

Index Page
Replies to questions raised by Finance Committee Members in
examining the Estimates of Expenditure 2020-21
Controlling Officer : Director of Civil Engineering and Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
CEDB(CIT)239	0858	SHIU Ka-fai	33	(1) Tourism and Recreational Development
CEDB(CIT)240	5128	TAM Man-ho, Jeremy	33	(1) Tourism and Recreational Development
DEVB(PL)156	0694	HO Chun-yin, Steven	33	(3) Provision of Land and Infrastructure
DEVB(PL)157	1564	LAM Cheuk-ting	33	(3) Provision of Land and Infrastructure
DEVB(PL)158	2019	LAM Cheuk-ting	33	(3) Provision of Land and Infrastructure
DEVB(PL)159	2248	MA Fung-kwok	33	(3) Provision of Land and Infrastructure
DEVB(PL)359	4289	CHAN Tanya	33	(3) Provision of Land and Infrastructure
DEVB(W)032	2781	CHU Hoi-dick	33	(6) Supervision of Mining, Quarrying and Explosives
DEVB(W)033	0701	HO Chun-yin, Steven	33	(5) Greening and Technical Services
DEVB(W)034	2500	HO Kai-ming	33	(3) Provision of Land and Infrastructure
DEVB(W)035	1848	LAU Ip-keung, Kenneth	33	(3) Provision of Land and Infrastructure
DEVB(W)036	1915	LAU Kwok-fan	33	(6) Supervision of Mining, Quarrying and Explosives
DEVB(W)037	1916	LAU Kwok-fan	33	(6) Supervision of Mining, Quarrying and Explosives
DEVB(W)038	1918	LAU Kwok-fan	33	(3) Provision of Land and Infrastructure
DEVB(W)039	0301	LO Wai-kwok	33	(3) Provision of Land and Infrastructure
DEVB(W)040	0826	MAK Mei-kuen, Alice	33	(3) Provision of Land and Infrastructure

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
DEVB(W)041	2978	QUAT Elizabeth	33	(5) Greening and Technical Services
DEVB(W)042	0089	SHEK Lai-him, Abraham	33	
DEVB(W)043	1354	TSE Wai-chuen, Tony	33	(3) Provision of Land and Infrastructure
DEVB(W)115	3858	CHAN Chi-chuen	33	(3) Provision of Land and Infrastructure
DEVB(W)116	4176	CHAN Tanya	33	(3) Provision of Land and Infrastructure
DEVB(W)117	4181	CHAN Tanya	33	(3) Provision of Land and Infrastructure
DEVB(W)118	4315	CHAN Tanya	33	(3) Provision of Land and Infrastructure
DEVB(W)119	4321	CHAN Tanya	33	(3) Provision of Land and Infrastructure
DEVB(W)120	4322	CHAN Tanya	33	(3) Provision of Land and Infrastructure
DEVB(W)121	4342	CHAN Tanya	33	(3) Provision of Land and Infrastructure
DEVB(W)122	4864	CHAN, Tanya	33	
DEVB(W)123	5273	CHEUNG Chiu-hung, Fernando	33	
DEVB(W)124	5596	CHEUNG Chiu-hung, Fernando	33	(3) Provision of Land and Infrastructure
DEVB(W)125	6622	CHU Hoi-dick	33	(3) Provision of Land and Infrastructure
DEVB(W)126	6623	CHU Hoi-dick	33	(3) Provision of Land and Infrastructure
DEVB(W)127	6624	CHU Hoi-dick	33	(3) Provision of Land and Infrastructure
DEVB(W)128	4726	KWOK Ka-ki	33	(3) Provision of Land and Infrastructure
DEVB(W)129	4728	KWOK Ka-ki	33	(3) Provision of Land and Infrastructure
DEVB(W)130	5024	KWOK Ka-ki	33	(3) Provision of Land and Infrastructure

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
DEVB(W)131	6817	KWOK Ka-ki	33	(3) Provision of Land and Infrastructure
DEVB(W)132	3665	LEUNG Mei-fun, Priscilla	33	(3) Provision of Land and Infrastructure
DEVB(W)133	6036	MO Claudia	33	
DEVB(W)134	5129	TAM Man-ho, Jeremy	33	(3) Provision of Land and Infrastructure
ENB025	1405	LUK Chung-hung	33	(7) Management of Construction and Demolition Materials
ENB026	2231	MO Claudia	33	(7) Management of Construction and Demolition Materials
HAB145	5130	TAM Man-ho, Jeremy	33	(3) Provision of Land and Infrastructure
THB(T)008	0667	HO Chun-yin, Steven	33	(2) Port and Marine Facilities
THB(T)009	1566	LAM Cheuk-ting	33	(3) Provision of Land and Infrastructure
THB(T)010	1567	LAM Cheuk-ting	33	(3) Provision of Land and Infrastructure
THB(T)240	3776	QUAT Elizabeth	33	(3) Provision of Land and Infrastructure

CONTROLLING OFFICER'S REPLY

CEDB(CIT)239

(Question Serial No. 0858)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): (-) -
Programme: (1) Tourism and Recreational Development
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for Commerce and Economic Development

Question:

During 2020–21, Civil Engineering and Development Department will monitor and co-ordinate the development plans of the Ocean Park and Hong Kong Disneyland Resort. Would the Government advise the manpower arrangements, work details and expenditure to be involved?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 9)

Reply:

The Civil Engineering and Development Department (CEDD) provides engineering advice to the Tourism Commission on the development plans of the Ocean Park and Hong Kong Disneyland Resort, as well as to co-ordinate and liaise with these two theme parks and relevant parties as regards issues relating to engineering works.

The CEDD has been deploying existing staff resources for the above tasks. In the light of the Strategic Repositioning Plan proposed by the Ocean Park, CEDD will arrange additional manpower in a timely manner for coordination work as necessary.

- End -

CONTROLLING OFFICER'S REPLY

CEDB(CIT)240

(Question Serial No. 5128)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): (-) -
Programme: (1) Tourism and Recreational Development
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for Commerce and Economic Development

Question:

It was mentioned in Programme (1) that the Department would monitor and co-ordinate the development plans of the Ocean Park and Hong Kong Disneyland Resort. In this connection, please advise:

the progress of the works related to the construction of the Water Park for which the Government made a loan of \$2.29 billion to the Ocean Park; as well as the estimated extra project cost arising from the repeated delays in the works.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 110)

Reply:

Tai Shue Wan waterpark is a development project that the Ocean Park Corporation constructs and operates on its own. It is anticipated the project will be completed within 2021.

The Civil Engineering and Development Department (CEDD) currently deploys existing staffing resources to provide engineering advice on the waterpark project as well as to co-ordinate and liaise with relevant parties as regards issues relating to engineering works. The project completion date does not incur extra costs to the CEDD.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)156

(Question Serial No. 0694)

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:

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/Ha Tsuen 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.: 33)

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/Fanling North (KTN/FLN) New Development Area (NDA)	First Phase Works: Commenced progressively since September 2019 for completion in 2026. Remaining Phase: Detailed design commenced since December 2019; Construction targeted to commence in 2024 for completion in 2031 (Subject to review).	612	Nil	58	128	87.6	28
Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA	Subject to funding approval in the first half of 2020, First Phase development: to commence works tentatively in mid 2020 for completion in 2025. Full completion of works for entire NDA 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 2022. Full completion of works for entire NDA 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. Subject to funding approval and progress of land resumption and clearance, Main Works: to commence tentatively in 2021 for completion by 2026.	19	Nil	Nil	Nil	5.9	4.8
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, and Artificial Islands in the Central Waters)	Subject to further study.	Subject to further study.	Sunny Bay: about 60-100 Lung Kwu Tan: about 220-250 Kau Yi Chau Artificial Islands: about 1 000 Others: subject to further study.	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
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 works tentatively in 2020 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
Partial Development of Fanling Golf Course Site	Subject to further study.	32	Nil	Nil	Nil	Nil	Nil
San Tin / Lok Ma Chau Development Node	Subject to further study.	270	Nil	Subject to further study.	Nil	Subject to further study.	Subject to further study.

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/HT NDA	Nil	Nil	Nil	1 (about 60 m ²) (Note 4)	Nil
YLS	Nil	Nil	Nil	1 (about 175 m ²) (Note 5)	3
KaTS	Nil	Nil	Nil	Nil	Nil
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, and 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
Partial Development of Fanling Golf Course Site	Nil	Nil	Nil	Nil	Nil
San Tin / Lok Ma Chau Development Node	Nil	Nil	Nil	Nil	Subject to further study.

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.	First Phase – about 13,334.5 (Note 6) Remaining Phase - Relevant information not yet available.	15
HSK/HT NDA	Nil	Relevant information not yet available.	First Phase development: about 2,181 (Note 6) Second Phase and Remaining Phase development: relevant information not yet available.	12
YLS	2	Relevant information not yet available.	Relevant information not yet available.	11
KaTS	Nil	Relevant information not yet available.	Advance works: about 6.2 Main works: relevant information not yet available.	23

Proposed or Existing Development Planning	(xiii) (no.)	(xiv) (no.)	(xv) (\$ million)	(xvi) (no.)
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, and 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 (subject to finalisation / review)	Nil
Partial Development of Fanling Golf Course Site	Nil	Nil	Nil	Subject to further study.
San Tin / Lok Ma Chau Development Node	Subject to further study.	Subject to further study.	Subject to further study.	Subject to further study.

- 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 for the HSK/HT 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 for which engineering feasibility study (EFS) has been completed. Reports of the EFS have been uploaded to Internet.
- Note 4 There are two vegetable marketing co-operative societies/vegetable depots in the HSK/HT 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 review.
- 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.
- Note 6 This covers the estimated cost of land acquisition and clearance for the first phase development of the respective NDAs, including but not limited to the ex-gratia allowance payable to eligible affected farmers.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)157

(Question Serial No. 1564)

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 technical study on partial development of Fanling Golf Course site commenced by the Department,

1) given the land lease of the Golf Course will expire on 31 August 2020, what is the progress of such study? If the planning work fails to be completed on time, what agreement will the Government sign with Hong Kong Golf Club?

2) what was the staffing establishment involved in the technical study? Was it necessary to work together with other departments such as the Tree Management Office to handle the tree-related issues of the Golf Course?

3) given Lot 4076 in DD 91 (i.e. Junction of Fan Kam Road and Castle Peak Road – Kwu Tung, Fanling) will be available for sale as a residential site in the second half of 2020-21 under this year's Land Sale Programme, will such proposed land sale have any implications on the study in question?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 32)

Reply:

1) The Technical Study on Partial Development of Fanling Golf Course Site (the Study) covering 32 hectares (ha) of land east of Fan Kam Road of the Fanling Golf Course (FGC) commenced in September 2019, with a view to ascertaining the highest yield of housing flats attainable within the site, with emphasis on public housing, in short- to medium-term. The Study is proceeding on schedule for completion in early 2021. Accordingly, the 32 ha of land will not be covered by any lease renewal for the FGC and will only be subject to a special three-year hold-over arrangement after expiry of the current lease in August 2020. After the special three-year hold-over arrangement, the 32 ha of land will revert to the Government.

2) The Study is being conducted under a consultancy agreement. The staffing establishment for managing the Study is summarised below:-

Item	Staffing (Note 1)
Technical Study on Partial Development of Fanling Golf Course Site	2 professional staff

Note 1: There are also directorate officers overseeing the Study as well as other supporting technical and clerical staff involved.

Comments and advice from relevant government bureaux and departments, including but not limited to the Tree Management Office of the Development Bureau, the Planning Department, the Environmental Protection Department, the Agriculture, Fisheries and Conservation Department, the Transport Department, etc. will be sought on different technical aspects during the course of the Study.

3) The concerned Lot is planned for private residential development, while the 32 ha of land is being considered mainly for public housing. Under the Study, we will take into account all the existing, ongoing, planned and proposed developments in the study area (which covers the concerned Lot) in assessing the environmental, traffic, etc. impacts and formulate appropriate mitigation/improvement measures. The land sale will not affect the progress of the Study.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)158

(Question Serial No. 2019)

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:

As far as the Kwu Tung North/Fanling North new development area (KTN/FLN NDA) is concerned, the Civil Engineering and Development Department (CEDD) has commenced the construction of the first phase development. The CEDD has also commenced the detailed design for the remaining phase of the KTN/FLN NDA. Would the Government advise:

- 1) the progress of the NDA; when the intake of the public housing in the first phase will begin;
- 2) the number of households at the time of the Freezing Survey for the first phase development of the KTN/FLN NDA; the number of households allocated with rehousing flats by the Hong Kong Housing Authority and the Hong Kong Housing Society; the number of households not qualified for rehousing and the reasons for that;
- 3) the total number of households refusing the rehousing arrangements proposed by the Government; how the Government handled the complaints in question;
- 4) the supporting traffic measures to address the needs arising from the new population?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 30)

Reply:

1) The site formation and engineering infrastructure works for the first phase development of Kwu Tung North/Fanling North new development area (KTN/FLN NDA) have commenced progressively since September 2019 with the target to enable the first population intake of public housing in 2027. Besides, the consultancy studies on the detailed design of the remaining phase development of the NDA commenced progressively in December 2019 as scheduled.

