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**examining the Estimates of Expenditure 2021-22**  
**Controlling Officer : Director of Civil Engineering and Development**

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**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)222**

**(Question Serial No. 0856)**

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 on the following:

- (a) Please provide the information requested below in the table:
- (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 (continue to) be used for agricultural purposes
  - (v) the area of the green belt within the planning scope that 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 the locations of pig farms on agricultural land rezoned to non-agricultural uses
  - (xiii) the number and the 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 three kilometres 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 New Development Areas (NDAs)																
Hung Shui Kiu/Ha Tsuen NDA																
Yuen Long South																
The West Rail site and three adjacent public housing sites in Kam Tin South																
Tuen Mun West Development																
Reclamation outside the Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Tsing Yi Southwest, Ma Liu Shui and artificial islands in the Central Waters (Lantau Tomorrow Vision))																
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																
Partial Development of Fanling Golf Course Site																
San Tin/Lok Ma Chau Development Node																
Other development plans and marine works																

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 13)

Reply:

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

Table 1

<b>Proposed or Existing Development Planning</b>	<b>(i)</b>	<b>(ii)</b> <b>(ha)</b>	<b>(iii)</b> <b>(ha)</b>	<b>(iv)</b> <b>(ha)</b>	<b>(v)</b> <b>(ha)</b>	<b>(vi)</b> <b>(ha)</b>	<b>(vii)</b> <b>(ha)</b>
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 progressively since December 2019; construction targeted to commence in 2024 for completion in 2031.	612	Nil	58	128	87.6	28
Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA	First Phase development: commenced works progressively since July 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 expected by 2038 (Subject to review).	224	Nil	10	10	12	5
Site formation and infrastructure works for the Initial Sites at Kam Tin South (KaTS)	Advance works: commenced in 2018 for completion in 2022. Subject to progress of land resumption and clearance.  Main Works: to commence in mid 2021 for completion in 2026.	19	Nil	Nil	Nil	5.9	4.8

<b>Proposed or Existing Development Planning</b>	<b>(i)</b>	<b>(ii) (ha)</b>	<b>(iii) (ha)</b>	<b>(iv) (ha)</b>	<b>(v) (ha)</b>	<b>(vi) (ha)</b>	<b>(vii) (ha)</b>
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Southwest Tsing Yi, Ma Liu Shui, Artificial Islands in the Central Waters)	Artificial Islands in the Central Waters: Target to commence the reclamation works in 2026/27 with a view to making available the first population intake in 2034.  Others: subject to further study.	Subject to further study.	Kau Yi Chau Artificial Islands: about 1 000  Sunny Bay: about 60-100  Lung Kwu Tan: about 220  Others: subject to further study.	Nil	Nil	Nil	Nil
Tung Chung New Town Extension (Note 2)	Reclamation: commenced in end 2017 for completion in end 2023.  Site formation and infrastructure: (Phase 1): to commence works in Q2 2021 for completion in phases from 2024 to 2027.  Detailed design for site formation and infrastructure (Remaining Phase): in progress.	250	130	Nil	12	4.5	0.7
Wang Chau Public Housing Development (Note 3)	Works commenced in May 2020 for completion in 2024.	5.6	Nil	Nil	Nil	3.5	0.05

<b>Proposed or Existing Development Planning</b>	<b>(i)</b>	<b>(ii) (ha)</b>	<b>(iii) (ha)</b>	<b>(iv) (ha)</b>	<b>(v) (ha)</b>	<b>(vi) (ha)</b>	<b>(vii) (ha)</b>
Other development plans and marine works – 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.	320	Nil	Subject to further study.	Subject to further study.	Subject to further study.	Subject to further study.
New Territories North New Town and Man Kam To	Subject to further study.	1 140 (Subject to further study.)	Nil	Subject to further study.	Subject to further study.	Subject to further study.	Subject to further study.

Table 2

<b>Proposed or Existing Development Planning</b>	<b>(viii) (ha)</b>	<b>(ix) (ha)</b>	<b>(x) (ha)</b>	<b>(xi) (no.)</b>	<b>(xii) (no.)</b>
KTN/FLN NDA	Nil	Nil	Nil	2 (about 382 m <sup>2</sup> )	1
HSK/HT NDA	Nil	Nil	Nil	1 (about 60 m <sup>2</sup> ) (Note 4)	Nil
YLS	Nil	Nil	Nil	1 (about 175 m <sup>2</sup> ) (Note 5)	3

<b>Proposed or Existing Development Planning</b>	<b>(viii) (ha)</b>	<b>(ix) (ha)</b>	<b>(x) (ha)</b>	<b>(xi) (no.)</b>	<b>(xii) (no.)</b>
KaTS	Nil	Nil	Nil	Nil	Nil
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Southwest Tsing Yi, Ma Liu Shui, Artificial Islands in the Central Waters)	Subject to further study.	Subject to further study.	Subject to further study.	Nil	Nil
Tung Chung New Town Extension (Note 2)	150	200	Nil	Nil	Nil
Wang Chau Public Housing Development (Note 3)	Nil	Nil	Nil	Nil	Nil
Other development plans and marine works – 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.
New Territories North New Town and Man Kam To	Subject to further study.	Subject to further study.	Subject to further study.	Subject to further study.	Subject to further study.



Table 3

<b>Proposed or Existing Development Planning</b>	<b>(xiii) (no.)</b>	<b>(xiv) (no.)</b>	<b>(xv) (\$ million)</b>	<b>(xvi) (no.)</b>
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 7).  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: about \$1,375.4.	23
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Southwest Tsing Yi, Ma Liu Shui, Artificial Islands in the Central Waters)	Nil	Nil	Subject to further study.	Subject to further study.

<b>Proposed or Existing Development Planning</b>	<b>(xiii) (no.)</b>	<b>(xiv) (no.)</b>	<b>(xv) (\$ million)</b>	<b>(xvi) (no.)</b>
Tung Chung New Town Extension (Note 2)	Nil	Relevant information not yet available.	Site formation and infrastructure (Phase 1): about \$1,381.7 (Note 8).  Site formation and infrastructure (Remaining Phase): Relevant information not yet available.	Nil
Wang Chau Public Housing Development (Note 3)	Nil	Nil	About \$311.1.	Nil
Other development plans and marine works – Tuen Mun Area 54	Nil	Nil	About \$1,807 (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.
New Territories North New Town and Man Kam To	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.
- 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 The estimated cost of land acquisition and clearance for the First Phase of KTN/FLN NDA.
- Note 7 The estimated cost of land acquisition and clearance for the First Phase development of HSK/HT NDA.
- Note 8 The estimated cost of land acquisition and clearance for Site Formation and Infrastructure Works (Phase 1) of Tung Chung New Town Extension.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)223**

**(Question Serial No. 1567)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): ()  
Programme: (3) Provision of Land and Infrastructure  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Secretary for Development

Question:

The Planning Department has taken forward a review of the development potential of over 300 sites originally earmarked for standalone government, institution or community facilities, which covered the studies on redeveloping three urban squatter areas respectively in Cha Kwo Ling Village, Ngau Chi Wan Village and Chuk Yuen United Village for public housing. However, according to the response previously given by the Development Bureau, the Civil Engineering and Development Department had engaged consultants to conduct two engineering feasibility studies, and the one covering Cha Kwo Ling Village commenced in mid-2019 while the one for Ngau Chi Wan Village and Chuk Yuen United Village commenced in early 2020. In this connection, please inform this Committee of the following:

1. What is the latest progress of the above development projects?
2. Have the studies of the above development areas been set back by delays? If yes, what are the details?
3. In the coming year, what measures will be taken by the departments concerned to avoid delays?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 29)

Reply:

The Civil Engineering and Development Department (CEDD) has commissioned two Engineering Feasibility Studies, with the one covering Cha Kwo Ling Village commenced in mid-2019 and the one for Ngau Chi Wan Village and Chuk Yuen United Village started in early 2020. These studies, covering formulation of the development options, detailed land use proposals, associated technical assessments and implementation arrangements, are proceeding as scheduled and expected to be completed within 2021. CEDD will work with relevant departments to take forward the investigation and design, as well as associated statutory processes, for the development schemes in the next stage.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(PL)224****(Question Serial No. 2351)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (000) Operational expensesProgramme: (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 area of land to be formed by the Government in 2021 is 24.9 hectares. Please provide a breakdown of the land uses.
2. In its reply last year (DEVB(PL)159), the Government said that the target of the Lok Ma Chau Loop development was to make the first batch of land available by 2021 for Phase 1 development of the Hong Kong-Shenzhen Innovation and Technology Park. What is the progress of the project concerned? If the target cannot be achieved, what are the reasons?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 60)Reply:

