

FACULTY OF BUILT ENVIRONMENT
DEPARTMENT OF QUANTITY SURVEYING
CONSTRUCTION CONTRACT MANAGEMENT PROGRAM

TECHNICAL VISIT REPORT



UTM
UNIVERSITI TEKNOLOGI MALAYSIA

RESEARCH UNIVERSITY

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INTRODUCTION

In order to improve the institution's performance and to support the national development in serving infrastructure sectors in this globalisation era, the Indonesia Ministry of Public Works through Badan Pembinaan Konstruksi (BP Konstruksi) has facilitated the professional education of Master Degree in Construction Contract Management / Quantity Surveyor (QS) at Universiti Teknologi Malaysia (UTM).

There are seventeen (17) students who are eligible to get this scholarship. This program is designed to provide education to construction and engineering graduates and professionals who are seeking greater knowledge and understanding in construction law, project procurement, construction contract management and construction dispute resolution. In order to get a more broaden view of construction industry in the world, there is an international technical visit sponsored by the Ministry.

Hong Kong is chosen as the most attractive spot to learn about international construction industry development especially in the field of construction contract management and dispute resolution. The program started from 26 May 2012 until 2 June 2012. There are five (5) visiting places i.e. Hong Kong International Arbitration Centre (HKIAC), The Royal Institution of Chartered Surveyors (RICS), The Central-Wan Chai Bypass and Island Eastern Corridor Link Project, and Hong Kong University (HKU) & Hong Kong Polytechnic University (Poly-U).

Finally, this paper serves as the report to the Indonesia Ministry of Public Works and it would not have been possible without the support from the Indonesia Ministry of Public Works and UTM.

HONG KONG INTERNATIONAL ARBITRATION CENTRE (HKIAC)

I. Introduction

Hong Kong is a prime venue for commercial dispute resolution with its mature and well-developed legal system. Hong Kong has an enormous pool of experienced professionals available to support commercial dispute resolution through arbitrations and mediations. Arbitration in Hong Kong is also quite famous in Asia. Therefore, we as students undertaking the Master of Science in Construction Contract Management program at UTM were visiting Hong Kong International Arbitration Centre (HKIAC) to enhance our knowledge about arbitration during study tour to Hong Kong.

We were visited HKIAC on Monday, May 28th 2012. The office is addressed at 38th Floor Two Exchange Square, 8 Connaught Place, Hong Kong S.A.R. China.



Picture 1. HKIAC Office

There were two sessions of discussion during the visit. We were having discussion in Hunter Room C. First discussion was started at 10.00 am and ended at 11.00 am. This session was conducted by Dennis Cai as Assistant Secretary-General Hong Kong International Arbitration Centre. He discussed about the overview of dispute

resolution and HKIAC. Second discussion was started at 11.00 am and ended at 12.00 pm. This session was conducted by Kiran Sanghera as a counsel in HKIAC. She discussed about Arbitration process in HKIAC.

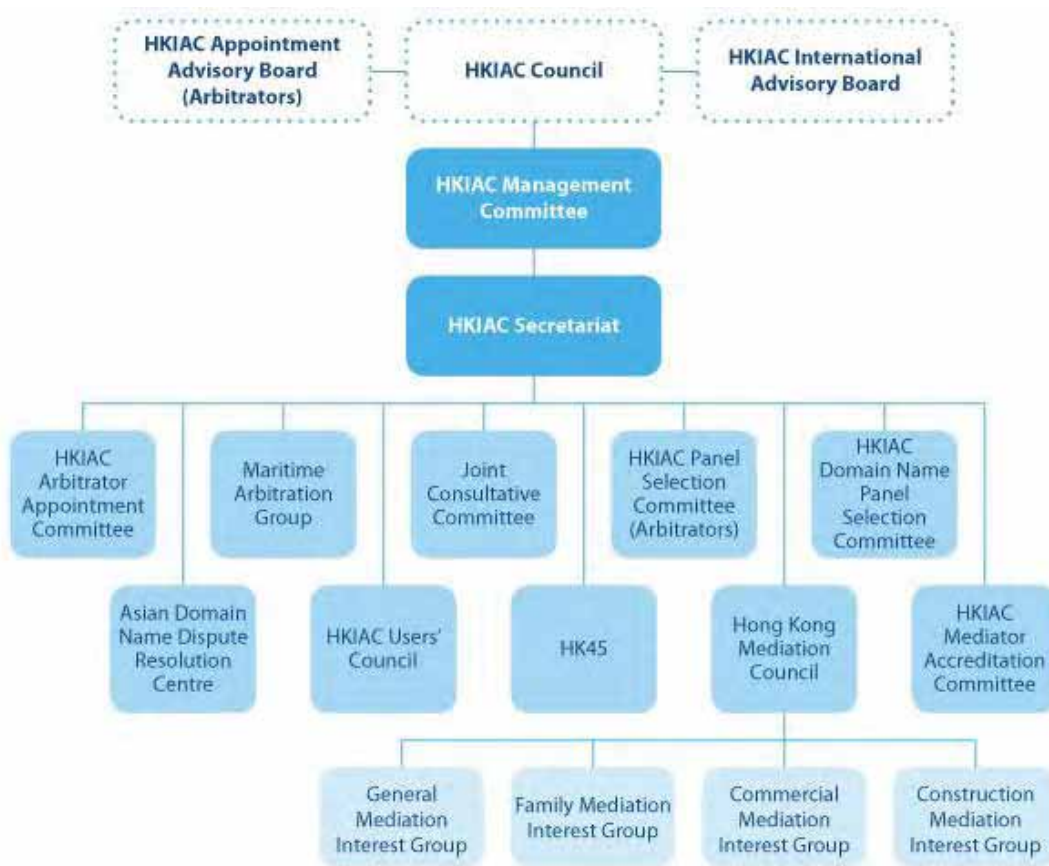


Picture 2. Group Picture with Dennis Cai and Kiran Sanghera from HKIAC

II. About Hong Kong International Arbitration Centre (HKIAC)

HKIAC is a non-profit company limited by guarantee which was established in 1985 by a group of leading businesspeople and professionals in an effort to meet the growing need for arbitral services in Asia. Initially, the Hong Kong business community and the Hong Kong Government generously funded the HKIAC. Today, the Centre is financially self-sufficient, and completely free and independent from any type of influence or control.

The Centre is governed by a council composed of leading businesspeople and professionals from all around the world who possess a wide variety of skills and experience. The HKIAC Secretariat is located in the Central Business District in Hong Kong, and is responsible to handle administration and process all disputed that referred to HKIAC.