2) & 3) The freezing survey completed for first phase development of KTN/FLN NDA has recorded a total of 445 households recorded. Since late 2018, Lands Department (LandsD) has started to approach households concerned for conducting eligibility assessment for compensation and rehousing. As at end of February 2020, the LandsD has identified 577 households (including household splitting cases) within the project boundary of the first phase development of the KTN/FLN NDA, amongst which about 240 have been offered with rehousing flat units, about 130 households have their rehousing applications under processing or are pending submission of further supporting information, and about 20 households opt for cash compensation in lieu of rehousing whose claims are under processing. About 140 households are ineligible for rehousing or compensation based on existing information due to their failure to meet the eligibility criteria including: (i) the household owns domestic property in Hong Kong; (ii) the structure currently occupied by the household is unauthorised (i.e. not registered in the 1982 squatter structure survey and not covered by any licences); or (iii) the household is an existing tenant of public housing. The remainder of about 50 households have yet to contact LandsD and provide information for eligibility assessment notwithstanding the department's repeated approaches and invitations. All households registered in the freezing survey will be offered domestic removal allowance irrespective of their eligibility for rehousing or compensation. LandsD will continue to make the best endeavor to handle the compensation and rehousing matters for affected clearerees.

4) Under the first phase development, the Civil Engineering and Development Department (CEDD) will construct the Fanling Bypass (Eastern Section) connecting the FLN NDA and the Fanling Highway so as to direct road-based traffic from the NDA development away from the town centres of Fanling and Sheung Shui. Improvement works will also be undertaken to enhance the performance of some existing road junctions. Under the remaining phase development, the CEDD plans to construct the Po Shek Wu Road Flyover, Fanling Bypass (Western Section) connecting the Fanling Bypass (Eastern Section) and Man Kam To Road, and new interchanges together with widening of Fanling Highway (Kwu Tung Section) for connection with the KTN NDA.

Besides, our target is to commission the Kwu Tung Station to tie in with the population intake programme of the public housing development in the KTN NDA. The Government will also expedite the implementation of projects proposed in the Railway Development Strategy 2014, including the Northern Link (NOL). The Government will invite MTR Corporation Limited to commence detailed planning and design for the NOL within the coming year.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)159****(Question Serial No. 2248)**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 by the Government in 2019 was 24.9 hectares. Please specify the land uses.
2. The planned area of land to be formed by the Government in 2020 will be 14.6 hectares. Please specify the land uses.
3. The Government commenced the construction of advance works of the Lok Ma Chau Loop development in 2019. What is the progress of the works concerned? Please account for the anticipated time table for putting land into use.

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 3)Reply:

(1) Details of the land formed and delivered by the Civil Engineering and Development Department (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 Cemetery, North District	0.6	Columbarium
Kai Tak Development	15.1	Public / Private residential and commercial development
Anderson Road Quarry	3.2	Public residential development
Kwu Tung North Area 29	1.5	Social welfare facility
Total	24.9	

(2) Details of the land to be formed by CEDD in 2020 are as follows:

Location of Project	Area of Land to be Formed in Hectare (Approx.)	Land Use
Tung Chung New Town Extension	8.1	Public residential and commercial development
Kai Tak Development	3.2	Commercial development
Anderson Road Quarry	3.3	Public residential development and Government, Institution or Community facilities
Total	14.6	

(3) The construction of the Advance Works of the Lok Ma Chau Loop development commenced in June 2018, with the target of making the first batch of land available by 2021 for Phase 1 development of the Hong Kong-Shenzhen Innovation and Technology Park.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)359

(Question Serial No. 4289)

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 the previous 5 years, the Development Bureau commenced studies on the development of multi-storey buildings for accommodating brownfield operations in light of the local needs. Please advise the expenditures of the studies and its public consultations respectively. If there were public consultations, please provide the detailed information.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 255)

Reply:

The Civil Engineering and Development Department is carrying out the “Study on proposed multi-storey buildings in Yuen Long area for brownfield operations” and the “Study on proposed multi-storey buildings in Hung Shui Kiu New Development Area for brownfield operations”. The expenditures of the above studies, up to 31 January 2020, are about \$10.4 million and \$9.7 million respectively.

In the course of the studies, we consulted trade representatives in November 2017 on issues such as design requirements and technical feasibility of the proposed multi-storey buildings (MSBs) in order to understand their operational needs and solicit views. They generally accepted that accommodating brownfield operations in the proposed MSBs could be technically feasible if specific building design features and supporting facilities were provided. Having regard to the design requirements, technical feasibility and the views gathered, the consultants formulated the recommended conceptual design schemes, and arranged briefings for tenants of Yuen Long Industrial Estate and trade representatives in September 2018. The participants generally supported the recommended conceptual design schemes. Furthermore, we informed the Yuen Long District Council and relevant Rural Committees of the preliminary findings of the studies in September and October 2018. The expenditure incurred was part of the overall cost of the studies as mentioned.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)032

(Question Serial No. 2781)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: (6) Supervision of Mining, Quarrying and Explosives

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

Director of Bureau: Secretary for Development

Question:

The estimated number of “Sand Removal Permits issued” by the Department is 14 000, representing a substantial increase over the previous years. Please account for the increase. Based on the “Sand Removal Permits issued” and information on forms collected, please set out in the following format such information as final users/project names, sources of sand (countries, provinces, cities and/or river names), number of Sand Removal Permits and amount of sand involved over the past 5 years, and state whether the sand was used for reclamation. Please list first the project with the largest consumption of sand, with the rest in descending order.

Year

	Source 1	Source 2	Source 3		
Project name and end user 1	Number of Sand Removal Permits and total amount of sand (tonne)	Number of Sand Removal Permits and total amount of sand (tonne)			
Project name and end user 2	Number of Sand Removal Permits and total amount of sand (tonne)				

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 3001)

Reply:

The number of sand removal permits (SRPs) anticipated to be issued in 2020 will increase as compared to the past, as there will be an anticipated increase in the local demand for sand, mainly including the demand from the airport expansion project. The number of the SRPs issued and the total quantities of the relevant sand over the past 5 years, by their places of origin, are tabulated below. Given that prior consent has not been obtained from applicants for disclosure of information in their application forms, we therefore consider we are not in a position to disclose such information on individual projects and end users.

Place of Origin of Sand	2015	2016	2017	2018	2019
	SRPs (Number Issued) Total Quantity of Sand (Million Tonne)				
Australia	2 < 0.1	-	-	-	-
Canada	-	2 < 0.1	-	-	-
Mainland	2,786 9.9	874 1.0	1,087 1.2	990 0.9	1,135 1.2
Malaysia	-	-	-	176 0.2	2,204 2.7
The Philippines	-	4 < 0.1	-	47 < 0.1	1,896 2.0
Taiwan	-	1 < 0.1	-	-	-
The United Kingdom	6 < 0.1	8 < 0.1	12 < 0.1	-	-
The United States	-	3 < 0.1	-	-	4 < 0.1
Vietnam	-	-	36 < 0.1	-	-

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)033

(Question Serial No. 0701)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: (5) Greening and Technical Services

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

Director of Bureau: Secretary for Development

Question:

Regarding the management of Hong Kong's marine fill resources and mud disposal facilities, please advise:

- (a) the marine mud disposal volume, as well as the names of the major marine mud disposal works, in each of the past 3 years (2017-18 to 2019-20);
- (b) the details of the various locations for disposal of contaminated marine mud (including (i) the remaining capacity, (ii) the environmental monitoring results, and (iii) an overview of the operation) (set out in a table);
- (c) whether the Government has any plans to provide more locations for disposal of contaminated marine mud; and
- (d) whether the Government has estimated the marine mud disposal volume, as well as advise the names of the major marine mud disposal works, in each of the coming 3 years.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 41)

Reply:

Through the Marine Fill Committee, the Civil Engineering and Development Department oversees the operation of marine disposal facilities for disposal of contaminated and uncontaminated sediments, and formulates strategies to ensure the provision of adequate marine disposal capacity.

(a) The annual sediment disposal volume and the major sediment disposal projects in the past 3 years are tabulated as follows:

Year	Sediment disposal volume (including contaminated and uncontaminated sediment)	Major sediment disposal project
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Year	Sediment disposal volume (including contaminated and uncontaminated sediment)	Major sediment disposal project
2017	About 1.28 million m ³	Shatin Central Link, Tseung Kwan O - Lam Tin Tunnel and general maintenance dredging works for navigation channels
2018	About 0.70 million m ³	Tseung Kwan O - Lam Tin Tunnel, Tuen Mun -Chek Lap Kok Link and general maintenance dredging works for navigation channels
2019	About 0.84 million m ³	Tuen Mun - Chek Lap Kok Link and general maintenance dredging works for navigation channels

(b) The mud pits located to the east of Sha Chau are currently the only contaminated sediment disposal facility in Hong Kong. The details of such facility are set out in the table below:

Remaining capacity	Environmental monitoring result	Current operation status
About 3.80 million m ³	The regular environmental monitoring result indicated that the facility had no unacceptable impact on the nearby environment.	Based on the current forecast, the facility may operate until 2027.

(c) Based on the capacity, we anticipate that the existing contaminated sediment disposal facility located to the east of Sha Chau may operate until 2027. We are identifying suitable locations for provision of a new disposal facility, in a bid to continue to provide facilities for contaminated sediment disposal upon the exhaustion of the capacity of the only existing disposal facility.

(d) Based on the current information, we anticipate that the annual sediment disposal volume will average about 2.80 million m³ in the coming 3 years (from 2020 to 2022), most of which are uncontaminated sediment. The major sediment disposal projects will include the Central Kowloon Route, navigation channel improvement works and other dredging works.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)034

(Question Serial No. 2500)

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 steering of the detailed feasibility study for the Environmentally Friendly Linkage System for Kowloon East, would the Government inform this Council of:

- a. the progress and specific time table for completion of such feasibility study;
- b. the scope of such feasibility study?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 49)

Reply:

The Civil Engineering and Development Department (CEDD) commenced in October 2015 a two-stage Detailed Feasibility Study (DFS) for the Environmentally Friendly Linkage System (the proposed system). The first stage of the DFS was aimed at evaluating and selecting the suitable green public transport mode for the proposed system. We conducted public consultation on the findings of the first stage of the DFS in mid-2017, in a bid to listen to and solicit public views. Currently, we are conducting the second stage of the DFS for the proposed system, including the review of its coverage, alignment, locations of stations, mode of operation, financial viability and cost-effectiveness, etc. In addition, we will examine the interaction between the proposed system and other modes of public transport, and make reference to the latest development in the environmentally friendly transportation technology both at home and abroad, while exploring its suitability for use.

It is anticipated that the CEDD will complete the above DFS within this year, with a view to identifying a feasible and cost-effective environmentally friendly linkage system. Upon completion of the study, we will formulate the way forward, and report the findings and recommendations thereof to relevant stakeholders in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)035

(Question Serial No. 1848)

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:

A few years ago, the Development Bureau implemented the Pier Improvement Programme (PIP) to improve the facilities of public piers in remote areas. In the first phase, 10 public piers in the New Territories and outlying islands were to be repaired, including Lai Chi Wo Pier, Sham Chung Pier, Lai Chi Chong Pier, Tung Ping Chau Public Pier, Leung Shuen Wan Pier, Kau Sai Village Pier, Pak Kok Pier, Yung Shue Wan Public Pier, Yi O Pier and Shek Tsai Wan Pier. The Civil Engineering and Development Department (CEDD) has conducted the feasibility studies and preliminary designs for the above projects. In 2020, the CEDD will commence the preparatory work for the studies for the engineering investigations for the second phase of the PIP. In this connection, would the Government inform this Council:

1. of the project costs and staffing establishment of the above 2 phases of the PIP;
2. of the reasons why only the re-construction works of Pak Kok Pier in Lamma Island have commenced so far under the first phase; of the progress of the remaining 9 pier improvement projects; whether there were delay in works;
3. whether it will expedite the funding application from this Council for the early commencement of the improvement works related to the remaining 9 piers under the first phase;
4. of the piers involved in the second phase; of the facilities to be provided thereat to facilitate the passenger's use of such piers?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 68)

Reply:

The Pier Improvement Programme (PIP) aims at improving a number of public piers in the New Territories and outlying islands to facilitate the public's and tourists' access to outing destinations and sites of natural heritage. The Civil Engineering and Development Department (CEDD) will deliver the phased implementation of the PIP.

