Tin	–	–	–
137	Shatin Area 77 Landing	Sha Tin	–	–	–
138	Tai Shui Hang Landing	Sha Tin	–	✓	✓
139	Cheung Sha Wan Landing No. 3	Sham Shui Po	–	✓	–
140	Aberdeen Praya Road Landing No. 1	Southern	–	✓	–
141	Aberdeen Praya Road Landing No. 2	Southern	–	–	–
142	Aberdeen Praya Road Landing No. 3	Southern	–	–	–
143	Aberdeen Praya Road Landing No. 4	Southern	–	–	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
144	Aberdeen Praya Road Landing No. 5	Southern	✓	✓	–
145	Aberdeen Praya Road Landing No. 6	Southern	–	–	✓
146	Aberdeen Praya Road Landing No. 7	Southern	–	–	✓
147	Aberdeen Wholesale Fish Market Landing No. 3	Southern	✓	✓	–
148	Ap Lei Chau Landing No. 1	Southern	✓	✓	–
149	Ap Lei Chau Landing No. 2	Southern	–	–	✓
150	Ap Lei Chau Landing No. 3	Southern	–	✓	–
151	Ap Lei Chau Landing No. 4	Southern	–	–	–
152	Ap Lei Chau Landing No. 5	Southern	–	–	–
153	Lee Nam Road Landing	Southern	–	✓	✓
154	Po Chong Wan Landing No. 1	Southern	–	–	✓
155	Shek Pai Wan Landing No. 1	Southern	–	–	✓
156	Shek Pai Wan Landing No. 2	Southern	–	–	✓
157	Shek Pai Wan Landing No. 3	Southern	–	–	✓
158	Shum Wan Landing No. 1	Southern	–	–	✓
159	Ha Wai Landing	Tai Po	–	–	✓
160	Long Harbour Wan Tsai Landing	Tai Po	–	–	✓
161	Pak Shek Kok Public Pier	Tai Po	–	–	–
162	Shuen Wan Breakwater Landing No. 1	Tai Po	–	–	–
163	Shuen Wan Breakwater Landing No. 2	Tai Po	–	–	–
164	Tai Mei Tuk Landing	Tai Po	–	✓	✓
165	Tai Po Area 27 Landing	Tai Po	–	–	✓
166	Tai Po Industrial Area Landing	Tai Po	✓	✓	✓
167	Ma Wan Pak Lam Road Landing	Tsuen Wan	–	–	–
168	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	–	–	✓
169	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	–	–	✓
170	Tuen Mun Area 27 Landing No. 1	Tuen Mun	–	–	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2016-17	2017-18	2018-19
171	Tuen Mun Area 27 Landing No. 2	Tuen Mun	–	–	✓
172	Tuen Mun Area 40 Landing	Tuen Mun	–	✓	✓
173	Tuen Mun Area 44 Landing No. 2	Tuen Mun	✓	–	✓
174	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	–	–	✓
175	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	–	✓	✓
176	Tai Kok Tsui Landing	Yau Tsim Mong	–	✓	✓
177	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	✓	✓	–
178	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	✓	✓	–
179	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	–	–	–
180	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	–	–	–
181	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	–	–	–
182	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	–	–	–
183	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	–	–	–

- End -

CONTROLLING OFFICER'S REPLY

THB(T)257

(Question Serial No. 3429)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned in the Matters Requiring Special Attention in 2019-20 that the Department would continue to upgrade the marine facilities. What are the specific details? What are the estimated provisions and facilities to be involved? Will there be a need for additional funding application from the Finance Committee? What innovative technologies will the Government apply in upgrading the marine facilities?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 65)

Reply:

The Port Works Division of the Civil Engineering and Development Department (CEDD) is responsible for the planning and implementation of various types of public marine works projects, which include improvement works projects at existing public piers and maintenance works at public marine facilities such as seawalls, mooring areas and beacons, etc.

In 2019-20, CEDD would continue to plan and take forward improvement works at public piers including Pak Kok Pier and Yung Shue Wan Public Pier on Lamma Island. Also, CEDD would earmark a financial provision of \$55 million for the maintenance works at seawalls and piers. CEDD would continue to take forward improvement or reconstruction works at public marine facilities according to established procedures. When necessary, CEDD would submit the relevant works items to the Legislative Council for funding approval.

