

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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

Estimate 2024–25 **\$3,760.4m**

Establishment ceiling 2024–25 (notional annual mid-point salary value) representing an estimated 2 047 non-directorate posts as at 31 March 2024 reducing by four posts to 2 043 posts as at 31 March 2025 **\$1,385.3m**

In addition, there will be an estimated 69 directorate posts as at 31 March 2024 and as at 31 March 2025.

Commitment balance..... **\$554.8m**

Controlling Officer’s Report

Programmes

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

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	60.5	60.0	59.9 (–0.2%)	61.4 (+2.5%)
				(or +2.3% on 2023–24 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 Ocean Park and the Hong Kong Disneyland Resort (HKDL).

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Brief Description

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

4 To provide better connection between 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 pier projects at Deep Water Bay and Tai Shue Wan are under investigation and design.

5 To capitalise on the strength of the Lei Yue Mun area as 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

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
commitment balance of projects under planning, design and construction (\$m).....	224.8	215.7	216.0
expenditure on works under construction (\$m)	45.2	19.3	16.4

Matters Requiring Special Attention in 2024–25

7 During 2024–25, the Department will:

- monitor and co-ordinate with Tourism Commission the development plans of Ocean Park and HKDL;
- continue the investigation and design studies for the pier projects 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

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	283.1	279.2	275.1 (–1.5%)	271.2 (–1.4%)
				(or –2.9% on 2023–24 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 2023, 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, 328 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 continued the feasibility study on Shoreline Management Plan for target completion in 2024.

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

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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

Targets

	Target	2022 (Actual)	2023 (Actual)	2024 (Plan)
inspecting each pier (urban: twice a year; rural: once a year) (%).....	100	100	100	100
responding to enquiries on information about marine facilities within seven days (%).....	100	100	100	100

Indicators

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
expenditure on maintenance works and maintenance dredging (\$m)	107.2	88.8	97.5
submissions processed and advice provided	2 050	2 050	2 050
commitment balance of marine facilities and port projects under planning, design and construction (\$m)	1,063.2	1,148.7	1,133.4
expenditure on marine facilities and port construction works (\$m).....	110.3	208.6	276.7

Matters Requiring Special Attention in 2024–25

15 During 2024–25, 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

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	946.2	1,103.4	1,119.5 (+1.5%)	1,105.5 (–1.3%)

(or +0.2% on
2023–24 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 2023, the Department completed the reclamation works in Tung Chung New Town Extension (TCNTE), and continued the construction of site formation and infrastructure works for the first phase and the detailed design of site formation and infrastructure works for the second phase of the TCNTE. The Department completed the construction of site formation and infrastructure works for development sites at Kong Nga Po. The Department also completed the footbridge across Hip Wo Street near the junction of Hip Wo Street/Mut Wah Street in Kwun Tong. The Department continued the construction of west landscaped deck at Wan Chai North; the construction of footbridges 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 site formation and infrastructure works for the redevelopment of Ngau Chi Wan Village. The Department commenced the feasibility study on the Round-the-Island Trail on Hong Kong Island; the construction of site formation and infrastructure works for the development of ex-Cha Kwo Ling Kaolin Mine Site (Phase 2); the redevelopment of Cha Kwo Ling Village; and the redevelopment of Chuk Yuen United Village. The Department also commenced the investigation and design study of site formation and infrastructure works for developments at Diamond Hill Service Reservoirs; and the study on the ex-Lamma Quarry site.