1. Details of the land to be formed by the Civil Engineering and Development Department in 2021 are as follows:

<b>Location of Project</b>	<b>Area of Land to be Formed in Hectare (Approx.)</b>	<b>Land Use</b>
Tung Chung New Town Extension (Tung Chung East)	10.6	Road, open space and Government, Institution or Community facilities
Kai Tak Development	4.5	Public residential and commercial development
Anderson Road Quarry	6.1	Public residential development and Government, Institution or Community facilities

<b>Location of Project</b>	<b>Area of Land to be Formed in Hectare (Approx.)</b>	<b>Land Use</b>
Tai Po Area 39	1.8	Government, Institution or Community facilities
Lok Ma Chau Loop	0.9	Government, Institution or Community facilities
Sandy Ridge Cemetery, North District	1.0	Columbarium
<b>Total</b>	<b>24.9</b>	

2. The advance works of the Lok Ma Chau Loop development are proceeding as scheduled, with the target of making the first batch of land parcels available in 2021 for Phase 1 development of the Hong Kong-Shenzhen Innovation and Technology Park.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)225**

**(Question Serial No. 0461)**

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 24.9 hectares of land planned to be formed this year, would the Department please advise:

1. the use of the land to be formed this year, and a breakdown of the land area by land use;
2. the reason for the area of land formed being 24.9 hectares in both 2019 and 2021;
3. whether there is a figure for the area of land that is ready for formation at present; if yes, the details and if no, the reasons.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 64)

Reply:

1. Details of the land to be formed by the Civil Engineering and Development Department (CEDD) in 2021 are as follows:

<b>Location of Project</b>	<b>Area of Land to be Formed in Hectare (Approx.)</b>	<b>Land Use</b>
Tung Chung New Town Extension (Tung Chung East)	10.6	Road, open space and Government, Institution or Community facilities
Kai Tak Development	4.5	Public residential and commercial development
Anderson Road Quarry	6.1	Public residential development and Government, Institution or Community facilities

<b>Location of Project</b>	<b>Area of Land to be Formed in Hectare (Approx.)</b>	<b>Land Use</b>
Tai Po Area 39	1.8	Government, Institution or Community facilities
Lok Ma Chau Loop	0.9	Government, Institution or Community facilities
Sandy Ridge Cemetery, North District	1.0	Columbarium
<b>Total</b>	<b>24.9</b>	

2. The area formed in a particular year represents the overall land formation completed for various projects for that particular year. The area of land formed in 2019 and expected to be formed in 2021 happen to be both around 24.9 hectares. The details of the 2019 figure are provided as follows:

<b>Location of Project</b>	<b>Area of Land Formed in Hectare (Approx.)</b>
Near Lai Chi Yuen Tsuen, Mui Wo, South Lantau	4.5
Sandy Ridge Cemetery, North District	0.6
Kai Tak Development	15.1
Anderson Road Quarry	3.2
Kwu Tung North Area 29	1.5
<b>Total</b>	<b>24.9</b>

3. On-going site formation projects in CEDD are as follows:

<b>Location of Project</b>	<b>Area of Land Formed in Hectare (Approx.)</b>
Anderson Road Quarry site	40.0
Kai Tak Development – Former North Apron	17.4
Kai Tak Development – Former Runway and South Apron	13.2



<b>Location of Project</b>	<b>Area of Land Formed in Hectare (Approx.)</b>
Tung Chung East, North Lantau	130.0
Sandy Ridge Cemetery, North District	1.8
Lok Ma Chau Loop, Yuen Long (Advance Works)	13.8
Hiu Ming Street, Kwun Tong	1.1
Chung Nga Road East and Area 9, Tai Po	7.1
Agricultural Park in Kwu Tung South Phase 1	7.5
Yan Wing Street, Yau Tong	1.1
Kong Nga Po	19.1
Wang Chau, Yuen Long (Phase 1)	5.6
Pik Wan Road, Yau Tong	2.5
Tung Chung West, North Lantau (Phase 1)	5.6
Kwu Tung North and Fanling North New Development Area – (First Phase development)	73.0
Tuen Mun Central – Phase 1	2.1
Pokfulam South	8.0
Area 54, Tuen Mun: Site 4A (South) and Site 5	1.7
Area 54, Tuen Mun: Site 4A (East)	1.3
Hung Shui Kiu/ Ha Tsuen New Development Area, Yuen Long (First Phase development)	17.0
Tai Po Area 39	1.8

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)226**

**(Question Serial No. 0462)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (8) Advice on Development Proposals

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

Director of Bureau: Secretary for Development

Question:

Regarding “timely response to requests from the Buildings Department, Lands Department and Planning Department for advice on lease conditions, Town Planning Board applications, master development plans and building plans”, would the Department please advise:

1. whether there is a deadline for providing the aforementioned “advice”; if yes, the details and if no, the reasons;
2. whether the Department has evaluated its performance and proposed any improvement regarding the provision of “advice” to other departments over the last three years; if yes, the details and if no, the reasons.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 65)

Reply:

1 & 2 The deadline for responding to requests from the Buildings Department, Lands Department and Planning Department for advice on lease conditions, Town Planning Board applications, master development plans and building plans may vary from case to case depending on the nature and complexity of each case. Many of them might also involve meetings and liaison with the relevant parties. While the response performance could not be quantified for each case, responses to relevant departments’ requests are generally made within reasonable timeframe.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)227**

**(Question Serial No. 0639)**

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:

During 2021-22, the Civil Engineering and Development Department will complete the studies on developing multi-storey buildings for brownfield operations. What is the latest progress of such studies? When are they anticipated to be completed and made public? What are the manpower and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 46)

Reply:

The Civil Engineering and Development Department (CEDD) is carrying out the “Study on proposed multi-storey buildings in Yuen Long area for brownfield operations”, the “Study on proposed multi-storey buildings in Hung Shui Kiu New Development Area for brownfield operations” and the “Market sounding for development of multi-storey buildings for brownfield operations”. Reports of these studies are expected to be completed within this year. After considering the findings and assessments of these studies, we expect that the development model for these multi-storey building sites would be in shape within 2022, in time for the completion of the site formation works for the first batch of multi-storey building sites in Hung Shui Kiu/Ha Tsuen New Development Area by 2023 the earliest.

The expenditure of the above studies, up to 31 January 2021, is about \$22.5 million in total. Two professional officers in the CEDD are involved in 2020-21 as part of their overall duties.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)049**

**(Question Serial No. 1412)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: Not specified  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Not specified

Question:

The revised estimate for last year is \$100,000, amounting to 9.1% of the approved estimate only. The estimate for this year is 119 times higher than the revised estimate for last year. Please explain why the revised estimate is lower than the approved estimate for last year, and provide the breakdown of expenditure of the main items under this subhead this year.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 48)

Reply:

The Government establishes the \$1 billion Lantau Conservation Fund (LCF) to promote and implement conservation of Lantau, and to pursue minor local improvement works in villages and communities in support of conservation initiatives. In May 2020, the Legislative Council approved the Appropriation Bill 2020 which included a new commitment of \$500 million for the conservation and related projects under the LCF. Although the preparatory work for the establishment of the Lantau Conservation Fund Advisory Committee had been slightly affected by the COVID-19 pandemic, the Advisory Committee was established in October 2020, and the first round of application for conservation and related projects was opened in December. As the applications are now being assessed, there is no funding reserved for the expenditure on the LCF in the revised estimate for 2020-21, and the figure for the revised estimate for 2020-21 is attributable to other general non-recurrent expenditure items. The first batch of approved project is expected to be announced in the third quarter of 2021 at the earliest after the completion of assessment. Therefore, we have reserved \$12 million in the estimate for 2021-22 to support the expenditure of the approved projects.

