

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 703 – BUILDINGS

Recreation, Culture and Amenities – Sports facilities

272RS – Kai Tak Sports Park

Members are invited to recommend to Finance Committee the upgrading of the remaining part of **272RS**, entitled “Kai Tak Sports Park – construction works”, to Category A at an estimated cost of \$31,898.0 million in money-of-the-day prices.

PROBLEM

We need to construct the Kai Tak Sports Park (the Sports Park) to support the further development of sports in Hong Kong.

PROPOSAL

2. The Secretary for Home Affairs proposes to upgrade the remaining part of **272RS** to Category A at an estimated cost of \$31,898.0 million in money-of-the-day (MOD) prices for the development of the Sports Park.

PROJECT SCOPE AND NATURE

3. The project site occupies an area of around 28 hectares in the north apron of the former Hong Kong International Airport in Kai Tak. The proposed scope of the project under **272RS** comprises —

- (a) a multi-purpose Main Stadium with a spectator capacity of around 50 000 for major sports events, including international football and rugby matches, as well as cultural and entertainment events such as concerts and large-scale community activities. The Main Stadium is equipped with an acoustic, retractable roof and a flexible turf system. It can also be turned into different spectator configurations (between 20 000 and 50 000 seats) by means of stage positioning, draping and other settings to cater for the needs of different activities;
- (b) a Public Sports Ground, with a spectator capacity of around 5 000 and suitable for school athletics meets, athletics training, and local football and rugby matches. During non-event days, it will be open to the public for jogging and playing football;
- (c) an Indoor Sports Centre with a multi-purpose main arena¹ with a seating capacity of up to 10 000 and an ancillary sports hall with a seating capacity of 500 to allow sports events and competitions of different nature and standards in the two venues. On non-event days, the main arena and the ancillary sports hall together can provide space equivalent to around 48 badminton courts for community sports activities. The main arena can also be used to host other events, including cultural and entertainment events as well as community activities;
- (d) retail and dining outlets with a gross floor area (GFA) of about 57 000 square metres (m²), a bowling centre with 40 lanes and a health and wellness centre with about 2 500 m² GFA. These commercial facilities are complementary to and supportive of the Sports Park development and operation. In addition, a “dining cove” of about 3 000 m² GFA to the south of the Main Stadium will be developed in conjunction with the Sports Park to enhance the connectivity between the Sports Park and the waterfront;

/ (e)

¹ Depending on the space required for an event, the main arena of the Indoor Sports Centre can be set for different spectator configurations. For example, the badminton competition mode (i.e. six badminton courts in a row) can accommodate 7 000 spectators whereas the boxing ring or centre stage mode can accommodate 10 000 spectators.

- (e) more than 8 hectares of Public Open Space including landscaped platforms across Shing Kai Road, a landscaped garden, waterfront promenade, passive amenities and park features, outdoor ball courts, children's playgrounds, fitness stations, a jogging trail, a cycle track connecting the cycle track network in the Kai Tak Development, etc.; and
- (f) ancillary facilities such as toilets, changing rooms, etc.

— The location and floor plans, a roof plan, sections, an artist's impression and a plan of barrier-free access for the project are at Enclosures 1 to 5. Subject to funding approval of the Finance Committee in the 2016-17 legislative session, we plan to commence works for the Sports Park in 2018 for completion in 2022-23. The other commercial facilities, including the proposed office building and a 300-room hotel to the west of the Main Stadium, will be developed through a land tender separately.

JUSTIFICATION

Attainment of Sports Policy Objectives

4. The Government's policy for developing sports in Hong Kong has three broad objectives: to promote sports in the community, to support elite sports and to make Hong Kong a hub for major international sports events. Being the most important sports infrastructure in Hong Kong when completed, the Sports Park will help further these objectives. The Sports Park will provide a number of multi-purpose venues, including venues for international competitions and large-scale sports events, quality public sports facilities, a leisure park, retail and dining outlets, etc., for the enjoyment of athletes and the general public.

(a) Promoting sports in the community

5. With reference to the parameters set out in the Hong Kong Planning Standards and Guidelines (HKPSG), there is an overall shortfall in the provision of public sports grounds and indoor sports centres in Hong Kong. In the past three years (2014 to 2016), the usage rate of public sports ground in the territory was nearly 100%, and the peak time usage rate for main arenas in indoor sports centres exceeded 90%. In East Kowloon, based on the parameters set out in the HKPSG and the population projections for Kowloon City, Kwun Tong and Wong Tai Sin, it is estimated that there will be a shortfall of three indoor sports centres and one public sports ground by 2024.

6. The completion of the Sports Park will help relieve the shortfall of public sports facilities in both the neighbouring areas and Hong Kong at large. The Indoor Sports Centre in the Sports Park will provide a much larger main arena (of an area equivalent to 40 badminton courts or ten basketball courts) as compared with that in a typical indoor sports centre (usually eight badminton courts or two basketball courts), thus allowing more members of the public to exercise at the same time. With 5 000 seats, the Public Sports Ground will become an important and accessible venue for hosting different divisions of school and inter-school athletic meets as well as providing a football pitch and jogging tracks for community use.

(b) Supporting elite sports development

7. As for the provision of facilities for elite athletes to undergo training and participate in competitions, the redeveloped Hong Kong Sports Institute (HKSI) in Fo Tan offers enhanced training facilities to our top athletes. The sport facilities in the Sports Park complement that of the HKSI and can be used for hosting a wide range of international competitions, thereby creating more opportunities for our athletes to compete at the international level and at home ground. A notable example is the Hong Kong Velodrome in Tseung Kwan O where the UCI Track Cycling World Championships were held on 12-16 April 2017 and in which our home-grown elite cyclists have participated and competed at home ground.

(c) Developing Hong Kong as a major sports event capital

8. Over ten major sports events are held in Hong Kong annually, and most of which have been accredited as “M Mark” events by the Sports Commission. These major sports events are mostly held at the Hong Kong Stadium (HKS) (40 000 seats), the Hong Kong Coliseum (HKC) (12 500 seats), the Queen Elizabeth Stadium (QES) (3 500 seats), and the Victoria Park Centre Court (3 600 seats). As these venues were built (or redeveloped) between 1980s to 2000s and due to locational and spatial constraints they cannot be upgraded to fully meet the expected standards of major sports events nowadays. There are deficiencies in a number of areas including —

- (a) capacity – the Hong Kong Rugby Sevens has grown in popularity over the years which cannot be met by the current capacity of HKS;

/ (b)

- (b) back-up facilities to support international tournaments – there is no warm up courts in HKC for the teams participating in the annual BWF World Super Series for badminton and FIVB Volleyball World Grand Prix, and insufficient changing facilities in HKS to accommodate all teams participating in the Hong Kong Rugby Sevens. No purpose-built media centres, anti-doping rooms, offices for event organizer and technical officials are available in these venues and make-shift solutions have to be adopted to meet the requirements of major events;
- (c) hospitality facilities for spectators and sponsors – corporate suites in HKS have a long waiting list, while HKC and QES do not have any hospitality suite or VIP room overlooking the competition area. There is also a lack of respectable event space in any of these venues for use by organisers and sponsors for hosting pre-match receptions; and
- (d) flexibility in meeting special needs of events – restrained by the size and configuration of their competition space, HKC and QES can only host limited types of events. For example, they are unable to host top level badminton team competitions which requires 6 badminton courts arranged in parallel.

9. On the other hand, many neighbouring cities have developed or are developing world class sports venues for hosting major sports and entertainment events. If we can only rely on the venues built in the last century to support major sports events, there is a genuine risk of Hong Kong losing out to these cities in the near future in terms of keeping existing events and attracting new large-scale events and high-level competitions.

10. With a 50 000-seat modern, well-equipped and highly accessible Main Stadium and a 10 000-seat main arena in the Indoor Sports Centre, the Sports Park will better support not just the existing sports events but also help attract new large-scale events and high level competitions. With a large and flexible competition space, the main arena of the Indoor Sports Centre can host a wide range of high-level indoor sports competitions in badminton, table-tennis, gymnastics, indoor tennis, handball, futsal, boxing, etc. The ancillary sports hall in the Indoor Sports Centre will provide dedicated warm-up facilities to support

high level tournaments held in the main arena. With a retractable roof, the Main Stadium can provide both an indoor and an outdoor environment to meet the capacity demand of popular events. The Sports Park will not only address the deficiencies of our existing venues, but will also be equipped with advanced technologies such as high-density wireless LAN connectivity, stadium cooling for both bowl and pitch area, people counting applications, etc. to maximize the user experience of spectators, athletes and event organizers.

Meeting the needs of the entertainment industry

11. In recent years, popular concerts featuring international singers/artistes have chosen to perform in neighbouring cities due to the lack of sizable venues in Hong Kong and the difficulty in securing slots in HKC. For many years, the local entertainment industry has been urging the Government to provide a conveniently located venue with at least 35 000 seats which can be used to hold evening concerts. In addition to hosting a wide range of top-level sports events, the Sports Park will also address the demand for venues of entertainment and other large scale community events. The Main Stadium, which will be equipped with an acoustic retractable roof and a flexible turf system, can be turned into different spectator configurations (between 20 000 seats and 50 000 seats) by means of stage positioning, draping and other settings to cater for the needs of different activities including sports and non-sports events. Furthermore, with the retractable seat system in the Indoor Sport Centre, it will be able to host entertainment events such as concerts for up to 10 000 spectators.

