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examining the Estimates of Expenditure 2024-25  
Controlling Officer : Director of Civil Engineering and Development**

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**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)114**

**(Question Serial No. 0965)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development, Secretary for Transport and Logistics,  
Secretary for Culture, Sports and Tourism

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 a 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)																
Northern Metropolis																
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.: 18)

Reply:

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

Table 1

<b>Proposed or Existing Development Planning</b> (Note 1)	<b>(i)</b>	<b>(ii)</b> <b>(ha)</b>	<b>(iii)</b> <b>(ha)</b>	<b>(iv)</b> <b>(ha)</b> (Note 2)	<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 Works: detailed design commenced progressively since December 2019; subject to approval of funding application, construction targets to commence progressively from mid-2024 for completion in 2031	612	Nil	58	128 (Note 3)	87.6	28
Ma Tso Lung Development	Feasibility study commenced in October 2022 for completion by Q4 2024	68	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study

<b>Proposed or Existing Development Planning</b> (Note 1)	<b>(i)</b>	<b>(ii)</b> <b>(ha)</b>	<b>(iii)</b> <b>(ha)</b>	<b>(iv)</b> <b>(ha)</b> (Note 2)	<b>(v)</b> <b>(ha)</b>	<b>(vi)</b> <b>(ha)</b>	<b>(vii)</b> <b>(ha)</b>
Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA	<p>First Phase development: commenced works progressively since July 2020 for completion in 2025</p> <p>Second Phase development: detailed design commenced progressively since September 2020; construction targets to commence progressively from the first half of 2024 for substantial completion by 2030.</p> <p>Remaining Phase development: subject to study findings of the land use review for Lau Fau Shan</p>	714 (part of the Remaining Phase development is covered by the development area of Lau Fau Shan (Note 6))	Nil	Nil (Note 4)	54 (Note 4 & 5)	27 (Note 4)	7 (Note 4)
Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas (Lau Fau Shan)	Subject to further study	411 (Note 6)	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Yuen Long South (YLS) NDA	<p>First Phase Development: Site formation and engineering infrastructure works commenced progressively since August 2022 for completion in 2028</p> <p>Full completion of YLS NDA by 2038 (subject to review)</p>	224	Nil	10 (Note 7)	10 (Note 7)	12 (Note 7)	5 (Note 7)

<b>Proposed or Existing Development Planning</b> (Note 1)	<b>(i)</b>	<b>(ii)</b> <b>(ha)</b>	<b>(iii)</b> <b>(ha)</b>	<b>(iv)</b> <b>(ha)</b> (Note 2)	<b>(v)</b> <b>(ha)</b>	<b>(vi)</b> <b>(ha)</b>	<b>(vii)</b> <b>(ha)</b>
Site formation and infrastructure works for the Initial Sites at Kam Tin South	Advance works: commenced in 2018 and was substantially completed in 2022  Phase 1 Works: commenced in mid 2021 for completion in 2026	19	Nil	Nil	Nil	5.9	4.8
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands) (Note 8)	Sunny Bay: engineering feasibility study commenced in May 2023 for completion in mid-2025  Lung Kwu Tan and Tuen Mun West: Subject to further study  Ma Liu Shui: subject to further study  Kau Yi Chau Artificial Islands: strive to commence the reclamation works within the term of the current government	Sunny Bay: about 60-100  Lung Kwu Tan: 210  Tuen Mun West: 175  Ma Liu Shui: subject to further study  Kau Yi Chau Artificial Islands: about 1 000	Sunny Bay: about 60-100  Lung Kwu Tan: about 145  Tuen Mun West: about 40  Ma Liu Shui: about 60  Kau Yi Chau Artificial Islands: about 1 000	Nil	Nil	Nil	Nil

<b>Proposed or Existing Development Planning</b> (Note 1)	<b>(i)</b>	<b>(ii)</b> <b>(ha)</b>	<b>(iii)</b> <b>(ha)</b>	<b>(iv)</b> <b>(ha)</b> (Note 2)	<b>(v)</b> <b>(ha)</b>	<b>(vi)</b> <b>(ha)</b>	<b>(vii)</b> <b>(ha)</b>
Tung Chung New Town Extension (Note 9)	Reclamation: commenced in end 2017 and substantially completed in January 2023  Site formation and infrastructure: (Phase 1): commenced progressively from May 2021 for completion by phases from 2024 to 2027  Site formation and infrastructure (Phase 2 and Remaining Phase): detailed design in progress	250	130	Nil	12	4.5	0.7
Wang Chau Public Housing Development	Phase 1 Works: commenced in May 2020 for completion in end 2024  Remaining Phases: detailed design in progress	Phase 1 Works: 5.6  Remaining Phases: 12	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: 3.5  Remaining Phases: 2.2	Phase 1 Works: 0.1  Remaining Phases: 0.8
Tuen Mun Area 54	Previously completed contracts: contracts commenced from 2011 and 2015 and completed in phases between 2016 and 2020  Remaining contract: contract commenced in 2020 for completion by 2025 tentatively	Previous contracts : 11.5  Remaining contract: 3.0	Nil	Nil	Nil	Previous contracts : 11.6  Remaining contract: 2.1	Previous contracts : 2.9  Remaining contract: Nil



<b>Proposed or Existing Development Planning</b> (Note 1)	<b>(i)</b>	<b>(ii)</b> <b>(ha)</b>	<b>(iii)</b> <b>(ha)</b>	<b>(iv)</b> <b>(ha)</b> (Note 2)	<b>(v)</b> <b>(ha)</b>	<b>(vi)</b> <b>(ha)</b>	<b>(vii)</b> <b>(ha)</b>
Partial Development of Fanling Golf Course Site (for Public Housing)	Review of development scale and layout of proposed public housing development in progress	9.5	Nil	Nil	Nil	Nil	Nil
San Tin Technopole	Investigation study commenced in October 2021 for completion in 2024	539	Nil	Nil	Nil	27.4	9.5
New Territories North New Town	Planning and Engineering study commenced in October 2021 for completion in 2025	About 1 500 (Subject to review)	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Contaminated Sediment Disposal Facility to the West of Lamma Island	Subject to further study	Nil	Nil	Nil	Nil	Nil	Nil
Ngau Tam Mei (NTM) Development	Land use review and feasibility study commenced in November 2021 for completion in 2025	129	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Development of Lok Ma Chau Loop	Land Decontamination and Advance Engineering Works: Commenced in June 2018 and completed in end 2021  Main Works Package 1: Commenced in July 2021 for completion in 2027	87.7	Nil	Nil	Nil	Nil	Nil

<b>Proposed or Existing Development Planning</b> (Note 1)	<b>(i)</b>	<b>(ii)</b> <b>(ha)</b>	<b>(iii)</b> <b>(ha)</b>	<b>(iv)</b> <b>(ha)</b> (Note 2)	<b>(v)</b> <b>(ha)</b>	<b>(vi)</b> <b>(ha)</b>	<b>(vii)</b> <b>(ha)</b>
Development at Tseung Kwan O Area 137 and Development off Tseung Kwan O Area 132	Investigation study commenced in November 2023. Subject to capital works resources to be sought in accordance with established procedures, our aim is to commence related works by phases in 2025.	126 (subject to review)	45 (subject to review)	Nil	Nil	Nil	Nil

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	3 (about 360 m <sup>2</sup> )	1
Ma Tso Lung Development	Subject to further study	Subject to further study	Subject to further study	Subject to further study	Subject to further study
HSK/HT NDA	Nil	Nil	Nil (Note 4)	1 (about 60 m <sup>2</sup> ) (Note 4 and Note 10)	Nil (Note 4)
Lau Fau Shan	Subject to further study	Subject to further study	Subject to further study	Subject to further study	Subject to further study
YLS NDA	Nil	Nil	Nil	1 (about 175 m <sup>2</sup> ) (Note 11)	3
Site formation and infrastructure works for the Initial Sites at Kam Tin South	Nil	Nil	Nil	Nil	Nil
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands) (Note 8)	Subject to further study	Subject to further study	Subject to further study	Nil	Nil
Tung Chung New Town Extension (Note 9)	150	200	Nil	Nil	Nil
Wang Chau Public Housing Development	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: Nil  Remaining Phases: Nil
Tuen Mun Area 54	Nil	Nil	Nil	Nil	Nil
Partial Development of Fanling Golf Course Site (for Public Housing)	Nil	Nil	Nil	Nil	Nil

<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>
San Tin Technopole	92	Nil	Nil	2	7
New Territories North New Town	Subject to further study	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Contaminated Sediment Disposal Facility to the West of Lamma Island	Nil	Up to 120 ha at any one time, subject to further study (Note 12)	Nil	Nil	Nil
NTM Development	Nil	Nil	Nil	Subject to further study	Subject to further study
Development of Lok Ma Chau Loop	Nil	Nil	Nil	Nil	Nil
Development at Tseung Kwan O Area 137 and Development off Tseung Kwan O Area 132	Subject to further study	Subject to further study	Nil	Nil	Nil

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: subject to survey	First Phase: about \$ 13,664.2 (Note 13)  Remaining Phase: about \$20,798.7 (Note 14)	15
Ma Tso Lung Development	Subject to further study	Subject to further study	Subject to further study	Subject to further study
HSK/HT NDA	Nil (Note 4)	Subject to survey	First Phase development: about \$1,970.3 (Note 15)  Second Phase development: about \$33,718.9 (Note 16)  Remaining Phase development: relevant information not yet available	12 (Note 4)
Lau Fau Shan	Subject to further study	Subject to further study	Subject to further study	Subject to further study
YLS NDA	2	Subject to survey	First Phase Development: about \$3,427.2 (Note 17)  Second Phase Development: about \$10,238 (Note 18)  Third Phase Development: relevant information not yet available	11