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**CONTROLLING OFFICER'S REPLY**

**DEVB(W)050**

**(Question Serial No. 0895)**

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:

Under Brief Description 22, it is mentioned that the Department continued “the investigation and design for the remaining cycle track section from Tuen Mun to Tsuen Wan”. Please advise on the length of the aforementioned section and the expenditure involved. What is the expected completion time of the investigation and design? When are public consultation and construction expected to commence and be completed?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 54)

Reply:

The remaining cycle track sections from Tuen Mun to Tsuen Wan with a total length of about 20 kilometres (km) are implemented in stages. The section between Tuen Mun and So Kwun Wat (about 3 km) is now under detailed design. Public consultation is scheduled for 2021, followed by gazettal procedures. Upon completion of the statutory process, funding approval will be sought from the Legislative Council to commence the construction works. For the section between So Kwun Wat and Ting Kau (about 12.5 km), the Civil Engineering and Development Department (CEDD) is conducting a review exploring feasible and cost-effective options in response to the residents' views on the alignment. When the review is completed, the CEDD will consult stakeholders in a timely manner. As for the section between Ting Kau and Tsuen Wan Bayview Garden (about 4.5 km), the CEDD is carrying out the detailed design and formulating a suitable option with due consideration given to the views of the local community and the physical site constraints. The CEDD plans to consult the public further by the end of 2021. The fees of the consultancies for the cycle track sections mentioned above total about \$28.5 million. The construction programmes and project costs are to be worked out after the completion of the detailed design.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(W)051****(Question Serial No. 0896)**

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 is mentioned under Brief Description 41 that the Department “commenced the construction for the greening master plans for the Southwest and Northeast New Territories”. What is the expenditure on each construction project, and what are the other details of each project (e.g. location, area and particulars of the project)?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 55)

Reply:

After the funding approval by the Finance Committee, we started the construction for “Greening Master Plans for the Southwest and Northeast New Territories – priority greening works” at the end of December 2020. The total estimated cost is \$367.6 million in money-of-the-day (MOD) prices, broken down as follows:

	<b>\$ million (in MOD prices)</b>
Greening works	275.9
Consultants' fees	17.0
Remuneration of resident site staff	41.3
Contingencies	33.4

The estimated expenditure of this project in 2020-21 is \$11.0 million.

The scope of works of the project comprises:

- (i) planting and establishment of about 1 850 trees and about 830 000 shrubs in the districts of Kwai Tsing, Tsuen Wan, Islands, North and Tai Po;
- (ii) ground preparation, soil improvement and installation of tree support systems;
- (iii) construction of associated planters and other landscape works; and
- (iv) ancillary works including irrigation facilities.

We have not calculated the total planting area.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(W)052****(Question Serial No. 2750)**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:

- (1) Please provide information regarding reclamation works in the past five years (from 2016 to 2021):

	Average cost per tonne of the sand purchased for reclamation (\$) and total amount purchased (tonne)					
Project name	2016	2017	2018	2019	2020	2021

- (2) Please advise on the actual amount (in tonnes) of “inert construction waste” used as reclamation materials in the reclamation at Tung Chung East as well as its costs.
- (3) Please provide in a table the amount of marine sand and river sand that the Government purchased from the Mainland and from other areas (with the areas specified) in the past five years, their prices and the costs.

Asked by: Hon CHAN Pierre (LegCo internal reference no.: 158)Reply:

- (1) The quantity of imported sand and its transportation are regulated by the Sand Ordinance (Chapter 147). If any person intends to import sand, he/she shall apply for a Sand Removal Permit. However, there is no need to provide information on the cost of procurement. In the past five years, the major project involving importation of sand for reclamation is the Three-runway System (3RS) of the Hong Kong International Airport (HKIA). The total quantities of imported sand are as follows:

Main Project Title	Total Quantity of Sand Imported for Reclamation Works (Million Tonnes)				
	2016	2017	2018	2019	2020
3RS of the HKIA	-	-	0.3	5.0	4.5

- (2) Tung Chung East reclamation works make use of the “inert construction waste” (also known as public fill) retrieved from fill banks or directly reuse the public fill generated by other local construction projects. As at the end of February 2021, this project has absorbed 9.94 million tonnes of public fill as reclamation material. We do not have information on the relevant costs.
- (3) Applicants of Sand Removal Permits (such as contractors or suppliers) purchase the sand required based on their own uses or needs (such as project implementation, concrete production or retail), whilst the Government does not purchase sand direct. Since applicants are not required to state whether the sand imported is marine sand or river sand, we are unable to provide a breakdown of the sand quantities accordingly. According to the information furnished for the application for Sand Removal Permits, the total quantities of sand imported from various regions are tabulated as follows. For the average wholesale price of “sand”, please refer to the relevant statistical report of the Census and Statistics Department available at the following hyperlink:  
<https://www.censtatd.gov.hk/hkstat/sub/sp330.jsp?productCode=B1060005>.

Place of Origin of Sand	2016	2017	2018	2019	2020
	Total Quantity of Sand (Million Tonnes)				
Canada	< 0.1	-	-	-	-
Chile	-	-	-	-	< 0.1
Mainland	1.0	1.2	0.9	1.2	4.8
Malaysia	-	-	0.2	2.7	< 0.1
Philippines	< 0.1	-	< 0.1	2.0	0.6
Taiwan	< 0.1	-	-	-	-
United Kingdom	< 0.1	< 0.1	-	-	-
United States	< 0.1	-	-	< 0.1	-
Vietnam	-	< 0.1	-	-	-

- End -



**CONTROLLING OFFICER'S REPLY****DEVB(W)053****(Question Serial No. 2894)**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 provide in detail the latest progress of the Pier Improvement Programme (PIP), and set out the estimated expenditure, the actual expenditure incurred since the implementation of the PIP and the anticipated completion dates for each of the PIP projects.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 222)Reply:

The Government put forward the Pier Improvement Programme (PIP) in the 2017 Policy Address with the aim of enhancing the structural safety and improving the facilities of a number of existing public piers in the remote areas of the New Territories and on outlying islands, in order to enhance the accessibility of some scenic and natural heritage attractions and meet the basic needs of local villagers relying on boats as their main transport mode and fishermen's operation.

The Civil Engineering and Development Department is delivering the phased implementation of the PIP. The first phase of the PIP covers ten public piers. The latest progress is tabulated as follows:

<b>Pier improvement item</b>	<b>Current progress</b>	<b>Date of commencement of works</b>	<b>Anticipated date of completion of works</b>	<b>Estimated cost of works (in money-of-the-day prices) (approx. \$ million)</b>
Pak Kok Pier (Lamma Island)	Works in progress	April 2020	The second half of 2022	72.4*
Kau Sai Village Pier	Detailed design substantially completed	End-2021 <sup>#</sup>	Mid-2024 <sup>#</sup>	77.8
Lai Chi Chong Pier		End-2021 <sup>#</sup>	End-2024 <sup>#</sup>	108.8

<b>Pier improvement item</b>	<b>Current progress</b>	<b>Date of commencement of works</b>	<b>Anticipated date of completion of works</b>	<b>Estimated cost of works (in money-of-the-day prices) (approx. \$ million)</b>
Leung Shuen Wan Pier	Detailed design in progress			
Sham Chung Pier				
Shek Tsai Wan Pier				
Yi O Pier				
Yung Shue Wan Public Pier				
Lai Chi Wo Pier	Feasibility study and environmental impact assessment substantially completed			
Tung Ping Chau Public Pier				

\* Approved project estimate

# Assuming funding approval by the Finance Committee in this legislative session

In view of the PIP being welcomed and supported by the public, the Government has advanced the second phase to enhance another 13 public piers, including Ap Chau Public Pier, Ma Wan Chung Pier, Sai Wan Jetty in Cheung Chau, Sok Kwu Wan Pier No.2, Man Kok Tsui Pier, Tai O Public Pier, Peng Chau Public Pier, Ma Liu Shui Ferry Pier, Tap Mun Pier, Sam Mun Tsai Village Pier, Yung Shue O Pier, Yim Tin Tsai Pier and Ma Nam Wat Pier. The associated engineering feasibility studies will commence in mid-2021 successively. The estimated expenditure and the anticipated date of completion of each of the pier improvement projects of the second phase will be proposed after the detailed design stage is completed.