Estimated usage of the Sport Park venues

12. Our Operations Consultant has estimated the number of possible events to be held in the Sports Park after extensive consultation with the sports sector and the entertainment industry, and drawing reference from similar venues in Hong Kong. When the operation of the Sports Park enters a steady state (which is around three to four years of operation), the estimated number of event days² per year for each venue are as follows –

Main Stadium	30 event days
Indoor Sports Centre	main arena: 49 event days ancillary sports hall: 46 event days
Public Sports Ground	17 event days ³
Public Open Space	42 event days

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² The number of event days does not include the time required for setting up and taking down of venue settings and equipment. Taking the example of Hong Kong Stadium, while there are 19 event days in 2016, the total usage days are 47.

³ School athletics meets are not included.

The estimated number of event days in the Main Stadium is comparable to those of similar stadia in other cities. Except for the Main Stadium, all Sports Park venues will be open for community use on non-event days.

Future use of Existing Venues

13. With the development of the Sports Park, we will conduct a technical feasibility study (TFS) on how to redevelop the HKS into a sports ground with athletics track for school and community use. The TFS for the redevelopment of HKS has been included in the five-year plan announced in the Chief Executive's 2017 Policy Address. As for the HKC and QES, given their consistently high usage and different seating capacities, we will continue to maintain and upgrade their facilities to the best attainable standards so as to meet the demand for venues of different scales and service levels.

FINANCIAL IMPLICATIONS

14. We estimate the capital cost of the project to be \$31,898.0 million in MOD prices, broken down as follows –

	\$ million
(a) Site works	200.5
(b) Piling works	1,169.0
(c) Building ⁴	12,695.1
(d) Building services ⁵	3,649.6
(e) Drainage	294.0
(f) External works	1,359.4
(g) Additional energy conservation, green and recycled features	322.6

/ (h)

⁴ Building works cover construction of substructure and superstructure of the building.

⁵ Building services works cover the electrical installation, air-conditioning installations, fire services installation, plumbing installation, lift and escalator and other specialist installations.

		\$ million	
(h)	Mitigation measures and environmental monitoring and audit (EM&A) for construction works	479.0	
(i)	Furniture and equipment	280.0	
(j)	Consultants' fees for	390.1	
	(i) contract administration	278.8	
	(ii) management of resident site staff (RSS)	71.3	
	(iii) EM&A programme and independent environmental checker	40.0	
(k)	Remuneration of RSS	713.5	
(l)	Contingencies ⁶	2,294.5	
	Sub-total	23,847.3	(in September 2016 prices)
(m)	Provision for price adjustment	8,050.7	
	Total	31,898.0	(in MOD prices)

15. The breakdown of capital cost by facilities is at Enclosure 6. We propose to engage consultants to undertake contract administration and site supervision of the project. A detailed breakdown of the estimate for consultants' fees and RSS costs by man-months is at Enclosure 7. The construction floor area (CFA) of the project is about 390 000 m². The estimated construction unit cost, represented by the building and building services costs, is about \$41,900 per m² of CFA in September 2016 prices.

16. Subject to Finance Committee's approval, we will phase the expenditure as follows –

/ Year

⁶ It includes the provision of \$180.0 million for bid incentive.

Year	\$ million (Sept 2016)	Price adjustment factor	\$ million (MOD)
2018 – 19	850.0	1.12095	952.8
2019 – 20	2,997.0	1.18821	3,561.1
2020 – 21	3,829.0	1.25950	4,822.6
2021 – 22	6,432.0	1.32562	8,526.4
2022 – 23	5,945.0	1.39190	8,274.8
2023 – 24	1,554.0	1.46150	2,271.2
2024 – 25	1,317.0	1.52909	2,013.8
2025 – 26	923.3	1.59790	1,475.3
	<hr/> 23,847.3 <hr/>		<hr/> 31,898.0 <hr/>

17. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period 2018 to 2026. Price adjustment will be provided to cover the capital cost of the project.

Procurement model

18. After an in-depth analysis of various procurement options, the Government comes to the view the Design-Build-and-Operate (DBO) approach is most appropriate for delivering the Sports Park. Under this approach, interested tenderers will have to form a consortium comprising a wide range of expertise to take up the design, construction and future operation of the Sports Park. While the design and construction cost as proposed in this paper will be funded by the Government, the party awarded with contract (the Contracted Party) has to operate the entire Sports Park, including the community sports facilities and open space, on a self-financing basis as well as to make a minimum fixed payment and share a percentage of the gross income with the Government. The Government therefore need not bear the operating expenditure of the Sports Park save for the lifecycle replacement costs for pre-identified sports and community facilities for which the Government will seek funding approval following the established procedures. In the event of a capital cost overrun, and the exceedance is not attributable to the contractor, further approval might need to be sought. The DBO approach will allow the operator to participate in the design of facilities early and

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have the opportunity to put forward enhancement suggestions during the design-and-build phase. This will help ensure that the hardware of the Sports Park can fully meet future operational needs, thus realizing the full potential of the project. Moreover, both local and overseas experience points to the fact that participation of professionals experienced in the operation of sports and commercial facilities in the early stage of design-and-build of the project is crucial to the successful and sustainable operation of the Sports Park in particular the Main Stadium. To allow a single entity to design and construct the Sports Park according to its operation strategy will also help enhance construction efficiency and risk management, thus ensuring the delivery of the project on time and within budget. For the Government, concluding a DBO contract with a single entity will facilitate its supervision and management over the project.

19. We have reached out to the market extensively during the planning stage of the project and the feedback indicated that the scale, complexity and uniqueness of the Sports Park project necessitates an enhanced procurement arrangement to incentivize tenderers to submit high quality bids and attract sufficient competition during tendering. The challenges of putting together a consortium and a quality bid for the Sports Park project include –

- (a) the need to gather a team comprising a wide spectrum of expertise and experience ranging from design, construction, venue operation, events management, facilities management, retail operation, turf specialist, marketing and promotion, etc.;
- (b) the substantial financial commitments devoted to the bidding and delivery process which include consultancy fees to design and operation specialists in preparing the bid, and working capital for commissioning the operation;
- (c) the lead time for attaining break-even during the initial phase of operation, especially during the period when the neighbouring areas in Kai Tak is not yet fully developed; and
- (d) the significant risk transfer during the operation stage⁷ for the Contracted Party to take up the demand and expenditure risks so as to operate the Sports Park on a self-financing basis and to share part of its income with the Government.

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⁷ In previous DBO projects, the operators receive a pre-determined management fee from the Government whereas the Sports Park project will be operated on a self-financing basis and share its income with the Government.

20. Having regard to the market feedback received and the bid cost estimation made by the Operations Consultant using the man-hour approach, as well as benchmarking the cost of pre-construction consultancies⁸ incurred by the Government, we estimate that the bid cost for the project is in the region of \$100 million to \$200 million. We are concerned that without any enhancement measures, we may not be able to attract a sufficient number of quality bids for the Sports Park project, rendering a lack of competition or good quality bids in the tendering stage. To attract a good number of quality bids for the project, we intend to adopt the following enhancement measures –

- (a) **Contract extension option for the Government** – the DBO contract should be sufficiently long (i.e. 25 years including 4 to 5 years for construction) to allow the operator of the Sports Park to formulate a business plan with long-term targets as well as adequate time to create new flagship events (including sports events that take time to grow), build audience and customer base. Subject to the satisfactory performance of the Contracted Party, the Government may, **at its sole discretion** and in good time before the expiry of the DBO contract, re-negotiate with the Contracted Party the terms and conditions (including the gross income sharing ratios, key performance indicators, future development plan for the Sports Park, duration of contract extension, etc.) for operating the Sports Park beyond the DBO period for up to a maximum of ten years. In the event that an agreement cannot be reached, the Government will put the new operation contract to open tender; and

/ (b)

⁸ A total of some \$110 million has been incurred by the Government for conducting pre-construction works for the Sports Park project, including (a) Operations Consultancy to provide advice on, inter alia, procurement strategy, business plan, financial projections and operating requirements; (b) Technical Services Consultancy to provide reference designs and technical specifications; (c) Legal Services Consultancy to advise on the drafting of the operations part of the tender documents; (d) Quantity Surveying Consultancy to advise on costing and compilation of the design and build part of the tender documents; (e) Traffic Impact and Environmental Impact Assessment Consultant; and (f) Planning Consultancy to assist with the submissions to the Town Planning Board. Items (b) and (d) were funded by the pre-construction works project, and the other items were funded by internal resources of the Government. It is expected the bidding consortium will have to incur a similar if not higher amount in preparing the tender document.