<b>Proposed or Existing Development Planning</b>	<b>(xiii) (no.)</b>	<b>(xiv) (no.)</b>	<b>(xv) (\$ million)</b>	<b>(xvi) (no.)</b>
Site formation and infrastructure works for the Initial Sites at Kam Tin South	Nil	Relevant information not yet available	Advance works: about \$7.1  Phase 1 works: about \$2,033.6	25
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands) (Note 8)	Nil	Nil	Subject to further study	Sunny Bay: Subject to further study  Lung Kwu Tan and Tuen Mun West, Ma Liu Shui and Kau Yi Chau Artificial Islands: Nil
Tung Chung New Town Extension (Note 9)	Nil	Relevant information not yet available	Site formation and infrastructure (Phase 1): about \$1,381.7 (Note 19)  Site formation and infrastructure (Phase 2 and Remaining Phase): Relevant information not yet available	Nil
Wang Chau Public Housing Development	Phase 1 Works: Nil  Remaining Phases: Nil	Phase 1 Works: Nil  Remaining Phases: Subject to further study	Phase 1 Works: About \$311.1  Remaining Phases: Subject to further study	Phase 1 Works: Nil  Remaining Phases: Nil

<b>Proposed or Existing Development Planning</b>	<b>(xiii) (no.)</b>	<b>(xiv) (no.)</b>	<b>(xv) (\$ million)</b>	<b>(xvi) (no.)</b>
Tuen Mun Area 54	Nil	Nil	Previous contracts: About \$1,444 (subject to finalisation)  Remaining contract: About \$363 (subject to finalisation)	Nil
Partial Development of Fanling Golf Course Site (for Public Housing)	Nil	Nil	Nil	1
San Tin Technopole	2	Subject to further study	Subject to further study	Subject to further study
New Territories North New Town	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Contaminated Sediment Disposal Facility to the West of Lamma Island	Nil	Nil	Subject to further study	Nil
NTM Development	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Development of Lok Ma Chau Loop	Nil	Nil	Land Decontamination and Advance Engineering Works: \$0.2 (Note 20)  Main Works Package 1: \$343.9 (Note 21)	Nil
Development at Tseung Kwan O Area 137 and Development off Tseung Kwan O Area 132	Nil	Nil	Nil	Nil

- Note 1 The Northern Metropolis (NM) covers a number of development projects including KTN/FLN NDA, HSK/HT NDA, Lau Fau Shan, YLS NDA, NTM Development, San Tin Technopole, Lok Ma Chau Loop, New Territories North New Town, Ma Tso Lung, sites at Kam Tin South, and partial development of Fanling Golf Course site, the relevant information of which has been given in the tables above.
- Note 2 The area of land within the planning scope that will (continue to) be used for agricultural purposes under column (iv) does not include the area of the green belt within the planning scope that will (continue to) be used for agricultural purposes under column (v).
- Note 3 This is the total area of “Green Belt” zones according to the KTN and FLN Outline Zoning Plans.
- Note 4 This is subject to study findings of the land use review for Lau Fau Shan.
- Note 5 This is the total area of “Green Belt” zones according to the Revised Recommended Outline Development Plan (Revised RODP) of HSK/HT NDA.
- Note 6 This is the total development area under the land use review for Lau Fau Shan covering part of area under the Remaining Phase development of HSK/HT NDA.
- Note 7 This is subject to the outcome of the intensification review for YLS Third Phase Development.
- Note 8 The information does not include reclamation at Siu Ho Wan and Tsing Yi Southwest as there is no large scale reclamation planning at the moment.
- Note 9 The information does not include Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island.
- Note 10 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 the other one at the southern edge of the NDA is subject to further review.
- Note 11 There were originally one vegetable marketing co-operative society and one vegetable depot in the YLS NDA. According to the Planning Department’s site visit in August 2017, the vegetable depot had already moved out of the NDA.
- Note 12 The facility will be developed by phases with a total plan area of about 235 ha.
- Note 13 The total estimated cost of land acquisition and clearance for the First Phase development of KTN/FLN NDA.
- Note 14 The total estimated cost of land acquisition and clearance for the Remaining Phase Development of KTN/FLN NDA



- Note 15 The total estimated cost of land acquisition and clearance for the First Phase development of HSK/HT NDA.
- Note 16 The total estimated cost of land acquisition and clearance for the Second Phase development of HSK/HT NDA.
- Note 17 The total estimated cost of land acquisition and clearance for the First Phase development of YLS NDA.
- Note 18 The total estimated cost of land acquisition and clearance for the Second Phase development of YLS NDA.
- Note 19 The total estimated cost of land acquisition and clearance for Site Formation and Infrastructure Works (Phase 1) of Tung Chung New Town Extension.
- Note 20 The total estimated cost of land acquisition and clearance for the Development of Lok Ma Chau Loop – Land Decontamination and Advance Engineering works.
- Note 21 The total estimated cost of land acquisition and clearance for the Development of Lok Ma Chau Loop – Main Works Package 1.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)115**

**(Question Serial No. 0120)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

In August 2022, the Civil Engineering and Development Department converted a section of approximately one-kilometre-long promenade between Central Pier 10 and west of the Hong Kong Convention and Exhibition Centre into a “shared path” for pedestrians and cyclists, and launched a 12-month trial scheme, which has been subsequently extended. In this connection, will the Government inform this Committee of:

1. the current duration of the extension of the trial scheme;
2. the estimated or actual expenditure of the original 12-month trial scheme, and the estimated expenditure of extending the trial scheme;
3. the total number of persons who have borrowed bicycles so far, and the respective number of borrowers each month;
4. the number of accidents recorded so far, as well as complaints related to the trial scheme;
5. whether non-borrowed bicycles are allowed to travel on the “shared path”, and how it is ensured that bicycles adhere to the speed limit of the “shared path”; and
6. whether there are plans to extend the trial scheme again or convert the “shared path” for permanent use in the near future.

Asked by: Hon LAI Tung-kwok (LegCo internal reference no.: 7)

Reply:

1. The Civil Engineering and Development Department (CEDD) launched a trial scheme on “*Incremental Implementation of Shared-use Cycle Tracks at Central to Wan Chai Waterfront – Feasibility Study*” (Trial Scheme) on 29 August 2022 with an original duration of 12 months for collecting data to assess implementation of shared-use cycle track (Shared Path). The Trial Scheme was subsequently extended by six months to facilitate data collection taking into account the situation that various precautionary/social distancing measures for COVID-19 had been put in place during the first six months of the trial. The extended 18-month data collection stage of the Trial Scheme and the free bicycle borrowing

service, which had been provided to facilitate collection of data on the use of Shared Path, ended on 29 February 2024.

2. The estimated costs of the original 12-month Trial Scheme and the subsequent 6-month extension were \$12.28 million and \$6 million respectively. The estimated costs covered the consultants’ fees for the study, associated site works, publicity and safety promotion activities conducted during the Trial Scheme.

3. Over the 18-month trial period, the total number of persons who borrowed bicycles from the two bicycle stations provided under the Trial Scheme is 34 612. The respective number of borrowers each month is listed below:

<b>Month/year</b>	<b>Number of Bicycle Borrowers</b>
August 2022	175
September 2022	2 097
October 2022	2 792
November 2022	2 403
December 2022	2 884
January 2023	3 128
February 2023	2 611
March 2023	2 255
April 2023	2 224
May 2023	1 611
June 2023	1 347
July 2023	1 614
August 2023	1 666
September 2023	1 002
October 2023	996
November 2023	1 433
December 2023	1 516
January 2024	1 610
February 2024	1 248
<b>Total</b>	<b>34 612</b>

*Note: Bicycle borrowing service was suspended in the event of inclement weather and thunderstorm warning. Inclement weather affecting the borrowing service was mostly observed during the summer months. Besides, bicycle borrowing service was suspended when other large-scale events, for example open concerts and charity runs, were being held at or near the promenade.*

4. There were two accidents and 17 complaints related to the Trial Scheme recorded during the 18-month trial period.

5. Apart from borrowed bicycles from the two bicycle stations, users were also welcomed to use the Shared Path with their own bicycles. As recommended in the “Cyclist’s Code on Shared Path” posted at various locations along the Shared Path and published on the web site, the cycling speed should not exceed 10 km/hr. Ambassadors were deployed to patrol the Shared Path during opening hours to remind all users of proper Shared Path etiquette, including adhering to the recommended speed and cycling with care.

6. Upon recent completion of the data collection stage of Trial Scheme, CEDD is reviewing the data collected and will make recommendations in Q3 of 2024 on the long term arrangement for the Shared Path at its present location and the experience which could be drawn for other shared paths along the harbourfront. Pending completion of the above review and a decision on the way forward, the Shared Path would continue to be open for use.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)116**

**(Question Serial No. 1502)**

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

It is stated that the Civil Engineering and Development Department will commence the construction of land formation and infrastructure works for a number of new development areas in the Northern Metropolis. In this connection, please advise:

1. the reason for the decrease of 1.3% in the 2024-25 Estimate of the financial provision for the provision of land and infrastructure as compared with the 2023-24 Revised Estimate;
2. the expenditures on infrastructure works, and the specific projects (to be listed in a table) in the Northern Metropolis over the past three years;
3. the expenditures on the construction of land formation and infrastructure works, as well as the related administrative costs in the Northern Metropolis for the coming year;
4. whether the Government will study ways to expedite the progress of the infrastructure works and draw up a timetable for the works in the coming year; if yes, the details; if not, the reasons.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 36)

Reply:

1. The decrease of 1.3% in the 2024-25 Estimate of the financial provision for the provision of land and infrastructure as compared with the 2023-24 Revised Estimate is mainly due to the decreased provision for relevant departmental operating expenses.