The actual expenditure incurred by the implementation of the PIP up to March 2021 is about \$73 million.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(W)054****(Question Serial No. 0860)**

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 on the following:

- the annual sediment disposal volume for the past three years (2018-19 to 2020-21), as well as the names of the major sediment disposal projects;
- the details of the various locations for disposal of contaminated and uncontaminated sediment (including (i) the remaining capacity, (ii) the environmental monitoring results, and (iii) an overview of the operation) (to be tabulated);
- whether the Government has any plans to provide more locations for disposal of contaminated and uncontaminated sediment;
- whether the Government has estimated the annual sediment disposal volume in the coming three years, as well as the names of the major sediment disposal projects.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 19)

Reply:

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

- The annual sediment disposal volume and the major sediment disposal projects in the past three years are tabulated as follows:

Year	Sediment disposal volume (including contaminated and uncontaminated sediment)	Major sediment disposal project
2018	About 0.70 million m <sup>3</sup>	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 <sup>3</sup>	Tuen Mun - Chek Lap Kok Link and general maintenance dredging works for navigation

		channels
2020	About 3.42 million m <sup>3</sup>	Lamma Power Station Navigation Channel Improvement Work and general maintenance dredging works for navigation channels

(b) The relevant information about the existing sediment disposal facilities is set out in the table below:

Facility	Location	Remaining capacity	Environmental monitoring result	Current operation status
For disposal of contaminated sediment	To the east of Sha Chau	About 3.3 million m <sup>3</sup>	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.
For disposal of uncontaminated sediment	To the south of Cheung Chau, to the east of Ninepin Group, to the east of Tung Lung Chau and to the south of Tsing Yi	About 45.3 million m <sup>3</sup> in total	The regular environmental monitoring result indicated that the facilities had no unacceptable impact on the nearby environment.	Based on the current forecast, the facilities may operate beyond 2031.

(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 currently studying the provision of a new disposal facility in the waters to the west of Lamma Island, in a bid to continue to provide a facility 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 (including contaminated and uncontaminated sediment) will average about 1.40 million m<sup>3</sup> in the coming three years (from 2021 to 2023). The major sediment disposal projects will include various navigation channel improvement works and other dredging works.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)055**

**(Question Serial No. 0333)**

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 Development Bureau's studies on artificial islands in the Central Waters and on related strategic roads and rails were granted funding of approximately \$550 million by the Finance Committee of the Legislative Council at the end of last year. In this connection, please inform this Committee of the following:

1. the latest progress and timetable of the aforementioned studies;
2. the staffing, the expenditure on remuneration and the total estimated expenditure related to the aforementioned studies in 2021-22;
3. with regard to project expenditure, whether the Government is exploring different funding options and what its initial ideas are; and
4. with some people stigmatising the project of artificial islands in the Central Waters, what the Government will do to strengthen its publicity efforts to help the public appreciate the importance of this project for the future development of Hong Kong.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 23)

Reply:

1. After obtaining funding approval from the Finance Committee of the Legislative Council for the studies related to the artificial islands in the Central Waters (the Studies) in December 2020, the Civil Engineering and Development Department (CEDD) has commenced tendering for consultancy contract immediately. We expect the Studies to commence in June this year for completion in approximately three and a half years.
2. In 2021-22, the Studies will primarily involve 15 members of professional staff of the CEDD after commencement and the total expenditure on emoluments is about \$14.1 million (Note 1). The Studies will be at their initial stage in 2021-22 and the estimated expenditure is about \$9 million.

[Note 1: There are also directorate officers overseeing the Studies and officers of other technical and clerical grades providing support as part of their overall duties. There is no separate breakdown of the remuneration of such staff.]

3. We will conduct financial assessments in the Studies, including project costs, value of land created and direct economic contribution, and we will be open-minded when exploring the different funding options for the implementation of the mega-scale infrastructure projects recommended by the Studies.
4. The Development Bureau and the CEDD have all along been adopting multiple channels to explain to the public and stakeholders regarding the objectives and benefits of the Studies. We will further strengthen our publicity work, including the use of web pages, announcement of public interest on the television, social media and leaflets to disseminate messages and information to the public to help them appreciate the importance of the project. During the Studies, we will conduct different forms of public engagement activities to provide the public with comprehensive information (including scientific data) and collect their opinions about the proposals for the development of the artificial islands.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0334)**

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 has recently set up a \$1 billion "Lantau Conservation Fund" consisting of two parts, namely conservation and related projects and minor local improvement works. In this connection, please inform this Committee of the following:

1. in respect of the part for conservation and related projects, the number of applications received and the number of organisations involved for each of the categories of "Conservation Management Agreement Project", "Research Project" and "Education and Engagement Project";
2. the criteria for vetting applications under the three main categories above by the Fund;
3. in respect of the part for minor local improvement works, the number of projects that have been carried out or completed, and the expenditure involved for each project; and
4. whether the Government has devised a set of benchmarks for evaluating the Fund's effectiveness for the conservation of Lantau; if yes, the details and if no, the reasons.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 24)

Reply:

1. The "Conservation and Related Projects" under the Lantau Conservation Fund (LCF) consist of three project streams, which are "Research Project", "Education and Engagement Project" and "Conservation Management Agreement Project". The application for "Research Project" and "Education and Engagement Project" was closed on February 26, 2021. We have received a total of 40 applications for "Research Project" and 26 applications for "Education and Engagement Project", involving 13 and 24 organisations respectively. For the application for "Conservation Management Agreement Project", the deadline is March 31, 2021.

2. The Lantau Conservation Fund Advisory Committee was established in October 2020 to advise on the LCF's administration and operation, and vet and monitor the projects to be funded by the LCF. The Committee will take into consideration the following four criteria when assessing applications for funding for the Conservation and Related Projects:

- (a) Overall benefits in achieving conservation purpose
- (b) Quality of proposal

- (c) Applicant organisation's capability
- (d) Quality of budget

3. Since the establishment of the LCF in 2020, a total of three minor local improvement works projects (MLIWs) have been granted funding support, including (i) provision of water supply to a remote village in Tai Long, (ii) improvement of hiking trail facilities in Ngong Ping, and (iii) improvement of hiking trail facilities near Lantau Peak, Sunset Peak and Pak Kung Au. The total project estimate of the three MLIWs is around \$55 million and the MLIWs will commence progressively in the first half of 2021.

4. The funding applications must be result-oriented with an emphasis on the overall benefits towards the achievement of conservation goals. Every organisation has to provide quantitative and qualitative performance indicators in the funding application. We will vet and monitor the projects according to the preset indicators and expected results. The grantee is also required to submit progress reports periodically on the progress, effectiveness and achievement of the project.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)057**

**(Question Serial No. 1156)**

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:

Under Brief Description 24, it is mentioned that the Department continued to take forward the conservation and development initiatives and projects set out in the Sustainable Lantau Blueprint and Lantau Tomorrow Vision. Currently within Lantau, a number of major works projects are rolling out one by one, including the Three-runway System at the Hong Kong International Airport and the Tung Chung New Town Extension, etc. Please inform this Committee of the implementation progress of the conservation initiatives set out in the Sustainable Lantau Blueprint and Lantau Tomorrow Vision:

Project	Conservation initiative	Latest progress
1		
2		
...		

As the construction of the marine park that is intended as a compensatory measure will only commence after the completion of major infrastructure works, will the park's effectiveness of conservation be affected? Have the relevant departments taken any mitigation measures before the completion of the marine park to protect marine ecology? If yes, how effective have they been?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 3)

Reply:

According to the overarching principle of “Development in the North, Conservation for the South” embraced in the Lantau Tomorrow Vision and the Sustainable Lantau Blueprint, the Sustainable Lantau Office (SLO) of the Civil Engineering and Development Department takes forward development and conservation initiatives and projects in Lantau. The latest progress of conservation-related initiatives and projects is tabulated below:

	<b>Projects</b>	<b>Latest Progress</b>
1.	Lantau Conservation Fund (LCF)	<p>(a) The Government set up the LCF in 2020. Half of its resources (\$500 million) are dedicated to providing financial support to eligible non-governmental organisations, charities, post-secondary education institutions, etc., to collaborate with local communities and landowners and carry out conservation and related projects involving private land, which include nature conservation, cultural conservation, village revitalisation, environmental education and community involvement, etc. The Government established the Lantau Conservation Fund Advisory Committee in October 2020 to advise on the LCF’s administration, and vet and monitor the projects to be funded by the LCF. The first round of funding applications for the conservation and related projects are being processed.</p> <p>(b) The other half of the LCF’s resources, i.e. \$500 million, will be spent on minor local improvement works projects in support of conservation initiatives.</p>
2.	Tung Chung New Town Extension (TCNTE)	<p>(a) The SLO will adopt eco-shorelines in the TCNTE project to provide inter-tidal species with a relatively suitable habitat for colonisation and to enhance biodiversity. The associated construction works are in progress and expected to be completed in 2023.</p> <p>(b) To promote a water-friendly culture and ecological education, the SLO will construct the first river park in Hong Kong under the TCNTE project. Phase 1 is expected to commence in the middle of this year for completion in 2025.</p> <p>(c) To protect the ecological environment of Tung Chung Stream more effectively, the SLO will set up a series of sustainable urban drainage systems to improve the water quality of the surface runoff discharged into the stream. The associated</p>