19 For the development of the Northern Metropolis, the Department continued:

- the construction of the first phase development and the detailed design of the remaining phase development of Kwu Tung North/Fanling North (KTN/FLN) New Development Area (NDA);
- the construction of the first phase development and the detailed design of the second phase development of Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA and continued the feasibility study of the Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas as an extension of HSK/HT NDA;
- the construction of site formation and infrastructure works for Yuen Long South first phase development and the detailed design of site formation and infrastructure works for second phase and third phase (part) development;
- the construction of the main works package 1 of the development of Lok Ma Chau Loop (the Loop) and commenced the investigation and design study for the Eastern Connection Road supporting the Loop development; and
- the investigation study for the first phase development of the New Territories North (NTN) – San Tin Technopole (excluding the Loop development), planning and engineering study for the remaining phase development of NTN – NTN New Town (including Lo Wu/Man Kam To), the feasibility study for Ma Tso Lung development and the land use review study for Ngau Tam Mei area, and commenced the detailed design of the Phase 1 development of San Tin Technopole.

20 The Department completed the study on re-planning of Tseung Kwan O Area 137 and commenced the investigation and preliminary design on the development at Tseung Kwan O Area 137 and off Tseung Kwan O Area 132. The Department also commenced the planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West area. The Department continued 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 study to assess the technical feasibility of a number of housing sites and potential green belt sites for housing development in Tuen Mun East. The Department commenced a review on partial development of Fanling Golf Course site to follow up on the approval conditions for the environmental impact assessment. The Department continued the investigation and design study for the expansion of Aberdeen Typhoon Shelter and the engineering feasibility studies on three sites in Ma Wan South, Tsuen Wan, and Tuen Mun for private housing development.

21 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.

22 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. The Department also commenced the construction for relocating the Public Works Central Laboratory in Kowloon Bay to caverns.

23 The Department completed the construction of the Sam Mun Tsai cycle track extension, and 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.

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

25 The Department continued the construction of elevated landscaped pedestrian deck near MTR Kwun Tong Station, the construction of infrastructure works for developments at Kwun Tong Action Area, and the construction of the infrastructure works for Tseung Kwan O stage 1 landfill site.

26 The Department continued the engineering study for Ma Liu Shui reclamation.

27 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. The Department also continued the investigation study of sustainable leisure and eco-recreation initiatives in South Lantau.

28 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). The Department commenced the engineering study for Sunny Bay reclamation.

29 The Department commenced the feasibility study on road network enhancement to South Lantau to develop the traffic infrastructure improving the road connection between the North and South Lantau. The Department also commenced the construction of phase 2 stage 2 improvement works at Mui Wo and phase 2 stage 2 improvement works at Tai O.

30 The Department continued the feasibility studies, investigation, detailed design and construction of site formation and infrastructure works for a number of public housing development sites.

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

31 The Department continued the investigation and design of the road improvement at Wo Hop Shek Cemetery for columbarium related development, and 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. The Department completed the construction of subway in support of columbarium development at Shek Mun.

32 The Department continued the construction of the remaining infrastructure and farmland rehabilitation works for the first phase of the agricultural park in Kwu Tung South and continued the detailed design of stage 1 of second phase of the development works.

33 The Department commenced the investigation and design study for Tseung Kwan O – Yau Tong Tunnel and the feasibility study of the smart and green mass transit system in Kai Tak.

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

35 The Department continued the construction of Trunk Road T2 and Cha Kwo Ling Tunnel and the widening of Tai Po Road (Sha Tin Section).

36 The 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.

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

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
area of land formed (hectares).....	96.4	106.9	31.1
road constructed/widened for development (metres).....	16 064	4 752	6 031
commitment balance of land formation and infrastructure projects under planning, design and construction (\$m).....	275,989.0	254,956.0	277,660.2
expenditure on construction for land formation and infrastructure (\$m).....	20,862.7	20,048.5	16,508.3
no. of land formation and infrastructure projects under planning, design and construction	218	211	207