- (b) **Bid incentive for unsuccessful tenderers** –providing a bid incentive of \$60 million or 50% of the actual cost incurred in the preparation of the tender, whichever is lower, to each unsuccessful bidder who has submitted a conforming bid⁹ at the tender stage, on the condition that it agrees to grant to the Government an **irrevocable and non-exclusive license** (with a right to sub-licence) of the **intellectual property rights** in its tender submission documents so as to enable the Government or its agents, the Contracted Party or its agents and other contractors or operators authorised by the Government to use any of such intellectual property rights, either individually or in combination or association with any other intellectual property rights, for the Sports Park. With the bid incentive, tenderers would more likely be prepared to devote resources and expertise towards preparing a bid with details, including a more viable and well considered design as well as more accurate costing and business strategy, thus reducing the amount of contingency provision required and resulting in savings in the overall project cost. On the other hand, the Government will have the right to use information contained in the unsuccessful bids to improve the elements in the winning tender, including but not limited to that on design, operation and marketing strategies. For the purpose of claiming the bid incentive and to avoid abuse, tenderers will be required to provide, to the satisfaction of the Government, evidence of the actual expenses incurred in tender preparation. In view of the complexity and significant cost of the Sport Park project, we will prequalify a maximum of four tenderers and then invite them to submit bids, hence the total amount for the bid incentive will be capped by \$180 million (\$60 million x three unsuccessful tenderers). The funding required for the bid incentive will be covered within the project estimate, i.e. the current funding application. No bid incentive will be paid if the tender exercise is cancelled or no tender is awarded for whatever reasons. It must be emphasized that the bid incentive for the Sports Park project is a special, one-off arrangement in light of the scale, complexity and uniqueness of the project and the challenges in putting together a quality bid as spelt out in paragraph 19 above. There is no intention to extend the arrangement to other government projects or procurement.

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⁹ A conforming bid needs to fulfil all the essential requirements and attain pass marks in all relevant evaluation criteria.

PUBLIC CONSULTATION

21. We brief the Sports Commission¹⁰ on the planning and the latest progress of the Sports Park project on a regular basis. Members of the Commission and stakeholders in the sports sector have high expectations for the Sports Park and urged the Government to take it forward as soon as possible. We have been liaising closely with the sports sector and the entertainment industry, including the Sports Federation & Olympic Committee of Hong Kong, China, “national sports associations”, the Hong Kong Sports Institute, elite athletes and the Performing Industry Association, etc, to collect their views on the project. Their suggestions have been suitably taken into account for the preparation of the reference design. In particular, we have, taking into account the views collected during stakeholder engagement, refined the scope of the Sports Park project by, among others, increasing the total seating capacity of the main arena of the Indoor Sports Centre to 10 000. The report on stakeholder engagement has been uploaded to the project website (see paragraph 22 below).

22. We conducted a two-month public engagement exercise between May and July 2016 to update the public on the progress of the Sports Park and collect their views. The exercise included launching a dedicated project website (www.KaiTakSportsPark.hk), holding roving exhibitions in 28 locations across the territory and conducting a questionnaire survey online and at the roving exhibitions. During the two-month period, about 6 500 completed questionnaires were received. The majority (90%) of the respondents “wish” or “strongly wish” to see the early implementation of the Sports Park project. The report on the public engagement exercise has been uploaded to the project website. We also introduced the project and its progress to the District Facilities Management Committees of Kowloon City District Council and Wong Tai Sin District Council on 28 April 2016 and 24 May 2016 respectively and circulated an information paper to the Kwun Tong District Council on 3 May 2016. The District Councils concerned supported the project and urged for its early implementation.

23. We consulted the Task Force on Kai Tak Harbourfront Development under the Harbourfront Commission in October 2016. Members noted the design development and had no objection to the planning application for increasing the height limit of the Main Stadium from 55 metres above the Hong Kong Principal Datum (mPD) to 70 mPD, developing a 300-room hotel next to the Main Stadium and allowing eating place with alfresco dining in the public open space. The application was subsequently submitted to the Town Planning Board and approved on 17 March 2017.

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¹⁰ The Sports Commission advises the Government on sports development policies. It has three Committees which advise respectively on measures to promote sports in the community, support elite sports and develop major sports events in Hong Kong. It has also set up a Task Force on the Kai Tak Sports Park to ensure that members of the Commission are informed of project details and can comment on the project in various aspects.

24. At the meetings of the Legislative Council Panel on Home Affairs on 27 February 2017, we briefed Members on the progress of the project. Members generally supported putting forward the funding application for the construction of the Sports Park to the Public Works Subcommittee (PWSC) and the Finance Committee for consideration. As requested, we will provide supplementary information to the Panel before the PWSC meeting.

ENVIRONMENTAL IMPLICATIONS

25. The Sports Park is a designated project under Schedule 2 of the Environmental Impact Assessment (EIA) Ordinance (Cap. 499) and an Environmental Permit (EP) is required for its construction and operation. The Environmental Protection Department approved the EIA Report for the Sports Park Project after taking into account the comments received from the public and the Advisory Council on the Environment under the EIA Ordinance on 6 January 2017. The approved EIA Report concluded that with the implementation of recommended mitigation measures, the Sports Park would not cause unacceptable impact to the environment. The key recommended mitigation measures include adoption of acoustic design for the Main Stadium including a sound proofing retractable roof and double acoustic doors to reduce noise impacts arising from events in the Main Stadium; specific routes for dispersing spectators underneath the landscaped deck of the Sports Park for major events in the Main Stadium ending after 10:30 pm to minimise noise nuisance from crowd dispersal; provision of electric vehicle (EV) charging facilities in at least one-third of the private car parking spaces, and provision of EV charging enabling facilities at all private car parking spaces to reduce the vehicular emission impact arising from traffic induced by the project. Regarding the “dining cove” adjacent to the south of the Main Stadium to be developed in conjunction with the Sports Park, it will not cause long-term adverse environmental impact. Suitable mitigation measures will be implemented to control short term environmental impacts during construction. We have included a sum of \$479.0 million in the project estimate for the implementation of the environmental mitigation measures, including those mitigation measures to control short-term environmental impacts for the “dining cove” and the EM&A programme.

26. With regard to the increase in the total seating capacity of the Indoor Sports Centre to 10 500, it should not lead to any adverse environmental impact and we will confirm the environmental implications of this refinement in the application for the EP for the Sports Park under the EIA Ordinance.

27. At the planning and design stages, we have considered adopting measures to reduce the generation of construction waste where possible. In addition, we will require the Contracted Party to reuse inert construction waste (e.g. excavated materials) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste to public fill reception facilities¹¹. We will encourage the Contracted Party to maximise the use of recycled or recyclable inert construction waste, as well as the use of non-timber formwork to further minimise the generation of construction waste.

28. At the construction stage, we will require the Contracted Party to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. We will ensure that the day-to-day operations on site comply with the approved plan and will require the Contracted Party to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. We will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

29. We estimate that the project will generate in total 0.83 million tonnes of construction waste. Of these, we will reuse 0.19 million tonnes (23%) of the inert construction waste on site and deliver 0.58 million tonnes (70%) of inert construction waste to the public fill reception facilities for subsequent reuse. We will dispose of the remaining 0.06 million tonnes (7%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be about \$53.2 million for the project (based on a unit charge rate of \$71 per tonne for disposal at public fill reception facilities and \$200 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)).

HERITAGE IMPLICATIONS

30. This project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

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¹¹ Public fill reception facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

LAND ACQUISITION

31. The project does not require any land acquisition.

ENERGY CONSERVATION, GREEN AND RECYCLED FEATURES

32. This project will adopt various forms of energy efficient features and renewable energy technologies, in particular –

- (a) automatic demand control of chilled water circulation system;
- (b) heat pump for space heating/dehumidification;
- (c) heat wheels for heat energy reclaim of exhaust air;
- (d) solar hot water system;
- (e) solar lighting system; and
- (f) photovoltaic system.

33. For greening features, there will be landscaping, roof greening and vertical greening in appropriate areas for environmental and amenity benefits.

34. For recycled features, we will adopt rainwater harvesting and condensate water recycling for landscape irrigation with a view to conserving water.

35. The total estimated additional cost for adoption of the features mentioned above is around \$322.6 million (including \$45.7 million for energy efficient features), which has been included in the cost estimate of this project. The energy efficient features will achieve 10.8% energy savings in the annual energy consumption with a payback period of about 6.7 years.

BACKGROUND INFORMATION

36. We upgraded the project to Category B in May 2010.

37. On 3 July 2015, the Finance Committee approved the upgrading of part of **272RS**, as **287RS**, entitled “Kai Tak Multi-purpose Sports Complex – pre-construction works”, to Category A at an estimated cost of \$62.7 million in MOD prices for engaging contractors and consultants to undertake the pre-construction works. The pre-construction works was substantially completed in February 2017, and the technical services consultant and quantity surveying consultant are preparing the tender documents.

38. Of the 210 trees within the project boundary, 138 are undesirable species and no important tree¹² was identified. The proposed works will involve removal of all these existing trees, including 184 trees to be felled and 26 trees to be transplanted off site temporarily for replanting within the project site (subject to the finalisation of the design). We will incorporate planting proposal as part of the project, including at least 344 compensatory trees and maximise other greening opportunities such as roof greening and vertical greening.