The first phase of the PIP covered 10 public piers, and the CEDD commenced such projects in mid 2017. Among them, the Legislative Council (LegCo) approved the funding for the reconstruction works of Pak Kok Pier on Lamma Island on 28 February 2020. The works contract would be awarded in March 2020. In addition, the CEDD has almost completed the technical feasibility studies and preliminary design for the other 7 piers, to be followed by the commencement of the detailed design and associated statutory procedures. As for the remaining 2 piers at environmentally sensitive locations, we are conducting the statutory Environmental Impact Assessment (EIA), which is anticipated to be completed within this year.

In tandem, we are actively discussing with the relevant departments in preparation for the commencement of the second phase of the PIP, with a view to identifying about a dozen of public piers within this year for carrying out the engineering investigation studies.

In implementing pier improvement works, we will examine the feasibility for provision of various facilities, such as barrier free access, WiFi services, electronic information kiosks, roof covers and sitting-out areas, etc., to facilitate the passengers' use of such piers. In addition, we will work with the relevant departments to provide travel guides and route maps as appropriate to facilitate the visitors.

In 2020-21, the planning, studies, design and construction works under the two phases of the PIP will be mainly undertaken by 9 professional officers¹. The estimated project cost is about \$45 million.

Note 1: There will also be directorate officers overseeing the studies, with officers of various professional grades as well as other supporting technical and clerical staff to be involved as part of their overall duties.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)036

(Question Serial No. 1915)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): Not Specified
Programme: (6) Supervision of Mining, Quarrying and Explosives
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

At present, Lam Tei Quarry in Tuen Mun is the only existing quarry operating in Hong Kong, accounting for about 5% of the total supply of rock products. Upon the anticipated completion of Lam Tei Quarry's operation around between 2022 and 2023, the site will be released for development uses. From then onward, all of the rock product supply will rely on import from sources in the Mainland. Regarding the development of new quarries, would the Department inform this Council:

- (a) of the number of the planned quarries to be newly developed; of the difficulties encountered in the site selection and developments; of the merits and drawbacks of the shortlisted new quarry sites;
- (b) given the limited operation of most local construction sites owing to the recent epidemic outbreak, and the occasional suspension of works in such sites on account of delay in delivery of rock products from the Mainland, whether the Department has considered the development of more quarries in future with a view to increasing the proportion of the local rock product supply; if yes, what will be the target percentage of increase and if not, what are the reasons for that?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 43)

Reply:

(a) In selecting the sites for new quarries, we will need to take into account various factors, including rock types, rock qualities, rock reserves and costs of quarrying, etc.. In addition, we will give due consideration to such factors as the traffic and environmental impacts on the surrounding areas arising from the new quarries and land use planning, etc.. At present, the associated technical feasibility studies on the potential sites for new quarries are still in progress. We will consult the public on the specific proposals in a timely manner upon completion of such studies.

(b) We have been concerned about the supply and demand of rock products in Hong Kong. We commenced the feasibility studies on developing new local quarries a few years ago.

We will adopt a multi-pronged strategy, including striving to identify suitable and feasible sites for new quarries, maximising the use of recyclable rock products, as well as proactively exploring the feasibility of underground quarrying.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)037

(Question Serial No. 1916)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (6) Supervision of Mining, Quarrying and Explosives

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

Director of Bureau: Secretary for Development

Question:

There has been delay in delivery of rock products from the Mainland owing to the epidemic outbreak, leading to the limited operation of local construction sites. In the past, there were also occasional suspension of works in construction sites due to the failure of delivery of rock products from the Mainland on time. At present, Lam Tei Quarry in Tuen Mun is the only existing quarry operating in Hong Kong, providing 5% of the rock products demanded by the industry. As a matter of fact, there have been a number of major infrastructure projects, such as tunnel and decommissioning works, often generating substantial amount of rock materials in Hong Kong in recent years. Has the Government considered the provision of sites for storage of such rock materials generated from the construction works for beneficial reuse by the industry?

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

Reply:

Lam Tei Quarry in Tuen Mun is currently providing the capacity to receive, store and process the rock materials generated from construction works for beneficial reuse (e.g. constituents of ready mixed concrete). The Civil Engineering and Development Department is proactively exploring the development of new quarry sites, including various options such as surface and underground quarries. On the other hand, the Government will also proactively identify other suitable sites for storing and processing the rock materials potentially generated from excavation works, with a view to boosting the local rock supply for use by the construction industry.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)038

(Question Serial No. 1918)

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 feasibility study for the Environmentally Friendly Linkage System (EFLS) for Kowloon East, would the Government advise this Council:

(a) given the completion of the two stages of public consultation on the proposed EFLS options between early 2012 and early 2014 by CEDD, and the subsequent commencement of the detailed feasibility study in October 2015, the specific studies conducted by the Government in 2019 and their progress; whether any follow-up studies will be conducted in 2020 ;

(b) given the lack of further developments in the project, despite the preliminary feasibility anticipating the commissioning of the EFLS in 2023, whether the Government has formulated any timetables and earmarked provisions for taking forward such project; if yes, what were the details and if not, what were the reasons for that; whether there will be the most updated timetable?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 46)

Reply:

The Civil Engineering and Development Department (CEDD) completed a preliminary feasibility study on the proposed Environmentally Friendly Linkage System (the proposed system) in 2014, and commenced in October 2015 a two-stage Detailed Feasibility Study (DFS) for the proposed system, having regard to the findings of such preliminary feasibility study. The first stage of the DFS was aimed at reviewing and selecting the suitable green public transport mode for the proposed system. We conducted public consultation on the findings of the first stage of the DFS in mid-2017, in a bid to listen to and solicit public views. Currently, we are conducting the second stage of the DFS for the proposed system, including the review of its coverage, alignment, locations of stations, mode of operation, financial viability and cost-effectiveness, etc. In addition, we will examine the interaction between the proposed system and other modes of public transport, and make reference to the latest development in the environmentally friendly transportation technology both at home and abroad, while exploring its suitability for use.

It is anticipated that the CEDD will complete the above DFS within this year, with a view to identifying a feasible and cost-effective environmentally friendly linkage system. Upon completion of the study, we will formulate the way forward, and report the findings and recommendations thereof to relevant stakeholders in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)039

(Question Serial No. 0301)

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 new boundary control point (BCP) at Liantang/Heung Yuen Wai, would the Government inform this Council:

1. whether the Government will consider the additional provision of parking spaces to 1 000 at the BCP to facilitate the public's travel to and from mainland; if so, what are the details and, if not, what are the reasons for that; and
2. of the progress of the equipment installation and testing work associated with the BCP, and its anticipated commissioning date?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 16)

Reply:

1. The public car park of the Heung Yuen Wai Boundary Control Point (HYWBCP) will provide 415 private car and 36 motorcycle parking spaces to meet the anticipated parking demand. Upon commissioning of the boundary control point, the Government will closely monitor the usage of such public car park. The relevant departments will discuss the follow-up action to be taken if necessary.

2. The construction works of the HYWBCP were substantially completed in 2019. The operation departments have basically completed the installation works and testing of the equipment, and are currently in preparation for the overall commissioning of the BCP as scheduled. The Hong Kong side and the Guangdong side will continue to maintain close communication and coordination to finalise the commissioning date and relevant arrangements.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)040

(Question Serial No. 0826)

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 Lantau Tomorrow and reclamation projects such as the Lung Kwu Tan reclamation mentioned in the Budget Speech, would the Government advise:

1. whether, in addition to the committed reclamation plans, it will conduct another round of studies on reclamation to identify suitable sites for near-shore reclamation or reclamation outside of Hong Kong; if so, what are the details and, if not, what are the reasons for that;
2. given many views that the area should be used for development of logistics industry and relocation of brownfield operations in the studies on the Lung Kwu Tan (LKT) reclamation and re-planning of Tuen Mun West (TMW), whether the Department has conducted studies on such views with other policy bureaux, in a bid to make the sites dovetail with the future development of the local logistic industry, as well as conduct planning from the industry's perspective; if not, what are the reasons for that;
3. given the wide community concern about the supporting traffic infrastructure in the area arising from over 400 hectares of land involved in the LKT reclamation and re-planning of TMW, whether the Government will consider the provision of connecting railway lines (such as reserving spaces to allow future expansion to TMW during construction of the West Rail Extension) in conducting the studies on the LKT project;
4. the progress of the studies and preparatory work associated with the new major transport corridor, proposed by the Government earlier, 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 estimates of such projects and expenditure on infrastructure in the coming financial year?

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 22)

Reply:

1. The Government conducted the study on "Enhancing Land Supply Strategy – Reclamation outside Victoria Harbour and Rock Cavern Development" between 2011 and 2014, which included a territory-wide search and a two-stage public engagement exercise collecting the public's views, in a bid to identify potential reclamation sites.

The study findings showed that the potential reclamation projects included the artificial islands in the Central Waters and Lung Kwu Tan reclamation, etc.. In its report submitted to the Government in December 2018, the Task Force on Land Supply (TFLS) supported such reclamation projects. The Government is currently focusing on taking forward the proposed artificial islands in the Central Waters and the Lung Kwu Tan reclamation, with a view to alleviating the acute shortage of local land supply in the medium and long run, as well as addressing the needs arising from Hong Kong's long-term housing and economic development. We will strive to secure funding from the Legislative Council to commence the relevant studies early.

- 2&3. Located at the westernmost end of Tuen Mun, Lung Kwu Tan and its adjoining areas currently accommodate various industrial facilities. We initially proposed that the reclaimed land at Lung Kwu Tan would be suitable for industrial uses to support various kinds of local industries such as construction, environmental industries, etc., while offering spaces to accommodate, where necessary, the existing industrial facilities at Tuen Mun West and some of the brownfield operations affected by developments. In a bid to seize the opportunities from the proposed Lung Kwu Tan reclamation, we proposed to re-plan the Tuen Mun West area, with a view to raising the land use potential of Tuen Mun West area for housing and/or other beneficial developments. In conducting the proposed "Planning and Engineering Study for Lung Kwu Tan Reclamation and the Re-planning of Tuen Mun West Area" (P&E Study), we will work with the Planning Department to consult the relevant stakeholders, such as the logistic industry, and closely liaise with the relevant bureaux and departments to formulate land use proposals as appropriate.

We will conduct traffic impact assessments in the P&E Study, with a view to examining and formulating the traffic infrastructure options as appropriate to address the needs arising from the related development. As far as the traffic support is concerned, we will closely liaise with the MTR Corporation Limited, relevant bureaux and departments.

4. We are seeking funding approval from the Legislative Council to commence the studies related to the artificial islands in the Central Waters, in which a transport infrastructure study for the strategic transport corridor will be conducted. Should the studies commence in the second half of 2020, the estimated expenditure of the studies is around \$9 million in 2020-2021. Given the transport corridor is still at preliminary planning stage, no expenditure will be incurred by the associated infrastructure works in 2020-21.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)041

(Question Serial No. 2978)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): Not specified
Programme: (5) Greening and Technical Services
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)
Director of Bureau: Secretary for Development

Question:

It was mentioned in the “Matters Requiring Special Attention in 2020–21” that the Government would develop the greening master plans for the Southwest and Northeast New Territories and commence the implementation of the recommended greening works. What are the details of the greening master plans (GMPs) for the Southwest and Northeast New Territories? What are the greening works to be implemented under such GMPs? What are the staffing establishment and project expenditure to be involved?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 55)

Reply:

The Greening Master Plans (GMPs) for Southwest and Northeast New Territories cover Tung Chung, Tsuen Wan, Kwai Tsing, Islands District, Tai Po and North District. In addition to identifying proposed planting locations, the GMPs establish greening themes and proposes suitable planting species for each district.

As far as the GMPs for Southwest and Northeast New Territories are concerned, the priority greening works recommended to be implemented in 2020-21 include the planting and establishment of about 1 850 trees and 830 000 shrubs; ground preparation, soil improvement and installation of tree support systems; construction of associated planters and landscape works; and ancillary works including irrigation facilities.

Six professional staff members from the Civil Engineering and Development Department will be involved in the project implementation, with directorate officers overseeing the project. The estimated total cost for the proposed greening works is about \$370 million in money-of-the-day prices.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)042****(Question Serial No. 0089)****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:**

The Civil Engineering and Development Department stated that the number of non-directorate posts will be increased by 52 posts to 2 050 posts as at 31 March 2021. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon Abraham SHEK Lai-him (LegCo internal reference no.: 36)**Reply:**

In 2020-21, 57 new non-directorate posts will be created in the Civil Engineering and Development Department, while five non-directorate posts will be deleted or lapsed in 2020-21. Therefore, the net increase of non-directorate posts in 2020-21 is 52.