	<b>Projects</b>	<b>Latest Progress</b>
		construction works are expected to commence in the middle of this year for completion in 2025.
3.	Conservation of Ecologically Important Habitats	The SLO is collecting ecological information of Lantau in phases to explore appropriate conservation initiatives. The first phase of ecological studies, i.e. the Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas, is expected to be completed in mid-2021, and the second phase of ecological studies covering such areas as San Tau to Sham Wat, Yi O and Shap Long is expected to commence in Q2 2021.
4.	Formulation of Lantau Conservation and Recreation Masterplan	The SLO has formulated a masterplan on conservation and recreation development for Lantau in which various attractions, activities and event bases are linked up by connectors in terms of hiking trails, cycle track network and road/water transport to form five major themed clusters, namely (i) North Lantau Recreation Corridor; (ii) Northwest Lantau Eco-Cultural Corridor; (iii) South Lantau Eco-Recreation Corridor; (iv) Rural Township Improvement; and (v) Hiking Hub. The masterplan provides a framework to guide and coordinate the conservation and recreation initiatives of Lantau. The SLO will take forward and implement different proposed projects and initiatives in phases.
5.	Technological Application to Identify Vehicles without Valid Lantau Closed Road Permit	The SLO commenced a Proof-of-Concept study in March 2020 on the application of technological devices to strengthen monitoring by ensuring that vehicles entering the Lantau closed roads are with valid closed road permits.
6.	Cultural and Historical Studies	<p>(a) The SLO is carrying out studies in phases on the culture and history of the villages in Lantau to investigate suitable conservation and revitalisation options and set up a cultural and historical database. The first phase of cultural and historical studies focusing on rural villages at northwest Lantau commenced in November 2019 for completion in 2022 tentatively, and the second phase of cultural and historical studies focusing on rural villages at southeast Lantau commenced in October 2020 for completion in 2023 tentatively.</p> <p>(b) In December 2019, the SLO engaged consultants to develop a revitalisation strategy plan for Tung O Ancient Trail and the nearby villages, so as to take</p>

	<b>Projects</b>	<b>Latest Progress</b>
		forward cultural conservation and village revitalisation. The study included organising a series of public engagement activities to collect views of key stakeholders and the public. The study was substantially completed in Q1 2021.
7.	Lantau Trails and Recreation Plan	The SLO has formulated a Lantau Trails and Recreation Plan, which includes integration of the existing and new hiking trails and mountain bike trail networks to connect various heritage, ecological and recreational hotspots. The SLO is preparing a programme to take forward and implement different proposed projects and initiatives in phases.
8.	Public Engagement and Education	The SLO has been collaborating with the relevant government departments and non-governmental organisations through different activities to enhance the public awareness and promote community education and participation regarding Lantau conservation, which included an online public workshop, in collaboration with the World Wide Fund for Nature Hong Kong, in October 2020 to promote the importance of conserving coastal areas of Shui Hau in Lantau. The SLO has also been promoting the nature and cultural conservation and sustainable development of Lantau through online platforms (e.g. websites and social media platforms).

The Agriculture, Fisheries and Conservation Department (AFCD) said that marine parks are designated for the purposes of marine conservation, education, scientific research and recreation. Marine parks serving as compensation measures are generally located close to the project sites in order to alleviate the possible impact to the nearby marine environment caused by the projects. The AFCD would expedite the designation of the concerned marine parks as necessary, and would closely monitor the marine ecology of the nearby waters in the interim.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(W)058****(Question Serial No. 2439)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure,  
(5) Greening and Technical Services

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

Director of Bureau: Not specified

Question:

Regarding the construction projects of the Civil Engineering and Development Department (CEDD), would the Government advise this Committee on the following:

- (a) The number of projects of which the CEDD undertook the planning, design and construction in 2020 (broken down by District Council district).
- (b) The number of pedestrian road facilities temporarily closed or modified or the number of other temporary measures adopted due to the commencement of construction projects in 2020, and the longest and shortest durations of such closure/modification/measures (broken down by District Council district).

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 78)

Reply:

(a) In 2020, the Civil Engineering and Development Department (CEDD) was responsible for the planning, design and construction of 193 public works projects related to land formation and infrastructure under Programme (3). In addition, the CEDD was responsible for the planning, design and construction works related to eight green master plans under Programme (5). The breakdown of the above 201 projects by District Council district is as follows:

District Council	No. of projects involved
Central & Western District	5
Eastern District	2
Islands District	22
Kowloon City District	19
Kwai Tsing District	6
Kwun Tong District	29
North District	25
Sai Kung District	15
Sha Tin District	19

District Council	No. of projects involved
Sham Shui Po District	8
Southern District	1
Tai Po District	12
Tsuen Wan District	9
Tuen Mun District	20
Wan Chai District	4
Wong Tai Sin District	8
Yau Tsim Mong District	9
Yuen Long District	28
Total (Note 1)	241

Note 1: Among the 201 projects, 28 and six projects involved two and three District Councils respectively, thus the total count of projects involved is 241.

(b) The CEDD is responsible for the implementation of various public works projects with works covering comparatively extensive areas in many districts. Some construction works need to be conducted on footpaths. To facilitate construction works and ensure pedestrian safety and flow, our contractors implement appropriate temporary traffic arrangements (TTAs). These TTAs and their durations vary according to different works procedures, site constraints and traffic conditions, etc. For carrying out the above projects, the CEDD put in place 352 TTAs related to pedestrian road facilities in 2020, and the details are as follows:

District Council	No. of TTAs related to pedestrian road facilities	Longest duration (Note 2) (day)	Shortest duration (day)
Central & Western District	0	Not applicable	Not applicable
Eastern District	0	Not applicable	Not applicable
Islands District	8	366	2
Kowloon City District	35	366	1
Kwai Tsing District	0	Not applicable	Not applicable
Kwun Tong District	78	366	1
North District	39	330	0.5
Sai Kung District	66	366	1
Sha Tin District	30	365	7
Sham Shui Po District	15	84	1
Southern District	0	Not applicable	Not applicable
Tai Po District	46	336	0.5
Tsuen Wan District	8	90	22
Tuen Mun District	1	305	305
Wan Chai District	1	10	10
Wong Tai Sin District	5	366	14
Yau Tsim Mong District	3	365	61
Yuen Long District	17	366	7

District Council	No. of TTAs related to pedestrian road facilities	Longest duration (Note 2) (day)	Shortest duration (day)
Total	352	-	-

Note 2: Before commencement of works, contractors are required to assess the impact of the works on the traffic (including pedestrians) and ensure that they have devised appropriate TTAs. For example, if part of an existing footpath has to be temporarily closed for an extended period of time to facilitate the works, the contractor must provide a temporary footpath or an alternative route to maintain smooth pedestrian flow as usual. For each project, the CEDD establishes a Traffic Management Liaison Group (TMLG) for close liaison with the Transport Department, the Hong Kong Police Force, the locals and other stakeholders, to ensure proper implementation of the TTAs.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)059**

**(Question Serial No. 1435)**

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:

For many years, I have been advocating that the Government should construct at the tip of the Cruise Terminal a transportation link (even if it is a footbridge for use by pedestrians and bicycles only) connecting to the Kwun Tong Public Pier, in order to facilitate two-way pedestrian flow between Kowloon Tong and Kwun Tong. Please inform this Committee: Will the Government re-examine the above proposal in the new financial year? If yes, what are the details and the estimated manpower and resources required? If no, what are the reasons?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 36)

Reply:

To tie in with the further development of Kowloon East (KE) and having considered views of various parties and local needs and constraints, the Government suggests implementing a supplementary “multi-modal” Environmentally Friendly Linkage System (EFLS) on top of the increasingly comprehensive road and railway infrastructure facilities, as well as convenient public transport services provision in the area. The “multi-modal” EFLS includes construction of a pedestrian cum cyclist bridge with travellers across Kwun Tong Typhoon Shelter to provide a more direct and convenient linkage between the former runway area and the Kwun Tong promenade on its both sides, and facilitate pedestrians to and from MTR Ngau Tau Kok Station via Lai Yip Street.

In 2021, the Civil Engineering and Development Department (CEDD) will commence a technical study on the above-mentioned bridge project. The study will mainly involve two professional officers of the CEDD (Note), and the total annual expenditure on their emoluments will be about \$2.3 million.