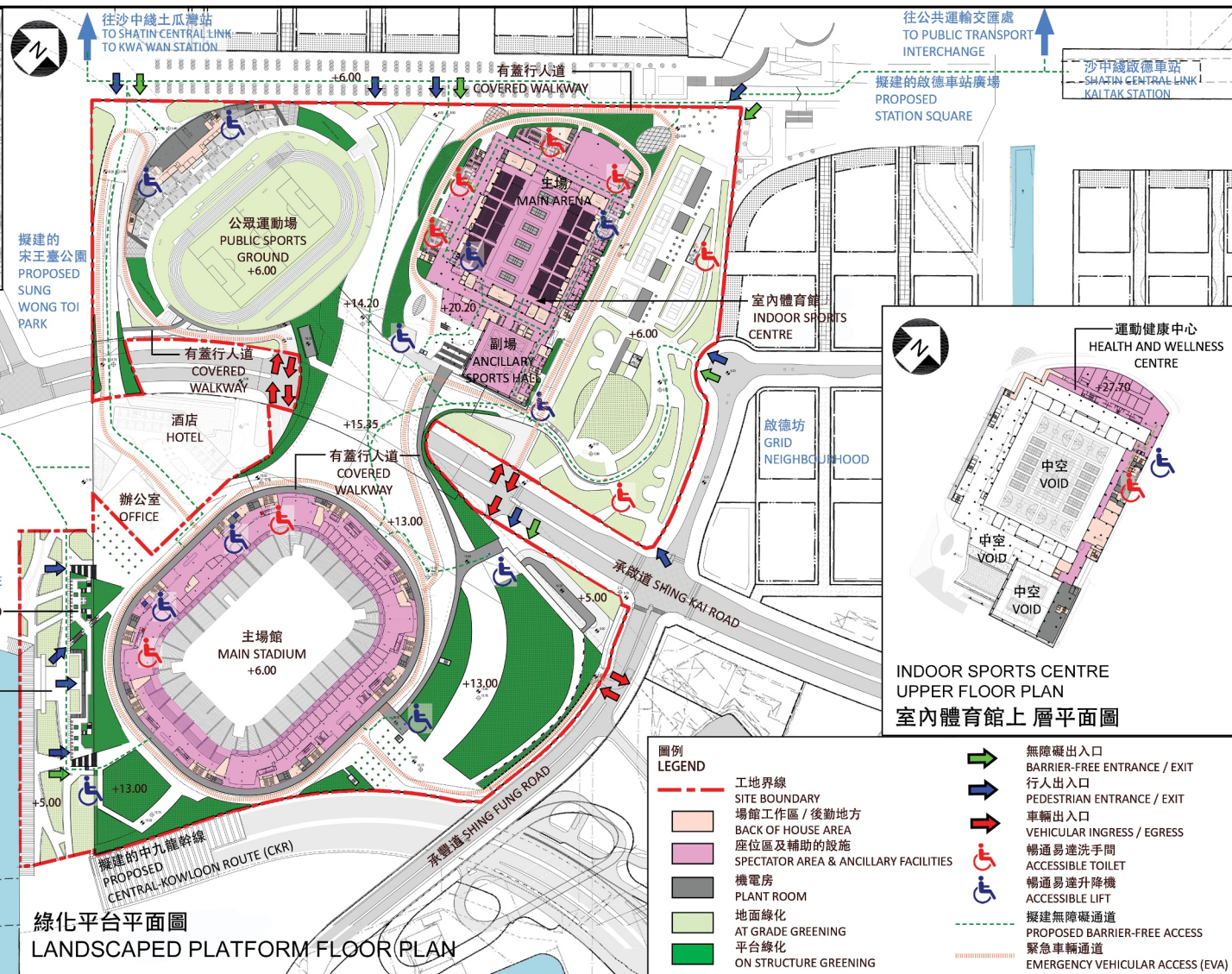
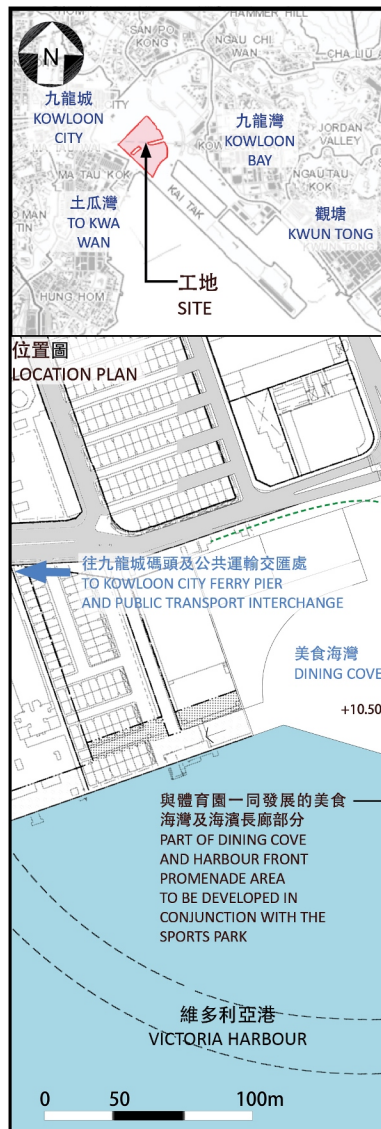
39. We estimate that the proposed works will create about 5 700 jobs (5 100 for labourers and another 600 for professional/technical staff) providing a total employment of 220 000 man-months.

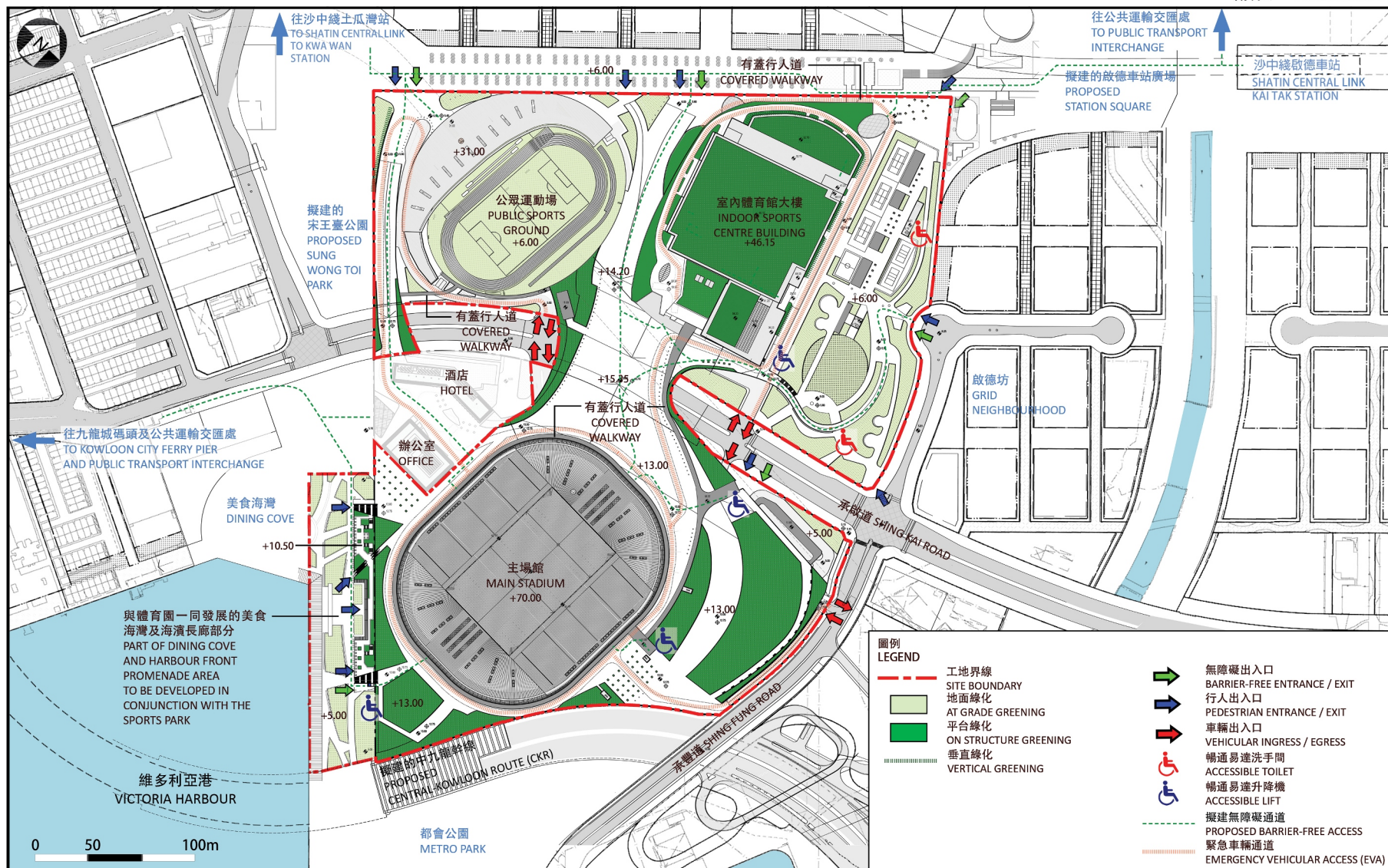
40. At the PWSC meeting on 31 October 2001, some Members suggested and the Government agreed to include information on the scope, approved project estimates and progress of all the Kai Tak Development (KTD) (formerly known as the South East Kowloon development) Public Works Programme items in future PWSC submissions relating to KTD. Please refer to Enclosure 8 in this regard.

Home Affairs Bureau
April 2017

¹² “Important trees” refer to trees in the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui tree, tree as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.