A breakdown of the 57 new non-directorate posts to be created in 2020-21 by their nature of work, rank, number of post and notional annual mid-point salaries is tabulated below-

Item	Nature of Work	Rank	Number of Post	Notional Annual Mid-point Salary of the Rank (\$)
1	Professional services for Provision of Land and Infrastructure (Engineering)	Senior Engineer	9	1,514,640
		Senior Geotechnical Engineer	2	1,514,640
		Engineer/ Assistant Engineer	23	819,000
		Geotechnical Engineer/ Assistant Geotechnical Engineer	1	819,000

Item	Nature of Work	Rank	Number of Post	Notional Annual Mid-point Salary of the Rank (\$)
2	Professional services for Provision of Land and Infrastructure (Architecture, Landscape Architecture and Quantity Surveying)	Senior Architect	1	1,514,640
		Architect/ Assistant Architect	2	819,000
		Landscape Architect/ Assistant Landscape Architect	1	795,150
		Quantity Surveyor/ Assistant Quantity Surveyor	1	819,000
3	Support on Conservation for Provision of Land and Infrastructure	Fisheries Officer/ Assistant Fisheries Officer	1	724,200
		Curator	1	1,124,520
4	Technical support for Provision of Land and Infrastructure	Senior Technical Officer	2	642,000
		Technical Officer/ Technical Officer Trainee	4	295,470
5	Other support services for Provision of Land and Infrastructure	Information Officer	1	807,540
		Assistant Clerical Officer	2	288,840
		Clerical Assistant	1	225,540
6	Strengthening the Resilience of Infrastructures against Climate Change	Geotechnical Engineer/ Assistant Geotechnical Engineer	1	819,000
		Analyst/Programmer II	1	534,660
7	Engineering services for Tourism and Recreational Development	Engineer/ Assistant Engineer	1	819,000
8	Technical support for Maintenance of Marine Facilities	Assistant Inspector of Works	1	463,140
9	Executive support in Public Works Regional Laboratories	Executive Officer II	1	534,660
Total:			57	

– End –

CONTROLLING OFFICER'S REPLY

DEVB(W)043

(Question Serial No. 1354)

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 Programme (3) that the Department would continue the detailed feasibility study for the Environmentally Friendly Linkage System (EFLS) for Kowloon East during 2020-21. Would the Government inform this Council of how many studies on the EFLS have been conducted so far; the content, duration and expenditure of such studies; as well as the progress, estimated expenditure and completion time of the studies currently undertaken?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 31)

Reply:

In 2009, the Civil Engineering and Development Department (CEDD) commenced a preliminary feasibility study on the proposed Environmentally Friendly Linkage System (the proposed system), with a view to enhancing connectivity in Kowloon East and promoting the transformation of Kowloon East into a core business district. Such preliminary feasibility study, completed in 2014, incurred an actual expense of \$17 million.

Having regard to the findings of the preliminary feasibility study, the CEDD commenced in October 2015 a two-stage Detailed Feasibility Study (DFS) for the proposed system with the approved project estimate of \$92.3 million. The first stage of the DFS was aimed at reviewing and selecting the suitable green public transport mode for the proposed system. We conducted public consultation on the findings of the first stage of the DFS in mid-2017, in a bid to listen to and solicit public views. Currently, we are conducting the second stage of the DFS for the proposed system, including the review of its coverage, alignment, locations of stations, mode of operation, financial viability and cost-effectiveness, etc. In addition, we will examine the interaction between the proposed system and other modes of public transport, and make reference to the latest development in the environmentally friendly transportation technology both at home and abroad, while exploring its suitability for use.

It is anticipated that the CEDD will complete the above DFS within this year, with a view to identifying a feasible and cost-effective environmentally friendly linkage system.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)115

(Question Serial No. 3858)

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 the "Matters Requiring Special Attention in 2020-21" under this programme 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. Would the Government inform this Council of the recurrent expenditure, staffing establishment and estimated expenditure on remuneration to be involved in the studies related to the artificial islands in the Central Waters in 2020-21?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 155)

Reply:

In 2020-21, 9 professional staff (Note 1) of the Civil Engineering and Development Department will be mainly involved in the Studies related to Artificial Islands in the Central Waters (the Studies), with the total annual expenditure on emoluments of about \$9.5 million.

Note 1: The 9 professional staff will also work on other projects under the Sustainable Lantau Office. 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.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)116

(Question Serial No. 4176)

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 details of the Lantau Conservation Fund (LCF), including the particulars of the provisions, their uses and works projects involved. Has the Government conducted public consultation on the LCF? Please provide the details.

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

Reply:

We are actively following up the setting up of the Lantau Conservation Fund (LCF) to take forward conservation and local improvement projects on Lantau.

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

We propose that half of the LCF's resources (i.e. \$500 million) will be dedicated to subsidising non-government organisations, local communities, landowners, etc. to carry out conservation and related projects involving private land on Lantau, and promoting community engagement, education or research projects. The conservation initiatives under this part of the LCF will cover natural environments, ecology, culture, history, rural characters, terrains, landscapes and other relevant elements.

In addition, we propose that the other half of the LCF's resources (i.e. \$500 million) should be allocated to proceeding with minor local improvement works on the part of the Government on Lantau's Government land, with the subsidy ceiling of \$30 million for each project. The scope of such minor local improvement works will cover (i) the improvement works in remote villages to enhance the accessibility, environment and livelihood of villagers; (ii) the improvement works for recreation facilities; (iii) the improvement works to promote eco-recreation and public education on environmental protection; (iv) the reinstatement works on government land affected by environmentally damaging activities, including the planting work and removal of illegal structures as requested by other

departments, etc.; and (v) the enhancement, rehabilitation and other projects for the natural environment/habitats and buildings on government land.

As far as the proposed setting up of the LCF is concerned, we consulted the Islands District Council and the Tsuen Wan District Council on 25 February 2019 and 5 March 2019 respectively. We also consulted the Panel on Development of the Legislative Council on 26 March 2019. We received supportive from them.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)117

(Question Serial No. 4181)

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 that the Government “steered the preparation of the study for a highway parallel to the North Lantau Highway”. Please advise the details thereof, including the particulars of the provisions, their uses and works projects involved. Has the Government conducted public consultation on such study? Please provide the details.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 146)

Reply:

With the phased completion of the planned development projects in North Lantau (e.g. Tung Chung New Town Extension and the SKYCITY development project at the airport, etc.), it is anticipated that the traffic congestion of the North Lantau Highway (NLH) will deteriorate during peak hours from 2031 onward. We need to commence the Engineering Study on Road P1 (Tai Ho – Sunny Bay Section) (Study) early, with a view to relieving the traffic pressure on the NLH, tying in with the housing and economic development in North Lantau, as well as enhancing the resilience of the transport network in North Lantau. Road P1 (Tai Ho – Sunny Bay Section) will run parallel to the NLH. The scope of the Study will cover –

(a) the investigation study (Note 1) and the preliminary design for the works in relation to Road P1 (Tai Ho – Sunny Bay Section). The relevant works mainly include –

(i) a carriageway of about 9.5 km long extending from the Tai Ho Interchange to Sunny Bay and connecting to the NLH and the proposed Route 11, involving viaduct(s), tunnel(s) and reclamation works; and

(ii) the associated building, civil, structural, marine, electrical and mechanical, landscaping (Note 2), and environmental protection and mitigation works; and

(b) the associated site investigation works and works supervision.

The estimated cost of the Study and the associated site investigation works is about \$130.2 million in money-of-the-day (MOD) prices, the breakdown of which is as follows -

		\$ million (in MOD prices)
(a)	Consultants' fees for	62.3
	(i) investigation study and preliminary design	44.4
	(ii) environmental impact assessment	12.4
	(iii) supervision of site investigation works	5.5
(b)	Community engagement and consultation exercises	2.1
(c)	Site investigation works	54.1
(d)	Contingencies	11.7
Total		130.2

The Department proposes to deploy 2 in-house professional staff to take forward the Study in 2020-21 (Note 3), with an operational expense of \$2.3 million.

As far as the Study is concerned, we consulted the Islands District Council (DC) and Tsuen Wan DC on 25 February 2019 and 5 March 2019 respectively. We also consulted the Panel on Development of the Legislative Council on the funding application of the Study on 20 January 2020. During the Study, we will conduct public consultation on the proposed works.

Note 1: The investigation study will include reviewing the findings of the previous studies, as well as conducting assessments on the environment, traffic, geotechnical, marine, heritage and other impacts.

Note 2: The investigation study will include giving consideration to the provision of cycle tracks and promenades in the road section(s) as appropriate.

Note 3: The 2 professional staff will also work on other projects of the Sustainable Lantau Office. There are also directorate officers overseeing the Study and other staff from professional grades to be involved, as well as other technical and clerical staff providing support as part of their overall duties. There is no separate breakdown for the remuneration of such staff to be involved.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)118

(Question Serial No. 4315)

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 set out the details of the specific expenditure incurred or to be incurred and the staffing involved or to be involved in steering the preparation of the planning and engineering studies on reclamations at Lung Kwu Tan, Sunny Bay and Ma Liu Shui for each of the previous 5 years and 2020-21; whether public consultation had been conducted and the details thereof; as well as the implementation time tables for the projects.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 281)

Reply:

The Civil Engineering and Development Department is responsible for taking forward studies on reclamations at Sunny Bay, Ma Liu Shui and Lung Kwu Tan. At this juncture, the Department deploys 4 professional staff in the preparation of the planning and engineering (P&E) study on Sunny Bay reclamation and the P&E study for Lung Kwu Tan reclamation (including re-planning of Tuen Mun West area). As such 4 professional staff are also involved in taking forward other works projects, there is no breakdown for the personal emoluments of such staff allocated to the preparation work. In a bid to tie in with the progress of the above 2 studies, we propose to deploy the 4 professional staff to take forward such studies on a full-time basis in 2020-21 (Note 1), with the estimated expenditure of about \$4.6 million (Note 2).

We will conduct community engagement during the P&E study for proposed Lung Kwu Tan reclamation and re-planning of Tuen Mun West area, in a bid to solicit views from the relevant stakeholders and members of the public. Subject to funding approval of the Finance Committee of the Legislative Council in the first half of 2020, it is anticipated that the P&E study will commence in the second half of 2020 for completion within 30 months.

We will also conduct community engagement during the P&E study on proposed Sunny Bay reclamation, in a bid to solicit views from the relevant stakeholders and members of the public. By adhering to the established procedures, we will submit the funding application to the Public Works Subcommittee and Finance Committee for consideration. Subject to

funding approval, the studies are anticipated to be completed within 30 months after commencement.

The implementation of Ma Liu Shui reclamation will be put on hold. Such being the case, no staffing expenditure is allocated to taking forward the P&E study on this project.

Note 1: There will also be directorate officers overseeing the above studies, as well as other supporting technical and clerical staff to be involved as part of their overall duties. There is no separate breakdown for the remuneration of the staff so involved.

Note 2: The operational expenses refer to the annual staff costs in terms of notional annual mid-point salary value.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)119****(Question Serial No. 4321)**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:

Please advise the details of the latest progress of the improvement and expansion of mountain bike trail networks in south Lantau and the cycle track network in the New Territories, and set out the estimated expenditure, actual expenditure incurred since the implementation of the proposals, and anticipated completion dates for each of the bike trail projects.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 287)Reply:

We are taking forward in phases the improvement and expansion works of the mountain bike trail network in south Lantau and the cycle track network in the New Territories. The details such as the estimated expenditure, actual expenditure incurred up to now, progress of implementation and anticipated completion dates for the 2 projects are set out in Table 1 and Table 2 as follows.

Table 1 Improvement and Expansion of the Mountain Bike Trail Network in South Lantau

Project	Estimated Expenditure (\$M)	Actual Expenditure as of Feb 2020 (\$M)	Anticipated Completion Date
First Phase (about 32km long)			
Improvement of sections of the existing mountain bike trails (MBTs) from Pui O to Kau Ling Chung and in Chi Ma Wan	11.9	11.5	Opened for public use in 2017
Second Phase (about 13km long)			
Practice ground near Lai Chi Yuen Tsuen,	41.6	28.7	<ul style="list-style-type: none"> The practice ground near Lai Chi Yuen Tsuen and most of

MBTs in Mui Wo and Chi Ma Wan, a gathering place, and the associated supporting facilities and landscape works			the MBTs in Mui Wo substantially completed <ul style="list-style-type: none"> The remaining works including the MBT network in Chi Ma Wan to be completed by mid-2020
Third Phase (Estimated to be about 12km long)			
New MBTs connecting Mui Wo to Pui O and the associated supporting facilities and landscape works	Estimated project costs can be assessed only upon completion of the detailed design work	-	The detailed design work to commence in the second quarter of 2020, with the estimated completion date to be assessed upon completion of the detailed design work

Table 2 New Territories Cycle Track Network Improvement and Extension Works

Project	Estimated Expenditure (\$M)	Actual Expenditure as of Feb 2020 (\$M)	Anticipated Completion Date
Tuen Mun to Ma On Shan backbone section (about 60 km long)			
Ma On Shan to Sheung Shui	230.3	227.2	Opened for public use in 2014
Tuen Mun to Yuen Long	295.4	262.4	Opened for public use in 2017
Yuen Long to Sheung Shui	890.9	568.5	Anticipated to be completed in mid-2020
Tsuen Wan to Tuen Mun backbone section (about 22 km long)			
Advance Works (Tsing Tsuen Bridge to Bayview Garden)	140.9	39.8	Anticipated to be completed in end 2020
Stage 1 and Stage 2 Works (Bayview Garden to Tuen Mun)	Estimated project costs can be assessed only upon completion of the detailed design work	-	Alignment and implementation programme under review
Branching off section (about 1 km long)			
Sam Mun Tsai	66.9	-	Subject to the funding approval in 2019-20 LegCo Session, the construction works will commence in mid-2020 for completion in 2022.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)120

(Question Serial No. 4322)

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. Please set out the details of the specific expenditure incurred or to be incurred and the staffing involved or to be involved in preparation of 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 for each of the previous 5 years and 2020-21; whether public consultation had been conducted and the details thereof; as well as the implementation time tables for the projects.

