

## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

**Controlling officer:** the Director of Civil Engineering and Development will account for expenditure under this Head.

**Estimate 2023–24** ..... **\$3,559.2m**

**Establishment ceiling 2023–24** (notional annual mid-point salary value) representing an estimated 2 023 non-directorate posts as at 31 March 2023 rising by 24 posts to 2 047 posts as at 31 March 2024..... **\$1,330.9m**

In addition, there will be an estimated 68 directorate posts as at 31 March 2023 rising by one post to 69 posts as at 31 March 2024.

**Commitment balance**..... **\$592.2m**

### Controlling Officer’s Report

#### Programmes

<b>Programme (1) Tourism and Recreational Development</b>	This programme contributes to Policy Area 5: Travel and Tourism (Secretary for Culture, Sports and Tourism).
<b>Programme (2) Port and Marine Facilities</b>	This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics) and Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics).
<b>Programme (3) Provision of Land and Infrastructure</b>	This programme contributes to Policy Area 18: Recreation, Culture, Amenities and Entertainment Licensing (Secretary for Culture, Sports and Tourism), Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics) and Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development).
<b>Programme (4) Slope Safety and Geotechnical Standards</b>	This programme contributes to Policy Area 24: Water Supply, Drainage and Slope Safety (Secretary for Development).
<b>Programme (5) Greening and Technical Services</b>	This programme contributes to Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development).
<b>Programme (6) Supervision of Mining, Quarrying and Explosives</b>	This programme contributes to Policy Area 24: Water Supply, Drainage and Slope Safety (Secretary for Development).
<b>Programme (7) Management of Construction and Demolition Materials</b>	This programme contributes to Policy Area 23: Environmental Protection, Conservation, Power and Sustainable Development (Secretary for Environment and Ecology and Secretary for Development).
<b>Programme (8) Advice on Development Proposals</b>	This programme contributes to Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development).

#### Detail

##### Programme (1): Tourism and Recreational Development

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	57.8	58.1	60.9 (+4.8%)	<b>60.0</b> (–1.5%)
				(or +3.3% on 2022–23 Original)

#### *Aim*

2 The aim is to plan, design and implement the supporting engineering works for the tourism and recreational developments in Lei Yue Mun, Deep Water Bay and Tai Shue Wan, as well as to provide engineering input to the development plans of the Ocean Park and Hong Kong Disneyland Resort (HKDL).

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### *Brief Description*

3 To strengthen the position of Hong Kong as a premier destination for visitors, the Department continued to provide engineering advice to Tourism Commission on the development plans of the Ocean Park and HKDL, as well as to co-ordinate and liaise with these two theme parks and relevant parties.

4 To provide better connection between the Ocean Park and other areas through water bodies and water transport, the Department provided a temporary landing facility at Tai Shue Wan for public use under the management of the Ocean Park Corporation while the construction of piers at Deep Water Bay and Tai Shue Wan is under planning and design.

5 To capitalise on the strength of the Lei Yue Mun area, being one of the most popular tourist attractions in Hong Kong for its seaside ambience and excellent seafood, and to enhance its attractiveness, the Department continued the construction of a public landing facility and related marine works in Lei Yue Mun to facilitate visitors' access by sea.

6 The key performance measures relating to tourism and recreational development are:

### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
commitment balance of projects under planning, design and construction (\$m).....	212.5	224.8	225.3
expenditure on works under construction (\$m) .....	38.3	45.2	27.3

### *Matters Requiring Special Attention in 2023–24*

7 During 2023–24, the Department will:

- monitor and co-ordinate with Tourism Commission the development plans of the Ocean Park and HKDL;
- continue the planning and design for piers at Deep Water Bay and Tai Shue Wan; and
- continue the construction of the public landing facility and related marine works in Lei Yue Mun.

### **Programme (2): Port and Marine Facilities**

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	286.8	271.8	280.7 (+3.3%)	279.2 (–0.5%)
				(or +2.7% on 2022–23 Original)

### *Aim*

8 The aim is to implement the port development programme; design, construct and maintain public marine facilities, including seawalls, mooring areas and piers; maintain adequate water depth in navigation channels in the harbour; and provide advice and services to other departments on matters relating to marine works.

### *Brief Description*

9 In 2022, the Department continued the planning, design and construction of various projects for improving port and marine facilities.

10 The Department maintained 136 kilometres of seawalls, 324 piers including public piers as well as franchised and licensed ferry piers, all fairways, anchorage areas and major tidal river channels.

11 The Department continued to vet submissions for private marine facilities and to provide advice and services to other departments on matters relating to marine works.

12 The Department commenced the feasibility study on Shoreline Management Plan.

13 The Department commenced the investigation, design and construction consultancy agreement for the reconstruction of Cheung Chau Ferry Pier.

