

For Discussion

On 22 February 2022

Legislative Council Panel on Development

Extending the Operation of Energizing Kowloon East Office

PURPOSE

This paper updates Members on the progress made under the policy initiative of Energizing Kowloon East (EKE), and seeks Members' views on extending the operation of the Energizing Kowloon East Office (EKEO) in the Development Bureau for a further period of five years from 1 April 2022 to 31 March 2027.

BACKGROUND

2. The EKE initiative was announced in 2011 with a primary purpose to facilitate transformation of Kowloon East (KE) into another core business district (CBD2) to sustain Hong Kong's economic development. The multi-disciplinary EKEO was established under the Works Branch of the Development Bureau (DEVB(WB)) in June 2012 dedicated to oversee the work needed to bring the vision to fruition. With the support of the Panel on Development on 6 January 2012, 7 January 2013 and 22 November 2016, approval was subsequently obtained from the Finance Committee (FC) on 20 April 2012, 24 May 2013 and 25 March 2017 for the creation/retention of two supernumerary directorate posts of a Principal Government Town Planner (PGTP) (D3) and a Government Architect (GA) (D2) up to 31 March 2022.

3. KE comprises the Kai Tak Development (KTD) together with the Kowloon Bay Business Area (KBBA) and Kwun Tong Business Area (KTBA). It has a total area of about 488 hectares and a working population of about 280 000. In 2017, the EKE initiative was extended to the San Po Kong Business Area (SPKBA) which has an area of about 26 hectares.

PROGRESS OF WORK

4. Members have been briefed on the policy initiative of EKE in the briefing/meeting that followed Policy Address each year since 2012 and the progress of EKEO's work on 22 November 2016 and 18 July 2018. The tasks we are carrying out focus on four main aspects – (A) Enhancing Connectivity, Walkability and Mobility; (B) Developing a Smart, Green and Resilient CBD; (C) Ensuring Sustainable Growth; and (D) Promoting the “Spirit of Creation”, the latest progress and achievements of which are set out in the ensuing paragraphs. We have also laid out the tasks ahead of us in relation to the four aspects.

A. Enhancing Connectivity, Walkability and Mobility (Annex 1)

Progress and Achievements

5. EKEO advocates a ‘Walkable KE’. We have devoted considerable efforts in enhancing connectivity and walkability through land use planning; formulating and reviewing comprehensive pedestrian networks integrated with green public spaces; providing new and improving existing pedestrian walkways, crossings and back alleys; applying smart technologies; and incentivizing the private sector in providing pedestrian connections. So far, we have completed 84 quick-wins and short-term improvement schemes, and enhanced 13 groups of back alleys in KE and SPKBA. The progressive accomplishment of the measures to achieve a Walkable KE has provided pedestrians with a more pleasant walking experience with enhanced connectivity between buildings and to nearby MTR stations, the waterfront, as well as other points of interest and destinations. It has also promoted a healthy lifestyle, reduced reliance on road-based transport and helped relieve the traffic congestion in the district. A recent survey reveals that, with the progressive implementation of the improvement schemes in recent years, the operational performance at the major junctions in KE has shown general improvement.

6. Multimodal public transport together with smart interchange facilities empower green mobility. KE is already well served by the MTR, buses, green minibuses and ferries. It is essential that these various forms of transportation are properly connected and equipped with efficient interchange facilities. We have planned for smart public transport interchanges with air-conditioned passenger waiting areas and intelligent information panels to be integrated within major developments such as Kwun Tong Action Area (KTAA), Kowloon Bay Action Area

(KBAA) and the major commercial development (Tourism Node) at the Kai Tak Runway Tip. We also encourage cycling which provides another convenient, environmentally friendly and healthy way of getting around, especially for first and last-mile journeys along planned cycle routes. While car usage will be discouraged, we have examined the feasibility of incorporating an automated parking system at the proposed underground public vehicle park at Sze Mei Street. Leveraging on the future development of the KTAA and KBAA, various traffic improvement measures are proposed to rationalize the traffic condition in the neighbouring areas. Real-time parking vacancy information is also increasingly shared in the “My Kowloon East” (MyKE) mobile app to facilitate parking by drivers. Information on about 73% of the hourly parking spaces in KE and SPKBA are currently available in the mobile app.

Way Forward

7. In the coming years, EKEO will focus on identifying “missing links” within KE and potential connections with the neighbouring areas to enhance our pedestrian and cycle networks. We will continue to work in close collaboration with stakeholders, including the local community, to realize various infrastructure projects to seamlessly synchronize with other planned and committed works. These include (i) elevated walkways with travellers along Wai Yip Street connecting KTAA and KBAA in an east-west direction with extended linkages to adjacent developments and MTR stations; (ii) pedestrian cum cyclist bridge with travellers across Kwun Tong Typhoon Shelter (KTTS) in a north-south direction connecting Lai Yip Street and Kai Tak Runway; and (iii) the 13-km GreenWay network for shared use between pedestrians and cyclists which links up various points of interest in the vicinity of KTTS and exploration of extending the GreenWay to cover the entire KE waterfront. We will also take the opportunity to broadly examine the feasibility of additional landings along the waterfront promenade to provide better marine access and promote water sports.

8. Moreover, EKEO would revisit the planned infrastructure works and connection links proposed under the three previous pedestrian environment improvement studies for KBBA, KTBA and SPKBA completed some years ago, and examine further external linkages with the residential areas in KE’s hinterland through integration of existing networks to further enhance connectivity and better suit the latest development and changes in circumstances. With the promulgation in January 2021 of the refined policy that further incentivizes private participation in the provision of pedestrian links, more applications for lease modification and land

premium waiver for new pedestrian links are envisaged. EKEO will continue to provide one-stop facilitation service to these applications.

9. EKEO will continue to improve mobility through technology by enhancing the Easy Parking System in the MyKE app, such as incorporation of an intelligent directional guide for drivers to navigate to the nearest car park with available parking spaces, as well as the Easy Walking Tool with functions like seamless integration of indoor/outdoor navigation for persons with visual impairment.