Picture 3. HKIAC Organization Chart

From year to year there is an increasing number of disputes that referred to HKIAC. Generally, matter that handled by HKIA includes disputes in: construction, commercial (related to sale of goods contracts), maritime-shipping, insurance, investment, both for domestic and international.

III. Facilities and Services of HKIAC

III.1 Facilities

HKIAC offers professional dispute resolution facilities and services associated with various area of disputes. The facilities located in Two Exchange Square 38th Floor consist of one largest room (serves 180 people), one board room, three hunter rooms

(A, B and C), five small rooms (A, B, C, D and E). HKIAC also provides a comprehensive library of literature and data relating to arbitration and other methods of dispute resolution.



Picture 4. HKIAC Facilities

III.2 Services

Services of proceeding the arbitration by HKIAC can be divided into three services, namely: Authentication Services, Fund Holding and Visa Applications.

Authentication Services

Certifying awards shall be enforced outside Hong Kong and it has been stipulated under Article IV(1) of the UN Convention on the Recognition and Enforcement of Foreign Arbitral Awards, New York 1958. Secretariat of HKIAC has the power to certificate the ad hoc arbitration award in order to enforce the award outside Hong Kong.

Fund Holding

Fund holding for security can be divided into two holding securities, namely:

- Holding security for fees and expenses on behalf of Arbitrators/Mediators/Adjudicators which costs HK\$4,000;
- Holding security for the amount in dispute or security for costs as directed by the Arbitrator/Mediator/Adjudicator which costs HK\$6,000

Visa Applications

Nationals from the People's Republic of China (PRC) and other foreign countries who need to apply for an employment visa for the objectives of participating in arbitration and Alternative Dispute Resolutions (ADR) proceedings in Hong Kong must fulfill the requirement in employing staff in Hong Kong.

IV. Overview the Dispute Resolution Services Provided by HKIAC

Hong Kong International Arbitration Centre's services could be described in a table as follow:

No.	Issue	Mode of Service		
		Arbitration	Mediation	Adjudication
1.	Governing Laws	Arbitration Ordinance (Cap. 609 of the Laws of Hong Kong) effective 1 June 2011		
2.	Rules & Guidelines	Ad Hoc Arbitration: - HKIAC Domestic Arbitration Rules (2012 Edition) - HKIAC Domestic Arbitration Rules (1993 Edition) - UNCITRAL Arbitration Rules (1976)	Rules provided : - Hong Kong International Arbitration Centre Mediation Rules, effective 1 August 1999	Rules provided : - HKIAC Adjudication Rules 2009

		<ul style="list-style-type: none"> - UNCITRAL Arbitration Rules (2010) <p>Other Types :</p> <ul style="list-style-type: none"> - HKIAC Securities Arbitration Rules - HKIAC Electronic Transaction Arbitration Rules - HKIAC Short Form Arbitration Rules - HKIAC Small Claims and ‘Document Only’ Procedures <p>Guidelines :</p> <ul style="list-style-type: none"> - HKIAC Maritime Arbitration Guide - IBA Guidelines for Drafting International Arbitration Clauses - IBA Rules of Evidence - IBA Guidelines on Conflicts of Interest in International Arbitration 		
3.	Types	<ul style="list-style-type: none"> - Ad Hoc Arbitration (under HKIAC Rules) - HKIAC Institutional Arbitration 	<ul style="list-style-type: none"> - Family Mediation - General Mediation 	General
4.	Model	<ul style="list-style-type: none"> - Arbitration 	If the mediation is	

	Clause	<p>Administered by the HKIAC</p> <ul style="list-style-type: none"> - Arbitration Under UNCITRAL Rules - Domestic Arbitration 	<p>abandoned by the mediator or is otherwise concluded without the dispute or difference being resolved, then such dispute or difference shall be referred to and determined by arbitration at HKIAC and in accordance with its 'Domestic Arbitration Rules'</p>	
5.	Any Fees	<p>Ad Hoc Arbitration :</p> <ul style="list-style-type: none"> - HK\$4,000 for appointing arbitration - HK\$4,000 for determining the number of arbitrator <p>HKIAC Administered Arbitration Rules :</p> <ul style="list-style-type: none"> - Registration fee US\$1,000 - Administrative fee is based on Sec. 2 of the Schedule of Fees and Costs of Arbitration - Tribunal fee is based on either Sec. 3 of the Schedule of Fees and Costs of Arbitration or parties arrangement to 	<p>Fees to become Mediator :</p> <ul style="list-style-type: none"> - HK\$600 - Application for mediator accreditation / re-assessment fee per assessment / re-assessment (non-refundable) - HK\$600 – Application fee for exemption from any all of the stages of the accreditation requirement - HK\$900 – Panel maintenance fee per category per calendar year 	<p>Fees to become adjudicator :</p> <ul style="list-style-type: none"> - HK\$1,000 – an assessment fee which will be required from candidates seeking exemption from HKIAC's course <p>Fees for adjudication services :</p> <ul style="list-style-type: none"> - Fees are in accordance to parties arrangement to adjudicators

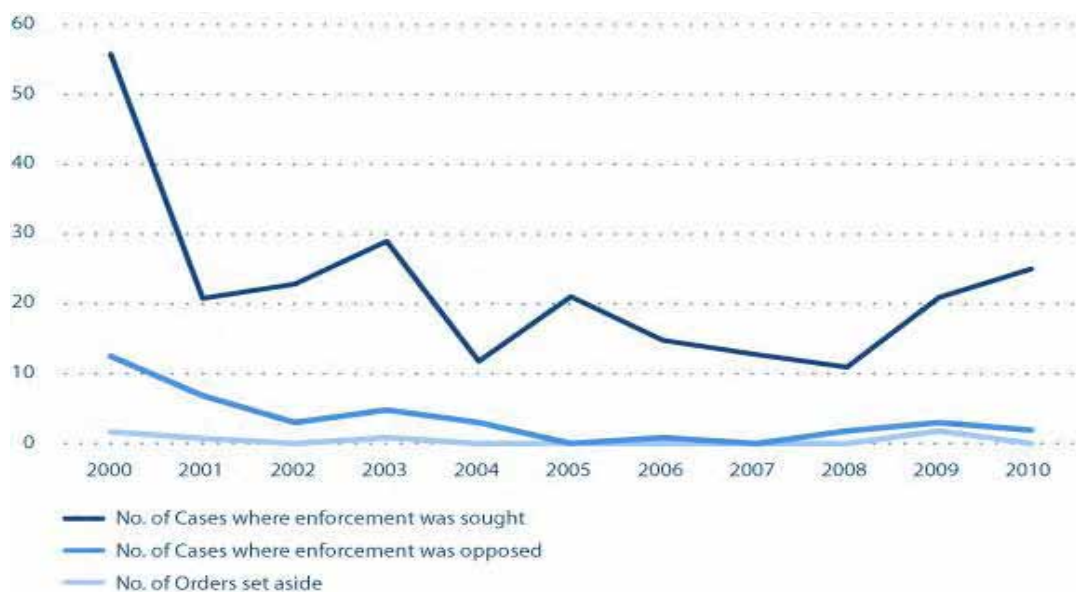
		arbitrators	(January to December) Fees for mediation services : - Fees are in accordance to parties arrangement to mediators	
6.	Panel / Committee	Arbitrators provided by HKIAC are construed in : - Panel of Arbitrators - List of Arbitrators - Arbitrator Appointment Committee - Panel Selection Committee (selecting arbitrators)	Committees related to mediation which are provided by HKIAC : - Hong Kong Mediation Council - HKIAC Mediator Accreditation Committee - Panel Members	- HKIAC Panel of Adjudicators
7.	Outcome Performance	Duty of arbitrator is administered in 'Code of Ethical Conduct' Challenges and complainants against arbitrator may be applied by way of : - HKIAC Challenge Rules - Complaints against Arbitrators - HKIAC Court of		Duty of adjudicator is administered in 'Code of Ethical Conduct for Adjudicators'

