DOOSAN
PARTNERSHIP CONFERENCE
Our Partnership, *Our* Success

WML Marketing Plan 2016 - 2018

Wealth Mind

Wealth Mind Ltd.

Wealth Mind Ltd.

溢鴻有限公司

We are the authorized dealer of Doosan, Ingersoll-Rand, HBXG, Gesan in Hong Kong & Macau.

We have started our business since 1994. And we have trading and rental various Construction Equipments and Special Purpose Vehicles such as Excavator, Wheel Loader, Wheel Excavator, Dump Truck, Air-Compressors, Light source , Hydraulic Vibratory Hammer, Hydraulic Crawler Drills, Aerial Working Platforms, Auger Crane, Fire Fighting Trucks, Water Canon Vehicles and Refuge Trucks. At the moment Wealth Mind Ltd. has been cooperating with several famous contractors in Hong Kong.

We have been in this field for more than 20 years, we believed that our experience will be able to provide you the best of your needs.

INTRODUCTION

NAME	• **WEALTH MIND LIMITED** **- HONG KONG**
INFO	• **STARTED BUSINESS : Since 1994** • **TYPE OF COMPANY : Private Company** • **2013 - 2014 TURNOVER : Approx. USD 38 million** • **MAX TURNOVER UNTIL NOW : Approx. USD48 million** • **NUMBER OF ENPLOYEES : 50**

ABOUT US

- **100,000 square feet warehouse**
- **10 units service van**
- **30 persons experience engineer for maintenance service**

History

1994	**Established Wealth Mind Limited in Hong Kong**
2000	**Business expand to China. WML launched a small breaker factory**
2002	**SANY dealer in Hong Kong until 2008 (sold around 120 units crane)**
2003	**Ingersoll Rand dealer in Hong Kong until now**
2005	**Import & Export used equipment (turnover around 48 million)**
2006	**FAV dealer in Hong Kong until now (sold around 50 units hydraulic hammer)**
2007	**Pilemer dealer in Hong Kong until now (sold around 20 units pile hammer and export 1 unit 35ton pile hammer to Malaysia).**
2008	**Import & Export used equipment to Europe country**
2009	**Import & Export used equipment to Europe country (total export around 70 units within 3 years)**
2010	**Import & Export used equipment to Europe country (total import around 200 units within 3 years)**
2011	**Doosan dealer in Hong Kong & Macau until now (Crawler Excavator & Mini Excavator)**
2012	**Expand Doosan Attachment market in Hong Kong & Macau**
2013	**Expand Doosan Wheel Loader & Dump Truck market in Hong Kong & Macau**
2014	**Until now, We have already sold total 350 untils Doosan Brand Product in Hong Kong & Macau**

Products

Excavating Machinery

Dump Truck

Wheel Loader

Air Compressor

Lighting Systems

Generators

GESAN

Generators

HBXG

Bulldozer

Truck Crane

Crawler Crane

Brand Name: Liebherr
Model: LR1750

Brand Name: Liebherr
Model: LR1400

Brand Name: Liebherr
Model: LR1350

Project Review 2013 – 2015 – 10 Major Infrastructure Project

No	Project Name	Project Description	Project Period	Total units required for projects 2013 - 2015					
				Excavator	Crane	Air Compressor	Generator	Dump Truck	Loader
1	South Island Line 	The South Island Line (East) will be a medium-capacity railway connecting the MTR network at Admiralty to the Southern District of Hong Kong, via new stations at Ocean Park, Wong Chuk Hang, Lei Tung and South Horizons – a distance of approximately 7 km. A train stabling and maintenance depot will be located in Wong Chuk Hang. Construction of the South Island Line (East) commenced in 2011. Currently, the target opening of SIL(E) is at the end of 2016	2007 ~ 2016	60	20	10	30-60		
2	Sha Tin to Central Link 	The SCL will traverse several districts. It will serve the New Territories, Kowloon and Hong Kong Island. The project comprises two parts: Tai Wai to Hung Hom Section: It will extend the existing Ma On Shan Line from Tai Wai to the West Rail Line via East Kowloon to form the "East West Corridor". Hung Hom to Admiralty Section: It will extend the existing East Rail Line across the harbour to Wan Chai North and Admiralty to form the "North South Corridor". Stations Tai Wai, Hin Keng, Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin, Hung Hom, Exhibition, Admiralty Route Length Total length of 17 km Tai Wai to Hung Hom Section: 11 km Hung Hom to Admiralty Section: 6 km	2012 ~ 2021	100-150	80	30	70		4