Matters Requiring Special Attention in 2024–25

39 During 2024–25, 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 construction of site formation and infrastructure works for the second phase of HSK/HT NDA;
- commence the investigation studies for developments at Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas;
- commence the construction of site formation and infrastructure works for the second phase of TCNTE;
- commence the construction of site formation and infrastructure works for the redevelopment of Ngau Chi Wan Village;
- continue the review on partial development of Fanling Golf Course site to follow up on the approval conditions for the environmental impact assessment;
- commence the construction of site formation and infrastructure works for the remaining phase development of KTN/FLN NDA;
- commence the construction of site formation and infrastructure works for the Phase 1 development of San Tin Technopole;
- complete the investigation and design study for the expansion of Aberdeen Typhoon Shelter;
- complete the study on the ex-Lamma Quarry site;
- complete the pilot study on underground space development in selected Strategic Urban Areas;
- commence the construction of remaining phase mountain bike trail network expansion in South Lantau;
- commence the construction of cycle track section between Tuen Mun and So Kwun Wat, and the detailed design of cycle track section between So Kwun Wat and Ting Kau;

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

- 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;
- take forward the feasibility studies, investigation, detailed design and construction of site formation and infrastructure works for a number of public housing development sites;
- commence the feasibility study on developing the logistics clusters in HSK/HT NDA;
- commence the investigation and design of road works for phase 1 of the smart and green mass transit system in HSK/HT NDA; and
- commence the investigation and design of smart and green mass transit system in Kai Tak and invite suppliers and operators to submit expressions of interest.

Programme (4): Slope Safety and Geotechnical Standards

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	444.9	463.0	463.3 (+0.1%)	461.8 (–0.3%)
				(or –0.3% on 2023–24 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. In 2023, 152 government man-made slopes were upgraded and 35 hillside catchments were mitigated under the LPMitP.

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, 14 guidance documents were produced in 2023 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	2022 (Actual)	2023 (Actual)	2024 (Plan)
providing information about a slope within five days of an application (%).....	100	100	100	100

Indicators

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
new slope features registered	204	247	250
slope features upgraded and landscaped	158	152	152
natural hillside catchments with mitigation measures implemented	36	35	37
safety screening studies of private man-made slopes completed.....	100	100	100
expenditure for landslip prevention and mitigation (\$m)	1,091.3	1,008.5	1,130.0
geotechnical submissions checked.....	17 042	15 637	15 600

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
active construction sites audited.....	1 732	1 878	2 000
guidance documents produced	15	14	22

Matters Requiring Special Attention in 2024–25

46 During 2024–25, 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;
- explore ways to use technology to improve risk assessment capabilities, conduct systematic investigations and studies on major landslide incidents triggered by extreme rainstorms and devise focused measures of landslide mitigation for more natural slopes; 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

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	180.2	177.7	180.1 (+1.4%)	177.1 (–1.7%)
				(or –0.3% on 2023–24 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 2023, the Public Works Laboratories (PWLs) continued to serve public works projects by undertaking some 660 000 tests on construction materials and enhanced its services by issuing electronic test reports. 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 2023.

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.

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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

Targets

	Target	2022 (Actual)	2023 (Actual)	2024 (Plan)
providing assistance at the registration counter of the Civil Engineering Library within ten minutes (%)	100	100	100	100
providing information about geology and natural resources within 4.5 days upon request (%).....	100	100	100	100

Indicators

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
no. of greening master plans under planning, design and implementation	8	8	8
expenditure on greening works implemented under greening master plans (\$m)	48.1	38.1	17.9
expenditure on term contracts for ground investigation and laboratory soil and rock testing (\$m).....	60.0	90.7	95.0
material tests conducted in the PWLs and in contract laboratories managed by the PWLs (thousand).....	582	660	630
geotechnical advisory cases handled in land-use planning and engineering feasibility studies	2 343	2 758	2 800
geotechnical advisory cases handled in detailed engineering studies and design.....	623	631	640
value of marine fill management investigations and studies (\$m)	4.8	3.2	2.6
marine fill management reports and major papers issued.....	9	9	9

Matters Requiring Special Attention in 2024–25

52 During 2024–25, 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

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	95.9	98.1	98.4 (+0.3%)	106.8 (+8.5%)
				(or +8.9% on 2023–24 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 2023. 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.