B. Developing a Smart, Green and Resilient CBD (Annex 2)

Progress and Achievements

10. In promoting smart city development, KE has become a smart city lab where various trials and projects of innovative technologies and ideas are made possible for smart living, working and leisure. KE comprises the new development area of Kai Tak and old industrial areas, which offers an ideal testing ground. This fosters knowledge-sharing, co-creation, cross-sector collaboration among the Government, the industry, the academia, research institutes, other stakeholders and the general public to realize the vision of a smart, green and resilient CBD. We have completed eight proof of concept (PoC) trials, such as systems for monitoring illegal roadside parking and loading and unloading activities, and shared the findings with relevant stakeholders. We have also supported secondary and university students in their STEM related studies and programmes by sharing our KE experience in workshops, briefings and competitions.

11. In terms of hardware, green buildings and smart infrastructures adopting innovative design and technologies are key enablers for a smart, green and resilient CBD². This is achieved by adoption of good standards in government projects; incorporation of smart, green and resilient requirements into land sale conditions; and collaborative efforts from the private sector. Currently, there are over 50 buildings in KE accredited with Building Environmental Assessment Method (BEAM) Plus Gold or above by the Hong Kong Green Building Council, making KE the district with the highest green building density in Hong Kong.

12. On provision of open spaces, we have completed over 17 hectares of new and upgraded open spaces, including InPARK, Tsui Ping River Garden and Hoi Bun Road Park. A recent user satisfaction survey at these three parks finds that over 80%

of the respondents consider the parks satisfactory or very satisfactory. The Energizing Hoi Bun Road – Green Operation project, which included enhancement and reprovisioning of various grey infrastructures such as dry weather flow interceptors, pumping station and refuse collection point, gave a facelift to the waterfront with improved open spaces and landscaped areas. Hoi Bun Road Park, which was reopened to the public in August 2021, further contributes to the beautification of the waterfront. Two green walkways in KBBA, namely the Green Spine and the Green Link, are progressively being implemented, providing integrated open space and pedestrian links within the dense urban context.

Way Forward

13. In the coming years, we will not only continue to use KE as a test-bed for PoC trials, but more and more as a pilot ground for new ideas and concepts which would then be promoted for wider application. We will deliver the Tsui Ping River project embedded with environmental, ecological, drainage and landscape upgrading proposals to revitalize the King Yip Street nullah into a green and vibrant infrastructure. We will implement the district open space, sports centre cum public vehicle park project with automated parking facilities as an integrated development at Sze Mei Street to optimize site utilization and operational efficiency. We will also take forward the redevelopment of Choi Hung Road Playground and Sports Centre (including Choi Hung Road Market) in San Po Kong to enhance the provision of sports and recreation facilities and incorporate other uses, including underground public vehicle park and social welfare facilities, integrated with resilient design considerations. We intend to carry out a design competition to strengthen the identity of the site, especially in light of its historical background as an amusement park. We will also run design competitions in collaboration with professional institutes for retrofitting the Sensory Garden at the Kwun Tong Promenade to become an inclusive park for all, and renewing the murals on some columns of the Kwun Tong Bypass to enliven the waterfront with a new image.

14. In addition, efforts will be made to ensure resilient design of public spaces and infrastructures to cope with extreme weather conditions. Whilst underground storm water tanks are provided beneath open spaces and ball courts to collect and hold excess storm water, public spaces are increasingly designed to distribute and retain water at its source, to slow down water flow in its course, and where possible capture rainwater for reuse. Designed with suitable materials, some of these storm water retainers can also serve as playgrounds/ball courts on normal days. Increasing the

green cover at both public and private developments can also help provide porous surfaces for water absorption and retention.

15. To further promote a smart, green and resilient CBD and in line with the Government's announcement of the Clean Air Plan for Hong Kong 2035, the Hong Kong Roadmap on Popularization of Electric Vehicles (EV), Hong Kong's Climate Action Plan 2050 and the long-term target of attaining carbon neutrality, EKEO will continue to promote smart, green and resilient requirements (e.g. smart meters, minimum greening ratio, automated refuse collection, EV chargers, etc.) in new developments, and facilitate more parties, including both private and public, in using KE as a test-bed for smart city-related applications either through collaboration, facilitation services or the place-making approach. Whilst more PoC trials will be conducted, including the trial on real-time monitoring of the water quality at KTTS, pilot schemes for application of new technologies in KE, like the use of new forms of energy and new technologies (such as artificial intelligent system and Internet of Things) for vehicles and installations, will be explored.

C. Ensuring Sustainable Growth (Annex 3)

Progress and Achievements

16. A constant supply of high-grade commercial/office floorspace is a key factor of a successful CBD supporting the sustainable growth of Hong Kong's economy. KE has been a major source of commercial floorspace supply in Hong Kong in the past decade or so. From 2012 to 2020, KE contributed about 40% on average of new commercial/office floorspace in Hong Kong. In 2022, its share is projected to rise to about 55%. EKEO facilitated an increase of commercial floorspace in KE, including conversion of industrial buildings, new development and redevelopment projects, by about 70% from 1.7 million square metres (m²) in 2012 to 2.9 million m² at present. Taking into account projects under construction or approved, it will further increase to about 3.9 million m² in the next few years, representing an increase of 130% when compared with 2012.

17. There are about 260 industrial buildings in KE which are mostly privately owned and many are under multiple ownership. This situation is not inherently conducive to the development of CBD2 as private redevelopment and conversion projects are largely market driven. To give the transformation of KE and other industrial areas greater impetus, the Government introduced in 2010 under a 6-year

territory-wide scheme (IB 1.0) a package of revitalization measures to encourage owners of industrial buildings to undertake wholesale conversion or redevelopment. The scheme was reactivated in 2018 with modifications (IB 2.0) with an extended expiry in 2024. The number of approved cases for wholesale conversion or redevelopment in KE under IB 1.0 was 45% of the territorial total. Subsequent to the introduction of IB 2.0, KE's share now reaches 64%.

Way Forward

18. In the coming years, EKEO will continue to maintain a steady land supply in KE for commercial developments by implementing planned comprehensive developments and encouraging wholesale conversion or redevelopment of industrial buildings to facilitate transformation of KE into CBD2. Sites earmarked for disposal will provide some 340 000 m² of commercial floorspace. Besides, we are rationalizing and relocating some government facilities including those in KBAA and KTAA through planning and urban design reviews to provide another 500 000 m² of commercial floorspace. Upon completion of these developments, KE will have a total supply of more than 4 million m² of commercial floorspace, which is comparable to the scale of the Central CBD.