2. The expenditures on infrastructure works in the Northern Metropolis (NM) in the past three years as follows:

Project	Expenditure (\$M)			
	FY21/22	FY22/23	FY23/24*	Total
(i) Development of Lok Ma Chau Loop — Main Works Package 1 — site formation and infrastructure works	311.347	451.419	858.453	1,621.219
(ii) Yuen Long South development — stage 1 works	-	72.495	261.250	333.745
(iii) Yuen Long South development — stage 2A works — site formation and engineering infrastructure	-	72.742	345.843	418.585
(iv) Hung Shui Kiu/Ha Tsuen New Development Area advance works phases 1 & 2 — site formation and engineering infrastructure	34.586	41.643	44.096	120.325
(v) Hung Shui Kiu/Ha Tsuen New Development Area stage 1 works — site formation and engineering infrastructure	49.313	116.826	89.203	255.342
(vi) Advance site formation and engineering infrastructure works at Kwu Tung North new development area and Fanling North new development area	1,752.901	2,419.895	2,243.210	6,416.006
(vii) First stage of site formation and engineering infrastructure at Kwu Tung North new development area and Fanling North new development area	121.366	171.711	144.867	437.944

*\*Figures refers to Revised Estimate in the 2024-25 Budget*

3. The expenditures on the construction of land formation and infrastructure works in the NM for the coming year are as follows:

Project	Estimated Expenditure in FY24/25 (\$M)
(i) Development of Lok Ma Chau Loop — Main Works Package 1 — site formation and infrastructure works	846.557
(ii) Yuen Long South development — stage 1 works	426.244
(iii) Yuen Long South development — stage 2A works — site formation and engineering infrastructure	557.130
(iv) Hung Shui Kiu/Ha Tsuen New Development Area advance works phases 1 & 2 — site formation and engineering infrastructure	19.297
(v) Hung Shui Kiu/Ha Tsuen New Development Area stage 1 works — site formation and engineering infrastructure	154.173

<b>Project</b>	<b>Estimated Expenditure in FY24/25 (\$M)</b>
(vi) Advance site formation and engineering infrastructure works at Kwu Tung North new development area and Fanling North new development area	1,688.350
(vii) First stage of site formation and engineering infrastructure at Kwu Tung North new development area and Fanling North new development area	31.897
(viii) Hung Shui Kiu/Ha Tsuen New Development Area advance works phases 3 and stage 2 works — site formation and engineering infrastructure	899.177*
(ix) Remaining phase of site formation and engineering infrastructure works at Kwu Tung North New Development Area and Fanling North New Development Area — construction	675.529*
(x) Development of San Tin Technopole phase 1 stage 1 works — site formation and engineering infrastructure	8.888*

\*Subject to funding approval of the Finance Committee and the actual commencement time of the respective project.

Government staff overseeing the works projects/studies also undertake other duties. There is hence no separate breakdown for the emoluments of the staff involved.

4. We will continue to press ahead with the various New Development Area (NDA) projects under construction. We plan to seek funding approval from the Legislative Council in 2024 to commence the site formation and engineering infrastructure works of Second Phase of Hung Shui Kiu/Ha Tsuen NDA, Remaining Phase of Kwu Tung North/Fanling North NDA and the first batch of land in San Tin Technopole. As for the planning of other NDAs, the Government has announced the development proposal for the Lau Fau Shan area in February 2024 and public engagement is ongoing. The development proposals for New Territories North New Town, Ngau Tam Mei and Ma Tso Lung will also be progressively rolled out in 2024. Laws were amended in 2023 to streamline the development-related statutory procedures, enabling us to shorten the lead time required before commencing works in NDAs. We will continue to look for ways to speed up the development process. When formulating the works schedules and phasing arrangements, the Government will fully consider such factors as project priority, financing arrangements, implications on public finance and manpower capacity of the market, etc.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(PL)117****(Question Serial No. 1503)**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  
(Michael H S FONG)Director of Bureau: Secretary for DevelopmentQuestion:

It is stated in Matters Requiring Special Attention in 2024-25 that the Development Bureau (Planning and Lands Branch) will continue to co-ordinate and oversee the work relating to the Kwu Tung North/Fanling North, Hung Shui Kiu/Ha Tsuen and Yuen Long South New Development Areas, as well as Tung Chung New Town Extension. In this connection, please advise:

1. the amount of construction expenditure paid and the respective projects among the above-mentioned projects which have commenced at present, with a breakdown in table form;
2. the construction costs over the past 3 years; the changes as compared with the average of the past 10 years; the Government's measures to effectively control the construction costs; whether the Government will consider including relevant requirements in the tendering of future projects to reduce costs. If yes, the details; if not, the reasons;
3. whether the Government will consider the introduction of innovative construction technologies, techniques and materials, such as Modular Integrated Construction (MiC), or the use of new materials, etc., to reduce construction costs. If yes, the estimated costs of introduction and manpower training; if not, the reasons.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 39)Reply:

1. The actual expenditures of the projects are as follows:

Works project	Actual expenditure as at 31 March 2023 (\$ million)
Advance site formation and engineering infrastructure works at Kwu Tung North new development area and Fanling North new development area — detailed design and site investigation	201.528
Advance site formation and engineering infrastructure works at Kwu Tung North new development area and Fanling North new development area	5,164.767



Works project	Actual expenditure as at 31 March 2023 (\$ million)
First stage of site formation and engineering infrastructure at Kwu Tung North new development area and Fanling North new development area	461.167
Remaining phase of site formation and engineering infrastructure works at Kwu Tung North new development area and Fanling North new development area — detailed design and site investigation	244.174
Hung Shui Kiu/Ha Tsuen new development area advance works phases 1 & 2 — site formation and engineering infrastructure and phase 3 — detailed design and site investigation	133.634
Hung Shui Kiu/Ha Tsuen New Development Area stage 1 works — site formation and engineering infrastructure	166.139
Hung Shui Kiu/Ha Tsuen new development area stage 2 works — detailed design and site investigation	86.941
Yuen Long South development — stage 1 works	72.495
Yuen Long South development — stage 2A works — site formation and engineering infrastructure and stages 2B and 3 works — detailed design and site investigation	84.168
Tung Chung New Town Extension — detailed design and site investigation	365.453
Tung Chung New Town Extension — reclamation and advance works	10,516.254
Tung Chung New Town Extension — site formation and infrastructure works	2,690.880

2. The construction cost of a public works project mainly covers the expenses for labour, machinery and materials, and varies from project to project depending on different factors such as the scale, complexity and technical requirements of individual projects. Taking the index numbers of the costs of labour and materials published monthly by the Census and Statistics Department alone as reference, the relevant index numbers have generally increased over the past 10 years.

The Government has always been concerned about construction costs, and cost control of public works has been one of our key focuses.

In terms of project governance initiatives, the Development Bureau (DEVB) established the Project Strategy and Governance Office (PSGO) in 2019 to further enhance the performance of infrastructure works projects by implementing various strategic initiatives to enhance capabilities in cost surveillance and project governance.

The main task of the PSGO is to vigorously scrutinise cost estimates of major projects under planning and design stage. While not compromising the functionality, quality and safety of works, the PSGO follows up on project development and optimises design from the initiation of the projects in accordance with the principle of “fitness-for-purpose and no frills”. It also continuously monitors the performance of the projects during the construction phase and adopts suitable initiatives to reduce construction costs.

The PSGO is conducting a strategic study to analyse the main reasons for high construction costs and to review our existing arrangements for consultancy studies and tendering, as well as making reference to successful practices in the Mainland and overseas, with a view to formulating strategic measures to reduce construction costs.

Regarding contract management, traditional contracts focus on the obligations and responsibilities of both parties, leading to confrontations and disputes when problems arise. The DEVB has therefore introduced the New Engineering Contract (NEC) form for public works, which emphasises the principle of mutual trust and co-operation between contractual parties, and reduces disputes, claims and the risk of cost overruns and delays through joint risk management. Since 2009, there have been over 500 public works contracts adopting the NEC form, of which over 90 works contracts have been completed with the accounts finalised. There have been no contract disputes, which is a remarkable achievement. The adoption of NEC form in all public works contracts has been increasing year by year, and all major capital works that commenced in 2023 have adopted the NEC form. We, in accordance with relevant Technical Circulars and Technical Guidance Notes, have adopted the NEC form to implement works.

3. The DEVB is actively promoting the digitalisation of public works. In accordance with the Technical Circulars issued by the DEVB, we will adopt the digital works supervision systems and connect and integrate various smart site applications, including data of the Internet of Things, remote monitoring, artificial intelligence, and the Smart Site Safety System, etc., to further improve the performance of public works projects. In addition, we will apply the integrated digital platform to continuously monitor and review the performance of different projects in various aspects, allowing the management to comprehensively grasp the latest development of each project and foresee the potential problems and challenges, so as to intervene in a timely manner, and to plan and implement mitigation solutions, thereby enhancing the management efficiency of the projects and the entire Capital Works Programme.

Since the Policy Address in 2017, the DEVB has been actively promoting Modular Integrated Construction (MiC) to enhance the industry's productivity and cost-effectiveness. In 2023, an inter-departmental steering committee was established for co-ordinating the development of high productivity construction methods such as MiC and Multi-trade Integrated Mechanical, Electrical and Plumbing. We will also actively use this technology in our works projects.

According to the research conducted by the University of Hong Kong on 2 MiC pilot projects (i.e. the InnoCell by the Hong Kong Science & Technology Parks Corporation and the Married Quarters for the Fire Services Department at Pak Shing Kok in Tseung Kwan O), the construction time using MiC was reduced by 30-50% compared to traditional construction methods. Construction costs were reduced by at least 10%, and site productivity increased by 100-400%. Moreover, the performance in terms of quality, environmental protection, and safety was better than that of traditional construction methods.

Nevertheless, the nature of each project is different, and the extent of application of innovative technologies, including MiC, varies. Therefore, the cost savings and social benefits

resulting from the use of this technology cannot be generalised. As for the related costs and budget for manpower training, we are also unable to provide relevant statistical data.