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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

Targets

	Target	2022 (Actual)	2023 (Actual)	2024 (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

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
Sand Removal Permits issued	460	274	280
Quarrying			
quarrying and rock crushing contracts supervised	1	1	1
revenue from royalty and rental payments (\$m)	99.8	33.3	48.0
aggregates processed by			
contract quarries (million tonnes)	1.3	0.8	0.8
safety inspections of quarries conducted	12	12	12
Explosives and Blasting			
inspections of pre-licensed sites, magazines, manufacturing plants and stores conducted	461	445	470
licences and permits granted ^β	9 123	8 051	8 100
licences and permits renewed ^β	156	157	140
inspections of blasting sites conducted	536	412	680
no. of blasting activities	1 489	1 328	2 000
tonnes of explosives consumed	668	978	1 670
no. of deliveries of explosives	1 422	1 126	1 240
tonnes of explosives delivered from government explosives depots	89	103	130
warnings issued	0	17	0

^β These include all licences and permits except Sand Removal Permits.

Matters Requiring Special Attention in 2024–25

57 During 2024–25, 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 the investigation, design and construction consultancy agreement for the pilot underground quarry site at Lam Tei.

58 The main blasting projects in 2024–25 will be the Relocation of Shatin Sewage Treatment Works to Caverns – Main Caverns Construction contract, the West New Territories Landfill Extension contract and the Joint Cavern Development at Anderson Road Quarry Site contract. These projects will largely determine the demand for explosives and number of blasting related activities.

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Programme (7): Management of Construction and Demolition Materials

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	796.1	1,333.9	1,079.0 (–19.1%)	1,531.8 (+42.0%)
				(or +14.8% on 2023–24 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 2023, 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	2022 (Actual)	2023 (Actual)	2024 (Plan)
issuing electronic dumping licences within one day (%)#.....	100	100	100	100
issuing paper dumping licences within two days (%)#.....	100	100	100	100

Revised descriptions of the previous targets “issuing dumping licences within three days” and “issuing dumping licences within half day for applications submitted in person” as from 2023 as part of the Department’s ongoing effort to improve efficiency of the licensing services. In-person application ceased on 4 July 2022 after the full launch of electronic application.

Indicators

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
public fill received at public fill reception facilities (million tonnes).....	12.3	10.9 [^]	12.7
public fill delivered to the Mainland for beneficial reuse (million tonnes).....	1.9	2.5 [^]	11.0[@]
public fill supplied to local projects for beneficial reuse (million tonnes).....	2.8	3.5 [^]	2.6
public fill stockpiled at public fill reception facilities as at year end (million tonnes).....	18.0	22.9 [^]	22.0
recycling inert hard construction and demolition materials (million tonnes).....	0.4	0.4	0.4
submissions processed on behalf of the Public Fill Committee...	138	141	140
no. of assignment of public fill outlets through trip ticket system.....	339	337	340

[^] Provisional actual subject to adjustment.

[@] The higher estimated figure in 2024 is due to more deliveries of surplus public fill materials to Taishan as the local receiving capacity diminished recently because of the substantial completion of major reclamation works in Hong Kong and the existing fill banks gradually approaching their temporary stockpiled capacities.

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Matters Requiring Special Attention in 2024–25

64 During 2024–25, the Department will continue to implement the cross-boundary delivery of surplus public fill to the Mainland for beneficial reuse.