2. Please set out the details of the specific expenditure incurred or to be incurred and the staffing involved or to be involved in continuing to oversee the implementation of the conservation and development initiatives and projects set out in the Sustainable Lantau Blueprint and the Lantau Tomorrow Vision for each of the previous 5 years and 2020-21; whether public consultation had been conducted and the details thereof; as well as the implementation time tables for the projects. Please also advise the estimated expenditure on each of the advance works 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 and their implementation time tables.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 288)

Reply:

1. and 2. (The part on the artificial islands in the Central Waters and the associated strategic transport corridor)

The Sustainable Lantau Office (SLO) under the Civil Engineering and Development Department (CEDD) is charged with taking forward the studies related to the artificial islands in the Central Waters (“the Studies”) under the Lantau Tomorrow Vision, including the studies for the construction of a strategic transport corridor to link up Hong Kong Island, the artificial islands in the Central Waters, Lantau and the coastal areas of Tuen Mun (the Strategic Transport Corridor). The estimated cost of the Studies is \$550.4 million in money-of-the-day prices. Subject to commencement of the Studies in the second half of

2020, the estimated cost of the Studies in 2020-21 will be about \$9 million.

Since the Government's announcement of the Lantau Tomorrow Vision in end-2018, 9 professional staff members (Note 1) from the CEDD have been involved in the preparation work for the Studies, with the total annual expenditure on their emoluments of about \$9.5 million in 2019-20 and 2020-21 respectively. We consulted the Islands District Council (DC), Tsuen Wan DC, Tuen Mun DC, as well as Central and Western DC on the Studies in February and March 2019. We obtained support from the Public Works Subcommittee on the funding application of the Studies in May 2019. By adhering to the established procedures, we are submitting the funding application to the Finance Committee (FC) for consideration. Subject to funding approval by the FC, the Studies are anticipated to be completed within 42 months after commencement. The estimated expenditure on and the implementation time table of the associated advance work will be available only upon completion of the Studies.

2. (The remaining parts)

On another front, the SLO is charged with taking forward various development and conservation projects on Lantau under the Lantau Tomorrow Vision and the Sustainable Lantau Blueprint. With the Government's promulgation of the Sustainable Lantau Blueprint in mid-2017 and the establishment of the SLO in end-2017, the SLO has allocated or will allocate 64, 73 and 74 professional staff (Note 2) in total to overseeing such projects in 2018-19, 2019-20 and 2020-21 respectively, with the total annual expenditures on emoluments of about \$71 million, \$83 million and \$84 million in the respective years.

The above development and conservation projects mainly include the reclamation and advance works of the Tung Chung New Town Extension, the Planning and Engineering Study on Sunny Bay Reclamation, the Engineering Study on Road P1 (Tai Ho - Sunny Bay Section), the Lantau Conservation Fund, the Improvement Works at Tai O, the Improvement Works at Mui Wo, and the Expansion of Mountain Bike Trail Networks in South Lantau (Mui Wo and Chi Ma Wan). As far as such projects are concerned, the implementation time tables and the details of the public consultation are tabulated as below:

Project	Time table	Public consultation
Reclamation and advance works of Tung Chung New Town Extension	Anticipated to be completed in 2023.	We consulted the Islands DC between 2015 and 2018.
Planning and Engineering Study on Sunny Bay Reclamation	<ul style="list-style-type: none"> By adhering to the established procedures, we are submitting the funding application to the Public Works Subcommittee and Finance Committee for consideration. Subject to funding approval, the Study is anticipated to be 	<ul style="list-style-type: none"> We consulted the Islands DC and Tsuen Wan DC in February and March 2019 respectively. We will conduct public engagement during the Study.

Project	Time table	Public consultation
	completed within 30 months after commencement.	
Engineering Study on Road P1(Tai Ho - Sunny Bay Section)	<ul style="list-style-type: none"> • By adhering to the established procedures, we are submitting the funding application to the Public Works Subcommittee and Finance Committee for consideration. • Subject to funding approval, the Study is anticipated to be completed within 30 months after commencement. 	<ul style="list-style-type: none"> • We consulted the Islands DC and the Tsuen Wan DC in February and March 2019 respectively. • We will conduct public engagement during the Study.
The Lantau Conservation Fund	Preparation work is in progress, including seeking funding approval from the Legislative Council.	We consulted the Islands DC and the Tsuen Wan DC in February and March 2019 respectively.
Improvement Works at Tai O	The Phase 2 Stage 1 works were substantially completed last year, while the design for the Phase 2 Stage 2 works is in progress.	We consulted the Islands DC in 2014 on the Phase 2 Stage 1 works. It is anticipated that we will consult the Islands DC on the design for the Phase 2 Stage 2 works in mid-2020.
Improvement Works at Mui Wo	The Phase 2 Stage 1 works were substantially completed last year, while the planning and design for the remaining works are in progress.	We consulted the Islands DC in 2014 on the Phase 2 Stage 1 works. We will conduct public engagement on the planning and design for the remaining works.
Expansion of Mountain Bike Trail Networks in South Lantau (Mui Wo and Chi Ma Wan)	The works are anticipated to be completed in mid-2020.	We consulted the Islands DC in 2010.

In addition to the above major projects, the SLO closely collaborates with relevant bureaux and departments in exploring measures to strengthen control on landfilling and dumping of Construction and Demolition (C&D) wastes, including (1) prohibiting all dump trucks engaged in the works contracts under Tung Chung New Town Extension from using Tung

Chung Road for delivery of C&D wastes, and requiring the installation of global positioning systems on the dump trucks; (2) restricting contractors of newly tendered public works contracts from occupying or renting private land of ecological value; (3) commencing a study to explore the feasibility of identifying vehicles entering South Lantau without valid Closed Road Permits; and (4) assisting the District Lands Office, Islands in reinstating parts of the affected government land, etc.. The SLO maintains communication with green groups, locals and the Legislative Council members in relation to the measures and the latest progress.

Note 1: The 9 professional staff were also involved in undertaking other projects of the SLO. There were also directorate officers overseeing the Studies, with officers of various 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 emoluments of such staff involved.

Note 2: There are other supporting technical and clerical staffs to be involved as part of their overall duties. There is no separate breakdown for the emoluments of such staff to be involved.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)121

(Question Serial No. 4342)

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 details of the latest progress of the Pier Improvement Programme (PIP), as well as set out the estimated expenditure, actual expenditure incurred since the implementation of the PIP and anticipated completion dates for each of the PIP projects.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 308)

Reply:

The Civil Engineering and Development Department is delivering the phased implementation of the Pier Improvement Programme (PIP). The first phase of the PIP covered 10 public piers, including Lai Chi Wo Pier, Sham Chung Pier, Lai Chi Chong Pier, Tung Ping Chau Public Pier, Leung Shuen Wan Pier, Kau Sai Village Pier, Pak Kok Pier on Lamma Island, Yung Shue Wan Public Pier, Yi O Pier on Lantau, and Ma Wan Shek Tsai Wan Pier.

The first phase of the PIP commenced in mid-2017. Among them, the Legislative Council (LegCo) approved the funding for the reconstruction works of Pak Kok Pier on Lamma Island on 28 February 2020. The works contract would be awarded in March 2020 for the anticipated completion in 2022. The approved estimated project cost is \$72.4 million. In addition, the CEDD has substantially completed the technical feasibility studies and preliminary design for the other 7 piers, to be followed by the commencement of the detailed design and associated statutory procedures within this year. As for the remaining 2 piers at environmentally sensitive locations, we are conducting the statutory Environmental Impact Assessment, which is anticipated to be completed within this year. The estimated cost and implementation programme for each of the PIP projects will be ascertained at the subsequent detailed design stage.

In tandem, we are actively discussing with the relevant departments in preparation for the commencement of the second phase of the PIP, with a view to finalising the implementation details within this year.

The actual expenditure incurred by the implementation of the PIP up to March 2020 is about \$37 million, while the estimated expenditure for 2020-21 is about \$45 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)122

(Question Serial No. 4864)

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:

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

1) Concerning the requests for information under the Code on Access to Information received by the Civil Engineering and Development Department from October 2018 to present for which only some of the required information has been provided, please state in table form: (i) the content of the requests for which only some of the required information has been provided; (ii) the reasons for providing some of the information only; (iii) whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(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) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on
			on

			Interpretation and Application). If yes, please provide the details.

2019

(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) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2) Concerning the requests for information under the Code on Access to Information received by the Civil Engineering and Development Department from October 2018 to present for which the required information has not been provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; (iii) whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that
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		Interpretation and Application)	could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

3) Any person who believes that a department has failed to comply with any provision of the Code on Access to Information may ask the department to review the situation. Please advise this Committee in each of the past 5 years, (i) the number of review cases received; (ii) the number of cases, among the review cases received in the year, in which further information was disclosed after review; (iii) whether the decisions on review were made at the directorate (D1 or D2) level.

Year in which review cases were received	(i) Number of review cases received	(ii) Number of cases, among the review cases received in the year, in which further information was disclosed after review	(iii) Whether the decisions on review were made at the directorate (D1 or D2) level
2015			
2016			
2017			
2018			
2019			

4) With reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of Guidelines on Interpretation and Application of the Code on Access to Information, please advise this Committee on the following information by year in table form (with text descriptions).

(a) Within 10 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within 10 to 21 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge

			request		
2020					
2019					
2018					
2017					
2016					

Within 21 to 51 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(b) cases in which information could not be provided within 21 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

(c) cases in which information could not be provided within 51 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

5) Please state in table form the number of those, among the cases in which requests for information were refused under the exemption provisions in Part 2 of the Code on Access to Information, on which the Privacy Commissioner for Personal Data was consulted when

they were being handled in the past 5 years. For cases on which advice had been sought, was it fully accepted in the end? For cases where the advice of the Privacy Commissioner for Personal Data was not accepted or was only partially accepted, what are the reasons?

Date	Subject	Particular exemption provision in Part 2 of the Code on Access to Information under which requests for information were refused	Whether the advice of the Privacy Commissioner for Personal Data was fully accepted	Reasons for refusing to accept or only partially accepting the advice of the Privacy Commissioner for Personal Data

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 432)

Reply:

1. Between October 2018 and September 2019, the Department received requests for information under the Code on Access to Information (the Code), for 6 of which only some of the required information has been provided, while for the other 2 the required information has not been provided.

2. Regarding the 6 requests for which only some of the required information has been provided, we withheld some of the information requested by the applicants on the details of participants of public consultation meetings on a public works project and the meeting minutes, the assessment on land contamination and proposed decontamination measures under a consultancy agreement, the professional qualification of a staff member, the blasting works of a public works project, the proposed conservation work under a district's development plan and the traffic and transport impact assessment under a consultancy agreement, mainly under Sections 2.10 (Internal Discussion and Advice), 2.13 (Research, statistics and analysis), 2.14 (Third Party Information), 2.15 (Privacy of the Individual) and 2.16 (Business Affairs) of the Code. Such decisions were made at the directorate D2 level, for which the "harm or prejudice tests" were conducted, i.e. the harm or prejudice that could result from disclosure of such information outweighs the public interest in disclosure.

3. Regarding the 2 requests for which the required information has not been provided, we withheld the information requested by the applicants on a consultancy agreement and its tendering document, mainly under Sections 2.9 (Management and Operation of the Public Service), 2.13 (Research, statistics and analysis) and 2.16 (Business Affairs) of the Code. Such decisions were made at the directorate D2 level, for which the "harm or prejudice tests" were conducted, i.e. the harm or prejudice that could result from disclosure of such information outweighs the public interest in disclosure.

4. Between 2015 and September 2019, we received 3 review cases, in 1 of which the original decision was upheld after review while we decided to disclose further information after review in the other 2 cases. Such decisions were made by officers above the directorate D2 level.