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14 The key performance measures relating to port and marine facilities are:

### *Targets*

	Target	2021 (Actual)	2022 (Actual)	<b>2023 (Plan)</b>
inspecting each pier (urban: twice a year; rural: once a year) (%).....	100	100	100	<b>100</b>
responding to enquiries on information about marine facilities within seven days (%).....	100	100	100	<b>100</b>

### *Indicators*

	2021 (Actual)	2022 (Actual)	<b>2023 (Estimate)</b>
expenditure on maintenance works and maintenance dredging (\$m) .....	102.2	107.2	<b>94.2</b>
submissions processed and advice provided .....	2 050	2 050	<b>2 050</b>
commitment balance of marine facilities and port projects under planning, design and construction (\$m) .....	352.0	1,063.2	<b>1,141.1</b>
expenditure on marine facilities and port construction works (\$m).....	41.1	110.3	<b>261.0</b>

### *Matters Requiring Special Attention in 2023–24*

15 During 2023–24, the Department will continue:

- to upgrade the marine facilities including breakwaters of typhoon shelters and piers, etc.;
- the feasibility study on Shoreline Management Plan; and
- the investigation, design and construction consultancy agreement for the reconstruction of Cheung Chau Ferry Pier.

### **Programme (3): Provision of Land and Infrastructure**

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	<b>2023–24 (Estimate)</b>
Financial provision (\$m)	894.8	923.2	959.2 (+3.9%)	<b>1,103.4</b> (+15.0%)

(or +19.5% on  
2022–23 Original)

### *Aim*

16 The aim is to provide land and supporting infrastructure for development.

### *Brief Description*

17 The Department is responsible for planning, co-ordinating, programming and implementing provision of land and supporting infrastructure to accommodate various types of development for the public and private sectors to meet the needs of the community.

18 In 2022, the Department completed the earth filling works in Tung Chung New Town Extension (TCNTE) reclamation area, and continued the construction of the site formation and infrastructure works for the first phase and the detailed design of the site formation and infrastructure works for the remaining phase of the TCNTE. The Department also completed the site formation and infrastructure works for development of Anderson Road Quarry site. The Department continued the infrastructure works of Wan Chai Development Phase II project; the construction of footbridges across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street in Kwun Tong, at the junctions of Sham Mong Road/Hing Wah Street West and Sham Mong Road/Yen Chow Street West in Sham Shui Po; and the construction of the boardwalk underneath the Island Eastern Corridor. The Department also continued the detailed design of the site formation and infrastructure works for the development of ex-Cha Kwo Ling Kaolin Mine Site (Phase 2) and the redevelopment of Cha Kwo Ling Village. The Department commenced the investigation and design of the site formation and infrastructure works for the redevelopment of Ngau Chi Wan Village and Chuk Yuen United Village.

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**19** For the Kwu Tung North/Fanling North New Development Area (NDA), the Department continued the construction of the first phase development and the detailed design of the remaining phase development, and commenced the feasibility study to examine Ma Tso Lung area as the expansion of Kwu Tung North NDA. The Department continued the construction of the site formation and infrastructure works for development sites at Kong Nga Po.

**20** For Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA, the Department continued the construction of the first phase development and the detailed design of the second phase development, and commenced the feasibility study to examine the expansion of HSK/HT NDA to cover Lau Fau Shan and Tsim Bei Tsui and the development potential in areas from Lau Fau Shan to Pak Nai.

**21** The Department commenced the construction of the site formation and infrastructure works for Yuen Long South first phase development and the detailed design of the site formation and infrastructure works for second phase and third phase (part) development. The Department continued the construction of advance works for the Initial Sites of Kam Tin South and the main works package 1 of the Lok Ma Chau Loop development.

**22** For the development of the New Territories North (NTN), which covers relevant development proposals in the Northern Metropolis Development Strategy, the Department continued the investigation study for the first phase development of NTN – San Tin/Lok Ma Chau Development Node (a major land supply initiative forming part of the San Tin Technopole) and planning and engineering study for the remaining phase development of NTN – NTN New Town and Man Kam To.

**23** The Department completed the study on re-planning of Tseung Kwan O Area 137. The Department continued the studies on the planning for phase 2 development at Yung Shue Wan. The Department also continued the urban and green design study for the future town centre and the district commercial node and the riverside promenade area along the revitalised Tin Shui Wai River Channel in HSK/HT NDA; the feasibility study on river revitalisation and flood attenuation facilities for HSK/HT NDA; the feasibility studies on environmentally friendly transport services and fostering a pedestrian and bicycle-friendly environment in HSK/HT NDA and Yuen Long South development; the feasibility study on preliminary technical review on potential sites in Yuen Long Areas 13 and 14 for housing development; and the technical study on potential sites for relocation of wholesale markets in North West Tsing Yi; the engineering feasibility study on the site in Tin Shui Wai Area 14 for housing and government facilities developments and the land use review study for Ngau Tam Mei area. The Department continued the technical study on partial development of Fanling Golf Course site and commenced its investigation and design. The Department commenced the investigation and detailed design for the expansion of Aberdeen Typhoon Shelter. The Department also commenced the engineering feasibility studies on three sites in Ma Wan South, Tsuen Wan and Tuen Mun for private housing development.

**24** The Department continued to co-ordinate the overall implementation of Kai Tak Development whilst pressing ahead with the staged design and construction of engineering infrastructure.

**25** The Department continued the pilot study on underground space development in selected strategic urban areas and the pilot planning and engineering feasibility study on development of selected strategic cavern areas, and completed the technical study on underground quarrying-cum-cavern development in Hong Kong. The Department also continued the investigation and design for relocating the Public Works Central Laboratory in Kowloon Bay to caverns.