Programme (8): Advice on Development Proposals

	2022–23 (Actual)	2023–24 (Original)	2023–24 (Revised)	2024–25 (Estimate)
Financial provision (\$m)	43.2	43.9	43.5 (–0.9%)	44.8 (+3.0%)
				(or +2.1% on 2023–24 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

	2022 (Actual)	2023 (Actual)	2024 (Estimate)
town plans and planning briefs on which advice and comments are given	136	150	130
public and private development proposals and planning applications examined	2 345	2 400	2 225
town plans, planning briefs, public and private development proposals and planning applications dealt with per post	59.1	60.7	56.1

Matters Requiring Special Attention in 2024–25

68 During 2024–25, 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	2022–23 (Actual) (\$m)	2023–24 (Original) (\$m)	2023–24 (Revised) (\$m)	2024–25 (Estimate) (\$m)
(1) Tourism and Recreational Development.....	60.5	60.0	59.9	61.4
(2) Port and Marine Facilities.....	283.1	279.2	275.1	271.2
(3) Provision of Land and Infrastructure.....	946.2	1,103.4	1,119.5	1,105.5
(4) Slope Safety and Geotechnical Standards.....	444.9	463.0	463.3	461.8
(5) Greening and Technical Services	180.2	177.7	180.1	177.1
(6) Supervision of Mining, Quarrying and Explosives.....	95.9	98.1	98.4	106.8
(7) Management of Construction and Demolition Materials.....	796.1	1,333.9	1,079.0	1,531.8
(8) Advice on Development Proposals.....	43.2	43.9	43.5	44.8
	2,850.1	3,559.2	3,318.8 (-6.8%)	3,760.4 (+13.3%)
				(or +5.7% on 2023–24 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2024–25 is \$1.5 million (2.5%) higher than the revised estimate for 2023–24. This is due to the increased provisions for filling of vacancies and salary increments, partly offset by the decreased provision for operating expenses.

Programme (2)

Provision for 2024–25 is \$3.9 million (1.4%) lower than the revised estimate for 2023–24. This is due to the decreased provision for operating expenses and the decreased cash flow requirement for plant and equipment, partly offset by the increased provisions for filling of vacancies, salary increments and a net increase of one post.

Programme (3)

Provision for 2024–25 is \$14.0 million (1.3%) lower than the revised estimate for 2023–24. This is due to the decreased provision for operating expenses, partly offset by the increased provisions for filling of vacancies, salary increments and a net increase of one post, and the increased cash flow requirement for non-recurrent items and plant and equipment.

Programme (4)

Provision for 2024–25 is \$1.5 million (0.3%) lower than the revised estimate for 2023–24. This is due to the decreased provisions for operating expenses and a net decrease of one post, partly offset by the increased provisions for filling of vacancies and salary increments.

Programme (5)

Provision for 2024–25 is \$3.0 million (1.7%) lower than the revised estimate for 2023–24. This is due to the decreased provisions for operating expenses and a net decrease of six posts, partly offset by the increased provisions for filling of vacancies and salary increments.

Programme (6)

Provision for 2024–25 is \$8.4 million (8.5%) higher than the revised estimate for 2023–24. This is due to the increased provisions for filling of vacancies, salary increments and a net increase of one post, as well as the increased cash flow requirement for plant and equipment, partly offset by the decreased provision for operating expenses.