		Arbitration		
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V. Benefit in referring dispute to HKIAC

There are some benefits as a good reason to recommend Indonesian construction industry referring construction disputes to HKIAC as follows:

1. Flexible cost chargeable, the disputing parties could choose either Lump sum basis or regularly basis (i.e.hourly basis);
2. Since this institution basically a non-profit company, therefore the administration and application cost charged by HKIAC fairly cheaper than other international arbitration institution which has same class such as SIAC or ICC;
3. Key factor in HKIAC in administration arbitration process is “light touch” approach means “depend on the parties want, that HKIAC only involve after the parties asking to, let the parties use their autonomy (for example the parties autonomy in appointment of arbitrator, mediator or adjudicator) and not involves in the dispute itself;
4. High level and good record in enforcement of arbitration awards. Particularly in Hong Kong, the chart below shows that number cases where enforcement opposed and ordered to set aside is very minimum and decreasing from year to year, this track record can be a good consideration;



Picture 5. Enforcement of Arbitration Awards in Hong Kong

5. HKIAC has flexible and expedited procedures that will ensure the process managed effectively and fast;
6. HKIAC has qualified list and panel of arbitration, mediator and adjudicator that their track record and qualification periodically controlled by HKIAC. Recently there is \pm 300.000 arbitrator listed from around 40 different jurisdictions.

THE ROYAL INSTITUTION OF CHARTERED SURVEYORS (RICS) HONGKONG



1. Overview of the Study Trip

UTM Student technical trip attended to RCIS talk which is held in the Admiralty Convention Centre in Hong Kong. All of participants including the lecturer have warm greeting from the chairman of Hongkong RICS, Mr Kenneth. The talk was conducted in Wednesday, 30 may 2012.



Greeting from RICS HongKong

The four hours talk was conducted by RICS Hong Kong, the RICS committee explained comprehensively about the organization structure, its member, specialties and experiences, including sharing practical theory and factual data about their activities as well. Session for question and answer also part of the talk that encourage participants to get involved actively, and sharing of what Indonesian and Malaysian construction industry may lead the discussion to be open for the quantity surveyor professional.

They also promoted and suggested to all participants to register membership the RICS by entering website for student membership. As quantity surveying student in UTM, students are eligible to apply its membership, after some verification and examine from the committee agree and grant to give membership.

2. About RICS Hong Kong

RICS is the pre-eminent organization for professionals working in the land, property and construction sectors early in the beginning in the UK and now spread out around the world. RICS Hong Kong's mission is to better serve RICS members in Hong Kong and to raise the profile of the chartered surveying profession.

There are currently more than 4800 chartered surveyors practising in Hong Kong. Of these, approximately 40% are chartered quantity surveyors, 24% are chartered valuation surveyors, 15% are chartered building surveyors and 5% are chartered land surveyors.

3. Meet the Hong Kong RICS Chairman : Mr Kenneth Kwan



Presentation by Mr. Kenneth

Kenneth is Chairman of RICS Hong Kong QS and Construction Professional Group (PG) Board and a representative of RICS Asia QS and Construction PG Board. Together with that, he also FRICS, FHKIS, HKIAC Accredited Mediator, RPS(QS), RCE(PRC) Director, Rider Levett Bucknall Ltd. Kenneth Kwan joined Rider Levett Bucknall in 1986 and became a Director in 2001. He has been a Member of RICS (Royal Institution of Chartered Surveyors) since 1989. He has extensive experience in different types of projects in both public and private sectors in Hong Kong, and projects in Macau, Mainland China and a few other cities.

Kenneth promotes the quantity surveying (QS) practice by giving lectures to students at local universities, to architects and to other professionals. He has also delivered public speeches on the QS profession to construction professionals in mainland China.

4. Professional group committee members

- Dispute Resolution Professional Group
- Facilities Management Professional Group
- Geomatics Professional Group
- Civil Engineering Development Department
- Project Management Professional Group
- QS and Construction Professional Group
- Valuation Professional Group
- Building Surveying Professional Group
- Commercial Property Professional Group
- Management Consultancy Professional
- Environment Professional Group
- Planning and Development Professional Group
- Residential Professional Group

5. RICS Valuation Dispute Resolution Service

The RICS Valuation Dispute Resolution Service (DRS) in Hong Kong offers a range of methods for resolving valuation disputes in Greater China, including:

- a. Arbitration
- b. Expert determination
- c. Mediation

The DRS is independent and has more than 20 years of experience, both in the UK and, previously, in conjunction with the Hong Kong Institute of Surveyors. It is responsible for

many thousands of appointments each year, making it the world's largest provider of dispute resolution services relating to land, property and construction.

The Knowledge area is a central resource for all the technical, practice-support publications that RICS produces for members.

It is constantly refreshed and carries the latest RICS practice standards and publications, often before they are available in hardcopy. The service holds information on specialist problem-solvers and is able to respond to enquiries concerning many types of disputes. RICS can help to resolve a wide range of valuation disputes, for example:

- Rent reviews
- Options to renew
- Lease renewals
- Options to purchase
- Valuations for divorce settlements
- Disputes arising out of the dissolution of partnerships.