19. In light of a volatile market for commercial developments and uncertainties in the global economy brought about by the COVID-19 pandemic and other factors, it is extremely difficult to project future demand for commercial land. Nevertheless, it is prudent to maintain a pool of commercial land to allow a steady supply, irrespective of temporal fluctuations in demand. Prior to the realization of a third CBD, KE will remain to be a major source of such land in the short to medium term.

D. Promoting the “Spirit of Creation” (Annex 4)

Progress and Achievements

20. The “Spirit of Creation” embodied in KE's industrial culture in the past is inherited into the future through urban design and place-making projects, notably the Fly the Flyover sites, InPARK and various private developments. Since 2013, the Fly the Flyover sites beneath Kwun Tong Bypass have been turned into welcoming arts and culture, creativity, sports, green and healthy living venues, with over 1 000 events involving more than 520 000 participants held by November 2021. In 2014,

we carried out a study on the industrial culture of KE, capturing the “Spirit of Creation” of the area through interviews with local industrialists and previous factory workers as well as research into the history and architectural and cultural values of the establishments of the past. An advocacy statement has also been developed to encourage private owners and developers to incorporate industrial cultural elements in their future development or conversion plans and showcasing the interesting industrial stories. In addition, a number of electricity switch boxes throughout the district have also been adorned with “Made in Hong Kong” stories.

21. Another significant project to echo the “Spirit of Creation” was the Back Alley project, which involved 11 groups of back alleys in KTBA and three back alleys in SPKBA. Having been incrementally put in place since 2015, it offers not only alternative pedestrian routes to relieve the congestion at road-side pavements, but also renewed public spaces through a place-making approach. People from different sectors, including non-profit organizations, social enterprises, academic institutes, students, local and overseas artists, collectively participated in beautifying the back alleys with creation of colourful street art and introduction of activities, including the naming of the alleys in memory of the industrial heydays of Kwun Tong. These attracted more pedestrian use and embraced social inclusion in the process of improving the neighbourhood. According to surveys conducted in 2016, 2017 and 2019, the pedestrian flow in some back alleys in KTBA increased by as much as 20% as compared to the figure in 2014.

Way Forward

22. In the coming years, we will strive to achieve a vibrant and diverse CBD2 with unique character and ambience. We will formulate a strategy for branding KE, using such means as place-making, urban design interventions and strengthening of industrial heritage identities riding on the findings of our study on industrial culture of KE in 2014. We will also facilitate and organize more activities and events of various types to bring more vibrancy and variety to KE. These encompass currently-in-progress or planned projects and events, including promotion of water sports, recreational, art and cultural activities, organizing music events for leisure and enjoyment, pop-up markets for promoting new brand, design and image of products, and online virtual tours and guided tours to enhance public engagement.

Adoption of a Visionary, Co-ordinated and Integrated Approach

23. The EKE initiative sets out that a visionary, co-ordinated and integrated approach should be adopted in the transformation of KE into CBD2. EKEO's work therefore places strong emphasis in co-ordination across bureaux and departments, facilitation of public and private development projects, and enhancing public participation in the planning and development processes.

24. So far, we have provided one-stop advisory and coordinated efforts among relevant government bureaux and departments to over 130 development projects. We have also supported various events and activities in KE involving more than 1 120 000 participants. In addition, we have facilitated waterbody co-use in KTTS and setting up of more landside support facilities, together with the water recreation facilities proposed for the Kai Tak Runway Tip, which will enliven the waterfront and promote vibrancy in KE. With our support, short-term tenancies have been granted to the Hong Kong Water Sports Council, the Kwun Tong Sports Promotion Association Limited and the Hong Kong Canoe Union for three sites at the KTTS waterfront for promoting water sports and conducting training activities.

25. EKEO also engages the public and various stakeholders extensively and continuously at the envisioning, formulation and implementation stages of various initiatives and projects. We are keen to share our knowledge and experience with local and overseas visitors. We have also joined hands with other organizations in hosting forums and seminars on various topics that align with our vision. So far, EKEO has organized about 800 events, ranging from briefings, seminars, workshops, forums, conferences, exhibitions and visits, involving about 23 000 participants, including those from the Mainland and 25 countries.

26. A questionnaire survey was conducted recently on about 120 development projects, smart city-related projects and public events in KE which used EKEO's facilitation services. The survey results show that over 80% of the respondents are satisfied with our facilitation services.

27. Looking ahead, EKEO will continue to adopt this visionary, co-ordinated and integrated approach in carrying out its mission, providing facilitation services to development projects, maintaining cross-bureau and department co-ordination and enhancing public participation in various planning and development.

EXTENDING THE OPERATION OF EKEO

28. In order to realize the on-going and new initiatives as highlighted in the preceding paragraphs, EKEO's operation cannot be brought to a halt. We propose to extend its operation for a further period of five years from April 2022 to March 2027 to give fresh impetus to the transformation of KE and continue the facilitation services based on the trust and close relationship established. This proposed five-year extension will broadly tie in with the duration of new studies and projects (as listed out in **Annex 5**) and follow-up work that needs to be undertaken at the bureau level, while also allowing time for reviewing the future of EKEO towards the end of that five-year period.

RELATED STAFFING PROPOSAL

29. Currently, EKEO is headed by two directorate officers (PGTP (D3) as Head and GA (D2) as Deputy Head of EKEO) and underpinned by 29 civil servants/non-civil service contract staff forming a multi-disciplinary team of town planners, architects, engineers, landscape architect and surveyors as well as supporting technical and administrative staff (**Annex 6**). The current setup is proven to be capable of handling the multifarious work portfolio from policy formulation and refinement, place making, land use reviews, urban design to building development, infrastructure and smart city development, and project facilitation. We propose to largely maintain the current staff establishment in the next term, subject to review from time to time having regard to the progress of various initiatives. We consider it necessary to retain high-level leadership and organizational capabilities in the office to ensure effective communication with both the public and private sectors and to undertake the ongoing work. The Head of EKEO should have strong strategic planning capability providing directives to chart the course of KE's development, whereas the Deputy Head should possess solid expertise in implementation and coordination of government efforts. The main duties and responsibilities of these two directorate posts are set out in **Annex 7**. Pitching the incumbents at PGTP (D3) rank and GA (D2) rank respectively, as in the current setup, is therefore required and proven to be effective and appropriate. In addition, putting the multi-disciplinary professionals under the same roof enables dedicated efforts with better coordination, integration and efficiency to pursue the common goals, and to continue the crucial one-stop service to effectively facilitate the transformation of KE into CBD2.