- End -

**CONTROLLING OFFICER'S REPLY****DEVB(PL)118****(Question Serial No. 1284)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development  
(Michael H S FONG)Director of Bureau: Secretary for DevelopmentQuestion:

Regarding the area of land formation, please advise on the following:

1. the actual area of land formed by the Government in 2023 is 106.9 hectares. Please list out the land use;
2. the estimated area of land to be formed by the Government in 2024 is 31.1 hectares. Please list out the anticipated land use.

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 23)

1. Details of the land formed by the Civil Engineering and Development Department (CEDD) in 2023 are as follows:

<b>Location of Project</b>	<b>Area of Land Formed in Hectare (Approx.)</b>	<b>Land Use</b>
Tung Chung New Town Extension (Tung Chung East)	72.5	Road, open space, public residential development, private residential development, commercial development and Government, Institution or Community facilities
Tung Chung New Town Extension (Tung Chung West)	2.5	Public residential development
Pok Fu Lam South	0.3	Public residential development
Pik Wan Road, Yau Tong	2.5	Public residential development and Government, Institution or Community facilities
Ying Yip Road, Tseung Kwan O	1.6	Public residential development
Wu Shan Road, Tuen Mun	1.9	Public residential development

<b>Location of Project</b>	<b>Area of Land Formed in Hectare (Approx.)</b>	<b>Land Use</b>
Tuen Mun Area 54 (Site 4A South and Site 5)	1.7	Public residential development
Sham Shui Kok Drive in Lantau	0.8	Other Specified Uses (Columbarium)
Wang Chau, Yuen Long	3.0	Public residential development
Anderson Road Quarry	0.8	Government, Institution or Community facilities
Kwu Tung North New Development Area	5.9	Public residential development, Government, Institution or Community facilities and road
Fanling North New Development Area	3.5	Education, open space and road
Kam Tin South, Yuen Long	9.9	Public residential development, Government, Institution or Community facilities
<b>Total</b>	<b>106.9</b>	

2. Details of the land to be formed by CEDD in 2024 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 West)	0.5	Public residential development
Pok Fu Lam South	1.1	Public residential development
Tuen Mun Area 54 (Site 4A East)	1.3	School development
Wang Chau, Yuen Long	1.5	Public residential development
Yau Yue Wan, Tseung Kwan O	2.9	Public residential development
Pak Shing Kok, Tseung Kwan O	2.2	Public residential development
Long Bin, Yuen Long	2.3	Public residential development
Kwu Tung North New Development Area	4.1	Government, Institution or Community facilities
Fanling North New Development Area	3.9	Open space and road
Kam Tin South, Yuen Long	6.3	Public residential development, Government, Institution or Community facilities
Hung Shui Kiu/Ha Tsuen New Development Area	1.7	Government, Institution or Community facilities and

<b>Location of Project</b>	<b>Area of Land to be Formed in Hectare (Approx.)</b>	<b>Land Use</b>
		Village type development - Village Resite Area
Yuen Long South New Development Area	3.3	Public residential development
<b>Total</b>	<b>31.1</b>	

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(PL)119**

**(Question Serial No. 2882)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The estimated area of land to be formed in 2024 is 31.1 hectares, a substantial decrease of 70.9% as compared with that in 2023. What are the reasons?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 13)

Reply:

The area formed in a particular year represents the land formation completed in various projects in that particular year. The area of land formed varies each year according to the progress and phasing of on-going site formation and infrastructure projects.

The decrease in the area of land to be formed in 2024 (31.1 hectares) as compared with the area of land formed in 2023 (106.9 hectares) is due to the relatively large area of land formed (i.e. 75 hectares approximately) under the project of Tung Chung New Town Extension in 2023.

There are other major land formation projects in the coming years, such as Yuen Long South New Development Area (NDA), Kwu Tung North/Fanling North NDA, Hung Shui Kiu/Ha Tsuen NDA and San Tin Technopole, which will be completed in stages to support land supply.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2336)**

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure, (8) Advice on Development Proposals

Controlling Officer: Director of Civil Engineering and Development  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

It is stated in "Matters Requiring Special Attention in 2024-25" that the Government will continue to ensure that all land and infrastructure required to meet development targets are delivered on time and cost-effectively. In this connection, will the Government inform this Committee of:

- (a) the basis adopted by the Government in estimating project costs, apart from making reference to similar projects; and
- (b) the respective percentages of the costs of feasibility studies, small-scale investigations and consultants' fees in the total project costs.

Asked by: Hon CHAN Wing-yan, Joephy (LegCo internal reference no.: 37)

Reply:

- (a) Generally speaking, the project estimate for a public works project includes the construction cost, consultancy fee, site supervision cost of resident site staff, site investigation cost, project contingency and provision for price adjustment, etc. When estimating the construction cost, we will not only refer to the costs of other similar projects (e.g. tender prices of recently awarded contracts of similar nature and unit prices of similar types of work) and the latest market situation, but also consider the nature, uniqueness, difficulty, and complexity of the project itself to ensure a reasonable cost estimate. Consultancy fees cover the costs of feasibility studies, design, tendering, and supervision of site investigation works. The cost of site supervision by resident site staff includes the expenses for hiring professional, technical, and other related personnel. When estimating these expenses, we assess the required manpower and salaries of the relevant personnel based on factors such as the nature, scale, uniqueness and complexity of the project, and make reference to other similar projects.



During the detailed design stage, site investigation is required to obtain the necessary geological data, and the related costs will be included in the project estimate. We will also reserve project contingency in the project estimate to cover additional expenses caused by unforeseen circumstances and unexpected geological conditions, etc. We will follow the established guidelines and procedures to assess the risks of the project and estimate the required project contingency.

We also allow a provision for price adjustment in the project cost to cater for fluctuations in labour and material costs during the contract period. We will use price adjustment factors calculated by government economic consultants to convert the constant prices of the basic project estimate into money-of-the-day prices. The difference between these two prices will be the provision for price adjustment reserved in the project estimate.

Since September 2020, the Government has adopted parallel tendering for the procurement of all works contracts and works-related consultancies as far as practicable. The purpose is to enable the commencement of works contracts/works-related consultancies as soon as possible after funding approval by the Finance Committee of the Legislative Council, and to reflect the tender prices in the approved project estimate for better financial management of the projects.

- (b) The actual costs of feasibility study, site investigation, and consultancy fees as a percentage of the total project cost vary according to a number of factors such as the nature, characteristics, scale, and complexity of each individual project. In terms of site investigation costs, the complexity of underground geological conditions, changes in terrain, characteristics, scale, height, and location of the buildings or structures to be constructed, among other factors, need to be considered. Taking the relatively large-scale site formation and infrastructure projects currently undertaken by the Civil Engineering and Development Department as an example, the relevant costs involved generally account for about 1% of the total project expenditure.

Consultancy fees include the costs of feasibility studies (see Note), design, tendering and supervision of site investigation works, etc. Generally, these fees constitute approximately 3% of the total project expenditure.

(Note: Feasibility studies are generally carried out before the commencement of relatively large-scale or complex works projects to assess the impacts of the project on land, traffic and transport, environment, infrastructure (drainage, sewage and water supply), etc., followed by public consultations and preliminary cost estimates to establish the feasibility of the works project.)

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1559)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Some construction works are occasionally delayed due to problems with the land conditions. For example, in the case of Long Tin Court Phase 1 works in Yuen Long, it is learnt that during its construction, additional support columns were required due to the discovery of suboptimal underground soil conditions, resulting in a delay in the expected completion date of the works. In view of the above, and in the context of “enhancing quantity, speed, efficiency and quality” in land production, please inform this Committee of the effective ways to ensure that the spade-ready sites supplied by the Government after land production are of adequate standards and have sufficient data to enable the smooth implementation of works projects.

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 20)

Reply:

The Civil Engineering and Development Department (CEDD) provides formed land for various public housing development projects. Due to the diverse geological conditions in different areas of Hong Kong, to expedite the construction of public housing, the CEDD closely collaborates with the Housing Department (HD) at different stages of the projects, aiming to acquire sufficient geological data as early as possible to facilitate smooth project implementation.

During the feasibility study and detailed design stages of site formation works, the CEDD conducts site investigation at suitable locations to obtain geological data for geotechnical engineering design, such as retaining wall and slope design. The data is also shared with the HD for preliminary design and reference purposes. In the construction stage of site formation works, the CEDD collaborates with the HD to adjust the construction procedures appropriately without affecting the progress of the site formation works, so that the HD can conduct the preliminary works, such as site investigation, in advance. Formed land is also handed over to the HD in phases in advance, facilitating the HD to carry out the public housing works or related preparatory works in advance. The above measures can help the HD

accelerate its housing construction works, enabling the smooth implementation of its public housing development projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0964)**

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  
(Michael H S FONG)

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:

(a) the annual sediment disposal volume for the past 3 years (2021-22 to 2023-24), as well as the names of the major sediment disposal projects (please list separately the locations for disposal of uncontaminated and contaminated sediment);

(b) 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);

(c) whether the Government has any plans to provide more locations for disposal of contaminated and uncontaminated sediment;

(d) whether the Government has estimated the annual sediment disposal volume in the coming 3 years, as well as the names of the major sediment disposal projects (please list separately the locations for disposal of uncontaminated and contaminated sediment).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 17)

Reply:

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

(a) The annual sediment disposal volume and the major sediment disposal projects in the past 3 years are tabulated as follows. The disposal locations are shown in (b) below.

Year	Sediment disposal volume (contaminated sediment)	Sediment disposal volume (uncontaminated sediment)	Major sediment disposal project
2021	About 0.46 million m <sup>3</sup>	About 0.56 million m <sup>3</sup>	Hong Kong Offshore Liquefied Natural Gas Terminal and general maintenance dredging works for navigation channels
2022	About 0.20 million m <sup>3</sup>	About 0.94 million m <sup>3</sup>	Central Kowloon Route and general maintenance dredging works for navigation channels
2023	About 0.29 million m <sup>3</sup>	About 0.38 million m <sup>3</sup>	Central Kowloon Route and general maintenance dredging works for navigation channels

(b) Relevant details of the existing contaminated sediment and uncontaminated sediment disposal facilities are 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 2.18 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 44.12 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 2033.