6. Training and meeting facilities

RICS Asia has a new conference and meeting room for use by RICS members and the public. Since moving into our new office at Hopewell Centre in August 2008, RICS Asia has been organising seminars, networking events and board meetings.



The meeting attendance in RICS

The conference and meeting room at RICS Asia is available for hire. Located at an easily accessible location in Wanchai, the room holds up to 60 people and is an excellent training and meeting location.

RICS conference and meeting facilities are located at: Hopewell Centre 183 Queen's Road East, Wanchai Hong Kong.

The Built Environment Group comprises the technical expertise of the following professional groups:

1. Building Surveying
2. Building Control
3. Project Management
4. Quantity Surveying and Construction

The Central-Wan Chai Bypass and Island Eastern Corridor Link Project

1. Introduction

Program : Site Visit
Organizer : HKU CIB Student Chapter
 Mr. Kevin Wang (kevinwhd@hku.hk)
Date : May 29, 2012
 Tuesday
Time : 1:30 pm – 03:30 pm
Visitors : UTM Master Students in Construction Contract Management
 22 students



Project Location



Project Title	Central – Wan Chai Bypass and Island Eastern Corridor Link
Consultant	AECOM Asia Co. Ltd
Construction Duration	December 2009 – 2017
Approved Project Cost	HK\$ 28,105 M

Key Project Milestones

1st Gazettal	2002
2nd Gazettal	2007
Gazette Amendment	12/2008
Detailed Design	2009
Project Authorized	5/2009
Funding Approved	7/2009
Works Commenced	12/2009

2. About The Project

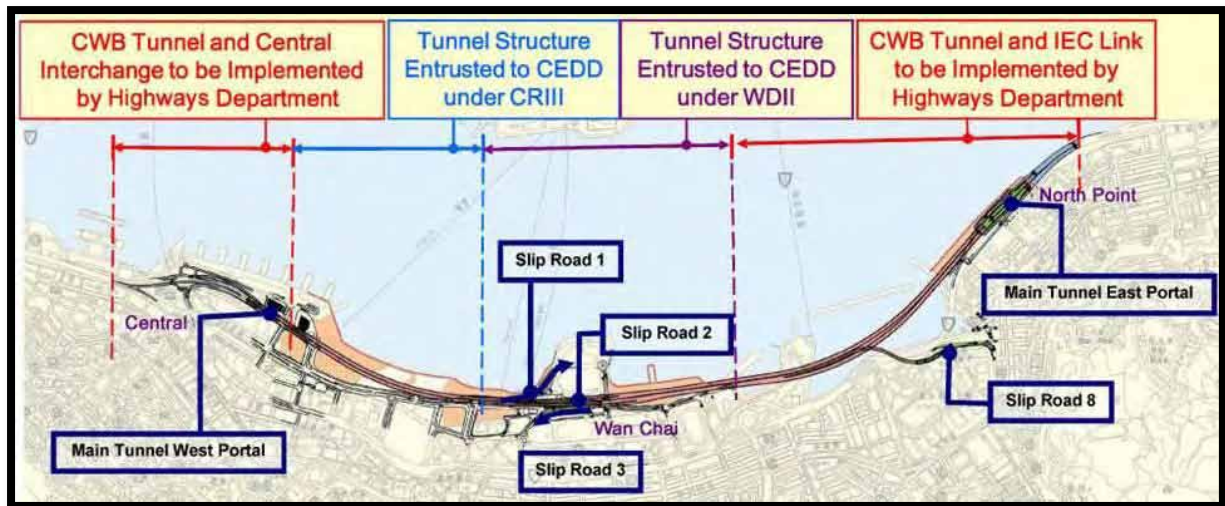
Background

The existing Gloucester Road – Harcourt Road – Connaught Road Central Corridor is currently operating beyond capacity, resulting in frequent traffic congestion. The proposed Central – Wan Chai Bypass and Island Eastern Corridor Link forms part of an east-west strategic route along the north shore of Hong Kong Island, which is required to alleviate the traffic congestion along the existing Gloucester Road – Harcourt Road – Connaught Road Central Corridor.



The CWB Alignment

The CWB will be a 4.5km long dual three lane truck road consisting of a 3.7km tunnel section connecting the existing Rumsey Street Flyover at Central to the Island Eastern Corridor at North Point. It will pass underneath the Central reclamation area, the Hong Kong Convention and Exhibition Centre, the ex-Wan Chai Public Cargo Working Area, the portal of Cross Harbour Tunnel and the Causeway Bay Typhoon Shelter, before connecting to the Island Eastern Corridor by a viaduct.



Benefits of the Project

- ✓ Upon commissioning of the CWB in 2017, it is anticipated to take about five minutes to travel between Central and Island Eastern Corridor at North Point. Traffic flow between eastern and western Hong Kong Island will be significantly eased
- ✓ Approximately 600m long noise barriers and 730m long noise semi-enclosures will be erected at the reconstructed North Point section of Island Eastern Corridor to abate the traffic noise impact on nearby residents
- ✓ Additional land will be formed for future construction of waterfront promenade
- ✓ The project will enhance greening of urban environment
- ✓ The project during its construction period can provide 6,400 job opportunities

Major Works

The major elements of the projects include:

1. Road tunnels and elevated roads
2. Associated slip roads and approach roads to the tunnels
3. Electrical and mechanical systems, including traffic control and surveillance systems
4. Ancillary buildings for tunnel administration and ventilation
5. Ancillary works including noise barriers, drainage and landscaping works

To-date, works at Central, Causeway Bay Typhoon Shelter and North Point has commenced. Construction of Slip Road 8, the administration and ventilation buildings as well as traffic control and surveillance system, ventilation and lighting facilities is in the pipeline for commencement in the next one to two years. The CWB is anticipated to be commissioned in 2017.