Note: The two professional officers will also be responsible for the duties of other projects under the CEDD. There are also directorate officers overseeing the study, and 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)060****(Question Serial No. 0638)**

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:

During 2021-22, the Civil Engineering and Development Department will continue to upgrade the marine facilities. Please advise on the details of the works, their estimated expenditure, and completion dates.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 45)

Reply:

The Civil Engineering and Development Department (CEDD) is responsible for the planning and implementation of various types of public marine works, which include improvement works at public piers and maintenance works of seawalls, breakwaters, mooring areas and beacons. In 2021-22, the key marine projects of the CEDD are tabulated as follows:

Marine project	Commencement date	Anticipated completion date	Estimated project cost (\$ million) (in money-of-the-day prices)(approx.)
Reconstruction of Pak Kok Pier on Lamma Island	April 2020	Second half of 2022	72.4*
Construction of wave walls on top of the existing breakwaters at Aberdeen Typhoon Shelters	October 2020	To be completed in stages starting early 2021	18.7
Improvement Works at Kau Sai Village Pier	End-2021 <sup>#</sup>	Mid-2024 <sup>#</sup>	77.8
Improvement Works at Lai Chi Chong Pier	End-2021 <sup>#</sup>	End-2024 <sup>#</sup>	108.8

\* Approved project estimate

<sup>#</sup> Subject to the Finance Committee's approval of funding application within the current legislative session

In 2021-22, the estimated expenditure of the above projects is about \$33 million.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(W)061****(Question Serial No. 1231)**

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 2017 Policy Address, it was proposed that ten public piers in the New Territories and on outlying islands would be renovated. Except for Yung Shue Wan Ferry Pier, please provide a breakdown explaining the latest progress of renovation of the other selected piers, including the project commencement dates and completion dates, as well as the costs involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 11)

Reply:

The Government put forward the Pier Improvement Programme (PIP) in the 2017 Policy Address with the aim of enhancing the structural safety and improving the facilities of a number of existing public piers in the remote areas of the New Territories and on outlying islands, in order to enhance the accessibility of some scenic and natural heritage attractions and meet the basic needs of local villagers relying on boats as their main transport mode and fishermen's operation.

The Civil Engineering and Development Department is delivering the phased implementation of the PIP. The first phase of the PIP covers ten public piers. The latest progress is tabulated as follows:

<b>Pier improvement item</b>	<b>Current progress</b>	<b>Date of commencement of works</b>	<b>Anticipated date of completion of works</b>	<b>Estimated cost of works (in money-of-the-day prices) (approx. \$ million)</b>
Pak Kok Pier (Lamma Island)	Works in progress	April 2020	The second half of 2022	72.4*
Kau Sai Village Pier	Detailed design substantially	End-2021 <sup>#</sup>	Mid-2024 <sup>#</sup>	77.8
Lai Chi Chong Pier		End-2021 <sup>#</sup>	End-2024 <sup>#</sup>	108.8

<b>Pier improvement item</b>	<b>Current progress</b>	<b>Date of commencement of works</b>	<b>Anticipated date of completion of works</b>	<b>Estimated cost of works (in money-of-the-day prices) (approx. \$ million)</b>
	completed			
Leung Shuen Wan Pier	Detailed design in progress	To be proposed after completion of detailed design		
Sham Chung Pier				
Shek Tsai Wan Pier				
Yi O Pier				
Yung Shue Wan Public Pier				
Lai Chi Wo Pier	Feasibility study and environmental impact assessment substantially completed	To be proposed after completion of detailed design		
Tung Ping Chau Public Pier				

\* Approved project estimate

# Assuming funding approval by the Finance Committee in this legislative session

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)062**

**(Question Serial No. 0982)**

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 Pier Improvement Programme has been featured in the 2017 Policy Address to upgrade the structural and facility standard of numerous public piers at remote rural areas of the New Territories and the outlying islands in phases. Would the Government please advise this Committee on the following:

- (1) Please provide a list of piers that have been improved and the costs involved.
- (2) Please provide the timetable of and the budget for upcoming pier improvement projects.
- (3) According to the progress of the Pier Improvement Programme, is the Government going to propose the budget for another round of pier improvement projects?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 2)

Reply:

(1) and (2):

The Government put forward the Pier Improvement Programme (PIP) in the 2017 Policy Address with the aim of enhancing the structural safety and improving the facilities of a number of existing public piers in the remote areas of the New Territories and on outlying islands, in order to enhance the accessibility of some scenic and natural heritage attractions and meet the basic needs of local villagers relying on boats as their main transport mode and fishermen's operation.

The Civil Engineering and Development Department is delivering the phased implementation of the PIP. The first phase of the PIP covers ten public piers. The latest progress is tabulated as follows:

<b>Pier improvement item</b>	<b>Current progress</b>	<b>Date of commencement of works</b>	<b>Anticipated date of completion of works</b>	<b>Estimated cost of works (in money-of-the-day prices) (approx. \$ million)</b>
Pak Kok Pier (Lamma Island)	Works in progress	April 2020	The second half of 2022	72.4*
Kau Sai Village Pier	Detailed design substantially completed	End-2021 <sup>#</sup>	Mid-2024 <sup>#</sup>	77.8
Lai Chi Chong Pier		End-2021 <sup>#</sup>	End-2024 <sup>#</sup>	108.8
Leung Shuen Wan Pier	Detailed design in progress	To be proposed after completion of detailed design		
Sham Chung Pier				
Shek Tsai Wan Pier				
Yi O Pier				
Yung Shue Wan Public Pier				
Lai Chi Wo Pier	Feasibility study and environmental impact assessment substantially completed	To be proposed after completion of detailed design		
Tung Ping Chau Public Pier				

\* Approved project estimate

# Assuming funding approval by the Finance Committee in this legislative session

(3):

In view of the PIP being welcomed and supported by the public, the Government has advanced the second phase to enhance another 13 public piers, including Ap Chau Public Pier, Ma Wan Chung Pier, Sai Wan Jetty in Cheung Chau, Sok Kwu Wan Pier No.2, Man Kok Tsui Pier, Tai O Public Pier, Peng Chau Public Pier, Ma Liu Shui Ferry Pier, Tap Mun Pier, Sam Mun Tsai Village Pier, Yung Shue O Pier, Yim Tin Tsai Pier and Ma Nam Wat Pier. The associated engineering feasibility studies will commence in mid-2021 successively. The estimated expenditure of each of the pier improvement projects of the second phase will be proposed after the detailed design stage is completed.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)063**

**(Question Serial No. 3039)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): Not specified  
Programme: (4) Slope Safety and Geotechnical Standards  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Secretary for Development

Question:

The Civil Engineering and Development Department will build community resilience and enhance government preparedness for landslide disasters, in view of the increasing risk arising from climate change, increasing population and slope deterioration. What are the measures that the Department will adopt and specific actions that it will take in 2021-22 to achieve the aforementioned goal? What are the details of each measure and action, the staffing and costs involved, and the implementation schedules?

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 25)

Reply:

The Civil Engineering and Development Department (CEDD) launched the Landslip Prevention and Mitigation Programme (LPMitP) in 2010 for the management of the landslide risks of both natural hillsides and man-made slopes in a holistic manner. The CEDD is responsible for managing the landslip prevention and mitigation works projects under the LPMitP, including planning and launching the projects, managing financial resources, monitoring works expenditure and progress, tendering, investigation and design, as well as managing and supervising the implementation of works. Under the LPMitP, the CEDD estimates that it will set aside \$1.16 billion in 2021-22 with a target to upgrade 176 government man-made slopes while conducting safety screening studies for 100 private man-made slopes and the necessary mitigation works for 36 natural hillside catchments.

To enhance community resilience and preparedness against landslide disasters, the CEDD will organise numerous activities in the 2021-22 financial year to raise public vigilance of and increase their knowledge about the increasing landslide risk arising from climate change, growing population and slope deterioration, and educate the public about the precautionary measures during heavy rain. These activities include:

- (1) media events and briefings;
- (2) thematic and roving exhibitions; and
- (3) school talks, seminars and community activities.

The CEDD will also enhance the Government's preparedness for landslide disasters through various channels by, for example:

- (1) strengthening information management to ensure uninterrupted communication, effective coordination and swift responses amongst government departments under emergency situations; and
- (2) developing landslide detection system to increase the efficiency of emergency response.

The above-mentioned work primarily involves about 50 members of professional staff of the CEDD (Note), and the annual total expenditure on their remuneration is about \$50 million.

Note: There are also directorate officers overseeing the above-mentioned work and handling other duties under the purview of the CEDD. Other supporting technical and clerical staff are also involved in the above-mentioned work as part of their overall duties. There is no separate breakdown for the remuneration of the staff so involved.