**26** The Department continued the construction of the Sam Mun Tsai cycle track extension, and the investigation and design of the remaining cycle track sections between Tsuen Wan and Tuen Mun for the cycle track network in the New Territories.

**27** The Department continued the construction of site formation and infrastructure works for public housing development in Tuen Mun Area 54.

**28** The Department commenced the engineering study for Ma Liu Shui reclamation.

**29** The Department continued to take forward various initiatives in Lantau including major development projects, local improvement works, conservation and recreation initiatives, smart green and resilient initiatives, and public engagement, education and promotion activities.

**30** The Department continued the detailed planning and engineering study for the Kau Yi Chau Artificial Islands of about 1 000 hectares, and a feasibility study on the priority road and rail links connecting the artificial islands. The Department also continued the engineering study on Road P1 (Tai Ho – Sunny Bay Section) and the investigation of conservation and sustainable leisure and eco-recreation initiatives in South Lantau.

**31** The Department completed the feasibility study on traffic, transport and capacity to receive visitors for Lantau and phase 2 mountain bike trail network expansion in South Lantau, and the design of phase 2 stage 2 improvement works at Mui Wo and phase 2 stage 2 improvement works at Tai O. The Department also completed the improvement works of the trails between Po Chue Tam and Fu Shan at Tai O, and the hiking facilities in Ngong Ping and Lantau Peak.

**32** The Department continued the feasibility studies, investigation, detailed design and construction of the site formation and infrastructure works for a number of public housing development sites under the public housing production forecast published and reviewed by the Housing Bureau from time to time.

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33 The Department continued the investigation and design of road improvement at Wo Hop Shek Cemetery for columbarium related development, and the construction of subway in support of columbarium development at Shek Mun. The Department commenced the investigation studies for site formation and infrastructure works for development of columbarium at Pok Fu Lam and Ching Cheung Road, Sham Shui Po. The Department also continued the construction of site formation and infrastructure works for development of columbarium at Sham Shui Kok Drive in Lantau Island.

34 The Department continued the construction of the first phase of the site formation and infrastructure works for the establishment of an agricultural park in Kwu Tung South and continued the detailed design of the second phase of the development works.

35 The Department continued the investigation and design of the improvement to So Kwun Po Interchange in North District and commenced the design of Trunk Road T4 in Sha Tin.

36 The Department completed the construction of the Tseung Kwan O-Lam Tin Tunnel and Cross Bay Link, Tseung Kwan O, and continued the construction of Trunk Road T2, Cha Kwo Ling Tunnel and the widening of Tai Po Road (Sha Tin Section).

37 The Department continued pursuing the staged implementation of public infrastructure works and integrated basement to support the West Kowloon Cultural District (WKCD) development.

38 The key performance measures relating to provision of land and infrastructure are:

### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
area of land formed (hectares).....	27.9	96.4	<b>105.3</b>
road constructed/widened for development (metres).....	4 020	16 064	<b>5 944</b>
commitment balance of land formation and infrastructure projects under planning, design and construction (\$m).....	280,595.8	275,989.0	<b>254,956.0</b>
expenditure on construction for land formation and infrastructure (\$m).....	16,121.6	20,862.7	<b>15,866.4</b>
no. of land formation and infrastructure projects under planning, design and construction .....	215	218	<b>211</b>

### *Matters Requiring Special Attention in 2023–24*

39 During 2023–24, the Department will:

- continue to ensure that all land and infrastructure required to meet development targets are delivered on time and cost-effectively;
- commence the investigation and design for redevelopment of the sites at Diamond Hill upon relocation of service reservoirs;
- commence the study to assess the technical feasibility of a number of housing sites and potential green belt sites for housing development in Tuen Mun East;
- commence the construction of site formation and infrastructure works for development of ex-Cha Kwo Ling Kaolin Mine Site (Phase 2), Cha Kwo Ling Village and Chuk Yuen United Village;
- commence the planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West area;
- commence the feasibility study on the Round-the-Island Trail on Hong Kong Island;
- complete the feasibility study on river revitalisation and flood attenuation facilities for HSK/HT NDA;
- complete the feasibility study on fostering a pedestrian and bicycle-friendly environment in HSK/HT NDA and Yuen Long South development;
- commence the phase 2 stage 2 improvement works at Mui Wo;
- commence the phase 2 stage 2 improvement works at Tai O;
- commence the detailed design of reclamation works for the Kau Yi Chau Artificial Islands in the Central Waters;
- commence the detailed design and construction of the relocation of Public Works Central Laboratory to caverns;
- commence the construction of cycle track section between So Kwun Wat and Tuen Mun for the cycle track network in the New Territories;
- commence the feasibility study on enhancement of road network in South Lantau;

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- take forward the feasibility studies, investigation, detailed design and construction of the site formation and infrastructure works for a number of public housing development sites under the public housing production forecast published and reviewed by the Housing Bureau from time to time; and
- commence the feasibility study on the proposed multi-storey complex for container-related uses and modern logistics facilities in Kwai Chung and continue the feasibility study on the proposed multi-storey complex for container storage and cargo handling in Tsing Yi.