Special Features

Some special features of the projects include:

1. Public Engagement



In the planning stage, the Highways Department as the employer of this project consulted the Legislative Council, then the Harbour-front Enhancement Committee and the four District Councils of Hong Kong Island. They also conducted a series of public

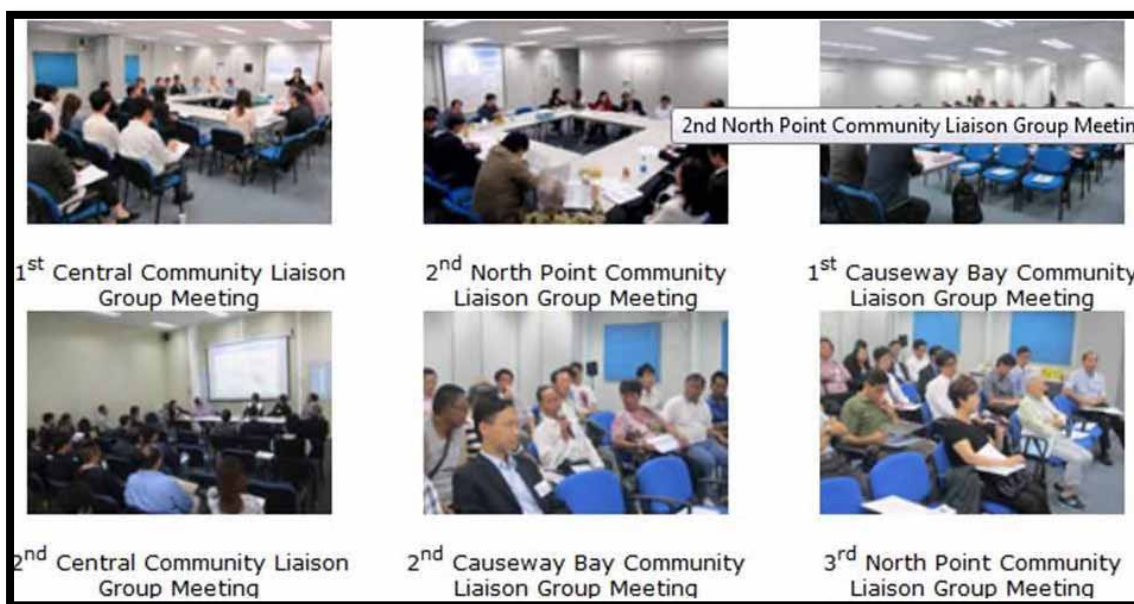
forums and expert panels to build up public consensus on the CWB project.

Following commencement of CWB works at end 2009, they have focused on strengthening communications with the public. Through various channels, the public can have ready access to the project progress. For example, they have set up a dedicated website and Community Liaison Groups; distributed newsletters regularly; held briefing sessions for individual housing



estates; organized group site visits and roving exhibitions. In addition to the Community Liaison Centre (CLC) at Oil Street, North Point, the CLC at Central has been put into operation in March 2011 with a view to further strengthening their linkage with the public.

Up to 31 May 2012, the CLC has commenced 13 community group meetings.



Meanwhile, this project is also very attractive for professionals and students of construction-related fields. There are at least 49 site visits from various backgrounds such as institutional bodies, corporation, universities and schools. Site visit from UTM was held on 29 May 2012.



2. Temporary Traffic Diversion

To facilitate the construction works, some temporary traffic diversions will be implemented in stages near the construction site. For example, to facilitate the construction of the Central – Wan Chai Bypass, access from Man Yiu Street to Finance Street will be temporarily closed from 22 October 2011 to mid 2014. Motorists from Man Yiu Street northbound and Man Kwong Street eastbound heading for Finance Street should use the alternative routes as shown below.



3. Noise Barrier

To reduce the traffic noise, 600m long noise barriers and 730m long noise semi-enclosures will be erected at North Point section of Island Eastern Corridor Link (IECL). Apart from noise reduction, blending in with the surroundings was one of the goals in the design of the noise barriers. Thus, a number of green elements were added to harmonize with the surroundings. Different from other noise barriers/enclosures commonly seen on highways, vegetations will be planted on the roof of the CWB noise semi-enclosures. Vertical greenings will also be installed at the vertical side of the noise barriers/enclosures. As regards the materials, non-reflective transparent materials will be adopted to allow sunlight through, and the noise semi-enclosures can reduce the visual impact.

There are 3 types of noise barriers/enclosures used:

1. Cantilevered Noise Barrier

Feature: The cantilevered barrier effectively mitigates traffic noise

2. Noise Semi-Enclosure

Feature: The roof top of the noise semi-enclosures provides space for greening works to enhance the environment

3. Vertical Noise Barrier

Feature: The vertical sides of the noise barriers will be decorated by green plant in order to enhance greenness of the structure

4. Air Purification System (APS)

The ventilation system for CWB tunnel is designed as a semi-transverse system with 3 ventilation buildings, namely West Ventilation Building (WVB), Middle Ventilation Building (MVB) and East Ventilation Building (EVB) and East Vent Shaft (EVS) situated at the Eastern Breakwater of the Causeway Bay Typhoon Shelter.

Advanced ventilation system will be installed in the tunnel to improve air quality. In case of fire, the system will contain and discharge the smoke inside the tunnel efficiently to ensure the safety of tunnel users. In addition, latest effective air purification system will be set up to clean the air exhausted from the tunnel to a higher standard.

5. Greening and Enhancement of Urban Environment

The CWB Project will take the opportunity for greening urban environment. As to the future Island Eastern Corridor Link, an Aesthetic and Landscaping Design for Noise Barriers and Semi-Enclosures, Landscape Deck and Viaduct Planters namely “Urban

Floating Oasis” is developed. And the public consultations on the design were conducted earlier to collect views from the public.



6. Landscape Highlight

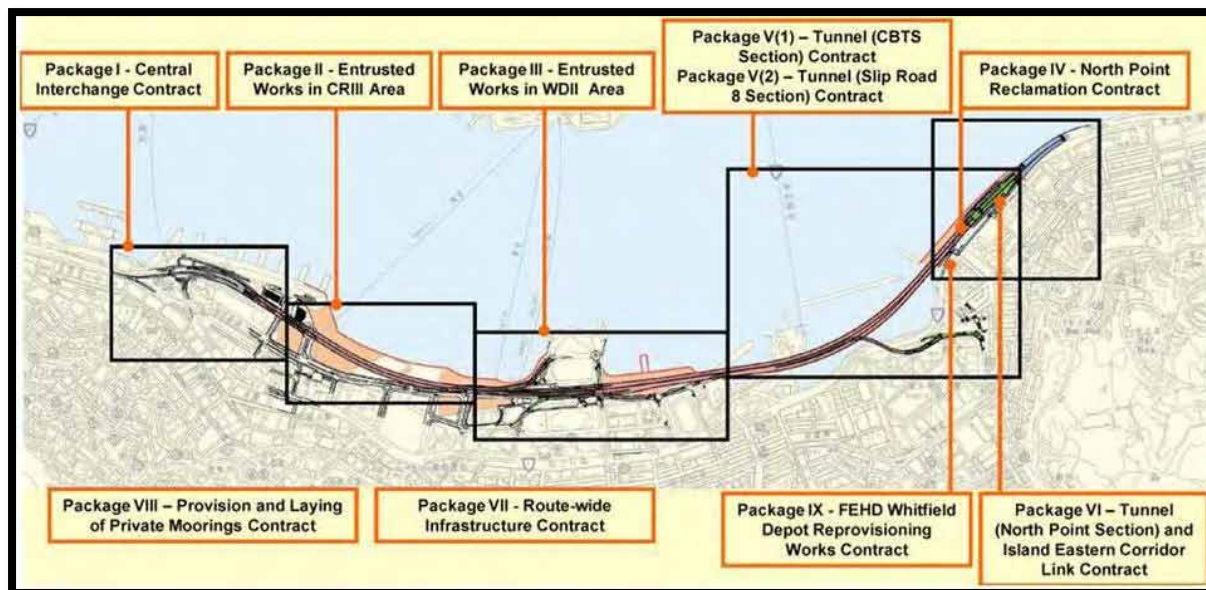
The roof of the East Tunnel Portal of North Point will be developed into an integrated landscape deck. The roof of the East Tunnel Portal of North Point will be developed into an integrated landscape deck. Different varieties of plants will be introduced to provide abundant seasonal scenery. Landscape Deck features a stepped height ascending from west to east towards the Green Roof.