CEDD has conducted regular inspections for public marine structures. In order to continue improving the inspection efficiency for the needed maintenance works, CEDD is exploring the application of advanced surveying technologies, including imaging sonar and multi-beam echo sounding, to inspect the submerged parts of marine facilities such as seawalls and the piles of piers. CEDD is also working on the installation of additional wave monitoring stations in Hong Kong waters to collect more wave data as reference for reviewing design parameters of marine facilities in future.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)258

(Question Serial No. 4662)

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 (Ricky C K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the following works under construction/advance works under this Programme, please advise this Committee of the progress of the works as at March 2019, their anticipated completion dates, as well as whether the works/advance works concerned will be completed within the estimated costs:

- 1) Tseung Kwan O - Lam Tin Tunnel (TKO-LTT);
- 2) Trunk Road T2;
- 3) Cross Bay Link, Tseung Kwan O.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 114)

Reply:

- 1) The tunnelling works and site formation works at the TKO-LTT portals, and the reclamation works and marine viaduct works at Junk Bay are in progress. It is anticipated that the project would be completed in 2021 as scheduled.
- 2) The design of Trunk Road T2 and Cha Kwo Ling Tunnel has been substantially completed. Subject to funding approval of the Finance Committee, the Civil Engineering and Development Department plans to commence the construction works in the second half of 2019 for completion in around 2025.
- 3) The foundation works of Cross Bay Link, Tseung Kwan O are in progress. It is anticipated that the project would be completed in around 2022 as scheduled.

The Government will closely monitor the implementation of the projects, including project costs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)259

(Question Serial No. 7224)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of whether the Government commenced the construction of Trunk Road T2 and Cha Kwo Ling Tunnel in 2018-19, and the anticipated work details in the coming 12 months.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 98)

Reply:

The construction works of Trunk Road T2 and Cha Kwo Ling Tunnel has not yet commenced in 2018-19. Subject to funding approval of the Finance Committee in the current legislative year, the Civil Engineering and Development Department plans to commence the construction works in the second half of 2019 for completion in around 2025.

- End -

CONTROLLING OFFICER'S REPLY**S-DEVB(W)004****(Question Serial No. SV013)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for DevelopmentQuestion:

This is a follow-up question to Reply Serial No. DEVB(W)059:

Please advise of the publicity expenses of the past development projects (such as the Northeast New Territories Development Plan and Hung Shui Kiu Development Plan) of comparable scale as the "Lantau Tomorrow Vision", including the fees incurred for the production of pamphlets.

Asked by: Hon CHAN Chi-chuenReply:

In the past five years (2014-15 to 2018-19), publicity expenses were incurred for the following major development projects :-

Project	Brief description of publicity activity	Average annual publicity expense (\$ million)
Hung Shui Kiu Development	Community engagement and liaison	2.4
First Phase of Kwu Tung North and Fanling North New Development Area (NDA)	Community engagement and liaison	2.6

The expenditure for promotion of conservation and development of Lantau is comparable to some ongoing major development projects.

- End -

CONTROLLING OFFICER'S REPLY

S-DEVB(W)005

(Question Serial No. SV015)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

This is a follow-up question to Reply Serial No. DEVB(W)057:

(1) According to the Government, government departments conducted preliminary technical scoping analysis with internal resources on the proposed reclamation works in the Central Waters in mid-2018. What is the progress of such analysis?

(2) In light of the massive scale of the proposed works, the Government is supposed to formulate specific plans to handle the work related to the underlying studies. What are the timetable and scale of such studies?

Asked by: Hon CHENG Chung-tai

Reply:

(1) In mid-2018, government departments, utilising internal resources, completed a preliminary broad technical analysis of the proposed reclamation in the Central Waters, based on the consideration of water flow, water depth, navigation channel and marine traffic as well as marine ecology, with a view to exploring whether the study extent of the proposed reclamation could be expanded.

(2) We plan to develop artificial islands in the Central Waters in phases. The first phase of the development will focus on the artificial islands around Kau Yi Chau, with a total reclaimed area of about 1 000 hectares. On 26 March 2019, we briefed the Panel on Development on our proposal to upgrade the Public Works Programme Item No. 768CL "Studies related to Artificial Islands in the Central Waters" (the Studies) to Category A.

The scope of the Studies includes a detailed planning and engineering study for the artificial islands around Kau Yi Chau, a transport infrastructure study covering the roads and rails connecting the Hong Kong Island, the artificial islands in the Central Waters, Lantau and coastal areas of Tuen Mun, as well as collection of information on

waters within and in the vicinity of the possible artificial islands near Hei Ling Chau and Cheung Chau South. Subject to funding approval of the Finance Committee, we plan to commence the Studies in the latter half of 2019 for completion in 42 months. Please refer to the LC Paper No. CB(1)729/18-19(03) for details.