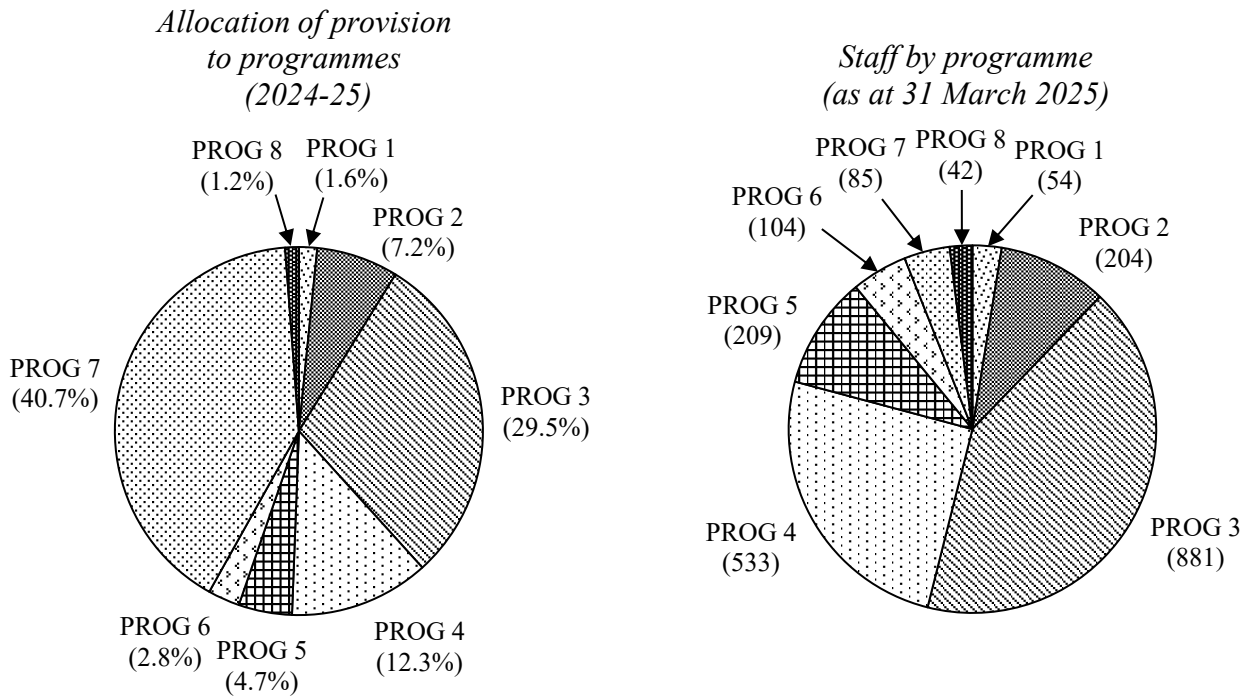
Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Programme (7)

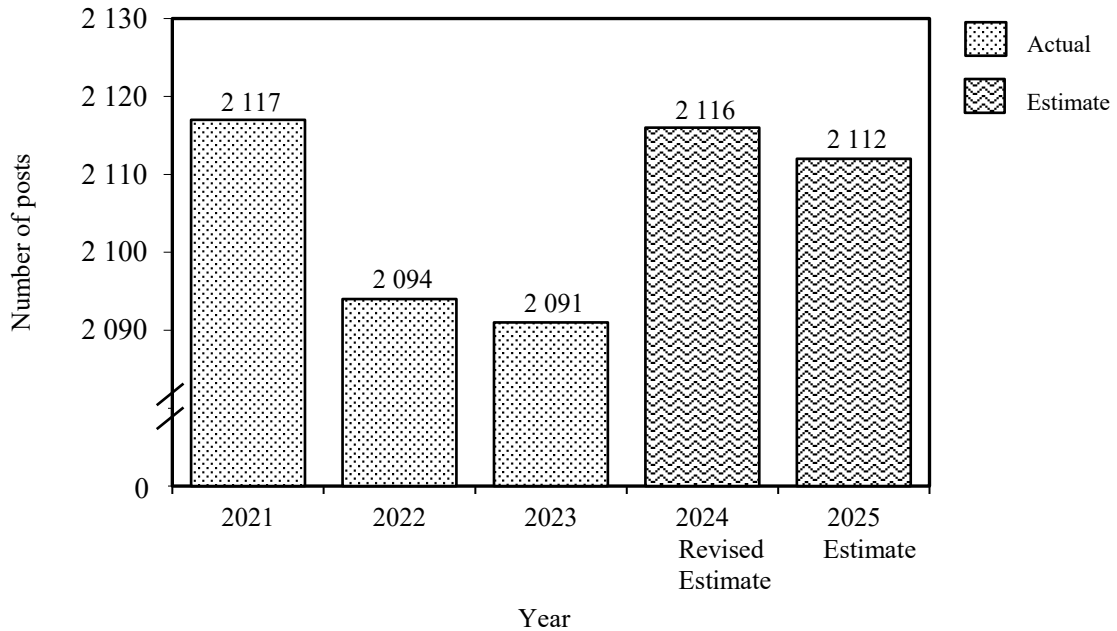
Provision for 2024–25 is \$452.8 million (42.0%) higher than the revised estimate for 2023–24. This is due to the increased provisions for handling of surplus public fill, filling of vacancies and salary increments, partly offset by the decreased provision for operating expenses.