Variation of plant height is adopted to blend in with the surrounding visual character. Taking into consideration environmental and maintenance factors, the designer has selected shrubs and groundcover species that are more tolerant of wind, salt-spray and drought.

The Contract Packages

The CWB project is a mega project and is divided into several contract packages. There are 9 contract packages which deal with different locations as shown in the figure below.



[Package I \(Contract No. HY/2009/18\) – Central Interchange Contract](#)

Status	In progress
Consultant	AECOM Asia Co. Ltd
Main Contractor	Leighton Contractors (Asia) Ltd
Commencement Date	21 September 2010
Anticipated Completion Date	Third Quarter of 2016
Contract Sum	HK\$ 1,271.505 M

Contract Description

The scope of the contract mainly includes:

- Construction of a 220m section of tunnel in Central at the West Portal
- Construction of approach road to the tunnel
- Construction of at grade slip road
- Construction of bridge deck for the westbound carriageway of Rumsey Street Flyover Extension
- Modification to the existing Rumsey Street Flyover
- Construction of the eastbound Slip Road D Flyover

[Package II – Entrusted Works in Central Reclamation Phase III \(CRIII\) Area](#)

The works in this package have been entrusted to the Civil Engineering and Development Department (CEDD), including the tunnel structure in the CRIII area but excluding the civil works provisions for Electrical and Mechanical (E&M) / Traffic Control Surveillance System (TCSS) and drainage works.

[Package III – Entrusted Works in Wan Chai Development Phase II \(WDII\) Area](#)

The works in this package have been entrusted to the Civil Engineering and Development Department (CEDD), including the tunnel structure in the WDII area and the civil works provisions for Electrical and Mechanical (E&M) / Traffic Control Surveillance System (TCSS) and drainage works.

[Package IV \(Contract No. HY/2009/11\) – North Point Reclamation Contract](#)

Status	In progress
Consultant	AECOM Asia Co. Ltd
Main Contractor	China Harbour Engineering Co. Ltd and China Road & Bridge Corporation Joint Venture
Commencement Date	18 December 2009
Substantial Completion Date	7 November 2011
Contract Sum	HK\$ 303.132 M

Contract Description

A new seawall will be built along the North Point shoreline and permanent reclamation of about 3.3 hectare will be carried out together with the associated drainage works. Hoarding underneath the Island Eastern Corridor near Waton Road with special design would be installed to separate the works area from the adjacent North point community, so as to minimize the impacts on the environment during construction.

The scope of the contract mainly includes:

- Construction of permanent seawall and reclamation (about 3.3 hectares) at North Point between Power Street and the breakwater near Hing Fat Street
- Construction of temporary open channel connecting the outfalls along the existing seawall to new outfalls
- Construction of North Point Community Liaison Centre
- Relocation of existing marine refuse collection point at Watson Road
- Construction of special site hoarding underneath the Island Eastern Corridor near Watson Road
- Modification of stormwater drainage system at Oil Street

[Package V\(1\) \(Contract No. HY/2009/15\) – Tunnel \(Causeway Bay Typhoon Shelter Section\) Contract](#) and [Package V\(2\) Tunnel \(Slip Road 8 Section\) Contract](#)

Status	In progress
Consultant	AECOM Asia Co. Ltd
Main Contractor	China State Construction Engineering (Hong Kong) Ltd

Commencement Date	27 September 2010
Anticipated Completion Date	First Quarter of 2016
Contract Sum	HK\$ 5,376.852 M

Contract Description

The scope of the contract mainly includes:

- Construction of tunnel structure in the ex-Wan Chai Public Cargo Working Area (ex-PCWA) and Causeway Bay Typhoon Shelter (CBTS) including the associated temporary reclamation and the subsequent removal of the temporary reclamation after completion of tunnel structure
- Construction of mined tunnel beneath existing Cross Harbour Tunnel
- Rearrangement of moorings within CBTS
- Construction of foundations for the East Ventilation Shaft, together with the East Ventilation Adit along the Eastern Breakwater of CBTS
- Associated drainage and sewerage works

Package VI (Contract No. HY/2009/19) – Tunnel (North Point Section) and Island Eastern Corridor Link Contract

Status	In progress
Consultant	AECOM Asia Co. Ltd
Main Contractor	Chun Wo – CRGL – MBEC Joint Venture
Commencement Date	20 January 2011
Anticipated Completion Date	1) Main Works associated with Central – Wan Chai Bypass – First Quarter of 2017 2) Reminding Works – Third Quarter of 2018
Contract Sum	HK\$ 4,020 M

Contract Description

The scope of the contract mainly includes:

- Construction of a 300-metre-long tunnel at North Point
- Construction of an approach road to the tunnel
- Modification of the section of Island Eastern Corridor between Hing Fat Street and Po Leung Kuk Yu Lee Mo Fan Memorial School
- Modification of the junction of Victoria Park Road and Hing Fat Street
- Demolition of Rumsey Street Flyover eastbound down ramp in Central

- Associated works including landscaped deck, noise barriers, noise semi-enclosures, road drainage and landscaping works

Package VII – Tunnel Buildings, Systems and Fittings, and works associated with Tunnel Commissioning

Status Not yet commence

Commencement Date Mid 2013

Anticipated Completion Date End 2017

Contract Description

The scope of the contract mainly includes:

- Construction of Tunnel Buildings, i.e. West Ventilation Building (WVB), Middle Ventilation Building (MVB), East Ventilation Building (EVB), East Vent Shaft (EVS) and Administration Building (ADB), including structure and building services
- Installation of route-wide tunnel E&M works (including fire services installations)
- Installation of route-wide TCSS works
- Construction of tunnel cladding works
- Testing and commissioning

Package VIII (Contract No. HY/2009/16) – Provision and Laying of Private Moorings Contract

Status Completed

Consultant AECOM Asia Co. Ltd

Main Contractor Yee Hop Engineering Co. Ltd

Commencement Date 10 December 2009

Anticipated Completion Date 31 May 2010 (including extension of time)

Contract Sum HK\$ 51.0M

Contract Description

The scope of the contract mainly includes:

- Off-site fabrication of new mooring component
- Retrieval of existing mooring component and either dispose of them or re-use them in the works
- Installation of new mooring component and re-use existing mooring component to accord with the proposed mooring layout
- Organize for the relocation of existing vessels in ABDTS(S) to new locations in the proposed mooring layout through staged rearrangement works

- Provide assistance to Marine Department for relocating the vessels in ABDTS(S) including towing existing vessels between mooring spaces.