In addition, we plan to submit funding applications to the Legislative Council in the latter half of 2019 to conduct an engineering study on Road P1 (Tai Ho–Sunny Bay Section), a planning and engineering study on Sunny Bay reclamation, as well as the planning and engineering studies on the reclamation at Lung Kwu Tan and the replanning of Tuen Mun West areas (including the River Trade Terminal site and its surroundings).

- End -

CONTROLLING OFFICER'S REPLY

S-DEVB(W)006

(Question Serial No. S097)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

As a follow-up question to Reply Serial No. DEVB(W)025, the Government had conducted a preliminary traffic impact assessment titled "Report on Preliminary Traffic and Transport Impact Assessments" (ref. R08-03) under the "Technical Study on Transport Infrastructure at Kennedy Town for Connection to East Lantau Metropolis – Feasibility Study". Please provide the report and information of such studies

Asked by: Hon CHU Hoi-dick

Reply:

The Civil Engineering and Development Department is handling the request for releasing the Report on Preliminary Traffic and Transport Impact Assessments in accordance with the Code on Access to Information.

- End -

CONTROLLING OFFICER'S REPLY**S-DEVB(W)007****(Question Serial No. S098)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: Not specified

Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

As a follow-up question to Reply Serial No. DEVB(W)062, please inform of:

- 1) the estimates and manpower to be involved in taking forward the works projects as set out in the Sustainable Lantau Blueprint in the coming year (2019-2020);
- 2) the estimates and manpower to be involved in taking forward the conservation projects as set out in the Sustainable Lantau Blueprint in the coming year (2019-2020).

Asked by: Hon CHU Hoi-dick

Reply:

Under the overarching principle of "Development in the North, Conservation for the South", the Sustainable Lantau Office of the Civil Engineering and Development Department (CEDD) has been taking forward the planning, assessment, design and implementation of various development, conservation, local improvement and leisure and recreation projects in Lantau as set out in the Sustainable Lantau Blueprint. The estimates in Financial Year (FY) 2019-20 for major projects are summarised below:

Item		Estimate for FY 2019-20 (\$ million)
Development		
1.	Tung Chung New Town Extension – reclamation and advance works	1,787
2.	Tung Chung New Town Extension – detailed design and site investigation	42

Item		Estimate for FY 2019-20 (\$ million)
3.	Provide supporting infrastructures to the public housing development at Tung Chung Area 54: First stage: Construction of footpath, cycle track, cycle parking area and bus layby Second stage: Construction of a new carriageway and sewers	75
4.	Studies related to the artificial islands in the Central Waters	Subject to funding approval by the Legislative Council (LegCo)
5.	Studies related to a road parallel to the North Lantau Highway (Tai Ho to Sunny Bay Section)	Nil (Targeted to commence in Q2 2020, subject to funding approval by the LegCo)
Conservation		
6.	Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas	2
7.	Providing financial support for conservation projects in South Lantau under the Environmental Education and Community Action Projects of the Environment and Conservation Fund	Not applicable (A total of about \$2.7 million for two projects were approved in FY 2018-19. The projects will last for about two years)
8.	Setting up the \$1 billion Lantau Conservation Fund	Not applicable
9.	Implementing the following measures to strengthen control on landfilling and dumping of construction and demolition (C&D) wastes: (i) plan to conduct a Proof of Concept Study on the feasibility of identifying vehicles entering South Lantau without a valid Lantau Closed Road Permit; and (ii) plan to step up the effort to reinstate government land affected in collaboration with relevant departments.))) Under review))

Item	Estimate for FY 2019-20 (\$ million)	
Local Improvement Works		
10.	Improvement works at Mui Wo	15.5
11.	Improvement works at Tai O	19
12.	Improvement works at Ma Wan Chung	0.3
13.	Exploring improvement to internal roads and pier facilities in South Lantau under “Study on Traffic, Transport and Capacity to Receive Visitors for Lantau”	Under review
Sustainable Leisure and Recreation Facilities		
14.	Planning and Engineering Study on Sunny Bay Reclamation	Nil (Targeted to commence in Q2 2020, subject to funding approval by the LegCo)
15.	Expansion of mountain bike trail in Mui Wo and Chi Ma Wan, and construction of a practice ground at Mui Wo	12.9
16.	Quick-win improvement works on hiking trails and recreation facilities	Under review
17.	Study on Lantau Trails and Recreation Plan	Under review

As regards the manpower, the above projects are being undertaken by existing staff members of the CEDD as part of their overall duties. Moreover, there are conservation elements integrated in development projects and vice versa. We therefore could not provide a breakdown of the manpower dedicated to either development or conservation projects under the Sustainable Lantau Blueprint.