### Programme (4): Slope Safety and Geotechnical Standards

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	439.7	432.5	451.3 (+4.3%)	<b>463.0</b> (+2.6%)
				(or +7.1% on 2022–23 Original)

#### *Aim*

**40** The aim is to exercise geotechnical control on private and public developments, register slopes, implement the Landslip Prevention and Mitigation Programme (LPMitP), provide landslide emergency service, investigate serious landslides, set geotechnical standards, undertake public education and advise private slope owners on slope safety.

#### *Brief Description*

**41** The checking of geotechnical aspects of building and infrastructure developments continues to play a key role in reducing landslide risk. The Department has been providing specialised geotechnical input in the planning, investigation, design, construction and geotechnical risk management.

**42** The Department continued the LPMitP to upgrade substandard government man-made slopes, mitigate landslide hazard arising from natural hillside catchments, and conduct safety screening for private man-made slopes. Among the 158 man-made slopes upgraded under the LPMitP in 2022, 83 affected buildings, 66 affected major roads and public facilities, and nine affected squatter structures. In 2022, 36 hillside catchments mitigated under the LPMitP primarily imposed threats to buildings and important transport corridors.

**43** The Department continued to maintain an automatic raingauge network to support the operation of the Landslip Warning System. It also provided 24-hour landslide emergency service in collaboration with other departments to remove immediate landslide danger and to restore essential services to the community. Serious landslides would continue to be investigated with a view to improving the slope safety system.

**44** The Department continued to promote slope maintenance as well as public awareness and response towards slope safety. The Department continued to advise private slope owners on slope maintenance and improvement works. In addition, 15 guidance documents were produced in 2022 on slope safety and other geotechnical topics, including reports on lessons learnt from landslides.

**45** The key performance measures relating to slope safety and geotechnical standards are:

#### *Target*

	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
providing information about a slope within five days of an application (%).....	100	100	100	<b>100</b>

#### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
new slope features registered .....	440	204	<b>250</b>
slope features upgraded and landscaped .....	176	158	<b>156</b>
natural hillside catchments with mitigation measures implemented .....	36	36	<b>35</b>
safety screening studies of private man-made slopes completed.....	100	100	<b>100</b>
expenditure for landslip prevention and mitigation (\$m) .....	1,165.7	1,091.3	<b>1,045.0</b>
geotechnical submissions checked.....	16 926	17 042	<b>17 000</b>
active construction sites audited.....	1 398	1 732	<b>1 760</b>
guidance documents produced .....	18	15	<b>14</b>

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### *Matters Requiring Special Attention in 2023–24*

46 During 2023–24, the Department will:

- ensure adequate geotechnical input to the planning, design and construction of man-made slopes, tunnels and landslide mitigation measures to natural hillsides, and to blasting works by professionally qualified geotechnical engineers and suitably experienced competent persons;
- continue to audit government and private sector projects involving tunnel/cavern works to ensure that the works are carried out to an adequate standard of geotechnical risk management;
- continue to assist government departments in prioritising slopes for engineer inspection and maintenance action;
- continue to enhance the appearance of slopes in conjunction with slope upgrading and landslide risk mitigation works under the LPMitP;
- continue to implement the LPMitP to deal with the landslide risk arising from substandard man-made slopes and vulnerable natural hillsides;
- continue to enhance geotechnical guidance on the design and quality control of slope upgrading and landslide risk mitigation works; and
- build community resilience and enhance government preparedness for landslide disasters, in view of the increasing risk arising from climate change, increasing population and slope deterioration.

### **Programme (5): Greening and Technical Services**

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	<b>2023–24 (Estimate)</b>
Financial provision (\$m)	170.5	169.6	180.3 (+6.3%)	<b>177.7</b> (–1.4%)
				(or +4.8% on 2022–23 Original)

### *Aim*

47 The aim is to develop greening master plans and implement other landscape measures to improve the environment of Hong Kong, provide ground investigation, construction materials testing, geological surveys and other geotechnical services, and manage Hong Kong’s marine fill resources and mud disposal facilities.

### *Brief Description*

48 The Department continued the implementation of the greening master plans for the Southwest and Northeast New Territories.

49 The Department operates contracts for ground investigation and laboratory testing. In 2022, the Public Works Laboratories (PWLs) continued to serve public works projects by undertaking some 582 000 tests on construction materials. The Department continued technical development on the use of sustainable construction materials (e.g. ground granulated blastfurnace slag) and the application of innovative technologies in performing construction materials tests, such as automated testing systems for steel bars, concrete cubes and fill compaction control tests. The Department continued to provide geotechnical advisory services to government departments on a wide range of projects. The Civil Engineering Library, which contains a large collection of geotechnical data on Hong Kong, served about 5 000 users in 2022.

50 Through the Marine Fill Committee, the Department continued to co-ordinate the supply and demand of local marine fill resources to meet development needs, oversee the operation of marine disposal facilities for the disposal of contaminated and uncontaminated sediments, and formulate strategies to ensure the provision of adequate marine disposal capacity.