Alternatives Considered

30. We have critically examined the possible redeployment of other existing directorate officers within DEVB(WB) to absorb the duties of the Head and Deputy Head of EKEO. However, it is not feasible for other directorate officers at the D3 and D2 levels in DEVB(WB) to take up the whole or part of the duties and responsibilities of the two directorate officers of EKEO given the need of maintaining the coordinated and integrated approach to take forward the complex EKE initiative, let alone the fact that all those directorate officers are already fully engaged (**Annex 8**). Any delay or failure in securing funding approval would result in the disbandment of EKEO, and the synergy and momentum of accomplishing the EKE initiative in a concerted and integrated manner spearheaded by EKEO would be adversely affected, especially when there are still a large number of major tasks in the pipeline.

FINANCIAL IMPLICATIONS

31. The retention of the current supernumerary posts of one PGTP (D3) as Head of EKEO and one GA (D2) as Deputy Head of EKEO for five years from 1 April 2022 or upon FC's approval (whichever is later) to 31 March 2027, will require an additional notional annual mid-point salary (NAMS) of \$4,934,400, as follows –

Directorate Post	Number of Post	NAMS (\$)
PGTP (D3)	1	2,650,800
GA (D2)	1	2,283,600
Total	2	4,934,400

The additional full annual average staff cost, including salaries and on-cost, is about \$6,715,000.

32. In addition, EKEO will continue to be supported by a total of 28 staff including 9 non-directorate civil servants and 19 non-civil service contract staff. The total NAMS for these non-directorate civil service posts will be \$8,711,610 and the full annual average staff costs, including salaries and on-cost, will be \$12,942,960. The annual staff cost of the non-civil service contract staff will be within \$14,678,000.

33. We have earmarked sufficient funding provision to meet the cost of the proposal.

ADVICE SOUGHT

34. Members are invited to support the proposed extension of EKEO's operation for a further period of five years from 1 April 2022 to 31 March 2027. Subject to Members' views on the related staffing proposal, we will proceed to seek the recommendation of the Establishment Sub-committee and FC's approval.

Development Bureau
February 2022

Quick Wins and Short Term



Roadworks improvement @ KBBA



Roadworks improvement @ KTBA



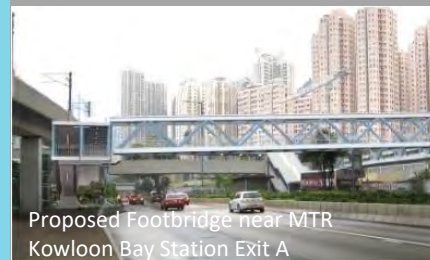
Revitalised Back Alley

Green Spine & Green Link

Medium and Long Term



Proposed Subway connecting Ngau Tau Kok Station and Hoi Bun Road Park



Proposed Footbridge near MTR Kowloon Bay Station Exit A



Proposed Footbridge over Wai Yip Street



Footbridge near MTR Kowloon Bay Station Exit B



Landscaped Elevated Walkway to the New Acute Hospital



Elevated Walkway cum Travellers Network



Proposed Subway Interior Enhancement



Proposed Facelifting Public Transport Interchange and Subway near Ngau Tau Kok Station