- End -

CONTROLLING OFFICER'S REPLY

S-DEVB(W)008

(Question Serial No. S099)

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 (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

This is a follow-up question to Reply Serial No. DEVB(W)061:

- 1) What are the methodology to be adopted, time span and scope for the statutory Environmental Impact Assessment (EIA) for the development proposal of the 1 000 hectares artificial islands near Kau Yi Chau?
- 2) With regard to the question above, will consultant(s) be commissioned to carry out the EIA by means of tenders? If so, what will be the criteria? If not, what are the reasons?
- 3) Upon completion of "Increasing Land Supply by Reclamation and Rock Cavern Development cum Public Engagement - Feasibility Study" and "Cumulative Environmental Impact Assessment Study for the Three Potential Nearshore Reclamation Sites in the Western Waters of Hong Kong – Investigation" by the Civil Engineering and Development Department in 2015, only executive summaries have been available so far. Would the Government submit the whole study reports? Will future EIAs make reference to the past information? If not, what are the reasons?

Asked by: Hon CHU Hoi-dick

Reply:

1) and 2)

The studies related to artificial islands in the Central Waters (the Study) will comprise an environmental impact assessment (EIA) for the development proposal of the 1 000 hectares artificial islands near Kau Yi Chau. The methodology and the scope of the EIA will strictly comply with the statutory requirements of the Environmental Impact Assessment Ordinance (Cap 499). Subject to funding approval of the Finance Committee, we plan to commence the Study in the latter half of 2019 for completion in 42 months. We will strictly follow the procurement regulations promulgated by the Government to engage consultants to undertake the Study and the EIA through an open, fair and impartial manner.

3)

The Executive Summaries of the “Enhancing Land Supply Strategy: Reclamation Outside Victoria Harbour and Rock Cavern Development” (ELSS), including that for the “Final Report for Cumulative Environmental Impact Assessment Study for the Three Potential Near-shore Reclamation Sites in the Western Waters of Hong Kong”, have been uploaded to the website of the Civil Engineering and Development Department since 2015 for easy access by the public. Requests for other reports will be handled in accordance with the Code on Access to Information.

When conducting future EIAs for reclamation and/or rock cavern development projects, we will make reference to the findings of relevant studies, such as the ELSS.

- End -

CONTROLLING OFFICER'S REPLY

S-ENB003

(Question Serial No. S041)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): ()
Programme: (7) Management of Construction and Demolition Materials
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for the Environment

Question:

- 1) With regard to Reply Serial No. ENB031, what forms of statistics may be compiled on the quantity of public fill? What criteria may be adopted in assessing the public fill for “direct reuse in suitable local construction projects”? What criteria may be adopted in assessing the public fill for “use in reclamation or earth filling projects”?
- 2) With regard to Reply Serial No. ENB031, what is the quantity of the aggregates annually processed and generated by the crushing facilities at the temporary fill bank in Tseung Kwan O Area 137?
- 3) With regard to Reply Serial No. ENB032, what was the expenditure involved in delivering the surplus public fill to Taishan for disposal over the past 3 years? What will be the estimated expenditure in 2019?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.:)

Reply:

1. In general, Construction and Demolition (C&D) materials of different nature are generated in daily construction works, most of which are reusable inert materials such as rock, rubble, boulder, earth, soil, sand, concrete, asphalt, brick, tile, masonry and used bentonite. These inert materials are generally referred to as “public fill”. The local construction industry annually generates a large quantity of public fill. While part of the public fill are delivered to local construction projects for direct reuse, the rest are transported to public fill reception facilities (including 2 temporary fill banks) for storage and future reuse in reclamation or earth filling projects. Therefore, the quantity of public fill generated in Hong Kong comprises (i) the public fill delivered to local construction projects for direct reuse and (ii) the public fill not suitable for direct reuse in construction projects but transported to temporary fill banks for storage or handling. For the case (i), matching will be conducted among relevant construction projects to arrange the delivery of public fill for direct reuse, in light of the material properties, design and contractual requirements etc.. As regards the case (ii), the information

provided by relevant construction projects shows that the public fill currently collected from the temporary fill banks are mainly used in reclamation or earth filling works. If necessary, the public fill may meet the design and contractual requirements of such projects by means of simple mechanical sorting.