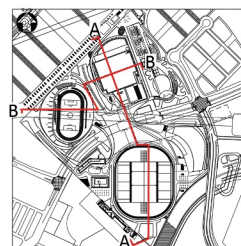


主要體育場地 - 屋頂平面圖
MAJOR VENUES - ROOF PLAN

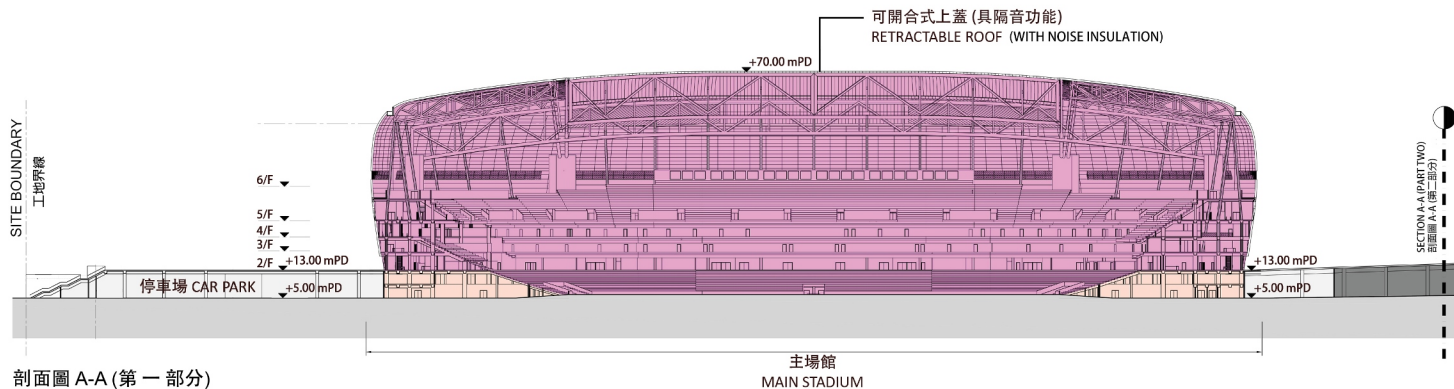
272RS
啟德體育園
KAI TAK SPORTS PARK

HOME AFFAIRS BUREAU
The Government of the Hong Kong
Special Administrative Region

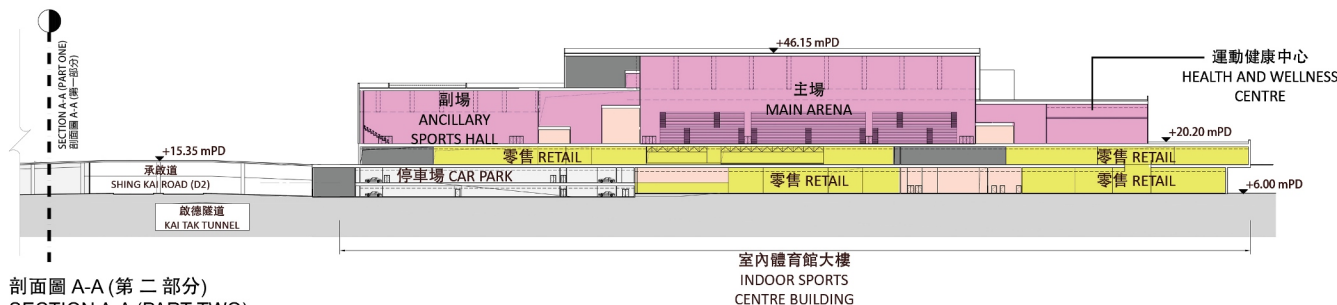




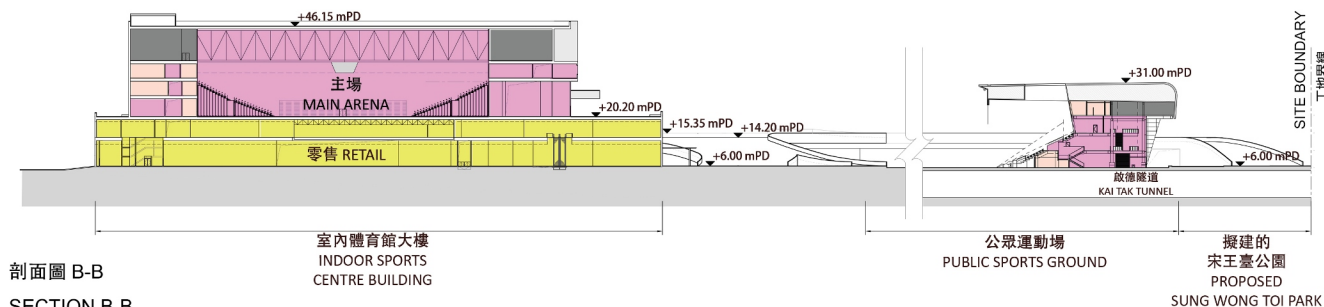
位置圖
KEY PLAN



剖面圖 A-A (第一部分)
SECTION A-A (PART ONE)



剖面圖 A-A (第二部分)
SECTION A-A (PART TWO)



剖面圖 B-B
SECTION B-B

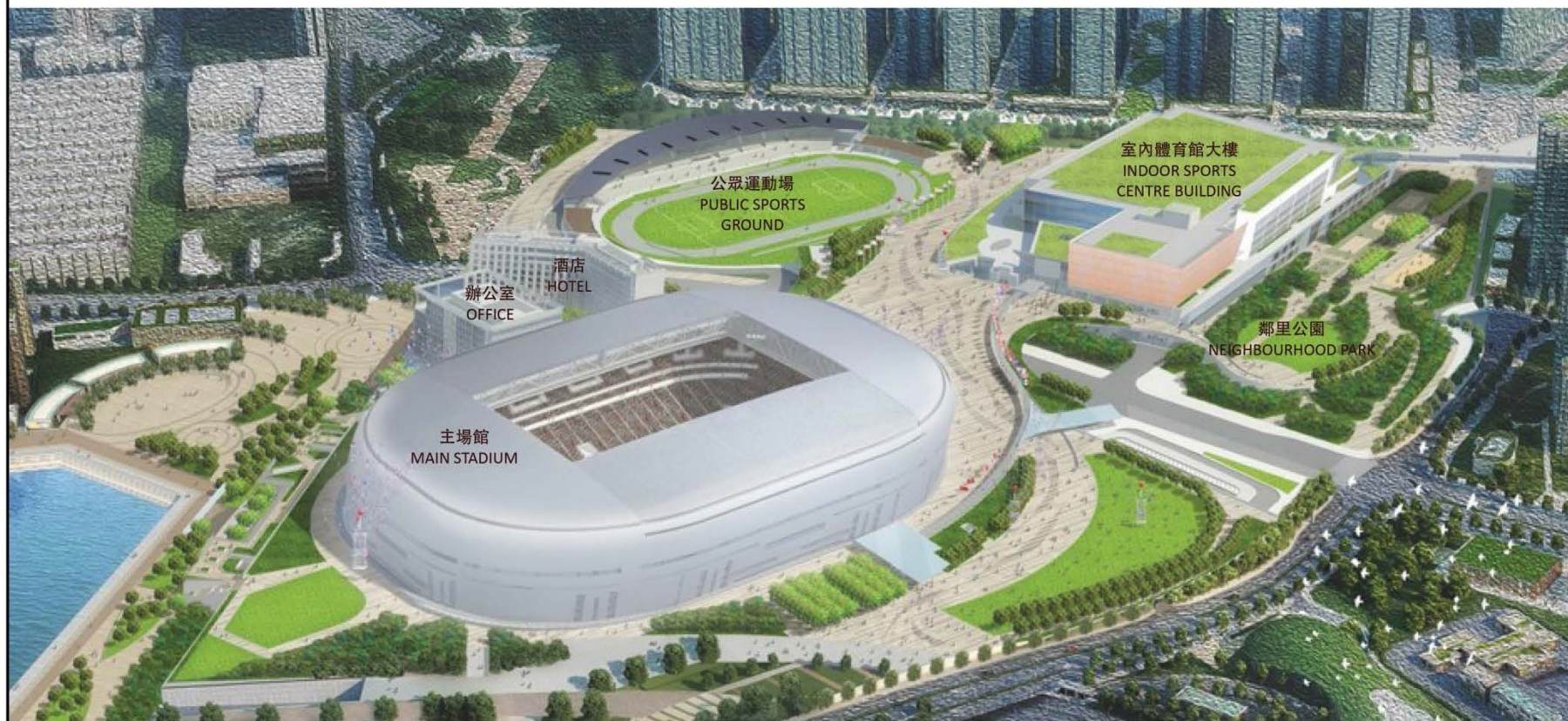
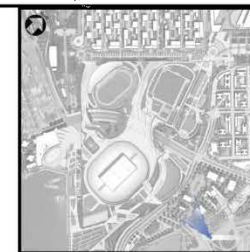


主要體育場地 - 剖面圖
MAJOR VENUES - SECTIONS

272RS
啟德體育園
KAI TAK SPORTS PARK

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啟德體育園整體構思圖
OVERALL VIEW OF KAI TAK SPORTS PARK -
ARTIST'S IMPRESSION

272RS
啟德體育園
KAI TAK SPORTS PARK

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已規劃的商業/
住宅地帶
PLANNED
COMMERCIAL /
RESIDENTIAL BELT