Package IX (Contract No. HY/2009/17) – FEHD Whitfield Depot Reprovisioning Works

Contract

Status	In progress
Consultant	AECOM Asia Co. Ltd
Main Contractor	Lam Woo & Co. Ltd
Commencement Date	25 February 2010
Anticipated Completion Date	Fourth Quarter of 2012
Contract Sum	HK\$ 183.011M

Contract Description

To facilitate the construction of part of the future Central-Wan Chai Bypass tunnel and Island Eastern Corridor Link falling within the existing Food and Environmental Hygiene Department (FEHD) Whitfield Depot, a new one floor basement carpark will be re-provisioned within the existing depot for normal operation of FEHD. Existing parking space and facilities will be temporarily relocated to the open area opposite to the depot before the completion of the basement carpark.

The scope of the contract mainly includes:

- Construction of one floor basement carpark
- Removal/re-provisioning of affected FEHD depot facilities in the depot
- Construction of Principal Resident Engineer's Office for Project resident site staff at Wan Chai Waterfront Promenade
- Advance piling works for the future Island Eastern Corridor Link

Sources

<http://www.cwb-hyd.hk>

Project Brochures

UTM Site Visit on 29 May 2012 (including Q&A session)

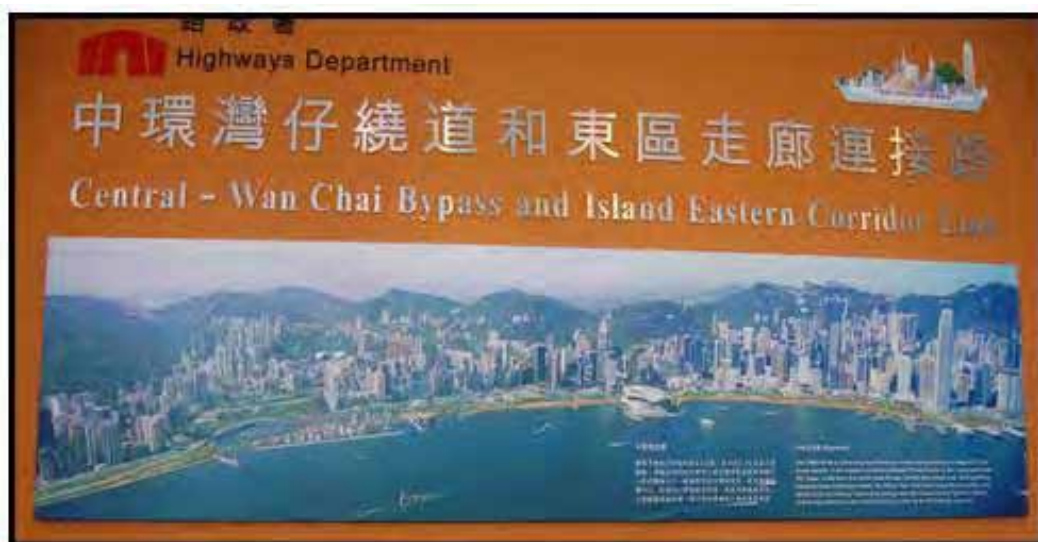
3. PHOTOS

Photos are taken on 29 May 2012.

1) Outside the Office



2) The Office



3) 'Site Visit' Group Photo



4) Model Explanation



5) Model of the Bypass



6) Explanation from the Instructors



7) Souvenir from UTM



8) Group Photo



9) Project Site at Interchange





10) End of Site Visit



Hong Kong University (HKU)

1. The University Of Hong Kong

The University of Hong Kong (or HKU, as it is familiarly known to students, staff and alumni) is the oldest tertiary education institution in Hong Kong. On March 16, 1910, Sir Frederick Lugard, the then Governor of Hong Kong, laid the foundation stone for the University. The University was first incorporated in Hong Kong as a self-governing body of scholars by the University Ordinance on March 31, 1911. On March 11, 1912, the University was officially opened, and Arts, Engineering and Medicine would become its first Faculties. The Faculty of Medicine evolved from the Hong Kong College of Medicine, founded in 1887. Of the College's early alumni, the most renowned was Dr Sun Yat-sen, often regarded as the founder of modern China.

In this university, we went around and to
Faculty of Architect



The Department of Architecture educates students in an active culture of service, scholarship and invention. Uniquely situated at the crossroads of Chinese heritage and global influence, the Department takes the approach that design is best explored from a sophisticated understanding of both. Through a multidisciplinary curriculum emphasizing technology, history and culture students gain broad expertise in the management of the environmental, social, and aesthetic challenges of contemporary architectural design. Through opportunities for international exchange, study travel, and community workshops, the Department of Architecture prepares graduates for participation in an international community of design experts at the highest level.