(c) Based on the capacity, the existing contaminated sediment disposal facility located to the east of Sha Chau is expected to operate until 2027. We are currently planning for the provision of a new disposal facility in the waters to the west of Lamma Island so that when the capacity of the only existing disposal facility is exhausted, we can continue to provide a facility to meet the demand for disposal of contaminated sediment.

(d) Based on the current information, we anticipate that the average annual sediment disposal volume of contaminated and uncontaminated sediment in the coming 3 years (from 2024 to 2026) will be about 0.45 million m<sup>3</sup> and 0.40 million m<sup>3</sup> respectively. The major sediment disposal projects will include various navigation channel improvement works and other dredging works. We will keep reviewing the estimated sediment disposal volume based on the latest information of sediment disposal projects to ensure the provision of adequate marine disposal facilities have adequate capacity to meet the demand.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)046**

**(Question Serial No. 0968)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

In respect of marine pollution caused by marine works, please advise:

- (a) the existing mechanism for handling marine pollution caused by marine works;
- (b) the number of marine pollution incidents caused by marine works for each year over the past 3 years (2021-22 to 2023-24);
- (c) whether the Government has imposed any penalties on the responsible parties for the marine pollution incidents caused by marine works over the past 3 years (2021-22 to 2023-24) and the details;
- (d) regarding the impact of marine pollution caused by marine works on the fisheries industry, the compensation mechanism put in place by the Government. If there is such a mechanism, has the mechanism been activated over the past 3 years (2021-22 to 2023-24)?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 21)

Reply:

(a) The Civil Engineering and Development Department (CEDD)'s contractors are required to carry out marine works in accordance with relevant laws and contractual provisions, while the CEDD will arrange resident site staff to supervise the contractors' works. For works classified as a designated project under the Environmental Impact Assessment Ordinance, the CEDD's contractors are required to carry out the works in accordance with the requirements stipulated in the Environmental Permit, including the submission of an Environmental Management Plan and deployment of Competent Person to implement the Environmental Monitoring and Audit programme. In the occurrence of marine pollution caused by incidents happened during the course of works, the CEDD will immediately assess the pollution situation and take appropriate measures, including considering the need to suspend the works temporarily and supervising the contractors to implement appropriate remedial measures. In addition, the contractors' performance will be reflected in their regular Contractor Performance Reports, affecting the contractors' chances of being awarded public works contracts in the future. If necessary, the CEDD will also inform relevant departments for coordination.



(b), (c) and (d)

Regarding the impact of marine pollution caused by marine works on the fisheries industry, the affected parties are entitled to claim against the relevant project office taking forward the marine works for follow-up actions. In the past 3 years (2021-22 to 2023-24), there were no marine pollution incidents caused by marine works under the CEDD's purview.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0471)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The Civil Engineering and Development Department expects to complete the statutory procedures of environmental impact assessment on reclamation and commence the detailed design for the reclamation works of Kau Yi Chau Artificial Islands in 2024-25. In this connection, will the Government inform this Committee of:

1. the expected completion time of the design work, as well as the manpower and expenditure involved; and
2. whether the Government has evaluated the impact of the delay in the works project on the construction cost, given that the reclamation works is originally scheduled to commence in 2025.

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 19)

Reply:

After completing the first stage of public engagement activities for the Kau Yi Chau Artificial Islands project last year, we are now working on the environmental impact assessment (EIA) for the reclamation works. We target to commence the statutory EIA process for the reclamation works within this year and proceed with the detailed design of the works from this year onwards. The detailed design of the reclamation works is expected to be completed in phases from 2026 onwards, and we strive to commence the reclamation works within the current term of the Government. Staff of the Civil Engineering and Development Department will be responsible for overseeing the detailed works design carried out by the consultants. As the staff concerned will also be responsible for other tasks of the project, we are unable to provide a separate breakdown of the manpower and the emoluments of the staff involved in the detailed design work.

The Committee on the Financing of Major Development Projects led by the Financial Secretary will continue to explore specific financial arrangements for large-scale land and transport infrastructure projects, including the Kau Yi Chau Artificial Islands project. Based on the progress of the studies and assessments, we will formulate a specific implementation

strategy for the artificial islands, prepare an estimate for the investment and manpower and resources deployment of the project, and formulate a pragmatic works programme. By then, we will have a more solid basis to work out the construction cost estimates.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)048**

**(Question Serial No. 0431)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not Specified

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The provision for 2024-25 under this Programme is \$1,531.8 million, which is considerably higher than the revised provision for 2023-24 by 42.0%. According to the Controlling Officer's explanation, the change is partly due to increased provisions for handling of surplus public fill. As mentioned in the key performance indicators, the public fill delivered to the Mainland for beneficial reuse will be increased from 2.5 million tonnes in 2023 to 11 million tonnes in 2024. In this connection, will the Government inform this Committee of:

- (a) the justification for increasing the public fill delivered to the Mainland for beneficial reuse;
- (b) the measures to maximize reuse of the public fill in local projects; and
- (c) the manpower and resources allocated for 2024-25 in handling of surplus public fill?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 11)

Reply:

The Government has been properly managing the public fill arising from the construction industry in Hong Kong through reducing generation, proper reuse and recycling. On the aspect of reducing generation, we request the construction industry to reduce the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects. On the aspect of proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or delivered to the two temporary fill banks for storage and later reuse. On the aspect of recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above management measures, only the surplus public fill would be delivered to the Mainland for beneficial reuse as the last resort.

- (a)&(b) In 2022 and 2023, a number of large-scale 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 in Shek Kwu Chau) were undergoing reclamation operation and absorbing part of the public fill generated locally. In 2024, these local reclamation projects would be substantially

completed. As local reuse and recycling could not fully absorb all the public fill generated in Hong Kong, coupled with the fact that the capacities of temporary fill banks are limited, the estimated quantity of surplus public fill to be delivered to the Mainland will be increased to about 11 million tonnes.

- (c) For the management of public fill in financial year 2024-25, the forecast expenditure is \$1,531.8 million which mainly includes the operation and maintenance cost of public fill reception facilities, costs for the delivery of surplus public fill to the Mainland and for the supply of the public fill stockpiled in fill banks to local projects for reuse, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill. Meanwhile, the estimated number of government staff allocated for the management of public fill in 2024-25 including professional, technical and resident site staff, etc. is 85, with an associated emolument expense accounting for about 3% of the forecast expenditure.

– End –

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)049**

**(Question Serial No. 2675)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

It is stated in paragraph 230 of the Budget Speech that “for some works projects which are at a comparatively mature stage of planning, they will continue to be taken forward by the relevant bureaux and departments as planned. They include the site formation and infrastructure works for the Northern Metropolis. As for some works projects that are currently at the preliminary planning or conceptual stage, the implementation schedule will be adjusted in light of their importance, etc.”. In this connection, will the Government inform this Committee of:

1. the list of works projects that will continue to be taken forward as planned;
2. (a) the works projects that the Civil Engineering and Development Department plans to commence in 2024-25; (b) the respective requirements for (i) manpower, (ii) expenditure on emoluments and (iii) cash flow for these works projects;
3. the reason for the significant decrease in the estimated area of land to be formed in 2024, given that the Estimates indicates that the actual area of land formed in 2023 is 106.9 hectares but the area is estimated to decrease to only 31.1 hectares in 2024, a drastic reduction of 70%.

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 19)

Reply:

1 & 2. Infrastructure investment can boost the economy, create jobs and enhance the quality of life of the public. The Government will continue to take forward works projects under planning according to the established procedures and adjust the progress of implementation based on project priorities and urgency.

As for the Civil Engineering and Development Department (CEDD), works projects under planning and design stages are detailed in the Controlling Officer's Report, and among them, works projects planned to commence in 2024-25 and the 2024-25 estimates are set out in Table 1. Since these projects require funding approval from the Finance Committee of the Legislative Council before they can be implemented, the actual expenditure in 2024-25 will depend on the timing of funding approval and the actual progress of the works. As the staff

of the CEDD overseeing these works projects also undertake other duties, there is no separate breakdown of the number of staff involved and their expenditure of emoluments.

Table 1

<b>Works Projects</b>	<b>2024-25 Estimates (\$m)</b>
Cycle Track between Tsuen Wan and Tuen Mun — detailed design, site investigation and construction (Stage 2)	113.000
Trunk Road T4 in Sha Tin	401.872
Hung Shui Kiu/Ha Tsuen New Development Area advance works phase 3 — site formation and engineering infrastructure	197.222
Remaining phase of site formation and engineering infrastructure works at Kwu Tung North New Development Area and Fanling North New Development Area — construction	675.529
Hung Shui Kiu/Ha Tsuen New Development Area stage 2 works — site formation and engineering infrastructure	701.955
Site Formation and Infrastructure Works for public housing development at Ngau Chi Wan Village, Wong Tai Sin	3.746
Tung Chung New Town Extension — site formation and infrastructure works (Phase 2)	23.557
Development of San Tin Technopole phase 1 stage 1 works — site formation and engineering infrastructure	8.888
Site formation and infrastructure works for public housing development at Tin Wah Road, Lau Fau Shan	42.768
Site formation and infrastructure works for public housing development at To Yuen Tung, Tai Po	32.227
Site formation and infrastructure works for public housing development at Tsing Yi Road West, Tsing Yi	40.641
Site formation and infrastructure works for public housing development at Kwok Shui Road, Tsuen Wan — Phase 2	31.459
Site formation and infrastructure works for public housing development at A Kung Ngam Village, Eastern	19.361
Site formation and infrastructure works for public housing development near Chai Wan Swimming Pool, Chai Wan	18.375

3. The area formed in a particular year represents the land formation completed in various projects in that particular year. The area of land formed varies each year according to the progress and phasing of on-going site formation and infrastructure projects.