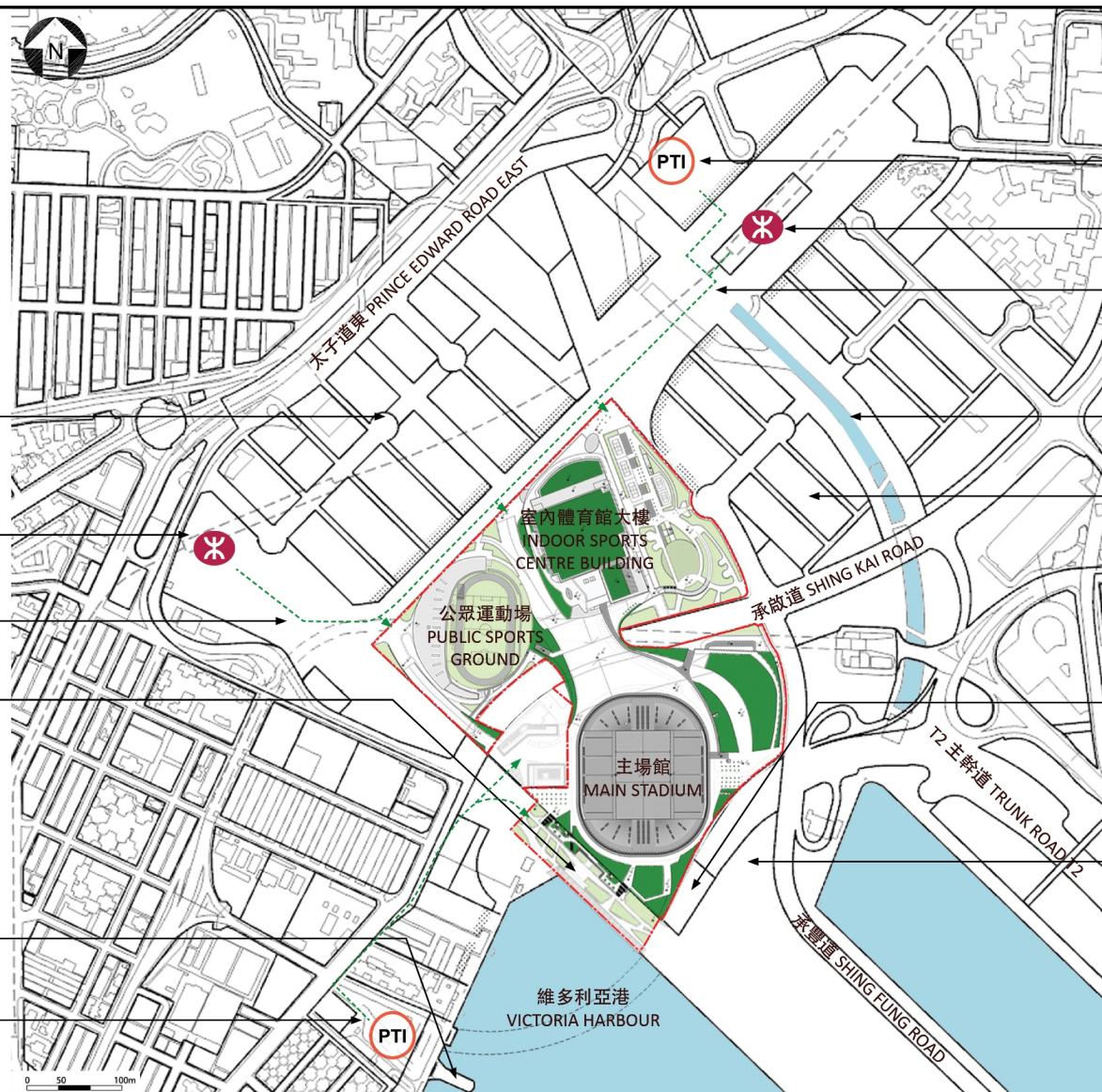
沙中綫土瓜灣站
SHATIN CENTRAL LINK
TO KWA WAN STATION

擬建的宋王臺公園
PROPOSED
SUNG WONG TOI PARK

與體育園一同發展的
美食海灣及海濱長廊
部分
PART OF
DINING COVE AND
HARBOUR FRONT
PROMENADE AREA
TO BE DEVELOPED IN
CONJUNCTION WITH
THE SPORTS PARK

九龍城碼頭
KOWLOON CITY FERRY PIER

公共運輸交匯處
PUBLIC TRANSPORT
INTERCHANGE



公共運輸交匯處
PUBLIC TRANSPORT
INTERCHANGE

沙中綫啟德車站
SHATIN CENTRAL LINK
KAI TAK STATION

擬建的啟德車站廣場
PROPOSED
STATION SQUARE

啟德河
KAI TAK RIVER

啟德坊
GRID
NEIGHBOURHOOD

擬建的中九龍幹綫
PROPOSED
CENTRAL-KOWLOON
ROUTE (CKR)

都會公園
METRO PARK

圖例
LEGEND

- 工地界線
SITE BOUNDARY
- 地面綠化
AT GRADE GREENING
- 平台綠化
ON STRUCTURE GREENING
- 擬建無障礙通道
PROPOSED BARRIER-FREE
ACCESS

無障礙通道平面圖
PLAN OF BARRIER FREE ACCESS

272RS
啟德體育園
KAI TAK SPORTS PARK

HOME AFFAIRS BUREAU
The Government of the Hong Kong
Special Administrative Region



272RS – Kai Tak Sports Park**Breakdown of the estimated capital cost by facilities**

Major facilities or items	\$ million
(a) Site development (including site works, piling and podium)	3,939.5
(b) Main Stadium	8,876.5
(c) Public Sports Ground	1,099.4
(d) Indoor Sports Centre	2,315.4
(e) Commercial space	1,317.5
(f) Open space and external works	1,819.3
(g) Additional energy conversation, green and recycled features	322.6
(h) Mitigation measures and environmental monitoring and audit for construction works	479.0
(i) Furniture & equipment	280.0
(j) Contract administration, site supervision and remuneration of resident site staff	1,103.6
(k) Contingencies	2,294.5
Sub-total (in September 2016 prices)	23,847.3
(l) Provision for price adjustment	8,050.7
Total (in money-of-the-day prices)	31,898.0

Enclosure 7 to PWSC(2017-18)2

272RS – Kai Tak Sports Park

Breakdown of the estimates for consultants' fees (in September 2016 prices)

Consultants' staff costs		Estimated man-months	Average MPS [*] salary point	Multiplier (Note 1)	Estimated fee (\$ million)
(a) Contract administration (Note 2)	Professional				254.0
	Technical				24.8
(b) Environmental monitoring and audit (EM&A) programme and independent environmental checker (Note 3)	Professional	181	38	2.0	28.0
	Technical	225	14	2.0	12.0
Sub-total					318.8
(c) Resident site staff costs (Note 4)	Professional	2 624	38	1.6	324.5
	Technical	10 775	14	1.6	460.3
Sub-total					784.8
Comprising –					
(i) Consultants' fee for management of resident site staff				71.3	
(ii) Remuneration of resident site staff				713.5	
Total					1,103.6
* MPS = Master Pay Scale					

Notes

1. A multiplier of 1.6 is applied to the average MPS point to estimate the cost of resident site staff supplied by the consultants. A multiplier of 2.0 is applied to the average MPS salary point to estimate the full staff cost including the consultants' overheads and profit as the staff will be employed in the consultants' offices. (As at now, MPS salary point 38 = \$77,300 per month and MPS salary point 14 = \$26,700 per month.)

2. The consultants' staff cost for contract administration is calculated in accordance with the existing consultancy agreement for provision of technical services and quantity surveying services for **272RS**. The assignment will only be executed subject to Finance Committee's approval to upgrade **272RS** to Category A.
3. The actual man-months and actual costs will only be known after selection of the consultants through the usual competitive lump-sum bid system.
4. The actual man-months and actual costs will only be known after completion of the works.

Kai Tak Development
List of Public Works Programme (PWP) Items in Category A

(Note: For details on the project scope of the PWP items listed below, please refer to the corresponding PWSC papers.)

PWP item no.:	440CL
Project title:	South East Kowloon development – comprehensive feasibility study
Date of upgrading to Category A:	April 1995
Approved project estimate:	\$220 million
Project scope:	The project comprises a comprehensive feasibility study for the whole South East Kowloon area, as well as associated laboratory testing and site investigation works.
Brief account of progress:	<p>(a) The feasibility study was completed in December 2003.</p> <p>(b) The project account has been finalised at the sum of \$185.2 million.</p>
	* * *

PWP item no.:	494CL (part upgrade from 469CL)
Project title:	South East Kowloon development at Kai Tak Airport – decontamination and site preparation
Date of upgrading to Category A:	February 1998
Approved project estimate:	\$316.9 million
Project scope:	Ground decontamination, demolition of existing buildings and structures and site preparation at the north apron of Kai Tak Airport.

- Brief account of progress:
- (a) The civil engineering works and the post-decontamination monitoring works were completed in April 2002 and December 2003 respectively.
 - (b) The project account has been finalised at the sum of \$281.8 million.

* * *

PWP item no.: **694CL** (part upgrade from **469CL**)

Project title: South East Kowloon development at Kai Tak Airport – consultants’ fees and site investigation

Date of upgrading to Category A: November 2001

Approved project estimate: \$115.9 million

Project scope: Site investigation works and detailed design for 6 kilometres (km) drainage box culverts, five sewage pumping stations, flyovers, roads, sewerage, drainage and demolition of the passenger terminal building for the planned developments in the north apron area of Kai Tak Airport.

- Brief account of progress:
- (a) Consultancy started in January 2002.
 - (b) Detailed design for demolition of the passenger terminal building and associated structures has been completed.
 - (c) Detailed design of the stages 1, 2, 3A, 3B, 4 and 5A infrastructure works and the reconstruction and upgrading of Kai Tak Nullah at the north apron has been completed.
 - (d) Detailed design of the remaining infrastructure works at the north apron is in progress.