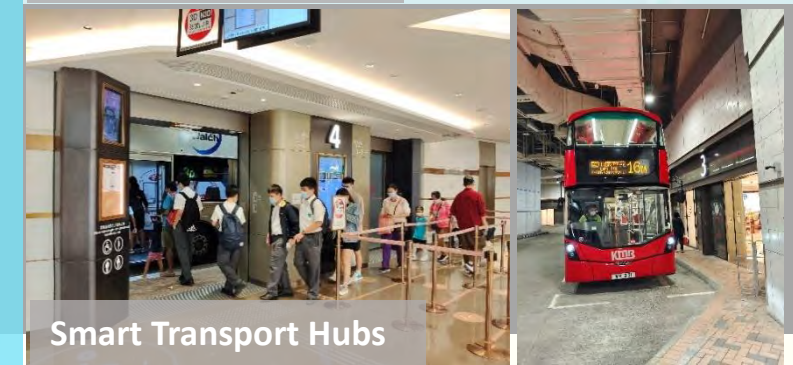


Proposed Facelifting Kwun Tong Road Rest Garden and Subway Entrance

Annex 1 Enhancing Connectivity, Walkability and Mobility



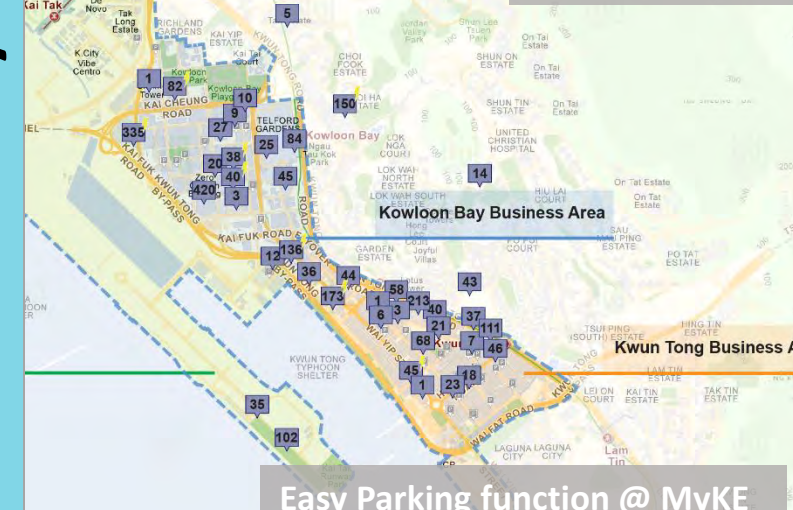
Greenway Network



Smart Transport Hubs



Sheltered Route



Easy Parking function @ MyKE

Green Mobility

Green Buildings and Smart Infrastructure



Green Environment



Smart City Co-Lab



Annex 3 Ensuring Sustainable Growth

Project Facilitation



Choi Hung Road Site



Kai Tak Runway Tip



Lai Yip Street



Kowloon Bay Action Area



Kwun Tong Action Area

Promote Vibrancy



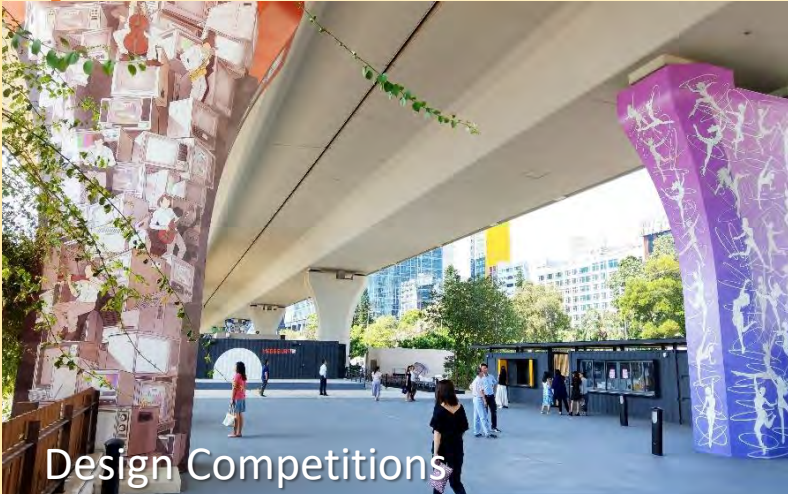
Innovative Placemaking and Urban Design



Fly the Flyover Operation

Co-creation

Annex 4 Promoting The Spirit of Creation



Design Competitions



Back Alleys



Community Engagement



Collaborations



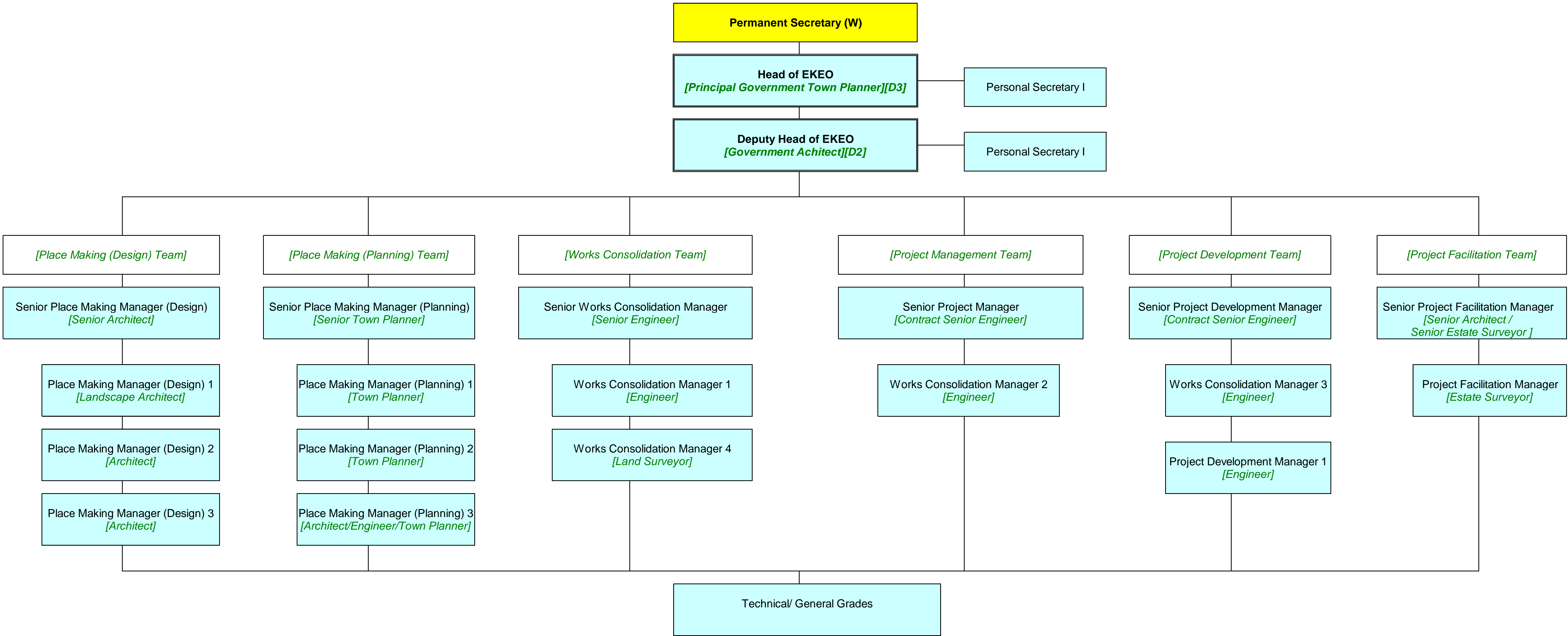
**List of Major Studies and Works Projects under the EKE Initiative
(ongoing or to be undertaken beyond March 2022)**

Item No.	Nature	Title	Status
Enhancing Connectivity, Walkability and Mobility			
1.	Minor Works	18 items of road improvement works proposed in the Kowloon Bay Business Area (KBBA) Pedestrian Environment Improvement – Feasibility Study	At various stages of implementation
2.	Public Works Programme (PWP) Project	Footbridge near MTR Kowloon Bay Station Exit B	Construction in progress
3.	Minor Works	36 items of road improvement works proposed in the Kwun Tong Business Area (KTBA) Study	At various stages of implementation
4.	PWP Project	Proposed Pedestrian Environment Improvement Works in KTBA – Ngau Tau Kok Portion, including construction of subways between MTR Ngau Tau Kok Station and Hoi Bun Road Park	Gazette preparation to commence after design study by Highways Department (HyD)
5.	PWP Project	Footbridge near MTR Kowloon Bay Station Exit A	Funding application to LegCo under preparation
6.	PWP Project	Footbridge near Ngau Tau Kok Police Station and Associated Road Works	Detailed design being carried out by HyD Target to commence construction in 2023
7.	PWP Project	Six items of road improvement works proposed under the Planning and Engineering Study for the development at Kowloon Bay Action Area (KBAA) – Feasibility Study	Preparation by the Civil Engineering and Development Department (CEDD) and HyD in progress