Programme (8)

Provision for 2024–25 is \$1.3 million (3.0%) higher than the revised estimate for 2023–24. This is due to the increased provisions for filling of vacancies and salary increments, partly offset by the decreased provision for operating expenses.



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



Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Sub-head (Code)	Actual expenditure 2022–23	Approved estimate 2023–24	Revised estimate 2023–24	Estimate 2024–25	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	2,816,745	3,494,805	3,264,428	3,685,735
	Total, Recurrent.....	2,816,745	3,494,805	3,264,428	3,685,735
Non-Recurrent					
700	General non-recurrent	22,103	44,533	41,699	49,692
	Total, Non-Recurrent.....	22,103	44,533	41,699	49,692
	Total, Operating Account	2,838,848	3,539,338	3,306,127	3,735,427
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	3,929	13,395	3,375	19,227
661	Minor plant, vehicles and equipment (block vote).....	7,352	6,419	9,281	5,784
	Total, Plant, Equipment and Works.....	11,281	19,814	12,656	25,011
	Total, Capital Account.....	11,281	19,814	12,656	25,011
	Total Expenditure	2,850,129	3,559,152	3,318,783	3,760,438

Head 33 — CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Details of Expenditure by Subhead

The estimate of the amount required in 2024–25 for the salaries and expenses of the Civil Engineering and Development Department is \$3,760,438,000. This represents an increase of \$441,655,000 over the revised estimate for 2023–24 and \$910,309,000 over the actual expenditure in 2022–23.

Operating Account

Recurrent

2 Provision of \$3,685,735,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Civil Engineering and Development Department. The increase of \$421,307,000 (12.9%) over the revised estimate for 2023–24 is mainly due to the increased provision for the handling of surplus public fill.

3 The establishment as at 31 March 2024 will be 2 116 posts including 14 supernumerary posts. It is expected that there will be a net decrease of four posts in 2024–25. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2024–25, but the notional annual mid-point salary value of all such posts must not exceed \$1,385,327,000.

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

	2022–23 (Actual) (\$'000)	2023–24 (Original) (\$'000)	2023–24 (Revised) (\$'000)	2024–25 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	1,508,688	1,625,292	1,589,110	1,656,981
- Allowances	24,628	28,002	27,247	29,010
- Job-related allowances.....	1,026	892	1,175	1,084
Personnel Related Expenses				
- Mandatory Provident Fund contribution	4,797	5,392	4,648	4,831
- Civil Service Provident Fund contribution	123,950	148,063	142,718	166,975
Departmental Expenses				
- Contract maintenance	822,276	1,373,958	1,105,937	1,555,546
- General departmental expenses	331,380	313,206	393,593	271,308
	2,816,745	3,494,805	3,264,428	3,685,735

Capital Account

Plant, Equipment and Works

5 Provision of \$5,784,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$3,497,000 (37.7%) against the revised estimate for 2023–24. 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 31.3.2023	Revised estimated expenditure for 2023–24	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Operating Account</i>						
700		<i>General non-recurrent</i>				
	803	Lantau Conservation Fund	500,000	32,140	41,699	426,161
			<u>500,000</u>	<u>32,140</u>	<u>41,699</u>	<u>426,161</u>
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	802	Replacement of the hydrographic survey vessel "Port Works 5"	35,120	5,656	3,375	26,089
	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>6,076</u>	<u>3,375</u>	<u>128,669</u>
		Total	<u>638,120</u>	<u>38,216</u>	<u>45,074</u>	<u>554,830</u>