- End -



**CONTROLLING OFFICER'S REPLY****ENB043****(Question Serial No. 3114 )**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ( )Programme: (7) Management of Construction and Demolition MaterialsControlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)Director of Bureau: Secretary for the EnvironmentQuestion:

- a) Please advise on the amounts (in tonnes) of public fill (or inert construction and demolition (C&D) materials) delivered to public fill reception facilities in the past five years. If such information is not available, when will statistics be compiled and made public?

	2016	2017	2018	2019	2020	2021
Public fill (or inert C&D materials)						

- b) Further to the previous question, please advise on the actual amount (in tonnes) of public fill (or inert C&D materials) used in reclamation works in the past five years.

Asked by: Hon CHAN Pierre (LegCo internal reference no.: 158)Reply:

- a) The quantities of public fill received at public fill reception facilities in each of the past 5 years are tabulated as follows:

Year	Quantity of Public Fill Received at Public Fill Reception Facilities (million tonnes)
2016	15.0
2017	13.3
2018	12.3
2019	11.2
2020	12.1*

\*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 projects through matching for reuse without routing through the public fill reception facilities.

b) The Government has been promoting the reuse of public fill in suitable local projects as far as possible. The quantities of public fill supplied from fill banks to local reclamation projects in each of the past 5 years are tabulated as follows:

Year	Quantity of Public Fill Supplied from Fill Banks to Local Reclamation Projects for Reuse (million tonnes)
2016	-
2017	0.1
2018	2.0
2019	12.6
2020	13.0*

\*Provisional actual figure subject to adjustment

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

- End -

**CONTROLLING OFFICER'S REPLY**

**ENB044**

**(Question Serial No. 1555)**

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:

Currently, there are only two temporary fill banks in Hong Kong, one in Tseung Kwan O Area 137 and the other in Tuen Mun Area 38, with a total capacity of around 20 million tonnes only. Please advise this Committee on the following:

- a. What are the capacities (in tonnes) of the fill banks in Tseung Kwan O Area 137 and Tuen Mun Area 38 respectively? Are the fill materials currently stored in Tseung Kwan O Area 137 and Tuen Mun Area 38 mainly used for reclamation for the Three-runway System (3RS) of the Hong Kong International Airport (HKIA) and at Tung Chung East (TCE)?
- b. Regarding major works projects that will require fill materials in the future, such as reclamation projects, has the Government estimated the demand for fill materials of each project and made arrangements accordingly (e.g. setting up additional fill banks, waste sorting facilities, fill reception facilities and fill barging points), in order to store locally generated public fill for use in future works projects?
- c. Why is it that the reclamation works of the 3RS of HKIA and TCE cannot first use up all the locally generated public fill, the surplus of which needs to be delivered to the Mainland, and at the same time there is a need to import manufactured sand and marine sand for reclamation use?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 16)

Reply:

The Government properly manages the inert construction and demolition materials (also known as public fill) arising from various types of construction works through a multi-pronged approach, including encouraging the construction industry to reduce the generation of public fill and reuse public fill as far as practicable. While part of the public fill would be delivered to suitable local construction projects for direct reuse, the rest would be delivered to public fill reception facilities (including two temporary fill banks) for storage and future reuse in reclamation or earth filling projects.

- a. The storage capacities of Tseung Kwan O Area 137 Fill Bank and Tuen Mun Area 38 Fill Bank are about 14 million and 6 million tonnes respectively. Currently, public fill is mainly used in the reclamation works of the Three-runway System of the Hong

Kong International Airport, the Tung Chung New Town Extension and the Integrated Waste Management Facilities projects.

- b. The Government has been closely monitoring the generation of and the demand for public fill, and has requested relevant departments to provide estimated quantities of public fill generation or demand for major projects during the planning and design stages. The Government will continue to reuse public fill in suitable local projects as far as practicable, and will review the need for various facilities taking into account the situation of public fill generation and demand, including examining the feasibility of increasing the storage capacity of the fill banks and the corresponding arrangement.
- c. The reclamation projects in progress (including the Three-runway System of the Hong Kong International Airport, the Tung Chung New Town Extension and the Integrated Waste Management Facilities projects) reuses public fill as far as practicable, but some sand fill is still necessary to fulfil the design and construction requirements of these projects. The share of different types of fill materials being used in each reclamation project and the construction arrangements are subject to the design and construction requirements of the respective project.

- End -

**CONTROLLING OFFICER'S REPLY**

**ENB045**

**(Question Serial No. 1556)**

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:

According to the reply of the Civil Engineering and Development Department (CEDD) to the Legislative Council in 2018 (Reply Serial No. S-ENB004 in Examination of Estimates of Expenditure 2019-20), the capacities of the two temporary fill banks were already near saturation. In this connection:

- a. When will the tenancy of Tseung Kwan O Area 137 as a fill bank expire? As the CEDD is conducting a study on re-planning Tseung Kwan O Area 137, is the Government currently inclined to renew the tenancy or plan the area for other uses after the expiry of the tenancy? When is the study expected to complete?
- b. If Tseung Kwan O Area 137 is eventually re-planned for other uses, is the Government considering picking another location as fill bank? Can the Government reveal what locations are being considered?
- c. In the next five and ten years, will the new development areas with ongoing and planned site formation works (including Hung Shui Kiu, Kwu Tung North and Fanling North), along with other land production programmes, generate surplus public fill? Does the Government have an estimate? If yes, what are the details?
- d. If the aforementioned projects generate surplus fill, will the Government consider reserving sufficient space and capacity of the fill bank for proper sorting and storage of the surplus fill, so that in future, major projects' need for fill materials can be met and the reliance on imported fill can be reduced?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 17)

Reply:

- a. The land of Tseung Kwan O Area 137 (TKO137) is currently used as a temporary fill bank by way of Temporary Government Land Allocation (TGLA) until 31 December 2021. Having assessed the overall public fill situation in Hong Kong prudently, the Government will apply for an extension of the TGLA arrangement for TKO137. The study for the re-planning of TKO137 for other uses in the longer term is ongoing and the Government will timely consult stakeholders.
- b. The Government will continue to review the need for various facilities taking into account the situation of public fill generation and demand.

c&d. The Government has been closely monitoring the generation of and the demand for public fill, and has requested relevant departments to provide estimated quantities of public fill generation or demand for major projects during the planning and design stages. Currently, we anticipate that in the coming few years, around 15 million tonnes of public fill will be generated by the construction industry annually, which includes generation from both the ongoing and planned projects in the new development areas. The Government will continue to reuse public fill in suitable local projects as far as practicable, and review the need for various facilities taking into account the situation of public fill generation and demand.

- End -

**CONTROLLING OFFICER'S REPLY**

**ENB046**

**(Question Serial No. 0463)**

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:

The Department “continued to deliver part of the surplus public fill for beneficial reuse in the Mainland and to liaise with the Mainland authority to ensure smooth operation”. In this connection, would the Department advise on the following:

1. whether there is any agreement with the Mainland regarding the delivery of public fill to them; if yes, the details; if no, how to ensure smooth operation;
2. the reason for the substantial decrease in the quantity of public fill to be delivered in 2021 to the Mainland for reuse as compared with that in 2019.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 66)

Reply:

1. The Government has been delivering surplus public fill to Taishan in the Guangdong Province for disposal since 2007. The Government has been closely liaising with the relevant Mainland authorities to monitor the actual delivery of surplus public fill to the Mainland waters for disposal and to discuss the estimated amount to be delivered, with a view to ensuring smooth operation.
2. The Government has been promoting the reuse of public fill in suitable local construction projects as far as practicable. The proportion of public fill to be used in various construction projects is subject to their design and construction needs. It is anticipated that the quantity of public fill to be delivered to the Mainland for reuse in 2021 will decrease substantially as compared with that in 2019 mainly because the local reclamation projects (including the Three-runway System of the Hong Kong International Airport, Tung Chung New Town Extension and the Integrated Waste Management Facilities projects) will absorb a large amount of public fill for reclamation in 2021.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)010**

**(Question Serial No. 0830)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Port and Marine Facilities  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding piers, please advise on the following:

- (a) the number and the locations of piers (please provide a list by district) for various kinds of fishing vessels in Hong Kong;
- (b) which of the aforementioned piers had undergone maintenance in the past three years (2018-19 to 2020-21), and when these works were carried out;
- (c) the staffing and expenditure for the above works in the past three years (2018-19 to 2020-21) and the estimated staffing and expenditure in 2021-22.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 57)