Item No.	Nature	Title	Status
8.	PWP Project	Landscaped elevated walkway to the new acute hospital	Construction in progress with a view to completing the works in 2025.
9.	PWP Project	Elevated walkway with travellator connecting KBAA and the future footbridge across Wai Yip Street near Siu Yip Street	Detailed design in progress Target to commence construction in 2023
10.	Minor Works	20 items of road improvement works proposed under San Po Kong Business Area Study	At various stages of implementation
11.	Review Study + PWP Project	Kowloon East and San Po Kong Business Area Pedestrian Environment Improvement Review <i>[Note: The review shall also cover the external linkages to the hinterland]</i>	Scope of the Review Study being finalized Target to commence the Review Study in Q3 2022.
12.	PWP Project	Provision of Marine Access in Kowloon East	Preliminary feasibility study in progress Upon confirmation of preliminary feasibility, consultancy on Investigation, Design and Construction will commence in 2022
Developing a Smart, Green and Resilient CBD2			
13.	Proof-of-concept trial	Real-time water quality monitoring system	On-site trial in progress
14.	Collaboration Project	“Easy Parking” Scheme	On-going
15.	Collaboration Project	“My Kowloon East” mobile application	On-going
16.	Collaboration Project	Smart City Lab	On-going

Item No.	Nature	Title	Status
<i>Public Spaces and Related Improvements</i>			
17.	PWP Project	Improvement of Lam Wah Street Playground and Adjacent Area	Construction in progress
18.	PWP Project	District Open Space, Sports Centre and Public Vehicle Park at Sze Mei Street	Funding application to LegCo under preparation
19.	PWP Project	Construction and Enhancement of Kai Tak Runway Park	Procurement of architectural and other services in progress. Target to commence design stage in Q1 2022
20.	PWP Project	Redevelopment of Choi Hung Road Playground and Sports Centre (including Choi Hung Road Market)	Planning study being finalized
21.	Minor Works	Streetscape improvement works at the amenity area next to Wai Yip Street/Sheung Yee Road Sitting-out Area	Construction in progress
22.	Minor Works	Reprovisioning of Refuse Collection Point at Wang Chin Street, Kowloon Bay	Design to commence shortly
23.	Minor Works	Streetscape enhancement works adjacent to Kai Fuk Road	Design to commence shortly
24.	Minor Works	Transformation of Sensory Garden at Kwun Tong Promenade	Design competition in progress
25.	Minor Works	Public Open Space in Kwun Tong Action Area (quick-win project)	Design in progress
26.	Minor Works	Reprovisioning of Refuse Collection Point from Lai Yip Street to Tai Yip Street, Kwun Tong	Design in progress
27.	Minor Works	Provision of Additional Play Equipment at Kai Tak Runway Park	Construction in progress Target for completion in Q1 2022 (Phase 1) and Q4 2022 (Phase 2)

Item No.	Nature	Title	Status
28.	Minor Works	Reprovisioning of Existing Food and Environmental Hygiene Department's Store at Kei Yip Lane to Kei Yip Street Refuse Collection Point	Design in progress
<i>Tsui Ping River and Adjacent Areas</i>			
29.	PWP Project	Revitalization of Tsui Ping River	Construction in progress Target for completion in 2024
Ensuring Sustainable Growth			
30.	Consultancy Study	Planning and Engineering Study for the Development at KBAA	Study being finalized
31.	PWP Project	Infrastructure works in association with the development at Kwun Tong Action Area – Investigation, Design and Construction	Detailed design in progress. Works to commence in Q3 2022.
32.	PWP Project	Reprovisioning of Transport Department's Vehicle Examination Centres to Sai Tso Wan, Tsing Yi	Relocation completed with demolition of existing buildings in progress
Promoting the Spirit of Creation			
33.	Consultancy Study	Study Review on the Industrial Heritage of Kowloon East and San Po Kong Business Area	Scope of the Study being finalized Target to commence the Study in Q3 2022



Legend

Supernumerary directorate posts proposed for extension for 5 years from 1.4.2022 to 31.3.2027.

Posts / grades of non-directorate professional, technical and administrative staff

**Duty List of
Head of Energizing Kowloon East Office**

Post Title : Head of Energizing Kowloon East Office (H/EKEO)
Rank : Principal Government Town Planner (D3)
Responsible to : Permanent Secretary for Development (Works)

Major Duties and Responsibilities :-

1. Lead the Energizing Kowloon East Office with a multi-disciplinary professional team and steer the coordination with relevant bureaux/departments at the high level in taking forward measures under the Energizing Kowloon East initiative;
2. Advocate the Conceptual Master Plan (the Plan) of Kowloon East (KE) and San Po Kong Business Area (SPKBA) which guides actions aimed towards transforming the district into Hong Kong's second core business district (CBD2), and oversee the update and implementation of the Plan;
3. Assume the overall coordination and monitoring role in the project management and design related to infrastructural development projects in Kwun Tong, Kowloon Bay and San Po Kong to enhance connectivity/walkability and improve the environment, as transpired under the Plan, as well as resolution of the strategic issues pertaining to Kai Tak Development;
4. Formulate strategies and policies and undertake studies to release the potential of government land, including exploration of ways to consolidate/rationalize existing government facilities and to enhance land utilization under the "single site, multiple use" principle;
5. Spearhead industrial building revitalization in the district through coordination of cross-bureau and cross-departmental efforts on various development proposals in KE from the private sector, including provision of one-stop facilitation service and undertaking preliminary assessments on the merits or otherwise of individual proposals in consultation with relevant bureaux and departments;
6. Promote smart city concepts and lend support to their testing and piloting in KE and SPKBA, and collaborate with various stakeholders including relevant bureaux and departments, the academia, research institutions and others in turning KE into a smart, green and resilient CBD2;
7. Explore innovative means in urban design, facility management and activity planning through a place making approach to enhance vibrancy and vitality of KE, and to build a positive image of CBD2 to local and overseas communities; and
8. Champion comprehensive public engagement in the envisioning, formulation and implementation of new initiatives and projects through multiple channels, ensuring proper responses to demands and aspirations from stakeholders and the public, and maintaining regular dialogues with all major stakeholders.