2. Crushing facilities are provided at the temporary fill bank in Tseung Kwan O Area 137 to crush large C&D materials or large rock into recyclable inert hard C&D materials for use by construction projects. The Civil Engineering and Development Department will provide recyclable inert hard C&D materials for use in construction projects in light of their demand. It is anticipated that the demand for the recyclable inert hard C&D materials will be about 0.4 million tonnes in 2019, and the crushing facilities at the fill bank in Tseung Kwan O will have the capacity to handle such demand.
3. As local reuse could not absorb all the public fill generated in Hong Kong in recent years, coupled with the fact that the capacities of temporary fill banks are limited, the Government has been delivering surplus public fill to Taishan in the Guangdong Province for disposal since 2007, with a view to avoiding the delivery of surplus public fill to landfills for disposal. The Government's expenditures on the management of public fill in the past 3 financial years and in 2019-20 are tabulated as follows:

Financial Year	Expenditure (\$ million)
2016-17	1,175.3 (actual)
2017-18	1,032.2 (actual)
2018-19	949.3 (revised estimate)
2019-20	1,258.6 (estimate)

The above expenditure mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of surplus public fill to the Mainland and for the supply of the public fill stockpiled in fill banks to local projects for reuse, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill at disposal sites. As the delivery of surplus public fill to the Mainland and the supply of the public fill stockpiled in fill banks to local projects for reuse are both undertaken by a single contractor, there is no breakdown of the costs for individual operations in the contract.

- End -

CONTROLLING OFFICER'S REPLY

S-ENB004

(Question Serial No. S048)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): ()
Programme: (7) Management of Construction and Demolition Materials
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for the Environment

Question:

In connection with the handling of inert construction materials (also known as public fill), please provide the following supplementary information:

1. As far as the local public fill is concerned, what are its maximum stockpile quantity, actual stockpile quantity and anticipated stockpile quantity over the coming 3 years?
2. The Government has delivered the surplus public fill to Taishan, Guangdong Province in recent years. Does the Government know how such public fill would be handled there?
3. In addition to transport costs, does the Government need to pay extra handling fees to Taishan? If so, how were such fees determined?
4. Has the Government reached any agreements with Taishan stipulating the minimum annual delivery quantity? Is it possible for the Government to halt the delivery of public fill at any time in light of the local demand for public fill?
5. Has the Government assessed the future local demand for public fill upon commencement of the reclamation works under the "Lantau Tomorrow Vision"? If the local demand outstrips the supply at that time, does the Government have a plan in place to increase the existing maximum stockpile quantity of public fill prior to commencement of such works, with a view to avoiding the increase in imports of marine sand and mechanical sand due to the undersupply of public fill?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.:)

Reply:

1. There are currently 2 temporary fill banks in Hong Kong, located at Tseung Kwan O Area 137 and Tuen Mun Area 38, with a total capacity of about 20 million tonnes. In 2018, the capacities of the 2 temporary fill banks are already near saturation. The Government has been promoting the reuse of public fill in suitable local construction projects as far as possible. As local reclamation projects (including the Three-Runway System project and Tung Chung New Town Extension project under construction) started absorbing public fill progressively, the quantity of public fill supplied to local construction projects for reuse by the temporary fill banks has been on the gradual increase. The future

stockpile level of the temporary fill banks will be subject to the actual quantity and timing of the public fill to be absorbed from the temporary fill banks by works projects, which are, in turn, contingent on the works progress and needs of such projects, as well as other weather and environmental factors etc..

2-4. As local reuse could not absorb all the public fill generated in Hong Kong in recent years, coupled with the fact that the capacities of temporary fill banks are limited, the Government has been delivering surplus public fill to Taishan in the Guangdong Province for disposal in the reclamation works since 2007. The Government's expenditure on the management of public fill mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of surplus public fill to the Mainland and for the supply of the public fill stockpiled in fill banks to local projects for use, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill at disposal sites. As the delivery of surplus public fill to the Mainland and the supply of the public fill stockpiled in the fill banks to local works projects for reuse are both undertaken by a single contractor, there is no breakdown of the costs for individual operations in the contract. The Government and the relevant Mainland authorities keep close communication to review the actual operation of delivering surplus public fill to Mainland waters for disposal, and are in discussion about the estimated delivery quantity to be involved in the coming year. There is no agreement over the minimum annual delivery quantity.

5. The local construction industry annually generates a large quantity of public fill. As mentioned above, the Government has been promoting the reuse of public fill in suitable local construction projects as far as possible. As regards the reclamation projects under the "Lantau Tomorrow Vision", the Government will actively seek measures as appropriate in the preliminary planning stage to maximize the use of public fill in such reclamation projects.

- End -