* * *

PWP item no.:	693CL (part upgrade from 465CL)
Project title:	South East Kowloon development – consultants’ fees and site investigation for Kai Tak Approach Channel (KTAC) reclamation
Date of upgrading to Category A:	November 2001
Approved project estimate:	\$63.8 million
Project scope:	Site investigation works and detailed design for treatment of contaminated sediments and reclamation of KTAC, drainage and demolition of the existing airport taxiway bridge in KTAC.
Brief account of progress:	<p>(a) Consultancy started in January 2002.</p> <p>(b) In the light of the Court of Final Appeal (CFA)’s ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.</p> <p>(c) The project account has been finalised at the sum of \$50.2 million.</p>

* * *

PWP item no.:	699CL (part upgrade from 482CL)
Project title:	South East Kowloon development – consultants’ fees and site investigation for Kowloon Bay reclamation and engineering works
Date of upgrading to Category A:	July 2002
Approved project estimate:	\$105.7 million
Project scope:	Site investigation works and detailed design for treatment of contaminated sediments and reclamation of Kowloon Bay, marine structures and facilities, roads, drainage and sewerage works.

Brief account of progress:

- (a) Consultancy started in December 2002.
- (b) In the light of CFA's ruling on harbour reclamation under the Protection of the Harbour Ordinance (Cap. 531), the consultancy had been suspended since December 2003 and was terminated in July 2006.
- (c) The project account has been finalised at the sum of \$6.1 million.

* * *

PWP item no.:

708CL (part upgrade from **469CL**)

Project title:

South East Kowloon development – site preparation and drainage works at north apron area of Kai Tak Airport

Date of upgrading to Category A:

February 2004

Approved project estimate:

\$131.6 million

Project scope:

Construction of a twin-cell box culvert of about 600 m long, decommissioning of an existing culvert, demolition of the passenger terminal building and car-parking building at north apron area of Kai Tak Airport.

Brief account of progress:

- (a) Works contract commenced in April 2004 and was completed in September 2006.
- (b) The project account has been finalised at the sum of \$131.3 million.

* * *

PWP item no.:

719CL

Project title:

Kai Tak development – engineering review

Date of upgrading to Category A: December 2006

Approved project estimate: \$87.5 million

Project scope: A study to confirm the detailed engineering feasibility of the revised Preliminary Outline Development Plan of Kai Tak development, preliminary preparatory work for the early development of the cruise terminal in Kai Tak.

Brief account of progress: Consultancy commenced in January 2007 and completed in April 2010. The project account has been finalized at the sum of \$76.4 million.

* * *

PWP item no.: **724CL** (part upgraded from **711CL**)

Project title: Kai Tak development – investigation and detailed design for advance infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A: December 2006

Approved project estimate: \$38 million

Project scope: Investigation and detailed design for roads, drainage, sewerage, watermains, relocation and reprovisioning of existing radar facilities for the proposed developments at the southern part of the former runway.

Brief account of progress:

- (a) Consultancy commenced in January 2007.
- (b) Design of the decommissioning and decontamination works at the south apron and relocation and reprovision of Marine Vessel Traffic Services radar was completed.
- (c) Design of the stage 1 advance infrastructure works was completed.

- (d) Design of the remaining infrastructure works was completed.

* * *

PWP item no.: **734CL** (part upgraded from **711CL**)

Project title: Kai Tak development – decommissioning and decontamination works at the south apron of the former Kai Tak Airport and installation of supplementary radar at North Point Government Offices (NPGO)

Date of upgrading to Category A: February 2008

Approved project estimate: \$120.1 million

Project scope: Decommissioning and decontamination of about 12 600 square metres of land at the south apron of the former Kai Tak Airport, installation of a supplementary radar at NPGO and associated works.

Brief account of progress: (a) Works contract commenced in May 2008 and was completed in January 2010.

(b) The project account has been finalised at the sum of \$82.5 million.

* * *

PWP item no.: **738CL** (part upgraded from **465CL**)

Project title: Kai Tak development – detailed design and site investigation for Kai Tak Approach Channel and Kwun Tong typhoon shelter improvement works

Date of upgrading to Category A: May 2009

Approved project estimate: \$50 million

Project scope: Site investigation works, environmental mitigation

trial and monitoring, and detailed design for treatment of the contaminated sediments, forming of a 600 m opening at the former runway with a piled deck on the top and associated works.

Brief account of progress:

- (a) Consultancy commenced in August 2009.
- (b) Detailed design of Phase 1 works has been completed.
- (c) With the latest monitoring data collected, a comprehensive review was conducted in 2015 and concluded that an Interception and Pumping (IP) Scheme could replace the originally proposed 600 m opening. Kwun Tong, Kowloon City and Wong Tai Sin District Councils and Task Force on Kai Tak Harbourfront Development (TFKT) were consulted in the third quarter of 2015 with general support obtained. Design of Phase 2 works (IP Scheme) is underway.

* * *

PWP item no.:

740CL (part upgraded from **702CL**)

Project title:

Kai Tak development – detailed design and site investigation for remaining infrastructure works for developments at the former runway

Date of upgrading to Category A:

May 2009

Approved project estimate:

\$32 million

Project scope:

Site investigation works and detailed design for a road including a piled deck on the former runway; roads, footbridges, drainage, sewerage and water mains in south apron; and associated works.

Brief account of progress:

Consultancy commenced in July 2009 and detailed design of the infrastructure works is in progress.

* * *

PWP item no.:	739CL (part upgraded from 469CL)
Project title:	Kai Tak development – stage 1 infrastructure works at north apron area of Kai Tak Airport
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$566.5 million
Project scope:	Construction of about 2.6 km of new roads and other roadworks within the north apron area; two footbridges, two drainage box culverts, improvement to three existing subways across Prince Edward Road East, drainage, sewerage, water mains and associated works.
Brief account of progress:	Works commenced in July 2009 and were completed in December 2013.
	* * *
PWP item no.:	741CL (part upgraded from 711CL)
Project title:	Kai Tak development – stage 1 advance infrastructure works for developments at the southern part of the former runway
Date of upgrading to Category A:	May 2009
Approved project estimate:	\$539.6 million
Project scope:	Construction of about 1.8 km carriageway, a fireboat berth cum landing steps, drainage, a sewage pumping station, sewerage, water mains and associated works for developments at the southern part of the former runway.
Brief account of progress:	Works contract commenced in September 2009 and was completed in December 2013.
	* * *

PWP item no.:	841TH (part upgraded from 785TH)
Project title:	Trunk Road T2 – investigation and design
Date of upgrading to Category A:	June 2009
Approved project estimate:	\$133.6 million
Project scope:	Impact assessments on environment, traffic, marine, heritage and other related aspects; detailed design of the works and associated site investigations and supervision for Trunk Road T2.
Brief account of progress:	<p>(a) Consultancy commenced in July 2009.</p> <p>(b) The environmental impact assessment report was approved in September 2013.</p> <p>(c) Detailed design is in progress.</p> <p style="text-align: center;">* * *</p>
PWP item no.:	45CG
Project title:	District Cooling System at the Kai Tak Development
Date of upgrading to Category A:	June 2009
Approved project estimate:	\$3,905.7 million (approved by the Finance Committee on 29 April 2016) for Phase I, Phase II and Phase III (Package A, B & C) of the project
Project scope:	Construction of district cooling system including chiller plants, underground seawater pump house and operational facilities, seawater intake and discharge pipelines, chilled water distribution pipe networks; and connection facilities at the Kai Tak development.
Brief account of progress:	<p>(a) Contract for Phase I commenced in February 2011 and was completed in January 2013.</p> <p>(b) Contract for Phase II commenced in March</p>

2011 and was completed in September 2014.

- (c) Contract for Phase III (Package A) commenced in July 2013 for completion by December 2017.
- (d) Construction for III (Package B) commenced in September 2015 for completion by December 2018.
- (e) Construction for III (Package C) commenced in September 2016 for completion by end 2020.

* * *

PWP item no.: **736CL**

Project title: Site formation for Kai Tak cruise terminal development

Date of upgrading to Category A: November 2009

Approved project estimate: \$2,303.9 million

Project scope: Construction of about 1.1 km long seawall, piled structures, marine facilities and structures, and dredging works for Kai Tak Cruise Terminal.

Brief account of progress: The site formation for Kai Tak cruise terminal development has been completed, with the first berth and the second berth commenced operations in June 2013 and September 2014 respectively. Remaining dredging was also completed in December 2015.

* * *

PWP item no.: **7GA**

Project title: Cruise terminal building and ancillary facilities for the Kai Tak cruise terminal development

Date of upgrading to Category A:	April 2010
Approved project estimate:	\$5,852.1 million
Project scope:	Development of new cruise terminal facilities at the southern end of the former runway at the Kai Tak development; and provisions of building services to the apron area.
Brief account of progress:	Works contract commenced in May 2010 and was completed in May 2013. * * *
PWP item no.:	745CL (part upgraded from 465CL)
Project title:	Kai Tak development – Kai Tak approach channel and Kwun Tong typhoon shelter improvement works (Phase 1)
Date of upgrading to Category A:	June 2011
Approved project estimate:	\$717.7 million
Project scope:	Bioremediation treatment of the contaminated sediments over an area of about 90 hectares of seabed at KTAC and Kwun Tong typhoon shelter, dredging of seabed at KTAC, and demolition of a disused dolphin and associated improvement works in the vicinity of To Kwa Wan typhoon shelter.
Brief account of progress:	Works commenced in July 2011 and were completed in July 2014. * * *
PWP item no.:	746CL (part upgraded from 469CL)
Project title:	Kai Tak development – stage 2 infrastructure at north apron area of Kai Tak Airport

Date of upgrading to Category A: June 2011

Approved project estimate: \$355.8 million

Project scope: Construction of about 590 m roads, about 2 110 m footpaths, drainage box culverts, sewage pumping station and associated works.