2. Question and Answer Session in Hong Kong Universities

In the session of technical visit in Hong Kong University on May 29, 2012 there were question and answer session followed by UTM Technical Visit Group and authorities party

from Hong Kong University (Head of Department, Lecture and Doctoral student), some of answer and question can be summarized within some of points below:

- The shape and theme of the building in Hong Kong and Singapore can be significantly figured, but on the other hand these two cities have similarities in the city theme and function which is the service city. Some of the different can be seen from the height of the building where in Hong Kong the height of the building is not similar but in Singapore because of the more strict in their building regulation, then of course the height of the building is quite look similar.
- In Hong Kong, the developer is also have to study about the way of wind especially in a very populated and density area, because of the Hong Kong position which is placed in the area between the sea and the hill. That's why a comprehensive regulation in planning the area is very important to avoid the effect of air trap inside the city which will influence the people healthiness and happiness.
- Labor in Hong Kong especially in construction industry is coming from the city itself, because the local government has a regulation that if the foreign worker want to work in Hong Kong specially who come from the mainland China they have to provide themselves with the green card and working permit, which is not easy to obtain by the foreign worker.
- The working hour in Hong Kong is not very strict, the contractor can order the worker to work more than eight hours per day, then finally the contractor can do their work faster than the contractor in Singapore or any other big city, the strict regulation come in the day of working day where in Hong Kong the contractor is prohibited to do work in Sunday where the police will come because of the neighbor complain in holiday construction activity.
- Most of the building in Hong Kong are using the pre cast technology material which mostly shorten the construction period, the biggest reason is because a time is always clicking very fast and the employer is always request a very minimum of completion time, and the employer in this city is always comparing the performance of Hong Kong and mainland china contractor.
- Most of the engineer in Hong Kong contractor are fulfilled with the institutional certification which equipped them to a higher qualification compared than the contractor in Singapore or mainland china, this is a very competitive offering from

Hong Kong Contractor, because for the position like project manager or any other technical staff it would be very rare to find in other country.

3. Photo Documentary



Department of Real Estate of
Hong Kong University



At the Garden of Hong Kong University



Discussion in the Class with Mr. Tan



In front of the Library of Hong Kong University



In front of the Oldest Building of Hong Kong University

Hong Kong Polytechnic University (Poly-U)

The Hong Kong Polytechnic University is the largest tertiary institution, in terms of student numbers, funded by the HKSAR Government through the University Grants Committee. It has pioneered the provision of application-oriented education in Hong Kong, grooming more than 280,000 young men and women since its inception in 1937.

The story of The Hong Kong Polytechnic University can be traced back to the founding of the Government Trade School in 1937. Situated in Wood Road, Wanchai, the School was the first publicly funded, post-secondary technical institution in Hong Kong. Under Mr G. White, the then principal, it ran classes in marine wireless operating, mechanical engineering and building construction.

The Hong Kong Polytechnic was formally established on 1 August 1972, taking over the campus and staff of the Hong Kong Technical College. Its mandate was to provide application-oriented education to meet the community's need for professional manpower resources. In the academic year 1971/72, before its handing over to the Polytechnic, the Technical College had just over 1,700 full-time day, 740 part-time day release and 9,340 part-time evening students in eight teaching departments.

With most of the College's courses at technician and craft levels already transferred to the Morrison Hill Technical Institute established in 1969, the new Polytechnic started off focusing on achieving teaching standards appropriate to a Polytechnic. Since then, the Polytechnic has undergone extensive development and rapid expansion. The Institution launched its first five degree programmes in 1983, and introduced its first MPhil and PhD programmes in 1986 and 1989 respectively.

With approval from the University and Polytechnic Grants Committee for self-accreditation of degree programmes, the Institution assumed full university status on 25 November 1994, changing its name to "**The Hong Kong Polytechnic University**".

The Hong Kong Polytechnic University's map:



There are many faculties in The Hong Kong Polytechnic University

- **Faculty of Applied Science and Textiles**
 - Department of Applied Biology and Chemical Technology
 - Department of Applied Mathematics
 - Department of Applied Physics
 - Institute of Textiles and Clothing
- **Faculty of Business**
 - Graduate School of Business
 - School of Accounting and Finance
 - Department of Logistics and Maritime Studies
 - Department of Management and Marketing
- **Faculty of Construction and Environment**
 - Department of Building and Real Estate
 - Department of Building Services Engineering
 - Department of Civil and Structural Engineering
 - Department of Land Surveying and Geo-Informatics

- **Faculty of Engineering**
 - Department of Computing
 - Department of Electrical Engineering
 - Department of Electronic and Information Engineering
 - Department of Industrial and Systems Engineering
 - Department of Mechanical Engineering
 - Interdisciplinary Division of Biomedical Engineering
- **Faculty of Health and Social Sciences**
 - Department of Applied Social Sciences
 - Department of Health Technology and Informatics
 - Department of Rehabilitation Sciences
 - School of Nursing
 - School of Optometry
- **Faculty of Humanities**
 - Department of Chinese and Bilingual Studies
 - Department of Chinese Culture
 - Department of English
 - English Language Centre
 - General Education Centre
- **School of Design**
- **School of Hotel and Tourism Management**

Faculty of Construction and Environment: Department of Building and Real Estate

**FACULTY OF CONSTRUCTION
AND ENVIRONMENT
建設及環境學院**



In our visiting, we went to Faculty of Construction Environment, Department of Building and Real Estate, which the chairman is Prof. Edwin Chan. The participants of technical visit are welcomed by Prof. Edwin Chang, one of the Senior Professor in the Hong Kong Polytechnic University.

The activities are carried out in this university divided into 3 main activities. The first, the participants are introduced to the Hong Kong Polytechnic University area. The participants can look the great building university and comfortable condition to study. This university has the largest roof garden in Hong Kong. As we know that Hong Kong has a limited area. In this roof garden, we could find many trees. It makes the condition to study more pleasant.

The second, the participant brought to look the “Innovation Building” that still under construction. This project construction is cover by all safety net that almost never we looked in Jakarta. There still used many bamboos for tied the safety net because of green construction project. The labours should have the green card to enter the project. It is a like certificated labour in the Hong Kong. This project will be planned to finish in this year. Hong Kong construction project is famous with work fast project in construction.

The third, the participants had seminar by Prof. Edwin Chang. In this seminar, Prof Edwin Chan explained about many issues about construction industry in Hong Kong. Construction industries have good development in Hong Kong such as High buildings, Tunnels, and Bridges. In this construction industry Hong Kong, beside it is well known as fast construction, the constructions also better consider about town planning.

For this technical visit, there are many experiences and knowledge that the participants had gotten and the participants can apply and share to build the great city in Indonesia as good as Hong Kong that had limited area than us.

Photo Documentary

CAMPUS OVERVIEW



The campus: The complex is situated in the middle city of HongKong, each building represents their function as for the academic purpose, offices, or campus facilities.



The Hong Kong University claim themselves as the **'umbrella free'** complex by providing the sufficient outdoor canopies for the outdoor corridor shelter.

CAMPUS DEVELOPMENT



The University is now constructing new campus building called Innovation Tower designed by international award winning architect, ZahaHadid.

Head of Building Department, Prof. Edwin Chen giving explanation to UTM Master students about Hong Kong University's Innovation Tower project development.



INTERACTIVE TALKS WITH PROFESSOR EDWIN CHEN



Brief interactive talks about Hong Kong between Prof. Edwin Chen and UTM Master students in a classroom.

Photo session in Hongkong Polytechnic University