5. Between 2016 and September 2019, with reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of Guidelines on Interpretation and Application of the Code, we processed the written requests for information in the following timeframe upon receipt of such requests:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
Within 10 days	100	1	4	9	0
Within 11-21 days	37	1	1	5	0
Within 22-51 days	13	1	1	1	0

6. Between 2016 and September 2019, for cases which we could not provide the required information within 21 days from date of receipt of a request, it was mainly due to the long processing time arising from the needs to perform extensive file searches and to consolidate relevant information.

7. Between 2016 and September 2019, for cases which we could not provide the required information within 51 days from date of receipt of a request, it was mainly due to the long processing time arising from the needs to seek legal advice and to consult third parties.

8. Between 2016 and September 2019, we did not consult the Privacy Commissioner for Personal Data on the cases of refusal to provide the information requested.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)123

(Question Serial No. 5273)

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:

Regarding the masks for use by the Department, please provide:

1. the amount of current stock;
2. the amounts of monthly stock in the past 5 years;
3. the amounts produced by the Correctional Services Department in the monthly stock in the past 5 years;
4. the expenditures incurred in the past 5 years;
5. the amounts of monthly consumption in the past 5 years;
6. the amounts of procurement in the past 5 years;
7. the amounts depleted due to storage problems in the past 5 years.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1878)

Reply:

Given the latest developments in the course of the epidemic, global demand for personal protective equipment (PPE) (including masks) is surging and the Government is facing fierce competition in procurement. The Government considers it undesirable to disclose at this stage detailed information about each department's PPE stocks, sources of PPE procurement, quantities and values of PPE procured, PPE usage and so on in the past few years and of late. This is to avoid undermining the Government Logistics Department's and the other government departments' bargaining power when procuring PPE.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)124

(Question Serial No. 5596)

Head: (33) Civil Engineering and Development Department
Subhead (No. & title): (700) General non-recurrent
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 are the estimated expenditure and work plan for the new item "803 Lantau Conservation Fund"? Why is it necessary for the funding for such item to be sought from the Legislative Council (LegCo) in the context of the Appropriation Bill? Why is the funding not sought separately from LegCo's Finance Committee even if the above arrangement is not new?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 803)

Reply:

We are actively following up the set up of the Lantau Conservation Fund (LCF) to take forward conservation and local improvement projects on Lantau. The \$1 billion LCF will consist of two parts. Half of the LCF (i.e. \$500 million) will be dedicated to subsidising non-government organisations, communities, landowners, etc. to carry out conservation and related projects involving private land on Lantau. It is proposed that the other half of the LCF (i.e. \$500 million) will be allocated to conducting minor local improvement works in the rural areas of Lantau, with an expenditure ceiling of \$30 million for each project.

As far as the proposed setting up of the LCF is concerned, we consulted the Islands District Council and the Tsuen Wan District Council on 25 February 2019 and 5 March 2019 respectively. We also consulted the Panel on Development of the Legislative Council (LegCo) on 26 March 2019. We received general support from such consultation.

The arrangements to include funding proposals for commitments under the General Revenue Account, such as the proposed creation of new commitments or increase in approved commitments, in the Draft Estimates for scrutiny and approval by the LegCo in the context of the Appropriation Bill are in line with the requirements under sections 5 and 6 of the Public Finance Ordinance. The Government explained the relevant arrangements to the Finance Committee in early 2015. As far as the funding commitment for the conservation projects under the LCF (i.e. \$500 million) is concerned, we have reported the arrangements for seeking funds in the 2 papers submitted to the LegCo Panel on

Development before their inclusion in the Draft Estimates. We have also included the necessary provisions for this proposal under the respective heads and sub-heads of expenditure, as well as provided information as appropriate in the Controlling Officer's Report for Members' consideration.

In addition, both the above arrangements and their natures are consistent with such arrangements in the \$1 billion funding provision deployed by the Countryside Conservation Office of the Environment Bureau for conservation.

Note 1: The 2 LegCo Panel on Development's papers refer to:

- (1) LC Paper No. CB(1)38/19-20(01) "Initiatives of Development Bureau in the Chief Executive's 2019 Policy Address and Policy Address Supplement" dated October 2019; and
- (2) LC Paper No. CB(1)328/19-20(04) "Item No. 782CL - Engineering study on Road P1 (Tai Ho - Sunny Bay Section) and work progress of the Sustainable Lantau Office" dated January 2020.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)125

(Question Serial No. 6622)

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 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 this Council:

1. the dates, organisations/firms and amounts to be involved for each of such studies;
2. the locations, works areas and rationales of 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.

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 114)

Reply:

1. The Government is planning to conduct the studies related to artificial islands in the Central Waters (the Study), including a planning and engineering study for the artificial islands near Kau Yi Chau (KYC Artificial Islands) and a transport infrastructure study for its associated strategic transport corridor. The cost of the Study is \$550.4 million in money-of-the-day prices.

By adhering to the established procedures, we will submit the funding application of the Study to the Financial Committee (FC) for consideration. The exact commencement date of the Study can only be confirmed upon consideration by the FC, and the Study is anticipated to be completed within 42 months.

We have not yet invited tenders for the Study. We will follow the Government's procurement regulations and uphold the principles of openness, fairness and impartiality in engaging consultants to conduct the Study.

2. It is preliminarily estimated that the proposed KYC Artificial Islands will cover an area of approximately 1 000 ha. The estimated areas to be involved in the associated strategic transport corridor to link up Hong Kong Island, KYC Artificial

Islands, Lantau and the coastal areas of Tuen Mun can only be provided upon completion of the Study. The indicative locations of the artificial islands in the Central Waters and the above strategic transport corridor are set out in Enclosure 1 of Public Works Subcommittee Paper (Paper No.: PWSC(2019-20)5).

The Government proposes to conduct a study for the development of the KYC Artificial Islands and its associated strategic transport corridor, having regard to the substantial social and economic benefits to be brought by the proposal to the future of Hong Kong.

On social benefits, it is estimated that the KYC Artificial Islands can provide 150 000 to 260 000 housing units, 70% of which are public housing, which will help meet the long-term housing needs. Hong Kong is facing a challenge brought by the aging building stock. The KYC Artificial Islands can provide a large area of land, and therefore solution space for redevelopment in urban areas, to help promote relatively large-scale urban redevelopment projects. Given the provision of large area of development land, the KYC Artificial Islands will facilitate the planning in a holistic manner for a liveable smart city with a range of comprehensive community facilities, ample open spaces and greening spaces, as well as state-of-the-art infrastructure. In the contexts of traffic and transport, the new major roads and railway networks can enhance the overall capacity and resilience of Hong Kong's traffic and transport system, while alleviating the current crowdedness of train compartments of West Rail and the traffic congestion in Tuen Mun Road.

On economic benefits, we plan to establish a third core business district (CBD3) on the KYC Artificial Islands, providing approximately 4 million square metre of commercial/office floor area (equivalent to about 80% of Central in scale) and bringing about around 200 000 diversified employment opportunities, in creation of economic capacity to promote Hong Kong's long-term economic growth. Upon full development of CBD3, it is estimated that the commercial and retail spaces therein, when fully utilised to accommodate the economic activities in question, will directly generate an annual value-added contribution of about \$141 billion in 2018 prices, representing about 5% of the GDP.

The Government fully understands that some members of the public are sceptical about the development of the artificial islands. What we are planning to do now is to conduct a detailed study, without having to commence reclamation works on the spot. We will conduct relevant assessments on the proposed development options during the Study. With the study duration of about 3.5 years, we will still have ample time to allow the society to acquire more accurate and comprehensive data on such aspects as environment, traffic, planning, engineering, and economic and financial implications before discussing in detail the way forward of the project.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)126

(Question Serial No. 6623)

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 the study for a highway parallel to the North Lantau Highway. Please advise this Council:

1. the details of such highway;
2. whether the highway parallel to the North Lantau Highway refers to the Tsing Ma Bridge;
3. the provision for and period of the study for such highway;
4. whether the Government has consulted the Sustainable Lantau Office, Islands District Council, Lantau residents, etc. on such study; if so, what were the details? If not, what were the reasons for that?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 115)

Reply:

(1), (2) and (3)

With the phased completion of the planned development projects in North Lantau (e.g. Tung Chung New Town Extension and the SKYCITY development project at the airport, etc.), it is anticipated that the traffic congestion of the North Lantau Highway (NLH) will deteriorate during peak hours from 2031 onward. We need to commence the Engineering Study on Road P1 (Tai Ho – Sunny Bay Section) (Study) early, with a view to relieving the traffic pressure on the NLH, tying in with the housing and economic development in North Lantau, as well as enhancing the resilience of the transport network in North Lantau.

Road P1 (Tai Ho – Sunny Bay Section), about 9.5 km long and parallel to the NLH, will extend from the Tai Ho Interchange to Sunny Bay. The scope of the Study will cover –

- (a) the investigation study (Note 1) and the preliminary design for the works in relation to Road P1 (Tai Ho – Sunny Bay Section). The relevant works mainly include –
 - (i) a carriageway of about 9.5 km long extending from the Tai Ho Interchange to Sunny Bay and connecting to the NLH and the proposed Route 11, involving viaduct(s), tunnel(s) and reclamation works; and

(ii) the associated building, civil, structural, marine, electrical and mechanical, landscaping (Note 2), and environmental protection and mitigation works; and

(b) the associated site investigation works and works supervision.

The estimated cost of the Study and the associated site investigation works is about \$130.2 million in money-of-the-day prices. The Study is anticipated to be completed within 30 months.

(4)

As far as the Study is concerned, we consulted the Islands District Council (DC) and Tsuen Wan DC on 25 February 2019 and 5 March 2019 respectively. We also consulted the Panel on Development of the Legislative Council on the funding application of the Study on 20 January 2020. During the Study, we will conduct public consultation on the proposed works.

Note 1: The investigation study will include reviewing the findings of the previous studies, as well as conducting assessments on the environment, traffic, geotechnical, marine, heritage and other impacts.

Note 2: The investigation study will include giving consideration to the provision of cycle tracks and promenades in the road section(s) as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)127

(Question Serial No. 6624)

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 set up the Lantau Conservation Fund (LCF) to promote conservation together with the community and pursue local improvement works for Lantau. Please advise this Council:

1. how the projects to be supported by the LCF can promote conservation in the community;
2. the details of the local improvement works launched under the LCF in Lantau; and the details of the provisions for each of such works projects and the works contractors involved.

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 116)

Reply:

The objective of setting up the Lantau Conservation Fund (LCF) is to collaborate with the communities on expediting the implementation of conservation and local improvement projects on Lantau. The \$1 billion LCF will consist of two parts. It is proposed that half of the LCF (i.e. \$500 million) should be dedicated to subsidising non-government organisations (NGOs), communities, landowners, etc. to carry out conservation and related projects involving the private land on Lantau, while the other half of the LCF (i.e. \$ 500 million) should be allocated to implementing minor local improvement works in the rural environment on Lantau.

(1) At present, many of the conservation resources in Lantau are privately-owned, particularly in South Lantau. The fragmented private land ownership has rendered it difficult to implement conservation initiatives on the part of the Government. By means of the provision of financial incentives and support, the dedicated funding scheme for conserving Lantau may motivate the NGOs, communities, landowners, etc. to participate in the conservation and related projects, with a view to conserving the cultural and rural characters of Lantau. The scope of the conservation work under the LCF will cover the natural environment, ecology, culture, history, rural characters, terrains, landscape and other relevant elements.

(2) As the LCF is still under preparation, no expenses related to minor local improvement works have been met by the LCF so far.

The minor local improvement works proposed to be supported by the LCF will include (i) the improvement works in remote villages to enhance the accessibility, environment and livelihood of villagers; (ii) the improvement works to recreation facilities; (iii) the improvement works to promote eco-recreation as well as public education on environmental protection; (iv) the reinstatement works on the government land affected by environmentally damaging activities, such as the planting works and removal of illegal structures as requested by other departments, etc.; and (v) the enhancement, rehabilitation and other projects for the natural environment/habitats and buildings on government land. Each project, subject to an expenditure ceiling of \$30 million, will be undertaken by the contractors engaged by works department under the government procurement regulations in accordance with contractual agreements.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)128

(Question Serial No. 4726)

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 the matters requiring special attention in 2019–20 that the Government would steer the preparation of the study for a highway parallel to the North Lantau Highway. Would the Government advise the scope of such study, details of the highway, latest progress of the work, time table and resources involved therein?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 327)

Reply:

With the phased completion of the planned development projects in North Lantau (e.g. Tung Chung New Town Extension and the SKYCITY development project at the airport, etc.), it is anticipated that the traffic congestion of the North Lantau Highway (NLH) will deteriorate during peak hours from 2031 onward. We need to commence the Engineering Study on Road P1 (Tai Ho – Sunny Bay Section) (Study) early, with a view to relieving the traffic pressure on the NLH, tying in with the housing and economic development in North Lantau, as well as enhancing the resilience of the transport network in North Lantau. Road P1 (Tai Ho – Sunny Bay Section) will run parallel to the NLH. The scope of the Study will cover –

(a) the investigation study (Note 1) and the preliminary design for the works in relation to Road P1 (Tai Ho – Sunny Bay Section). The relevant works mainly include –

(i) a carriageway of about 9.5 km long extending from the Tai Ho Interchange to Sunny Bay and connecting to the NLH and the proposed Route 11, involving viaduct(s), tunnel(s) and reclamation works; and

(ii) the associated building, civil, structural, marine, electrical and mechanical, landscaping (Note 2), and environmental protection and mitigation works; and

(b) the associated site investigation works and works supervision.