51 The key performance measures relating to greening and technical services are:

### *Targets*

	Target	2021 (Actual)	2022 (Actual)	<b>2023 (Plan)</b>
providing assistance at the registration counter of the Civil Engineering Library within ten minutes (%) .....	100	100	100	<b>100</b>
providing information about geology and natural resources within 4.5 days upon request (%).....	100	100	100	<b>100</b>

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### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
no. of greening master plans under planning, design and implementation .....	8	8	8
expenditure on greening works implemented under greening master plans (\$m) .....	36.6	48.1	51.0
expenditure on term contracts for ground investigation and laboratory soil and rock testing (\$m).....	69.0	60.0	69.0
material tests conducted in the PWLs and in contract laboratories managed by the PWLs (thousand).....	600	582	600
geotechnical advisory cases handled in land-use planning and engineering feasibility studies .....	2 039	2 343	2 200
geotechnical advisory cases handled in detailed engineering studies and design.....	636	623	620
value of marine fill management investigations and studies (\$m) .....	6.1	4.8	4.7
marine fill management reports and major papers issued.....	9	9	9

### *Matters Requiring Special Attention in 2023–24*

**52** During 2023–24, the Department will continue to:

- implement the greening master plans for the Southwest and Northeast New Territories; and
- provide reliable and efficient construction material testing and ground investigation services to public works projects.

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

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	86.0	87.5	94.1 (+7.5%)	98.1 (+4.3%)
				(or +12.1% on 2022–23 Original)

### *Aim*

**53** The aim is to supervise contracts for quarrying in Hong Kong, enforce the Mining Ordinance (Cap. 285), enforce the Dangerous Goods Ordinance (Cap. 295) in connection with the use of explosives, and safeguard the public from the misuse of explosives.

### *Brief Description*

**54** The Department made satisfactory progress in respect of supervision of quarrying in 2022. The Department continued to supervise the rehabilitation contract for Lam Tei Quarry, issue permits under the Sand Ordinance (Cap. 147) for importation and transportation of sand, and regulate the use of site crushers on both public and private construction sites. Regular inspections of the quarry site were conducted to enforce safety regulations. The Department is also undertaking studies on potential new quarry sites in Hong Kong with a view to developing new quarries to dovetail with the closure of Lam Tei Quarry.

**55** The Department also made satisfactory progress in respect of supervision of the use of explosives during the year. To protect the public from the misuse of explosives, the Department continued to maintain strict control over the storage, handling, transportation and use of explosives from manufacture or importation to use on construction sites.



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56 The key performance measures relating to supervision of quarrying and explosives are:

### *Targets*

	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
issuing a Sand Removal Permit within two days of an application which has satisfied government requirements (%) .....	100	100	100	100
issuing a Licence to Manufacture Explosives within two days of an application, where pre-licensing requirements have been satisfied (%) .....	100	100	100	100
issuing a Permit to Remove Explosives within one day of an application (%) .....	100	100	100	100
issuing a Licence to Store or Use Explosives within two days of an application, where pre-licensing requirements have been satisfied (%) .....	95	100	100	100
issuing a Mine Blasting Certificate within one day of an applicant passing an examination (%) .....	100	100	100	100

### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
Sand Removal Permits issued .....	722	460	480
Quarrying			
quarrying and rock crushing contracts supervised .....	1	1	1
revenue from royalty and rental payments (\$m) .....	99.5	99.8	26.6
aggregates processed by			
contract quarries (million tonnes) .....	1.5	1.3	0.8
safety inspections of quarries conducted .....	12	12	12
Explosives and Blasting			
inspections of pre-licensed sites, magazines, manufacturing plants and stores conducted .....	369	461	390
licences and permits granted <sup>β</sup> .....	9 813	9 123	9 700
licences and permits renewed <sup>β</sup> .....	135	156	150
inspections of blasting sites conducted .....	422	536	330
no. of blasting activities .....	1 503	1 489	2 100
tonnes of explosives consumed .....	787	668	1 150
no. of deliveries of explosives .....	1 501	1 422	960
tonnes of explosives delivered from government explosives depots .....	106	89	150
warnings issued .....	0	0	0

<sup>β</sup> These include all licences and permits except Sand Removal Permits.

### *Matters Requiring Special Attention in 2023–24*

57 During 2023–24, the Department will continue to work with the Security Bureau and other departments in implementing amendments to subsidiary legislation under the Dangerous Goods Ordinance in respect of the use of explosives. The Department will continue to undertake the investigation, design and construction consultancy agreement for the pilot underground quarry site at Lam Tei.

58 The main blasting projects in 2023–24 will be the Central Kowloon Route – Central Tunnel contract and the Relocation of Shatin Sewage Treatment Works to Caverns – Main Caverns Construction contract. These projects will largely determine the demand for explosives and number of blasting related activities.

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### Programme (7): Management of Construction and Demolition Materials

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	854.8	860.4	793.7 (–7.8%)	1,333.9 (+68.1%)
				(or +55.0% on 2022–23 Original)

#### *Aim*

59 The aim is to ensure good management of construction and demolition materials including beneficial reuse of inert construction and demolition materials (also known as public fill).