Reply:

(a) and (b)

Fishing vessels may use about 190 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 (2018-19 to 2020-21) was about \$36 million. The estimated expenditure for 2021-22 is \$12 million. As for staffing, three professional and 16 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)		
			2018-19	2019-20	2020-21
1	Central Pier No. 9	Central & Western	✓	✓	✓
2	Central Pier No. 10	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 Mong Pier	Islands	✓	–	–
9	Peng Chau Public Pier	Islands	✓	✓	✓
10	Po Toi Public Pier	Islands	✓	✓	✓
11	Sai Wan Jetty	Islands	✓	✓	✓
12	Sha Lo Wan Pier	Islands	✓	✓	✓
13	Sok Kwu Wan Pier No. 2	Islands	✓	✓	✓
14	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
15	Tai Lei Island Pier	Islands	✓	✓	✓
16	Tai O Public Pier	Islands	✓	✓	✓
17	Tai Shui Hang Pier	Islands	✓	✓	✓
18	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
19	Tung Chung Public Pier	Islands	✓	✓	✓
20	Yung Shue Wan Development Pier	Islands	✓	✓	✓
21	Yung Shue Wan Public Pier	Islands	✓	✓	✓
22	Ma Tau Kok Public Pier	Kowloon City	✓	✓	✓
23	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
24	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
25	Ap Chau Public Pier	North	✓	✓	✓
26	Kat O Chau Pier	North	✓	✓	✓
27	Sha Kiu Public Pier	North	–	–	–
28	Sha Tau Kok Public Pier	North	✓	✓	✓
29	Hap Mun Bay Public Pier	Sai Kung	✓	–	–
30	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
31	Pak A Pier	Sai Kung	–	–	✓
32	Pak Sha Wan Pier No.2	Sai Kung	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
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	Sharp Island Pier	Sai Kung	N/A <sup>(i)</sup>	–	–
37	Tai Tau Chau Pier	Sai Kung	–	–	✓
38	Tiu Keng Leng Pier	Sai Kung	–	–	✓
39	Tso Wo Hang Pier	Sai Kung	✓	–	✓
40	Tung Lung Chau (North) Pier	Sai Kung	–	✓	✓
41	Tung Lung Chau Public Pier	Sai Kung	✓	✓	✓
42	Yim Tin Tsai Pier	Sai Kung	✓	✓	✓
43	Ma Liu Shui Ferry Pier	Sha Tin	✓	–	✓
44	Wu Kai Sha Pier	Sha Tin	–	✓	✓
45	Blake Pier at Stanley	Southern	✓	✓	✓
46	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
47	Tai Tam Bay Pier	Southern	✓	✓	✓
48	Chek Keng Pier	Tai Po	–	–	–
49	Kei Ling Ha Hoi Pier	Tai Po	✓	✓	–
50	Ko Lau Wan Public Pier	Tai Po	–	✓	–
51	Lai Chi Chong Pier	Tai Po	✓	✓	✓
52	Sam Mun Tsai Village Pier	Tai Po	–	–	✓
53	Sham Chung Pier	Tai Po	✓	✓	–
54	Tai Mei Tuk Pier No. 1	Tai Po	–	–	✓
55	Tai Mei Tuk Pier No. 2	Tai Po	–	–	–
56	Tai Po Railway Pier	Tai Po	✓	✓	–
57	Tap Mun Pier	Tai Po	✓	✓	✓
58	Tung Ping Chau Public Pier	Tai Po	✓	–	✓
59	Wong Shek Public Pier	Tai Po	–	✓	–
60	Ma Wan Public Pier	Tsuen Wan	✓	✓	✓
61	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
62	Sham Tseng Public Pier	Tsuen Wan	✓	✓	✓
63	Tai Pai Tsui Pier	Tsuen Wan	–	✓	✓
64	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	–	✓	✓
65	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	–	✓	✓
66	Yau Kom Tau Pier	Tsuen Wan	–	–	✓
67	Kadoorie Pier	Tuen Mun	✓	✓	✓
68	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

**(b) Public Landing Facilities**

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
69	Central Landing No. 10	Central & Western	✓	✓	✓
70	Sai Ning Street Landing No. 1	Central & Western	–	–	–
71	Sai Ning Street Landing No. 2	Central & Western	✓	–	–
72	Sheung Wan Landing No. 1	Central & Western	✓	✓	–
73	Sheung Wan Landing No. 2	Central & Western	–	–	–
74	Western PCWA Landing No. 1	Central & Western	✓	✓	–
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	–	–	–
92	Peng Chau Landing No. 1	Islands	✓	✓	–
93	Peng Chau Landing No. 2	Islands	–	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
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)		
			2018-19	2019-20	2020-21
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	✓	–	–
155	Shek Pai Wan Landing No. 1	Southern	✓	–	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
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 Landing	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. 7	Wan Chai	✓	✓	✓
175	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	✓	✓	–
176	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	✓	–	–
177	Wan Chai Bypass Landing No. 1	Wan Chai	N/A <sup>(i)</sup>	–	–
178	Wan Chai Bypass Landing No. 2	Wan Chai	N/A <sup>(i)</sup>	–	–
179	Wan Chai Bypass Landing No. 3	Wan Chai	N/A <sup>(i)</sup>	–	–
180	Wan Chai Bypass Landing No. 4	Wan Chai	N/A <sup>(i)</sup>	–	–
181	Tai Kok Tsui Landing	Yau Tsim Mong	✓	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2018-19	2019-20	2020-21
182	Tsim Sha Tsui Landing No. 1	Yau Tsim Mong	N/A <sup>(ii)</sup>	N/A <sup>(ii)</sup>	–
183	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	–	–	–
184	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	–	–	–
185	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	–	✓	–
186	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	–	✓	–
187	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	–	–	✓
188	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	–	✓	✓
189	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	–	✓	✓

**Remarks:**

- (i) CEDD is responsible for maintenance of this newly constructed pier/landing facility starting from 2019-20.
- (ii) CEDD is responsible for maintenance of this newly constructed landing facility starting from 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)011**

**(Question Serial No. 0680)**

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:

At present, what is the Civil Engineering and Development Department's progress regarding the projects of i) Tseung Kwan O – Lam Tin Tunnel (TKO-LTT); ii) Cross Bay Link, Tseung Kwan O; iii) Trunk Road T2 and Cha Kwo Ling Tunnel (Trunk Road T2); and iv) the widening of Tai Po Road (Sha Tin Section)? Are the construction costs higher than those estimated last year? If yes, what are the reasons?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 13)

Reply:

The Government is actively taking forward the construction of the TKO-LTT and the Trunk Road T2 projects, which are the eastern and middle sections of Route 6 respectively, as well as the Cross Bay Link, Tseung Kwan O (CBL) and the widening of Tai Po Road (Sha Tin Section).

For TKO-LTT, further to the breakthrough of the main tunnel in June 2020, the Government has been pressing ahead with the tunnel lining works, electrical and mechanical installations and associated roadworks etc. For Trunk Road T2, tunnel works are underway and the general progress is satisfactory. It is anticipated that the entire Route 6 will be commissioned in 2026.

With regard to CBL, erection of the prefabricated double-arch steel bridge, which is also the largest component of the bridge, was completed in February 2021 with other related works underway. The project is targeted for commissioning in 2022.

As for the widening of Tai Po Road (Sha Tin Section), road widening and construction of noise barrier are in progress and the anticipated project completion is in the second half of 2023.

Generally speaking, the COVID-19 pandemic has affected the supply chain of construction materials and installations from the Mainland and overseas, reduced the workforce for site



works and caused disruptions to the works progress. The Government will continue to closely monitor the progress of works in the light of the development of the COVID-19 pandemic situation, and assess the impacts of the pandemic on the projects. At present, it is anticipated that the above projects will be completed within the Approved Project Estimate.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)012**

**(Question Serial No. 0681)**

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:

Would the Government advise the progress of the investigation study on Trunk Road T4 in Sha Tin, the construction programme and the estimated project cost?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 14)

Reply:

The investigation study on Trunk Road T4 is close to completion.

The Civil Engineering and Development Department (CEDD) plans to gazette the proposed scheme of the project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in the first half of 2021. Upon the completion of the necessary statutory gazette procedures, CEDD will carry out the follow-up design work for the project and funding approval from the Legislative Council is targeted to be sought in 2023. Construction works will then commence soonest possible. The construction programme and the estimated project cost will be ascertained upon completion of the design work.

- End -