We consulted the Panel on Development of the Legislative Council on the funding application of the Study on 20 January 2020. By adhering to the established procedures, we are submitting such funding application to both the Public Works Subcommittee and the Finance Committee for consideration. The Study is anticipated to be completed within 30 months.

The estimated cost of the Study and the associated site investigation works is about \$130.2 million in money-of-the-day prices.

Note 1: The investigation study will include reviewing the findings of the previous studies, as well as conducting assessments on the environment, traffic, geotechnical, marine, heritage and other impacts.

Note 2: The investigation study will include giving consideration to the provision of cycle tracks and promenades in the road section(s) as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)129

(Question Serial No. 4728)

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 marine sand used in reclamation works, would the Government advise: 1. the major sources of the marine sand used in local reclamation works for the previous 5 years and their import prices (please set out in month); 2. given the commencement of various reclamation works in future, whether it has identified more sources of marine sand to prevent price monopoly? If yes, what were the details? If not, what were the reasons for that?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 330)

Reply:

1. In the past 5 years, the marine sand used in local reclamation works was mainly from the Mainland, while some were also imported from Malaysia and the Philippines, etc.. As the price of sand is commercially sensitive, and we mainly regulate the quantity of sand imported and its transportation under the Sand Ordinance (Cap. 147), we do not have actual information on the price of marine sand imported.

2. The sources of filling materials for reclamation (including public fill, manufactured sand and marine sand) and other related information will be explored in the relevant studies on the reclamation projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)130

(Question Serial No. 5024)

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 the Budget speech, the Government stated that it will strive to secure funding for conducting the combined study on the Lung Kwu Tan reclamation and the re-planning of Tuen Mun West, will the Government inform this Council:

(a) The estimated costs of the combined study;

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 881)

Reply:

The estimated cost for the planning and engineering study for Lung Kwu Tan reclamation and re-planning of Tuen Mun West area and the associated site investigation works is \$179 million in money-of-the-day prices.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)131****(Question Serial No. 6817)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land Formation and Infrastructure

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

Director of Bureau: Secretary for Development

Question:

Please list all the cases of lodging claims on the part of the contractors for the boundary control point at Liantang.

Name of contractor	Date of lodging claim	Amount of claim

Asked by: Hon KWOK Ka-ki (Member Question No. (LegCo use): 856)

Reply:

The Civil Engineering and Development Department (CEDD) is responsible for undertaking the site formation works of the Liantang/Heung Yuen Wai Boundary Control Point (BCP) and the connecting road (i.e. Heung Yuen Wai Highway) to the BCP. The CEDD will handle the contractors' claims in a prudent and professional manner under the relevant mechanisms as stipulated in the works contracts.

As at the end of February 2020, the contractors of the site formation works of the Liantang/Heung Yuen Wai BCP and the works related to the Heung Yuen Wai Highway lodged claims of about \$1,100 million in total. The Government shall not disclose information on individual claims without prior consent from the contractors under the relevant terms of the works contracts.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)132****(Question Serial No. 3665)**

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 the "Matters Requiring Special Attention in 2020-21" that the Government would continue to oversee the implementation of Kai Tak Development (KTD). Quite a number of Kai Tak residents and the operator of the Kai Tak Cruise Terminal have relayed to me that given the development of the roads within the area lagging behind members of the public had to make detours to other districts before having access to the facilities in the KTD. What is the progress of the road development works within KTD? Would the Government consider allocating additional manpower and resources to expedite the delivery of such road development projects? If so, what are the details? If not, what are the reasons for that?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 20)

Reply:

Various infrastructure works under Kai Tak Development (KTD) are being implemented in stages in a timely and orderly manner to tie in with the overall development progress and pace of the area. The progress of the road works under such infrastructure projects is summarised as follows:

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

PWP Item No.	Project Title	Major Road Works Completed
739CL	KTD – Stage 1 infrastructure works at north apron area of Kai Tak Airport	Shing Kai Road, Muk Hung Street and Muk On Street in the former north apron
741CL	KTD – Stage 1 advance infrastructure works for developments at the southern part of the former runway	Shing Fung Road and Shing Cheong Road in the former runway and south apron respectively

746CL	KTD – Stage 2 infrastructure at north apron area of Kai Tak Airport	Muk On Street (extension) and Muk Ning Street in the former north apron
761CL	KTD – Stages 3A and 4 infrastructure works at north apron area of Kai Tak Airport	Concorde Road, vehicular underpass of Kai San Road across Prince Edward Road East, and Shing Kai Road in the former north apron
711CL	KTD – Infrastructure works for developments at the southern part of the former runway	Widening of Shing Cheong Road, and realignment and widening of Shing Fung Road in the former south apron and runway respectively

(B) Infrastructure projects (with major road works) in progress include –

PWP Item No.	Project Title	Anticipated Completion Date	Major Road Works under Construction
797CL	KTD – Stages 3B and 5A infrastructure works at former north apron area	2021	Road D1, Road L7 and slip roads at Prince Edward Road East in the former north apron
822CL	KTD – infrastructure for developments at the former runway and south apron	2023	Road D3 (Metro Park Section) in the former runway, Road L10 (Southern Section), Road L18 and Road S20 in the former south apron
785TH	Trunk Road T2 and Cha Kwo Ling Tunnel	2026	A dual two-lane trunk road of approximately 3.4 km long passing through the former south apron, of which about 3.1 km is in the form of a tunnel

Meanwhile, we have obtained support from the Public Works Subcommittee of the Legislative Council (LegCo) for the funding applications of the two remaining major road projects in KTD, namely the remaining major road works in the former north apron and the Road L10 (Northern Section) in the former south apron. Subject to their approval by the Finance Committee within the current session of the LegCo, the works will commence in the second half of this year.

The Civil Engineering and Development Department will continue to lead, supervise and coordinate the implementation of KTD. We will monitor and deploy necessary manpower resources in a flexible manner, with a view to completing the remaining road works and other infrastructural projects involved in the various stages of KTD.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)133

(Question Serial No. 6036)

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:

- a. Please set out the quantity, value and stock of surgical masks produced by the Correctional Services Department (CSI masks) that the Civil Engineering and Development Department obtained from the Government Logistics Department (GLD) each month in the past 3 years in the following table:

Month/Year	No. of CSI masks obtained	Value of CSI masks obtained	Stock of CSI masks

- b. Please set out the quantity, value, stock and consumption of surgical masks that the Civil Engineering and Development Department obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of surgical masks obtained from GLD (value)	No. of surgical masks procured (value)	Stock	Consumption

- c. Please set out the quantity, value, stock and consumption of N95 masks that the Civil Engineering and Development Department obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of N95 masks obtained from GLD (value)	No. of N95 masks procured (value)	Stock	Consumption

- d. Please set out the quantity, value, stock and consumption of gowns that the Civil Engineering and Development Department obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of gowns obtained from GLD (value)	No. of gowns procured (value)	Stock	Consumption

- e. Please set out the quantity, value, stock and consumption of protective coverall suits that the Civil Engineering and Development Department obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of protective coverall suits obtained from GLD (value)	No. of protective coverall suits procured (value)	Stock	Consumption

- f. Please set out the quantity, value, stock and consumption of face shields that the Civil Engineering and Development Department obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of face shields procured	Value of face shields procured	Stock of face shields	Consumption

- g. Please set out the quantity, value, stock and consumption of goggles that the Civil Engineering and Development Department obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of goggles procured	Value of goggles procured	Stock of goggles	Consumption

- h. Did the Civil Engineering and Development Department supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations in the past 3 years? If yes, please provide the relevant information, including the quantity, consumption and stock, in the following table:

Month/Year	Name of organisations	Manner of provision (e.g. sold or supplied for free)	Surgical masks	N95 masks	Face shields	Goggles	Gowns	Protective coverall suits

- i. If the Civil Engineering and Development Department is to supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations, what are the departments and the ranks of the officers responsible for making such decisions? Please provide the ranks of the officers involved in each decision, the date they made the decision and other relevant information.

Asked by: Hon MO Claudia (LegCo internal reference no.: 125)

Reply:

Given the latest developments in the course of the epidemic, global demand for personal protective equipment (PPE) (including masks) is surging and the Government is facing fierce competition in procurement. The Government considers it undesirable to disclose at this stage detailed information about each department's PPE stocks, sources of PPE procurement, quantities and values of PPE procured, PPE usage and so on in the past few years and of late. This is to avoid undermining the Government Logistics Department's and the other government departments' bargaining power when procuring PPE.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)134

(Question Serial No. 5129)

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 Programme (3) that the Department would commence the studies related to the artificial islands in the Central Waters. In this connection, please advise:

- 1) whether there have been any changes in the anticipated project cost of the artificial islands; if so, what have been the changes?
- 2) given the general opposition by the public to the construction of such artificial islands, whether the Department will propose delaying or even shelving such plan.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 111)

Reply:

1) Generally speaking, the Government does not provide project cost estimates for major projects before conducting planning and engineering studies. That said, in a bid to address the public concern about the financial implications, we have, on an exceptional basis, provided a ballpark estimate for the project costs of the Artificial Islands in the Central Waters in LC Paper No. CB(1)729/18-19(03) submitted to the Panel on Development in March 2019. More accurate project cost estimates will be derived during the Studies on the Artificial Islands in the Central Waters in future.

2) The Government proposed the studies related to the development of artificial islands near Kau Yi Chau, having regard to the substantial public benefits to be brought by the proposal to the future of Hong Kong, including the public housing supply, alleviation of traffic congestion and creation of employment opportunities, etc..

What we are planning to do now is to conduct a detailed study (i.e. the studies related to the artificial islands in the Central Waters), without having to commence reclamation works on the spot. With the study duration of about 3.5 years, we still have ample time to allow the society to acquire more accurate and comprehensive data on such aspects as environment, traffic, planning, engineering, and economic and financial implications before discussing in detail the way forward of the proposal.

The Government fully understands that some members of the public are sceptical about the development of the artificial islands. We are striving to seek the public's and the Legislative Council's support in the funding for the studies related to the artificial islands in the Central Waters, by means of explaining the proposal's objectives and the direction of the technical studies to the public and stakeholders through various channels.

- End -

CONTROLLING OFFICER'S REPLY

ENB025

(Question Serial No. 1405)

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. However, as a number of reclamation projects are being undertaken or will be taken forward in future in Hong Kong, the local demand for fill materials will keep rising. In this connection, would the Government inform this Council:

- a) of the costs incurred in the delivery of surplus public fill to the Mainland;
- b) of the costs incurred in the conversion of public fill into fill materials for reclamation and the details of such operations;
- c) of the total quantities of public fill materials locally generated as well as the percentage of those used in local reclamation works in the past 3 years;
- d) whether the Government has examined delivery of all the public fill locally generated for use in reclamation, given the increasing number of local reclamation projects in future; if yes, what were the details and, if not, what were the reasons for that?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 36)

Reply:

- a) The Government has been properly managing the inert construction and demolition materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including encouraging the construction industry to reduce the generation and to reuse the public fill as much as possible. While part of the public fill is directly reused in suitable local construction projects, the rest is delivered to public fill reception facilities (including 2 temporary fill banks) for temporary storage pending future reuse in reclamation or earth filling projects. As local reuse could not absorb all the public fill generated in Hong Kong and the capacity of the temporary fill banks is limited, the Government has been delivering part of the surplus public fill to Taishan in the Guangdong Province for disposal since 2007.

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

Financial Year	Expenditure (\$ million)
2017-18	1,032.2 (actual)
2018-19	947.6 (actual)
2019-20	1,259.5 (revised estimate)

Since the temporary fill banks handle the supply of public fill to local construction projects for beneficial reuse and the delivery of public fill to the Mainland simultaneously, and both of which are undertaken by a single contractor, there is no breakdown of the cost for handling the delivery of public fill to the Mainland.