**Duty List of
Deputy Head of Energizing Kowloon East Office**

Post Title : Deputy Head of Energizing Kowloon East Office (DH/EKEO)
Rank : Government Architect (D2)
Responsible to : Head of EKEO

Major Duties and Responsibilities :-

1. Actualize the Conceptual Master Plan of Kowloon East (KE) and San Po Kong Business Area (SPKBA) (the Plan) which guides actions aimed towards transforming the district into Hong Kong's second core business district (CBD2), and assist with the update of the Plan;
2. Monitor the project management and design of the infrastructural developments in Kwun Tong, Kowloon Bay and San Po Kong to enhance connectivity/walkability and improve the environment, as transpired under the Plan, as well as assist in the resolution of the strategic issues pertaining to Kai Tak Development;
3. Implement strategies and policies to release the potential of government land, including exploration of ways to consolidate/rationalize existing government facilities and to enhance land utilization under the "single site, multiple use" principle;
4. Foster industrial building revitalization in the district through coordination of cross-bureau and cross-departmental efforts on various development proposals in KE from the private sector, including provision of one-stop facilitation service and undertaking preliminary assessments on the merits or otherwise of individual proposals in consultation with relevant bureaux and departments;
5. Take forward smart city concepts and initiatives in collaboration with various stakeholders including relevant bureaux and departments, the academia, research institutions and others in turning KE into a smart, green and resilient CBD2;
6. Provide professional advice on the budgeting, programming, public reception and priority considerations, design and implementation of public infrastructure and area improvement works in Kwun Tong, Kowloon Bay and San Po Kong as well as major development proposals including the Kwun Tong and Kowloon Bay Action Areas, and formulate strategies for engaging stakeholders; and
7. Closely liaise with the senior management of various bureaux/departments, coordinate the implementation of various proposals under the Energizing Kowloon East initiative, and resolve issues with cross-bureau and cross-department efforts.

**Schedule of Responsibilities for
Other Existing Directorate Officers
in the Works Branch of Development Bureau (DEVB(WB)) other than
the Legal Advisory Division (Works)**

The other directorate officers at the appropriate levels in the Works Branch are fully engaged in their respective duties –

- (a) Deputy Secretary (Works) 1 (DS(W)1), assisted by Commissioner for Heritage (C for H), Principal Assistant Secretary (Works) 1 (PAS(W)1) and Head of Greening, Landscape and Tree Management Section (H/GLTMS), is committed in policy matters on heritage conservation and related projects; formulation of strategies for and implementation of greening, landscape and tree management matters; formulation of policies and initiatives on matters relating to construction manpower development; overseeing the provision of support to and liaison with the statutory Construction Industry Council; overseeing the implementation of the Construction Innovation and Technology Fund and the construction workers registration system in conjunction with the Construction Workers Registration Board; overseeing Works Branch's administration, resource planning, media relations and publicity matters as well as financial management of bureau resources and monitoring the overall financial management, manpower and public relations matters of the Works Group of Departments.
- (b) DS(W)2, assisted by PAS(W) 2, 3 and 5), is committed in pressing ahead with the implementation of major infrastructural projects; increasing land supply initiatives including cavern and underground development, Sustainable Lantau Blueprint and reclamations outside Victoria Harbour; formulation of policies and overseeing the implementation on construction safety and environment, construction standards and materials, green procurement, disposal of marine mud as well as disposal of construction and demolition materials in public works; construction industry security of payment, slope safety; overseeing pier improvement programme; flood prevention; formulation policies in ensuring water supply reliability and review of the Waterworks Ordinance and Waterworks Regulations; implementation of smart city initiatives in public works projects; impact of climate changes on public works infrastructure.
- (c) DS(W)3, assisted by PAS(W) 4, is committed in the establishment of drinking

water safety regulatory regime including overseeing necessary studies relating to drinking water safety regime for Hong Kong; monitoring of the performance of Water Supplies Department (WSD) in relation to water quality issues, reviewing Hong Kong Drinking Water Standards, as well as support the operation of the Drinking Water Safety Advisory Committee; and implementation of the Action Plan for Enhancing Drinking Water Safety in Hong Kong; procurement, administration of contracts and consultancies, lift and escalator safety; and promotion of local professional services including seizing construction related job opportunities outside Hong Kong. DS(W)3 serves as board members of the Central Tender Board, the Engineering and Associated Consultants Selection Board and the Architectural and Associated Consultants Selection Board.

- (d) Head of Project Strategy and Governance Office (H/PSGO), assisted by PAS(Project Capability and Strategy (PCS)), is committed in formulating and promoting strategies to strengthen project governance and delivery capability; uplifting project performance; enhancing project leadership capabilities in the delivery of capital works projects; formulating and promoting strategies and measures, including review of standards and requirements, use of suitable project implementation strategies and streamlining project delivery process, etc. to enhance cost-effectiveness of capital works projects; collaborating with international counterparts and local stakeholders in strengthening cost management and uplifting project performance; the implementation of cost management measures for Capital Works Projects; monitoring the overall spending on the projects under the Capital Works Programme (CWP) and advise on programme and cost management issues for the CWP.
2. The major duties/responsibilities and work priorities of the existing D2 officers in the DEVB(WB) are set out below –

C for H

3. C for H assists DS(W)1 in the implementation and monitoring of policies on heritage conservation, and in devising and taking forward initiatives on the subject, including the implementation of the "Revitalising Historic Buildings Through Partnership Scheme"; implementation of the heritage impact assessment mechanism for new capital works projects; devising economic incentives for conservation of privately-owned historic buildings; extending financial assistance on maintenance to privately-owned graded historic buildings and taking forward heritage conservation

and revitalisation projects. C for H serves as the focal point of contact on heritage conservation matters both locally and overseas and spearheads the engagement of stakeholders and the public in the implementation of heritage conservation initiatives and liaises with concerned organisations on related matters. In addition, C for H provides policy support and guidance to the Antiquities and Monuments Office. C for H is responsible for conducting researches on policies, legislation and practices on heritage conservation both locally and overseas; and overseeing the handling of enquiries, complaints and suggestions from the public and media on heritage conservation matters.

Principal Assistant Secretary (Works) 1 (PAS(W)1)

4. PAS(W)1 assists DS(W)1 in the operation of the statutory Construction Industry Council (CIC) and to act as the focal point of liaison between the Government and the CIC. PAS(W)1 is responsible for construction manpower resource policies, including spearheading with the CIC and other relevant training institutions the efforts to further develop progression pathways for skilled workers to upgrade their skill, and academic and professional level, overseeing the relevant manpower forecasts for construction skilled workers, supervisors, technicians and professionals, promoting the youthful, professional and vibrant image of the industry as well as providing policy support to the CIC in its provision of training and support for manpower development in response to industry demands. PAS(W)1 oversees the implementation of the construction workers registration system by the CIC and provides support to the relevant boards and oversees the implementation of the Construction Innovation and Technology Fund (CITF); and the relief measures for the construction sector under the Anti-epidemic Fund. PAS(W)1 is also responsible for internal coordination within the Works Branch in the preparation of Policy Address supplement, Budget, etc.