The decrease in the area of land to be formed in 2024 (31.1 hectares) as compared with the area of land formed in 2023 (106.9 hectares) is due to the relatively large area of land formed (i.e. 75 hectares approximately) under the project of Tung Chung New Town Extension in 2023.

There are other major land formation projects in the coming years, such as Yuen Long South New Development Area (NDA), Kwu Tung North/Fanling North NDA, Hung Shui Kiu/Ha Tsuen NDA and San Tin Technopole, which will be completed in stages to ensure the continuous supply of land to support the housing, economic and social development of Hong Kong.

– End –





**CONTROLLING OFFICER'S REPLY**

**DEVB(W)050**

**(Question Serial No. 2367)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The Government announced in 2021 the revival of the Ma Liu Shui reclamation project to increase medium and long-term land supply. About 60 hectares of land will be reclaimed along the coastline opposite to the Chinese University of Hong Kong and the Hong Kong Science Park. The reclaimed land will mainly be used for innovation and technology development. There are sources saying that the project could be completed in phases in 2029 at the earliest. In this connection, will the Government inform this Committee of the following:

1. the total expenditure on the feasibility study of the current Ma Liu Shui reclamation project; whether the Government has estimated the total expenditure of the overall reclamation works;
2. there is a saying "Money will go to places with roads", when planning the Ma Liu Shui reclamation project, whether the Government has considered including the construction of "Pak Shek Kok Station" and "Science Park Station" in the plan to enhance the connectivity of public transport in the area;
3. continuing from the above question, if the Government has no plan to build the MTR stations, whether the Government has made other provisions for constructing ancillary transport facilities other than the mass transit railway; if yes, the expenditure and estimated provision involved; if not, the reasons;
4. it is stated in the 2021 Policy Address that "the relevant land should be mainly for innovation and technology (I&T) development, so as to strengthen the development of the Eastern Corridor with I&T as a major economic function", whether the Government will consult the Hong Kong Science and Technology Parks Corporation, the District Council of the area, and the public regarding the reclamation plan.

Asked by: Hon SHANG Hailong (LegCo internal reference no.: 14)

Reply:

1. The Government proposed to revive the Ma Liu Shui reclamation project in the 2021 Policy Address and recommended that the newly provided land through reclamation should be mainly for innovation and technology (I&T) development, so as to strengthen the development of the Eastern Corridor with I&T as a major economic function. To tie in with the reclamation project, the Civil Engineering and Development Department commissioned the “Engineering Study for Ma Liu Shui Reclamation” (the Study) in July 2022, with an approved project estimate of about \$41.75 million. The Study mainly covers the preliminary design of the reclamation works, assessments/studies on environmental impact, marine ecology and marine traffic, etc., as well as preliminary site investigation works and project cost estimating.

2&3. As the aforementioned Policy Address proposed that the newly provided land through Ma Liu Shui reclamation project should be mainly for I&T development, according to the information provided by the Innovation, Technology and Industry Bureau, the Hong Kong Science and Technology Parks Corporation is currently conducting a preliminary study on the said development direction.

4. The above two studies are expected to be completed within 2024. The public will be informed of the recommendations of the studies in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 1219)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The Budget proposes stringent control of government expenditures. The Secretary for Development has indicated that the Bureau will press ahead with its works projects, such as public housing, but acknowledged the need for trade-offs. Some works, including the beautification of waterfront promenades and the cycle track connecting Tuen Mun and Tsuen Wan, are expected to be “postponed slightly”. It is stated in the Estimates of the Civil Engineering and Development Department that the Department has continued the investigation and design study of the remaining cycle track sections between Tsuen Wan and Tuen Mun for the cycle track network in the New Territories. In this connection, will the Government inform this Committee of the latest cost and timetable for the remaining sections of the cycle track network in the New Territories between Tsuen Wan and Tuen Mun.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 30)

Reply:

The cycle track between Tsuen Wan Bayview Garden and Tuen Mun of about 17 km long under the New Territories Cycle Track Network is being implemented in stages as follows:

(1) Section between Tuen Mun and So Kwun Wat

Detailed design for this cycle track section of about 3.6 km long has been completed. We plan to seek funding approval from the Legislative Council (LegCo) in the second quarter of this year for the construction works with an estimated cost of about \$700 million in money-of-the-day prices. The project is estimated to be completed in phases within 4 years.

(2) Section between So Kwun Wat and Ting Kau

Alignment design for this cycle track section of about 9.2 km long has been substantially completed. We plan to seek funding approval from the LegCo in the second quarter of this year for carrying out detailed design and site investigation works.

(3) Section between Ting Kau and Tsuen Wan Bayview Garden

Detailed design for this cycle track section of about 4.5 km long is currently underway.

The Government has been maintaining its expenditure on infrastructure works at a financially sustainable level and would give due consideration to their priority and urgency to adjust the implementation schedule of various works projects. Regarding the remaining cycle track section between Tsuen Wan and So Kwun Wat of the New Territories Cycle Track Network, we will estimate the construction cost and confirm the implementation programme in the detailed design stages, and will seek timely funding approval from the LegCo according to the priority to proceed with the construction works.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)052**

**(Question Serial No. 1220)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

It is indicated in the Estimates of the Civil Engineering and Development Department that the Department will commence the engineering study for Sunny Bay reclamation. In this connection, will the Government inform this Committee whether there are any relevant directions for the study (including industries), and the estimated timetable for completing the study report.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 31)

Reply: The Civil Engineering and Development Department commenced the engineering study for Sunny Bay reclamation in May 2023 for anticipated completion in mid-2025 to ascertain the extent of reclamation required and its technical feasibility. Once the extent of the reclamation is ascertained, the Government will explore the relevant land uses. Apart from accommodating the railway depot facilities under the preliminary proposal of the Hong Kong Island West – Hung Shui Kiu Rail Link for the Kau Yi Chau Artificial Islands project, the Government will also explore the provision of various recreational and entertainment facilities on the Sunny Bay reclamation site, including a multi-purpose venue and a motor racing circuit.

- End -



**CONTROLLING OFFICER'S REPLY**

**DEVB(W)053**

**(Question Serial No. 1221)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

For the financial year 2024-25, the Civil Engineering and Development Department (CEDD)'s estimated provision for slope safety and geotechnical standards is 0.3% less than the original provision for 2023-24. According to the indicators for the years 2023 and 2024, the number of slope features upgraded and landscaped is 152. I have inquired with the Government and learnt that at present, 3 000 slopes need to be upgraded using soil nails, and based on the current annual target of upgrading about 150 slopes, it will take about 20 years to complete the work.

At present, drastic changes in global climate have brought about serious disasters. The torrential rain in Hong Kong in 2023 triggered 181 landslides, which severely affected traffic and threatened the safety of lives and properties. Despite this, the CEDD has not allocated additional resources this year to handle more slopes each year. In this connection, will the Government inform this Committee of:

- (a) whether additional resources will be requested for handling more slopes; if yes, the details; if not, the reasons;
- (b) whether additional resources will be allocated for study of new technologies and utilisation of technologies, such as the use of robots for slope upgrading works; if yes, the details; if not, the reasons;
- (c) whether additional resources will be allocated to establish community co-ordination groups to work with local stakeholders to determine the works schedule so as to increase the annual number of slope features to be upgraded and landscaped, and to enhance promotional and educational efforts to reduce the nuisance caused by slope upgrading works to the community; if yes, the details; if not, the reasons.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 32)

Reply:

The Geotechnical Engineering Office (GEO) of the CEDD has been implementing an effective slope safety system to improve slope safety. The landslide risk of man-made slopes and natural hillsides depends on a number of factors. The most important one of



which is their potential impact. By dealing with slopes with higher potential impacts, the overall landslip risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation measures for natural hillside catchments.

According to the Catalogue of Scopes of GEO, there are about 61 000 registered man-made slopes in Hong Kong. Among them, about 45 000 are government man-made slopes and about 16 000 are private man-made slopes. All man-made slopes with relatively high potential impacts in the Catalogue of Scopes (e.g. locating near residential buildings, hospitals, and schools) have been upgraded in the early years. At present, the CEDD continues the Landslip Prevention and Mitigation Programme (LPMitP) mainly to deal with the remaining man-made slopes with moderate potential impacts (e.g. locating near major infrastructures, heavily used roads and footpaths) and about 3 300 natural hillside catchments which have been identified as imposing relatively high potential impacts in case of landslide (e.g. being closer to existing buildings or important transport corridors).

- (a) Man-made slopes or natural hillsides with potential impacts refer to those that may affect nearby existing facilities if a landslide occurs, but this does not mean that these slopes or hillsides are in poor condition and posing a danger. As mentioned above, all man-made slopes with relatively high potential impacts have been upgraded in the early years. Under the LPMitP, the CEDD continues to systematically carry out slope upgrading works for about 150 government man-made slopes, safety-screening studies for about 100 private man-made slopes and risk mitigation works for about 30 natural hillside catchments according to a risk-based approach every year. When setting the annual targets, the CEDD has taken into account the need to control landslide risk and balance factors such as resources, industry capabilities and the impacts of the works on the public and the environment. In addition, relevant government departments and private owners responsible for the maintenance of man-made slopes should regularly inspect the slopes and carry out necessary maintenance according to the Guide to Slope Maintenance published by the CEDD. The landslide risk of man-made slopes has been effectively reduced through these measures. At present, the overall landslide risk in Hong Kong has been substantially reduced compared with that existed in the 1970s and the 1980s, reaching the international best practice in risk management.
- (b) The CEDD is committed to apply innovation and technology (I&T) to reduce landslide risk and improve service effectiveness and quality, and has formulated dedicated strategies and allocated resources for this purpose. These include the development of four-legged robotic dog and climbing robot with caterpillar tracks which are equipped with various data-collecting devices and equipment for conducting inspections and collecting data at steep landslide sites or dangerous places to help analyse the landslide cause, assess the risk of recurrence of landslide and provide field data for the emergency repairing works design; and the study on the use of satellite remote sensing technology to conduct extensive monitoring of landslides in Hong Kong. The CEDD would explore ways to make better use of existing resources, such as the TechConnect (block vote) established by the Innovation, Technology and Industry Bureau, research grants from the University Grants Committee and the Construction Innovation and Technology Fund established by the Development Bureau, to promote suitable I&T projects.