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

c) The quantities of public fill received at public fill reception facilities and supplied from the fill banks to local construction projects for beneficial reuse in each of the past 3 years are tabulated as follows:

Year	Quantity of Public Fill Received at Public Fill Reception Facilities (million tonnes)	Quantity of Public Fill Supplied from Fill Banks to Local Projects for Beneficial Reuse (million tonnes)
2017	13.3	0.3
2018	12.3	2.2
2019	11.2*	12.7*

*Provisional actual figure subject to adjustment

Note: The above figures do not include the quantity of public fill that has been directly delivered to other construction projects through matching for reuse without routing through the public fill reception facilities.

Major local reclamation projects in progress (including the Hong Kong International Airport Three-Runway System project and the Tung Chung New Town Extension project) would reuse public fill as far as practicable. These projects have been absorbing public fill from the temporary fill banks for reclamation since mid-2018.

d) The local construction industry generates a large quantity of public fill every year. As mentioned above, while part of the public fill is directly reused in suitable local construction projects, the rest is delivered to temporary fill banks for temporary storage pending future reuse in reclamation or earth filling projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2231)

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 Hong Kong, the construction industry generates large amount of construction and demolition (C&D) materials from construction, excavation and demolition works every year. About 90% of these C&D materials are recyclable or reusable inert materials, commonly known as public fill, which can be used as fill materials in reclamation, site formation or earth filling projects. The Department receives surplus public fill, which is temporarily stored in fill banks, for beneficial reuse in future. In this connection, please advise this Council:

1. 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 4 public fill reception facilities and the 2 fill banks in each of the past 5 years;
2. the quantity and percentage of public fill used in public works in each of the past 5 years;
3. (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. 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, what were the details and estimated provision and if not, what were the reasons for that?

Asked by: Hon MO Claudia (LegCo internal reference no.: 60)

Reply:

1(a) The Government has been properly managing the inert construction and demolition materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including encouraging the construction industry to reduce the generation and to reuse the public fill as much as possible. While part of the public fill is directly reused in suitable local construction projects, the rest is delivered to public fill reception facilities (including 2 temporary fill banks) for temporary storage pending 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 Facility. The quantities of public fill received at public fill reception facilities and the total quantities received in the past 5 years are tabulated as follows:

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 Facility (million tonnes)	Total Quantity Received (million tonnes)
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	4.7	6.4	1.2	Less than 0.05	12.3
2019	The actual quantities of public fill received at each of the public fill reception facilities are subject to verification.				11.2*

*Provisional actual figure subject to adjustment

Note: The above figures do not include the quantity of public fill that has been directly delivered to other construction projects through matching for reuse without routing through the public fill reception facilities.

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

Financial Year	Expenditure (\$ million)
2015-16	918.4 (actual)
2016-17	1,175.3 (actual)
2017-18	1,032.2 (actual)
2018-19	947.6 (actual)
2019-20	1,259.5 (revised estimate)

2, 3 and 4. The Government has been promoting the reuse of public fill in suitable local construction 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

supplied public fill to more than 80 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 which are currently in progress. The overall quantities of public fill supplied to these local projects are tabulated as follows:

Year	Quantity of Public Fill Supplied from Fill Banks to Local Projects for Beneficial Reuse (million tonnes)
2015	0.7
2016	0.2
2017	0.3
2018	2.2
2019	12.7*

*Provisional actual figure subject to adjustment

Note: The above figures do not include the quantity of public fill that has been directly delivered to other construction projects through matching for reuse without routing through the public fill reception facilities.

As local reuse could not absorb all the public fill generated in Hong Kong and the capacity of the temporary fill banks is limited, the Government has been delivering part of the surplus public fill to Taishan in the Guangdong Province for disposal since 2007 and does not dispose of the surplus public fill at landfills. The quantities of surplus public fill delivered to Taishan for disposal in the past 5 years are tabulated as follows:

Year	Quantity of 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
2015	13.0	40%
2016	13.6	42%
2017	13.5	42%
2018	10.0	33%
2019	7.7*	26%*

*Provisional actual figure 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. The Civil Engineering and Development Department will not charge public works projects for absorbing public fill from fill banks, and hence there is no material cost of absorbing public fill from fill banks incurred by such projects. On the other hand, the cost of marine sand may fluctuate in response to market situation.

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

- End -

CONTROLLING OFFICER'S REPLY**HAB145****(Question Serial No. 5130)**

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 Home Affairs

Question:

The Department would provide technical advice and support to the West Kowloon Cultural District Authority (WKCDA) on the phased implementation of West Kowloon Cultural District (WKCD) development. In this connection, please advise:

- 1) the progress of the WKCD development, and the staffing and expenditure involved in the support provided by the Department to the WKCDA.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 112)

Reply:

The Civil Engineering and Development Department (CEDD) has set up a dedicated team to drive the implementation of the planning, design and construction of the integrated basement and public infrastructure works (PIW) projects for WKCD. In addition to complying with the relevant statutory procedures and conducting public consultation, the dedicated team closely monitors the progress and cost control of the integrated basement and PIW projects in progress to tie in with the phased development of WKCD, while providing technical advice and support to the WKCDA.

- 1) The progress of the above integrated basement and PIW projects and the estimated manpower expenditure of the dedicated team are set out as follows:

Integrated Basement

Project	Scope of Major Works	Works Progress
Integrated Basement for WKCD – first and second stages of design, site investigation and construction works	Project scope mainly comprises construction of foundations for underground road and protection works for the existing Airport Express Tunnels in Zone 3A,	Construction works for Zones 3A and 3B under the first and second stages were substantially completed in end-2019.

Project	Scope of Major Works	Works Progress
	design of essential basement structure for Zone 3B, construction of underground road and protection works for the existing Airport Express Tunnels in Zone 3A, construction of foundations for Zone 3B, design and site investigation of essential basement structure and associated works for Zone 2A and preliminary design and site investigation of essential basement structures for Zones 2B and 2C.	Preliminary design for Zones 2A, 2B and 2C was substantially completed in end-2018 while detailed design for Zone 2A was substantially completed in end-2019.
Integrated Basement for WKCD – third stage of construction works	Project scope mainly comprises the remaining foundation works, essential basement structure, underground road and protection works for the existing Airport Express Tunnels, drainage box culvert in Zone 3B and remaining works for the remaining section of underground road in Zone 3A.	The first and second major works contracts covering, amongst others, essential basement structures and underground road for Zone 3B, commenced in January and November 2018 respectively for substantial completion in phases in around 2022.
Integrated Basement for WKCD – remaining works	Project scope mainly comprises the foundation works for Zones 2A and 2BC, essential basement structure and underground road and detailed design and site investigation of essential basement structure for Zone 2BC.	The Finance Committee (FC) approved the funding at its meeting on 20 March 2020. The Project will commence progressively from the second quarter of 2020 for substantial completion in phases by around 2028.

Public Infrastructure Works

Project	Scope of Major Works	Works Progress
Infrastructure Works for WKCD phase 1 – design and site investigation	Project scope mainly comprises the design and site investigation of PIW to support the WKCD development.	Design and site investigation have commenced to tie in with the phased implementation programme of the WKCD development.

Project	Scope of Major Works	Works Progress
Infrastructure Works for WKCD, phase 1 – first construction package	Project scope mainly comprises construction of at-grade road, lay-bys, drainage outfalls, water mains, sewage pipes and sewage pumping facilities.	Works were substantially completed in end-2018.
Infrastructure Works for WKCD, phase 1 – second construction package	Project scope mainly comprises the Austin Road Pedestrian Linkage System and beautification works for the existing pedestrian subway at the junction of Austin Road West and Canton Road.	Works commenced in May 2018 for completion in phases by end-2020.
Infrastructure Works for WKCD, phase 1 – third construction package	Project scope mainly comprises a covered footbridge linking the Artist Square in WKCD, southern footpath of Austin Road West and the existing developments above MTR Kowloon Station.	The FC approved the funding at its meeting on 20 March 2020. The Project will commence in the second quarter of 2020 for substantial completion in around 2022.
Infrastructure Works for WKCD, phase 1 – remaining works	Project scope mainly comprises the remaining works of the at-grade road, flyover across the toll plaza of Western Harbour Crossing, pedestrian linkage system linking WKCD with Kowloon Park, berthing/landing facilities for vessels and modification of existing seawall, underground drainage, sewerage and water supply systems.	These works, currently in investigation and design stages, will be implemented in packages to tie in with the phased implementation of the WKCD project.

In 2020-21, the estimated manpower expenditure of our dedicated team for driving the implementation of the integrated basement and PIW projects is about \$15.7 million (Note 1), and 15 professional staff (including 1 directorate officer) and 1 technical staff will be involved. In addition, there will be other directorate officers overseeing the above projects as well as other supporting technical and clerical staff. There is no breakdown for the remuneration of such staff.

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

- End -

CONTROLLING OFFICER'S REPLY

THB(T)008

(Question Serial No. 0667)

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 issues related to piers, please advise:

- (a) the number and locations of piers (please provide a list by district) for various fishing vessels in Hong Kong;
- (b) which piers of the above had maintenance works done in the past three years (2017-18 to 2019-20), and when these works were carried out; and
- (c) the staffing and expenditure for the above works in the past three years (2017-18 to 2019-20) and the estimated staffing and expenditure in 2020-21.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 61)

Reply:

(a) and (b)

Fishing vessels may use over 180 public piers and landing facilities which are situated 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 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 CEDD on maintaining public piers and landing facilities in the past three years (2017-18 to 2019-20) was about \$33 million. The estimated expenditure for 2020-21 is \$12 million. As for staffing, about three professional and 17 technical in-house members of staff of 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 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)		
			2017-18	2018-19	2019-20
1	Central Pier No. 10	Central & Western	✓	✓	✓
2	Central Pier No. 9	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	Eastern	✓	✓	✓
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	✓	✓	–
31	Joss House Bay Public Pier	Sai Kung	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
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	Tsuen Wan	–	✓	✓
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	–	–	–
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)		
			2017-18	2018-19	2019-20
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	–	–	–
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	–	–	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
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	–	✓	–
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	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
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	–	–	–
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	–	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
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	–	✓	✓
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	–	–	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
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)009

(Question Serial No. 1566)

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:

Regarding the feasibility study on the North-South Link(s) as alternative to So Kwun Po (Kai Leng) Roundabout in North District, would the Government inform this Council of the progress of such study, and whether it will consider the provision of additional exits in the section between Tong Hang to Kau Lung Hang for traffic diversion?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 36)

Reply:

The feasibility study on “North-South Link(s) as Alternative to So Kwun Po (Kai Leng) Roundabout in North District”, commissioned by the Civil Engineering and Development Department (CEDD) in April 2018, was substantially completed in early 2020. A preliminary scheme has been developed for improving the Kai Leng Roundabout to meet future traffic demand. CEDD is reviewing the results of the feasibility study and the implementation programme, and will report the study findings to the Traffic and Transport Committee of the North District Council in due course.

The main objective of the feasibility study is to review the traffic situation of major roads near the Kai Leng Roundabout, and the suggestion of providing additional exits in the section of Fanling Highway between Tong Hang and Kau Lung Hang does not fall within the scope of the study. Nevertheless, the construction of the Fanling Bypass (Eastern Section), which will connect the Fanling North New Development Area to the Fanling Highway with an exit/entrance near Kau Lung Hang, recently commenced in March 2020. This bypass will serve to divert traffic from Sha Tau Kok Road, thus easing the traffic loads on the roads in Sheung Shui/Fanling Town Centre and reducing the burden on several existing major interchanges.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)010

(Question Serial No. 1567)

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:

Regarding the investigation study on Trunk Road T4 in Sha Tin, would the Government advise the progress of such study? In view of the opposition to the gazetted project by the Sha Tin District Council (STDC) in 2006, would the Government refine the current proposal to address the community's aspirations?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 37)

Reply:

In 2016, the Civil Engineering and Development Department (CEDD) commissioned a traffic review which confirmed the need for Trunk Road T4. The traffic review had taken into account the views gathered from STDC and other stakeholders, and a revised road alignment of Trunk Road T4 (the Revised Scheme) was developed. In 2018 and 2019, CEDD reported the Revised Scheme and the proposed refinements to the Traffic and Transport Committee of STDC, which gave general support to the project. CEDD is at present carrying out the relevant investigation study and the detailed technical assessments for completion in early 2021.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)240

(Question Serial No. 3776)

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:

What are the details of the works progress of the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) project? Has the project cost of the Tunnel increased as compared with the last year's estimate? If so, what are the reasons for that?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 57)

Reply:

The tunnelling works, site formation works, building works, marine viaduct works and roadworks of the TKO-LTT project are in progress and the anticipated project completion is end 2021.

Due to unforeseen events including the Novel Coronavirus epidemic in recent months, the supply chain of construction materials from the Mainland and overseas have been affected and the workforce for site works has been reduced. The Government will continue to closely monitor the progress of works and assess the impacts on the commissioning target of the project. It is anticipated that TKO-LTT will be completed within the Approved Project Estimate.

- End -