H/GLTMS

5. H/GLTMS assists DS(W)1 in formulating strategies on greening, landscape and tree management to ensure seamless integration from landscape design and planting in the upstream to vegetation maintenance in the downstream. H/GLTMS oversees the work of the Greening and Landscape Office (GLO) and the Tree Management Office (TMO). H/GLTMS oversees the coordination of greening, landscape and tree management matters and sets up protocol of liaison with relevant bureaux and departments, and deals with cross-bureaux and cross-departmental issues and serves as the focal point of contact on greening, landscape and tree management matters both locally and overseas. H/GLTMS also oversees manpower development,

community involvement and public education programmes, and handling of enquiries, complaints and suggestions from the public and media on greening, landscape and tree management matters.

PAS(W)2

6. PAS(W)2 assists DS(W)2 in providing high-level technical input and coordinating with the works departments in the implementation of major infrastructure development projects so as to ensure that the best possible support is provided to various client bureaux. PAS(W)2 also assists in overseeing the implementation of major infrastructural projects, such as the Kai Tak Development, Liantang/Heung Yuen Wai Boundary Control Point, New Territories Cycle Track Network and Pier Improvement Programme. Furthermore, PAS(W)2 is responsible for taking forward the initiative of enhancing land supply strategy through rock cavern development and underground space development in urban areas, and handling the planning and engineering studies of various projects of reclamation outside Victoria Harbour. PAS(W)2 also assists in formulating and implementing works policy on slope safety. In addition, PAS(W)2 provides support in handling technical matters in relation to issues discussed in the board/committee meetings of the MTR Corporation Limited, the West Kowloon Cultural District Authority, the Ocean Park Corporation and the Hong Kong International Theme Parks Limited. PAS(W)2 assists in the housekeeping of the Civil Engineering and Development Department.

PAS(W)3

7. PAS(W)3 assists DS(W)2 in formulating policies relating to water supplies, water resources, water conservation, control of plumbing works, water tariffs and capital works projects related to water supply infrastructure; and handling matters concerning Dongjiang water supply to Hong Kong. PAS(W)3 also assists in formulating and implementing policies in regard to security of payment for construction-related contracts; wage payment in construction sites for public works; Excavation Permit system, construction materials and standards, and disposal of construction and demolition materials for public works; and works policies concerning productivity, innovation and technologies of the construction industry, including the wider adoption of the Building Information Modelling technology in public works. PAS(W)3 also oversees the information technology support to the Works Branch of Development Bureau; and assists in the housekeeping of the WSD.

PAS(W)4

8. PAS(W)4 assists DS(W)3 in formulating and implementing policies on

procurement practices in relation to project planning, design, tendering, contract administration and site supervision; and management of contractors and consultants including administration and performance monitoring. PAS(W)4 assists in handling matters relating to negotiations of trade-in-services agreements of World Trade Organization Agreement of Government Procurement, free trade agreements, and other multilateral/bilateral trade negotiations in connection with the construction industry. PAS(W)4 is also responsible for formulating and implementing strategies to promote local professional services in the Mainland and overseas construction and engineering related markets and handling matters relating to the Mainland/Hong Kong Closer Economic Partnership Arrangement consultations/implementation including mutual recognition of professional qualifications. In addition, PAS(W)4 assists in vetting submissions to the Central Tender Board, Engineering and Associated Consultants Selection Board and Architectural and Associated Consultants Selection Board and housekeeping of the Electrical and Mechanical Services Department, as well as supporting the account finalisation of the post-quake reconstruction work in Sichuan under the Trust Fund in Support of Reconstruction in the Sichuan Earthquake Stricken Areas.

PAS(W)5

9. PAS(W)5 assists DS(W)2 in providing high-level technical input to steer the implementation of various projects and initiatives of Lantau development and conservation as set out in the Sustainable Lantau Blueprint and Lantau Tomorrow Vision, including the Studies related to the Artificial Islands in the Central Waters and a new major transport corridor to link up the coastal areas of Tuen Mun, North Lantau, the artificial islands in the Central Waters and Hong Kong Island; and Sunny Bay reclamation. PAS(W)5 provides secretarial support to the Lantau Development Advisory Committee chaired by the Secretary for Development. PAS(W)5 provides support to the land supply initiatives through reviewing and formulating works policies with a view to expediting land supply, overseeing the provision of infrastructure support to various land supply initiatives and proposals, and provides high-level technical input to co-ordinate and oversee the implementation of the associated works projects. PAS(W)5 also provides support in handling technical matters related to the Steering Committee on Land Supply, Task Force on Land Supply, Land Supply Tracking Subcommittee, Committee on Planning and Land Development and Strategic Planning Committee of the Hong Kong Housing Authority. PAS(W)5 assists in formulating and implementing policies on construction safety, environment management and green procurement in public works. In addition, PAS(W)5 assists in formulating and implementing policies in regard to

flood prevention and revitalisation of major nullahs in Hong Kong, and in housekeeping of the Drainage Services Department.

PAS(PCS)

10. PAS(PCS) assists PSGO in formulating strategies and implementing measures to strengthen project governance and delivery capability. PAS(PCS) oversees the Centre of Excellence for Major Project Leaders in providing high-level training on contemporary leadership skills in the delivery of capital works projects. PAS(PCS) also assists in formulating policies and implementing initiatives to uplift project performance in the fronts of project delivery and programme management, provides support for collaboration with international counterparts and local stakeholders in strengthening cost management and uplifting project performance, and formulating and promoting strategies and measures including review of standards and requirements, use of suitable project implementation strategies and streamlining project delivery process. In addition, PAS(PCS) assists in co-ordinating and overseeing research and development efforts to enhance cost-effectiveness in capital works projects; formulating cost management measures for capital works projects; providing cross-bureau and high-level technical support in respect of project cost estimation and budget control issues of capital works projects; and promote cost management in private building sector.

Concluding remarks

11. In view of the above, it is operationally not possible for any of them to absorb the whole or part of the duties and responsibilities of the Head and Deputy Head of Energizing Kowloon East Office in support of the various Energizing Kowloon East initiatives.