Brief account of progress: Works contract commenced in July 2011 and was substantially completed in June 2015.

* * *

PWP item no.: **749CL** (part upgraded from **711CL**)

Project title: Kai Tak development – reprovisioning of radar on top of the cruise terminal building

Date of upgrading to Category A: June 2011

Approved project estimate: \$88.4 million

Project scope: Reprovisioning of a radar and associated signal processing and relaying equipment and construction of a radome, a radome base support and associated works.

Brief account of progress: (a) The works contract commenced in August 2011 and was completed in June 2013.

(b) The project account has been finalised at the sum of \$87.7 million.

* * *

PWP item no.: **172BF**

Project title: Construction of fire station-cum-ambulance facility at Cheung Yip Street, Kowloon Bay

Date of upgrading

to Category A:	July 2011
Approved project estimate:	\$210 million
Project scope:	Construction of a new six-storey fire station with ambulance facility-cum-an urban search and rescue equipment store in Kowloon Bay.
Brief account of progress:	Works contract commenced in July 2011 and was completed in June 2013.
	* * *
PWP item no.:	109KA
Project title:	Construction of Trade and Industry Tower in Kai Tak Development Area
Date of upgrading to Category A:	January 2012
Approved project estimate:	\$2,645.1 million
Project scope:	Construction of government offices and ancillary property management facilities providing a net operational floor area (NOFA) of around 32 400 m ² , and a community hall of about 600 m ² in NOFA.
Brief account of progress:	Works contract commenced in January 2012 and was completed in April 2015.
	* * *
PWP item no.:	443RO (part upgraded from 425RO)
Project title:	Runway Park at Kai Tak, Kowloon City District – Phase 1
Date of upgrading to Category A:	July 2012
Approved project estimate:	\$169.7 million
Project scope:	Construction of a 270 m long waterfront promenade

at the runway tip facing Lei Yue Mun and along the waterfront facing Kwun Tong, a large lawn with seating and extensive soft landscape planting, and ancillary facilities.

Brief account of progress:

Works contract commenced in August 2012 and was completed in April 2014.

* * *

PWP item no.:

439RO

Project title:

Kwun Tong promenade (stage 2)

Date of upgrading to Category A:

July 2012

Approved project estimate:

\$250.7 million

Project scope:

Construction of a 750 m long waterfront promenade at the former Kwun Tong Public Cargo Working Area with a boardwalk, and upgrading works for the Kwun Tong promenade (stage 1), including installation of more lighting, close-circuit television and a public address system.

Brief account of progress:

Works contract commenced in February 2013 and was completed in December 2014.

* * *

PWP item no.:

167CD (part upgraded from **469CL**)

Project title:

Kai Tak development – reconstruction and upgrading of Kai Tak Nullah

Date of upgrading to Category A:

January 2013

Approved project estimate:

\$2,488.2 million

Project scope:

Reconstruction and upgrading of Kai Tak Nullah

from Prince Edward Road East to KTAC, construction of two enclosed desilting compounds with vehicular access and ancillary works.

Brief account of progress: Works contract commenced in January 2013 for completion in April 2018.

* * *

PWP item no.: **76MM**

Project title: Establishment of the Centre of Excellence in Paediatrics (Hong Kong Children's Hospital)

Date of upgrading to Category A: June 2013

Approved project estimate: \$12,985.5 million

Project scope: Establishment of the Centre of Excellence in Paediatrics with 468 beds in the south apron of the Kai Tak development.

Brief account of progress: Works contract commenced in August 2013 for completion in June 2017.

* * *

PWP item no.: **761CL** (part upgraded from **469CL**)

Project title: Kai Tak development – stages 3A and 4 infrastructure at north apron area of Kai Tak Airport

Date of upgrading to Category A: June 2013

Approved project estimate: \$2,255.3 million

Project scope: Stage 3A –

Construction of roads, a vehicular underpass, a pedestrian subway, extension of an existing subway, reconstruction of existing roads, associated drainage, sewerage, water mains, roadworks and other ancillary works.

Stage 4 –
Construction of roads, reconstruction and widening of existing footpaths, two sewage pumping stations, twin rising mains, associated drainage and sewerage works and other ancillary works.

Brief account of progress: Works contracts commenced in stages starting from July 2013 for phased completion by June 2017.

* * *

PWP item no.: **349EP**

Project title: A 30-classroom primary school at site 1A-3, Kai Tak development, Kowloon

Date of upgrading to Category A: July 2013

Approved project estimate: \$312.4 million

Project scope: Construction of a 30-classroom primary school at site 1A-3, Kai Tak development

Brief account of progress: Works contract commenced in November 2013 and was completed in December 2015.

* * *

PWP item no.: **350EP**

Project title: A 30-classroom primary school at site 1A-4, Kai Tak development, Kowloon

Date of upgrading to Category A: July 2013

Approved project estimate: \$317.5 million

estimate:

Project scope: Construction of a 30-classroom primary school at site 1A-4, Kai Tak development

Brief account of progress: Works contract commenced in November 2013 and was completed in December 2015.

* * *

PWP item no.: **287RS** (part upgraded from **272RS**)

Project title: Kai Tak Multi-purpose Sports Complex – pre-construction works

Date of upgrading to Category A: July 2015

Approved project estimate: \$62.7 million

Project scope: Preparation of technical specifications, cost estimate, tender documents (including information in ground investigation, utility mapping, topographic and tree surveys) and tender assessment for the main works

Brief account of progress: The pre-construction works commenced in phases since December 2015. The ground investigation, utility mapping, topographic and tree surveys were completed and the preparation of tender documents is in progress.

* * *

PWP item no.: **711CL**

Project title: Kai Tak development – infrastructure works for developments at the southern part of the former runway

Date of upgrading to Category A: July 2015

Approved project estimate: \$5,757.1 million

Project scope: Construction of roads, an elevated landscaped deck with lifts and staircases, roadside noise barriers, a supporting underground structure as enabling works to facilitate future construction of Trunk Road T2, improvement to three existing road junctions in Kowloon Bay, associated drainage, sewerage, water mains, roadworks, landscaping and other ancillary works.

Brief account of progress: Works contracts commenced in November 2015 for phased completion by 2019.

* * *

PWP item no.: **65TR**

Project title: Detailed Feasibility Study for Environmentally Friendly Linkage System (EFLS) for Kowloon East

Date of upgrading to Category A: July 2015

Approved project estimate: \$92.3 million

Project scope:

- (a) evaluation of the most suitable green transport mode(s) for EFLS and formulation of a well-planned integrated multi-modal linkage system to enhance the connectivity of Kowloon East;
- (b) examination of financial viability and environmental acceptability as well as technical feasibility for EFLS;
- (c) examination of the impact of the proposed Kwun Tong Transportation Link on the use of the water body at the Kwun Tong Typhoon Shelter and Kai Tak Approach Channel and formulation of mitigation measures;
- (d) review and examination on the network development for EFLS; and
- (e) assessment on innovative designs, and

arrangements for enhancing attractiveness and cost-effectiveness for EFLS.

Brief account of progress: The detailed feasibility study commenced in October 2015 for completion in phases by end 2017.

* * *

PWP item no.: **797CL** (part upgraded from **469CL**)

Project title: Kai Tak development – Stage 3B and 5A infrastructure works at former north apron area

Date of upgrading to Category A: May 2016

Approved project estimate: \$2,152.8 million

Project scope: Stage 3B –
Construction of roads, an elevated landscaped walkway, a pedestrian subway, demolition of an existing flyover, road modification works, associated drainage, sewerage, watermains, landscaping and other ancillary works.

Stage 5A –
Construction of roads, a pedestrian subway, associated drainage including box culverts, sewerage, watermains, landscaping and other ancillary works.

Brief account of progress: Works contracts commenced in stages starting from September 2016 for substantial completion by phases by end 2020.

* * *

PWP item no.:	237LP
Project title:	Kowloon East Regional Headquarters and Operational Base-cum-Ngau Tau Kok Divisional Police Station
Date of upgrading to Category A:	May 2016
Approved project estimate:	\$3,186 million
Project scope:	Demolition of existing vacated Kai Tak Operational Base (KTOB), construction of an integrated complex and demolition of building and facilities upon commissioning of the integrated complex
Brief account of progress:	Construction commenced in July 2016 for completion in 2019.

* * *

PWP item no.:	271ES
Project title:	A 30-Classroom Secondary School at Site 1A-2, Kai Tak Development
Date of upgrading to Category A:	June 2016
Approved project estimate:	\$446.7 million
Project scope:	Construction of a 30-classrooms secondary school and ancillary facilities
Brief account of progress:	Construction commenced in December 2016 for completion in 2019.

* * *