#### *Brief Description*

60 In 2022, the Department, on behalf of the Public Fill Committee, continued to scrutinise submissions from proponents of public works projects with a view to reducing generation and maximising the reuse of public fill. The Department also provided proponents of public works projects with guidelines to formulate construction and demolition materials management plans at the early design stage.

61 The Department continued to maintain adequate outlets at strategic locations for surplus construction and demolition materials, including the fill banks and the construction waste sorting facilities at Tuen Mun Area 38 and Tseung Kwan O Area 137. A short-term barging facility at Mui Wo and a long-term barging point at Chai Wan were being operated. Inert hard construction and demolition materials were also recycled for use by works projects.

62 The Department continued to deliver part of the surplus public fill to the Mainland for beneficial reuse and to liaise with the Mainland authority to ensure smooth operation.

63 The key performance measures relating to management of construction and demolition materials are:

#### *Targets*

	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
issuing dumping licences within three days (%).....	100	100	100	100
issuing dumping licences within half day for applications submitted in person (%).....	100	100	100	N.A.#

# In-person application ceased since 4 July 2022 after full launch of electronic application.

#### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
public fill received at public fill reception facilities (million tonnes).....	10.0	12.3 <sup>^</sup>	11.8
public fill delivered to the Mainland for beneficial reuse (million tonnes).....	1.0	1.9 <sup>^</sup>	7.0
public fill supplied to local projects for beneficial reuse (million tonnes).....	5.5	2.8 <sup>^</sup>	3.5
public fill stockpiled at public fill reception facilities as at year end (million tonnes).....	10.4	18.0 <sup>^</sup>	19.3
recycling inert hard construction and demolition materials (million tonnes).....	0.7	0.4	0.2
submissions processed on behalf of the Public Fill Committee.....	137	138	140
no. of assignment of public fill outlets through trip ticket system.....	338	339	340

<sup>^</sup> Provisional actual subject to adjustment.

## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

### *Matters Requiring Special Attention in 2023–24*

64 During 2023–24, the Department will continue to:

- supply the surplus public fill to the reclamation works of the Three-Runway System project for beneficial reuse; and
- implement the cross-boundary delivery of surplus public fill to the Mainland for beneficial reuse.

### **Programme (8): Advice on Development Proposals**

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	41.7	42.2	43.9 (+4.0%)	43.9 (—)
				(or +4.0% on 2022–23 Original)

### *Aim*

65 The aim is to advise on development proposals.

### *Brief Description*

66 The Department continued to advise government departments on the engineering aspects of development proposals, including private development proposals, for the purpose of improving the environment and the infrastructural support to such proposals.

67 The key performance measures relating to advice on development proposals are:

#### *Indicators*

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
town plans and planning briefs on which advice and comments are given .....	180	136	124
public and private development proposals and planning applications examined .....	2 384	2 345	2 106
town plans, planning briefs, public and private development proposals and planning applications dealt with per post .....	61.0	59.1	53.1

### *Matters Requiring Special Attention in 2023–24*

68 During 2023–24, the Department will continue to provide:

- timely response to requests from the Buildings Department, Lands Department and Planning Department for advice on lease conditions, Town Planning Board applications, master development plans and building plans. Due regard will continue to be given to environmental factors including conservation of natural features, reduction of impact of engineering works and enhancement of landscape quality; and
- technical advice and support to the WKCD Authority on the phased implementation of WKCD development.

## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

### ANALYSIS OF FINANCIAL PROVISION

Programme	2021–22 (Actual) (\$m)	2022–23 (Original) (\$m)	2022–23 (Revised) (\$m)	2023–24 (Estimate) (\$m)
(1) Tourism and Recreational Development.....	57.8	58.1	60.9	<b>60.0</b>
(2) Port and Marine Facilities.....	286.8	271.8	280.7	<b>279.2</b>
(3) Provision of Land and Infrastructure.....	894.8	923.2	959.2	<b>1,103.4</b>
(4) Slope Safety and Geotechnical Standards.....	439.7	432.5	451.3	<b>463.0</b>
(5) Greening and Technical Services .....	170.5	169.6	180.3	<b>177.7</b>
(6) Supervision of Mining, Quarrying and Explosives.....	86.0	87.5	94.1	<b>98.1</b>
(7) Management of Construction and Demolition Materials.....	854.8	860.4	793.7	<b>1,333.9</b>
(8) Advice on Development Proposals.....	41.7	42.2	43.9	<b>43.9</b>
	2,832.1	2,845.3	2,864.1 (+0.7%)	<b>3,559.2</b> <b>(+24.3%)</b>
				<b>(or +25.1% on 2022–23 Original)</b>

#### Analysis of Financial and Staffing Provision

##### Programme (1)

Provision for 2023–24 is \$0.9 million (1.5%) lower than the revised estimate for 2022–23. This is due to the decreased provision for operating expenses, partly offset by the increased provision for filling of vacancies and salary increments.

##### Programme (2)

Provision for 2023–24 is \$1.5 million (0.5%) lower than the revised estimate for 2022–23. This is due to the decreased provision for operating expenses, partly offset by the increased provision for filling of vacancies, salary increments, and contract maintenance and the increased cash flow requirement for plant and equipment.