- (c) The CEDD always attaches great importance to close communication with the community and consults the relevant District Councils on the upgrading works for man-made slopes and mitigation works for natural hillsides every year. During the works period, the CEDD and the contractors also explain the details and progress of the works to local stakeholders and deal with their concerns in a coordinated manner to minimise any inconvenience that may be caused by the works. Members of the public can also obtain information of the works such as the locations and construction period through the CEDD's website and the "Hong Kong Slope Safety" website.

- End -



**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0253)**

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The financial provision for 2024-25 is 42% higher than the revised provision for 2023-24, reaching \$1.53 billion, which is nearly double that of the actual provision for 2022-23. Due to the substantial completion of major reclamation works in Hong Kong and the existing fill banks gradually approaching their temporary stockpiled capacities, the local receiving capacity has diminished recently, resulting in more deliveries of surplus public fill materials to Taishan. Other than that, the key indicators of performance measures are generally not higher than those of the previous two years.

In this connection, will the Government inform this Committee: whether the Government will study to identify temporary storage sites in Hong Kong for the fill materials generated from the construction of the future Northern Metropolis and other projects under planning; and whether more concrete performance indicators will be formulated to measure the efficiency and effectiveness of the management of such materials in the future.

Asked by: Hon YIM Kong (LegCo internal reference no.: 8)

Reply:

The Government has been properly managing the public fill arising from the construction industry in Hong Kong through reducing generation, proper reuse and recycling. On the aspect of reducing generation, we request the construction industry to reduce the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects. On the aspect of proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or delivered to the 2 temporary fill banks for storage and later reuse. On the aspect of recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above management measures, only the surplus public fill would be delivered to Taishan in the Guangdong Province for disposal as the last resort.

The Civil Engineering and Development Department keeps reviewing the demand for public fill reception facilities based on the anticipated quantity of public fill to be generated or

absorbed by future large-scale construction projects (including the Northern Metropolis development), and scrutinises the public fill management plans of project proponents at the planning and design stages to ensure that in their work plans, the construction waste is minimised and the public fill is reused and recycled as far as practicable. The Government is progressively implementing reclamation projects, which will gradually absorb public fill and help reduce the delivery of public fill to Taishan. It is anticipated that the indicator of public fill supplied to local projects for beneficial reuse will increase. The Government will review from time to time the indicators relating to management of construction and demolition materials and make adjustments when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**DEVB(W)055**

**(Question Serial No. 2881)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Of the \$1.1055 billion estimated financial provision for 2024, what are the respective proportions of personal emoluments, personnel related expenses, departmental expenses, non-recurrent expenditure, and expenditure on plant, equipment and works?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 12)

Reply:

In 2024-25, the estimated financial provision for Programme (3) Provision of Land and Infrastructure is \$1.1055 billion, of which the respective proportions of personal emoluments, personnel related expenses, departmental expenses, non-recurrent expenditure and expenditure on plant, equipment and works are as follows –

	<b>Percentage</b>
Personal emoluments	74%
Personnel related expenses	7%
Departmental expenses	14%
Non-recurrent expenditure	4%
Expenditure on plant, equipment and works	1%
<b>Total:</b>	<b>100%</b>

– End –

**CONTROLLING OFFICER'S REPLY**

**TLB009**

**(Question Serial No. 1003)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Civil Engineering and Development Department continued the feasibility study on the proposed multi-storey complex for container-related uses and modern logistics facilities in Kwai Chung and the feasibility study on the proposed multi-storey complex for container storage and cargo handling in Tsing Yi. Regarding these, please advise on the latest progress, any conclusions reached or sites selected, and when the feasibility studies will be completed.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 20)

Reply:

The Government has been actively identifying suitable sites for the development of multi-storey modern logistics facilities for modern logistics and port back-up uses to enhance land utilisation. As mentioned in the "Action Plan on Modern Logistics Development" promulgated on 31 October 2023, the Government has identified logistics sites with development potential around the Kwai Tsing Container Terminals and plans to dispose of a total of four parcels of logistics land regularly from 2024 to 2027 to meet the industry's short and medium-term demand for logistics land.

With regard to the above-mentioned four parcels of logistics land, the Civil Engineering and Development Department is conducting the relevant "Study on Multi-storey Complex for Container Storage and Cargo Handling in Tsing Yi" and "Study on Multi-storey Complex for Container-Related Uses and Modern Logistics Facilities in Kwai Chung". The two studies are expected to be completed in 2024. The Government will base on the recommendations of the two studies and keep an eye on the market situation to dispose of the aforementioned logistics land at the appropriate time for the industry to develop multi-storey logistics facilities.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB010**

**(Question Serial No. 2329)**

Head: (33) Civil Engineering and Development Department

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

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development  
(Michael H S FONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

It is stated in "Matters Requiring Special Attention in 2024-25" that the Government will upgrade the marine facilities, including breakwaters of typhoon shelters and piers, etc. In this connection, will the Government inform this Committee of:

- (a) the estimated number of works projects for upgrading marine facilities during 2024-25, including those in the design stage, under construction and completed; and the expenditure for each project;
- (b) the specific measures to be implemented by the Government to address extreme weather conditions;
- (c) the total expenditure on regular inspections and maintenance of marine facilities over the past 3 years.

Asked by: Hon CHAN Wing-yan, Joephy (LegCo internal reference no.: 30)

Reply:

Having consulted the Development Bureau, the Civil Engineering and Development Department (CEDD)'s reply is as follows:

- (a) The 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 2024-25, there are 10 pier improvement projects under construction (of which two projects are anticipated to be completed in 2024-25) and 8 pier improvement projects under detailed design. In addition, 1 pier improvement project was completed in 2022-23 and the finalisation of the works contract account is in progress.

The list below shows the completed/under construction projects (including those anticipated to be completed in 2024-25), and their estimated project cost:



Marine works project	Stage	Estimated project cost (in money-of-the-day prices) (\$ million)
Reconstruction of Pak Kok Pier on Lamma Island	Completed Note 1	72.4
Improvement Works at Kau Sai Village Pier	Under Construction Note 2	77.8
Improvement Works at Lai Chi Chong Pier	Under Construction Note 2	108.8
Improvement Works at Leung Shuen Wan Pier	Under Construction	88.3
Improvement Works at Sham Chung Pier	Under Construction	111.9
Improvement Works at Yi O Pier	Under Construction	128.5
Improvement Works at Yung Shue Wan Public Pier	Under Construction	157.4
Improvement Works at Shek Tsai Wan Pier	Under Construction	57.5
Improvement Works at Sam Mun Tsai Village Pier	Under Construction	110.8
Improvement Works at Ma Wan Chung Pier	Under Construction	45.8
Improvement Works at Ma Liu Shui Ferry Pier	Under Construction	40.3

Note 1. Reconstruction of Pak Kok Pier on Lamma Island was completed in 2022-23 and the finalisation of the works contract account is in progress.

Note 2. The improvement works at Kau Sai Village Pier and Lai Chi Chong Pier are anticipated to be completed in 2024-25.

The total estimated expenditure of the above-mentioned projects in 2024-25 is around \$220 million. As for the pier projects currently at the design stage, the total estimated expenditure for the design work of 3 pier improvement works in 2024-25 is approximately \$5.3 million.

(b) For marine facilities, in order to cope with climate change and extreme weather, the CEDD has commissioned consultants to conduct relevant studies. These studies have made reference to the Sixth Assessment Report by the United Nations' Intergovernmental Panel on Climate Change, and related studies on recent climate change. Consequently, the design standards in the Port Works Design Manual have been updated in recent years, and the relevant marine facilities will be enhanced in a timely manner as necessary.

(c) The total expenditure of the CEDD on regular inspections and maintenance of marine facilities over the past 3 years (2021-22 to 2023-24) was about \$250 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**TLB011**

**(Question Serial No. 0972)**

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  
(Michael H S FONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding piers, please advise on the following:

- (a) the number and 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 3 years (2021-22 to 2023-24), and when these works were carried out;
- (c) the staffing and expenditure for the above works in the past 3 years (2021-22 to 2023-24) and the estimated staffing and expenditure in 2024-25.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 25)

Reply:

(a) and (b)

Fishing vessels may use over 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 the CEDD on maintaining public piers and landing facilities in the past three years (2021-22 to 2023-24) was about \$49 million. The estimated expenditure for 2024-25 is \$15 million. As for staffing, there are about three professional staff and 14 technical staff of the CEDD to handle the maintenance of these facilities. The staffing and expenditure for the maintenance of the piers at the two aforementioned wholesale fish markets are provided and funded by the FMO.

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

**(a) Public Piers**

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
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 Kok Pier	Islands	N/A <sup>(i)</sup>	✓	✓
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	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
23	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
24	Ap Chau Public Pier	North	✓	✓	–
25	Kat O Chau Pier	North	✓	✓	✓
26	Sha Tau Kok Public Pier	North	✓	✓	✓
27	Hap Mun Bay Public Pier	Sai Kung	✓	✓	✓
28	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
29	Pak A Pier	Sai Kung	✓	–	–
30	Pak Sha Wan Pier No. 2	Sai Kung	✓	✓	✓
31	Po Toi O Pier No. 2	Sai Kung	–	–	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
32	Sai Kung New Public Pier	Sai Kung	✓	✓	✓
33	Sai Kung Public Pier	Sai Kung	✓	✓	✓
34	Sha Kiu Public Pier	Sai Kung	–	–	–
35	Sharp Island Pier	Sai Kung	✓	–	–
36	Tai Tau Chau Pier	Sai Kung	–	–	✓
37	Tiu Keng Leng Pier	Sai Kung	–	–	✓
38	Tso Wo Hang Pier	Sai Kung	✓	✓	✓
39	Tung Lung Chau (North) Pier	Sai Kung	✓	✓	✓
40	Tung Lung Chau Public Pier	Sai Kung	✓	✓	✓
41	Yim Tin Tsai Pier	Sai Kung	✓	✓	–
42	Ma Liu Shui Ferry Pier	Sha Tin	✓	✓	✓
43	Wu Kai Sha Pier	Sha Tin	✓	✓	✓
44	Blake Pier at Stanley	Southern	✓	✓	✓
45	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
46	Tai Tam Bay Pier	Southern	✓	✓	✓
47	Chek Keng Pier	Tai Po	✓	✓	–
48	Kei Ling Ha Hoi Pier	Tai Po	✓	✓	✓
49	Ko Lau Wan Public Pier	Tai Po	✓	✓	✓
50	Lai Chi Chong Pier	Tai Po	–	–	–
51	Sam Mun Tsai Village Pier	Tai Po	–	–	–
52	Sham Chung Pier	Tai Po	–	✓	–
53	Tai Mei Tuk Pier No. 1	Tai Po	✓	–	–
54	Tai Mei Tuk Pier No. 2	Tai Po	✓	–	–
55	Tai Po Railway Pier	Tai Po	✓	✓	✓
56	Tap Mun Pier	Tai Po	✓	✓	✓
57	Tung Ping Chau Public Pier	Tai Po	✓	✓	✓
58	Wong Shek Public Pier	Tai Po	✓	✓	✓
59	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
60	Sham Tseng Public Pier	Tsuen Wan	✓	✓	✓
61	Tai Pai Tsui Pier	Tsuen Wan	✓	✓	✓
62	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	✓	✓	✓
63	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	✓	✓	✓
64	Yau Kom Tau Pier	Tsuen Wan	✓	✓	✓
65	Kadoorie Pier	Tuen Mun	✓	✓	✓
66	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

**(b) Public Landing Facilities**

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
67	Central Landing No. 10	Central & Western	✓	✓	✓
68	Sai Ning Street Landing No. 1	Central & Western	✓	✓	✓
69	Sai Ning Street Landing No. 2	Central & Western	✓	✓	✓
70	Sheung Wan Landing No. 1	Central & Western	✓	✓	✓
71	Sheung Wan Landing No. 2	Central & Western	✓	✓	✓
72	Western PCWA Landing No. 1	Central & Western	✓	✓	✓
73	Chai Wan Cargo Handling Basin Landing	Eastern	✓	✓	✓
74	Quarry Bay Park Landing No. 1	Eastern	✓	✓	✓
75	Shau Kei Wan Typhoon Shelter Landing No. 1	Eastern	✓	✓	✓
76	Shau Kei Wan Typhoon Shelter Landing No. 2	Eastern	✓	✓	✓
77	Shau Kei Wan Typhoon Shelter Landing No. 3	Eastern	✓	✓	✓
78	Shau Kei Wan Typhoon Shelter Landing No. 4	Eastern	✓	✓	✓
79	Shau Kei Wan Typhoon Shelter Landing No. 5	Eastern	✓	✓	✓
80	Shau Kei Wan Typhoon Shelter Landing No. 6	Eastern	✓	✓	✓
81	Shau Kei Wan Typhoon Shelter Landing No. 7	Eastern	✓	✓	✓
82	Shau Kei Wan Typhoon Shelter Landing No. 10	Eastern	✓	✓	✓
83	Siu Sai Wan Landing No. 1	Eastern	✓	✓	✓
84	Siu Sai Wan Landing No. 2	Eastern	✓	✓	✓
85	Cheung Chau Complex Landing	Islands	✓	✓	✓
86	Mui Wo Landing No. 1	Islands	✓	✓	✓
87	Mui Wo Landing No. 2	Islands	✓	✓	✓
88	Mui Wo Landing No. 3	Islands	✓	✓	✓
89	Pak She Praya Road Landing	Islands	✓	✓	✓
90	Peng Chau Landing No. 1	Islands	✓	✓	✓
91	Peng Chau Landing No. 2	Islands	✓	✓	✓
92	Peng Chau Landing No. 3	Islands	✓	✓	✓
93	Peng Chau Landing No. 4	Islands	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
94	Peng Chau Landing No. 5	Islands	✓	✓	✓
95	Peng Chau Landing No. 6	Islands	✓	✓	–
96	Peng Chau Landing No. 7	Islands	✓	✓	✓
97	Peng Chau Landing No. 8	Islands	✓	✓	✓
98	Peng Chau Landing No. 9	Islands	✓	✓	–
99	Praya Street Landing	Islands	✓	✓	✓
100	Sai Wan Landing	Islands	✓	✓	✓
101	Tai A Chau Landing No. 1	Islands	✓	–	✓
102	Tai A Chau Landing No. 2	Islands	✓	–	✓
103	Tai A Chau Landing No. 3	Islands	✓	–	✓
104	Tai Hing Tai Road Landing No. 1	Islands	✓	✓	✓
105	Tai Hing Tai Road Landing No. 2	Islands	✓	–	✓
106	Tai O Promenade Landing No. 1	Islands	–	–	–
107	Tai O Promenade Landing No. 2	Islands	–	–	–
108	Tung Chung Development Seawall Landing No. 1	Islands	✓	✓	✓
109	Hung Hom Landing No. 8	Kowloon City	✓	✓	✓
110	Kai Tak Landing No. 1	Kowloon City	✓	–	–
111	Kai Tak Landing No. 2	Kowloon City	✓	–	–
112	King Wan Street Landing	Kowloon City	✓	✓	✓
113	Kwei Chow Street Landing No. 1	Kowloon City	–	✓	✓
114	Kwei Chow Street Landing No. 2	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	✓	✓	✓
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	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
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	Ap Lei Chau Landing No. 6	Southern	N/A <sup>(ii)</sup>	N/A <sup>(ii)</sup>	-
154	Lee Nam Road Landing	Southern	✓	✓	✓
155	Po Chong Wan Landing No. 1	Southern	✓	✓	✓
156	Shek Pai Wan Landing No. 1	Southern	✓	✓	✓
157	Shek Pai Wan Landing No. 2	Southern	✓	✓	✓
158	Shek Pai Wan Landing No. 3	Southern	✓	✓	✓
159	Shum Wan Landing No. 1	Southern	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
160	Temporary Landing Facility at Tai Shue Wan	Southern	N/A <sup>(i)</sup>	-	-
161	Ha Wai Landing	Tai Po	✓	✓	✓
162	Long Harbour Wan Tsai Landing	Tai Po	✓	✓	✓
163	Pak Shek Kok Landing	Tai Po	✓	✓	-
164	Shuen Wan Breakwater Landing No. 1	Tai Po	✓	✓	✓
165	Shuen Wan Breakwater Landing No. 2	Tai Po	✓	✓	✓
166	Tai Mei Tuk Landing	Tai Po	✓	✓	✓
167	Tai Po Area 27 Landing	Tai Po	✓	✓	✓
168	Tai Po Industrial Area Landing	Tai Po	✓	✓	✓
169	Ma Wan Pak Lam Road Landing	Tsuen Wan	✓	✓	✓
170	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	✓	✓	✓
171	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	✓	✓	✓
172	Tuen Mun Area 27 Breakwater Public Landing Facility	Tuen Mun	✓	✓	-
173	Tuen Mun Area 27 Landing No. 1	Tuen Mun	✓	✓	✓
174	Tuen Mun Area 27 Landing No. 2	Tuen Mun	✓	✓	✓
175	Tuen Mun Area 40 Landing	Tuen Mun	✓	✓	✓
176	Tuen Mun Area 44 Landing No. 2	Tuen Mun	✓	✓	✓
177	Causeway Bay Typhoon Shelter Landing No. 7	Wan Chai	✓	✓	✓
178	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	✓	✓	✓
179	East Coast Park Precinct Landing No. 1	Wan Chai	-	✓	✓
180	East Coast Park Precinct Landing No. 2	Wan Chai	N/A <sup>(i)</sup>	-	-
181	East Coast Park Precinct Landing No. 3	Wan Chai	-	-	-
182	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	✓	✓	✓
183	Wan Chai Bypass Landing No. 1	Wan Chai	✓	✓	✓
184	Wan Chai Bypass Landing No. 2	Wan Chai	✓	✓	✓
185	Wan Chai Bypass Landing No. 3	Wan Chai	✓	✓	✓
186	Wan Chai Bypass Landing No. 4	Wan Chai	✓	✓	✓



	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2021-22	2022-23	2023-24
187	Wan Chai Bypass Landing No. 5	Wan Chai	✓	✓	✓
188	Wan Chai Bypass Landing No. 6	Wan Chai	✓	✓	✓
189	Tai Kok Tsui Landing	Yau Tsim Mong	✓	✓	✓
190	Tsim Sha Tsui Landing No. 1	Yau Tsim Mong	✓	✓	✓
191	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	✓	✓	✓
192	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	✓	✓	✓
193	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	✓	✓	✓
194	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	✓	✓	✓
195	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	✓	✓	✓
196	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	✓	✓	✓
197	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	✓	✓	✓

**Remarks:**

- (i) The CEDD is responsible for maintenance of this newly constructed pier/landing facility starting from 2022-23.
- (ii) The CEDD is responsible for maintenance of this newly constructed landing facility starting from 2023-24.

- End -