##### Programme (3)

Provision for 2023–24 is \$144.2 million (15.0%) higher than the revised estimate for 2022–23. This is due to the increased provision for filling of vacancies, salary increments, operating expenses and a net increase of 29 posts, and increased cash flow requirement for non-recurrent items, partly offset by the decreased cash flow requirement for plant and equipment.

##### Programme (4)

Provision for 2023–24 is \$11.7 million (2.6%) higher than the revised estimate for 2022–23. This is due to the increased provision for filling of vacancies, salary increments and a net increase of one post, partly offset by the decreased provision for operating expenses.

##### Programme (5)

Provision for 2023–24 is \$2.6 million (1.4%) lower than the revised estimate for 2022–23. This is due to the decreased provision for operating expenses and a net decrease of three posts, partly offset by the increased provision for filling of vacancies and salary increments.

##### Programme (6)

Provision for 2023–24 is \$4.0 million (4.3%) higher than the revised estimate for 2022–23. This is due to the increased provision for filling of vacancies, salary increments and increased cash flow requirement for plant and equipment, partly offset by the decreased provision for operating expenses and a net decrease of two posts.

## **Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT**

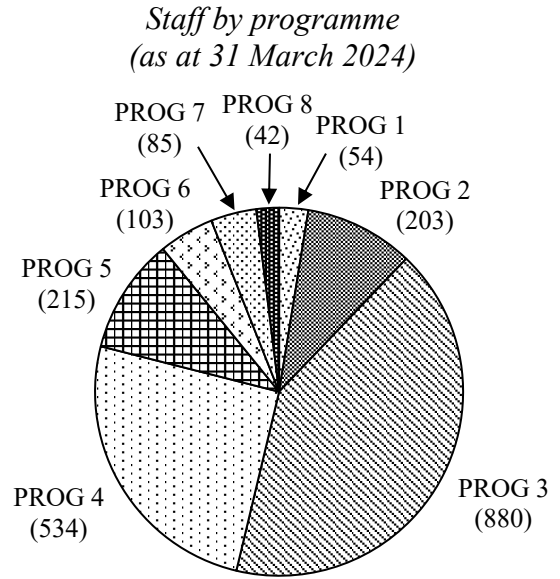
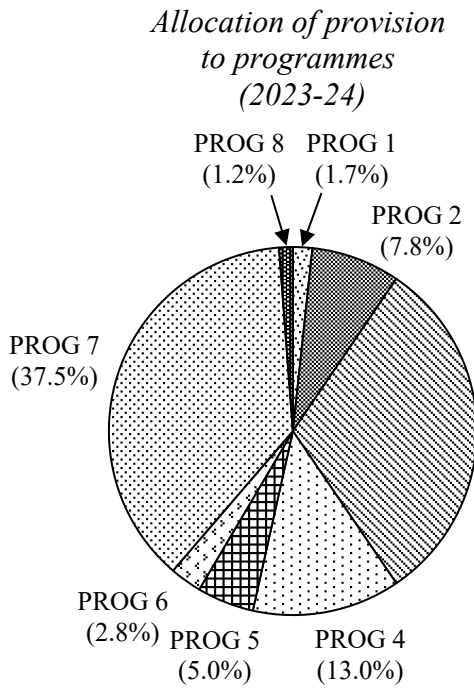
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### **Programme (7)**

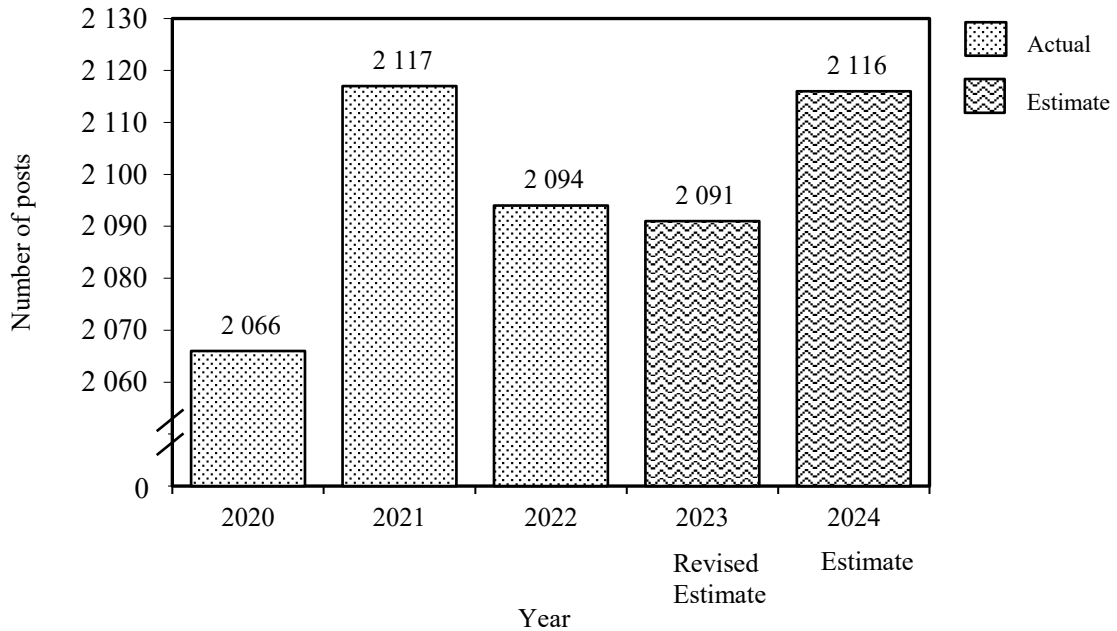
Provision for 2023–24 is \$540.2 million (68.1%) higher than the revised estimate for 2022–23. This is due to the increased provision for filling of vacancies, salary increments and handling of surplus public fill, partly offset by the decreased provision for operating expenses.

### **Programme (8)**

Provision for 2023–24 is the same as the revised estimate for 2022–23.



*Changes in the size of the establishment (as at 31 March)*



## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Sub-head (Code)	Actual expenditure 2021-22	Approved estimate 2022-23	Revised estimate 2022-23	Estimate 2023-24	
	\$'000	\$'000	\$'000	\$'000	
<b>Operating Account</b>					
Recurrent					
000	Operational expenses .....	2,810,546	2,794,451	2,822,135	<b>3,494,805</b>
	Total, Recurrent.....	2,810,546	2,794,451	2,822,135	<b>3,494,805</b>
Non-Recurrent					
700	General non-recurrent .....	10,037	33,504	26,501	<b>44,533</b>
	Total, Non-Recurrent.....	10,037	33,504	26,501	<b>44,533</b>
	Total, Operating Account .....	2,820,583	2,827,955	2,848,636	<b>3,539,338</b>
<b>Capital Account</b>					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	—	8,849	7,251	<b>13,395</b>
661	Minor plant, vehicles and equipment (block vote).....	11,482	8,467	8,222	<b>6,419</b>
	Total, Plant, Equipment and Works.....	11,482	17,316	15,473	<b>19,814</b>
	Total, Capital Account.....	11,482	17,316	15,473	<b>19,814</b>
	Total Expenditure .....	2,832,065	2,845,271	2,864,109	<b>3,559,152</b>

## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

### Details of Expenditure by Subhead

The estimate of the amount required in 2023–24 for the salaries and expenses of the Civil Engineering and Development Department is \$3,559,152,000. This represents an increase of \$695,043,000 over the revised estimate for 2022–23 and \$727,087,000 over the actual expenditure in 2021–22.

#### *Operating Account*

##### Recurrent

**2** Provision of \$3,494,805,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Civil Engineering and Development Department. The increase of \$672,670,000 (23.8%) over the revised estimate for 2022–23 is mainly due to the increased provision for a net increase of 25 posts and the handling of surplus public fill.

**3** The establishment as at 31 March 2023 will be 2 091 posts including 13 supernumerary posts. It is expected that there will be a net increase of 25 posts in 2023–24. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2023–24, but the notional annual mid-point salary value of all such posts must not exceed \$1,330,936,000.

**4** An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2021–22 (Actual) (\$'000)	2022–23 (Original) (\$'000)	2022–23 (Revised) (\$'000)	<b>2023–24 (Estimate) (\$'000)</b>
Personal Emoluments				
- Salaries .....	1,484,561	1,529,224	1,522,417	<b>1,625,292</b>
- Allowances .....	22,274	24,581	25,853	<b>28,002</b>
- Job-related allowances.....	1,082	930	807	<b>892</b>
Personnel Related Expenses				
- Mandatory Provident Fund contribution .....	5,593	5,317	5,138	<b>5,392</b>
- Civil Service Provident Fund contribution .....	105,779	125,877	123,565	<b>148,063</b>
Departmental Expenses				
- Contract maintenance .....	901,451	885,211	815,049	<b>1,373,958</b>
- General departmental expenses .....	289,806	223,311	329,306	<b>313,206</b>
	2,810,546	2,794,451	2,822,135	<b>3,494,805</b>

#### *Capital Account*

##### Plant, Equipment and Works

**5** Provision of \$6,419,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$1,803,000 (21.9%) against the revised estimate for 2022–23. This is mainly due to the decreased requirement for replacement of minor plant and equipment.



## Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

### Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2022	Revised estimated expenditure for 2022–23	Balance
			\$'000	\$'000	\$'000	\$'000
<b><i>Operating Account</i></b>						
700		<i>General non-recurrent</i>				
	803	Lantau Conservation Fund .....	500,000	10,037	26,501	463,462
			<u>500,000</u>	<u>10,037</u>	<u>26,501</u>	<u>463,462</u>
<b><i>Capital Account</i></b>						
603		<i>Plant, vehicles and equipment</i>				
	802	Replacement of the hydrographic survey vessel "Port Works 5" .....	35,120	2,147	6,831	26,142
	804	Replacement of explosives delivery vessel "Eversafe No.1" .....	51,500	—	210	51,290
	805	Replacement of explosives delivery vessel "Eversafe No.2" .....	51,500	—	210	51,290
			<u>138,120</u>	<u>2,147</u>	<u>7,251</u>	<u>128,722</u>
		Total .....	<u>638,120</u>	<u>12,184</u>	<u>33,752</u>	<u>592,184</u>