No	Project Name	Project Description	Project Period	Total units required for projects on 2013 - 2015					
				Excavator	Crane	Air Compressor	Generator	Dump Truck	Loader
3	Tuen Mun Western Bypass 	The Tuen Mun Western Bypass(TMWB) is a dual two-lane highway connecting the Tuen Mun – Chek Lap Kok Link (TM-CLKL) in the south and Tsing Tin Road in the north. Strategically, the TMWB, together with the TM-CLKL, will provide a north-south highway corridor linking the Northwest New Territories with the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities, the Hong Kong International Airport and North Lantau. The TMWB is a dual two-lane tunnel approximately 4.8km long, connecting the TM-CLKL and Tsing Tin Road. The project also includes the construction of a toll plaza and associated administration buildings in Tuen Mun Area 46	2015 ~ TBC	70	15	20	40		4
4	Tuen Mun - Chek Lap Kok Link 	The Tuen Mun – Chek Lap Kok Link (TM-CLKL) will provide a strategic road link between North West New Territories (NWNT), North Lantau, the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong International Airport (HKIA) at Chek Lap Kok. The TM-CLKL comprises a 9 km long dual 2-lane carriageway between Tuen Mun and North Lantau. The alignment commences at a connection with the NLH at Tai Ho of Lantau. It heads northwest on a 1.6 km long sea viaduct to the HKBCF near the HKIA.	2014 ~ 2018	100	40	12	90		10

No	Project Name	Project Description	Project Period	Total units required for projects on 2013 - 2015						
				Excavator	Crane	Air Compressor	Generator	Dump Truck	Loader	
5	Guangzhou-Shenzhen-Hong Kong Express Rail Link  	The Hong Kong Section of the Express Rail Link runs from the terminus in West Kowloon, heading north to the Shenzhen/ Hong Kong Boundary, where it connects with the Mainland Section. The Terminus will be located to the north of the West Kowloon Cultural District and will be linked to Austin Station and Kowloon Station by footbridges and subways. There will be no intermediate stations in the Hong Kong Section. Route Length Approximately 26km in Hong Kong. The 26-km Express Rail Link is vitally important to Hong Kong. It will link Hong Kong with major Mainland cities with significantly reduced travelling times. The project will reinforce Hong Kong as the southern gateway of the Mainland. It will play an unparalleled role in fostering closer social and economic ties between Hong Kong and the Mainland, injecting momentum and creating new opportunities for future development in the medium and longer term.	2010 ~ 2018		40	60	20	40	30	12
6	HK-Zhuhai-Macao Bridge 	The HZMB Main Bridge runs from the artificial island off Gongbei of Zhuhai to the eastern artificial island for the tunnel section just west of the HKSAR boundary. The project includes a 29.6 km dual 3-lane carriageway in the form of bridge-cum-tunnel structure comprising a tunnel of about 6.7 km; two artificial islands for the tunnel landings west of the HKSAR boundary; and associated works including civil and structural works, environmental mitigation, drainage, electrical and mechanical, traffic control and surveillance system, etc	2012 ~ 2018	200	40	40	40	100	50	

No	Project Name	Project Description	Project Period	Total units required for projects on 2013 - 2015					
				Excavator	Crane	Air Compressor	Generator	Dump Truck	Loader
7	HK-Shenzhen Airport Co-operation 	The HK International Airport (HKIA) and Shenzhen Airport are two major airports in the PRD region. The HKIA ranks among the top few busiest international airports in the world in terms of both passenger and cargo traffic,while Shenzhen Airport handles far more domestic flights than Hong Kong. The cooperation will for sure strengthen the air-linkage between HK and mainland China as well as China to the international world. Specific work plans is expected to be drawn up in early 2008.	On Public Engagement Activities	40	30		30	50	
8	HK-Shenzhen Joint Development of Lok Ma Chau Loop 	The LMC Loop has a total land area of 87.7 hectares. Taking account of the development intensities and character of neighbouring areas in HK and SZ, the maximum total gross floor area (GFA) as recommended in the RODP is 1,200,000 m2, including 720,000m2 GFA for higher education use and 411,000m2 GFA for high-tech R&D and C&C use. The gross plot ratio is about 1.37 and building heights range from 2 storeys to a maximum of 12 storeys. On the RODP, the three major land uses occupy approximately 31 hectares (approximately 36% of total land area). Open spaces, amenity areas/activity corridors and Ecological Area occupy approximately 39 hectares (approximately 45% of total land area), where as the rest of land is occupied by uses such as commercial, government and transport facilities, roads, etc.	On Public Engagement Activities	100	30		20	40	2

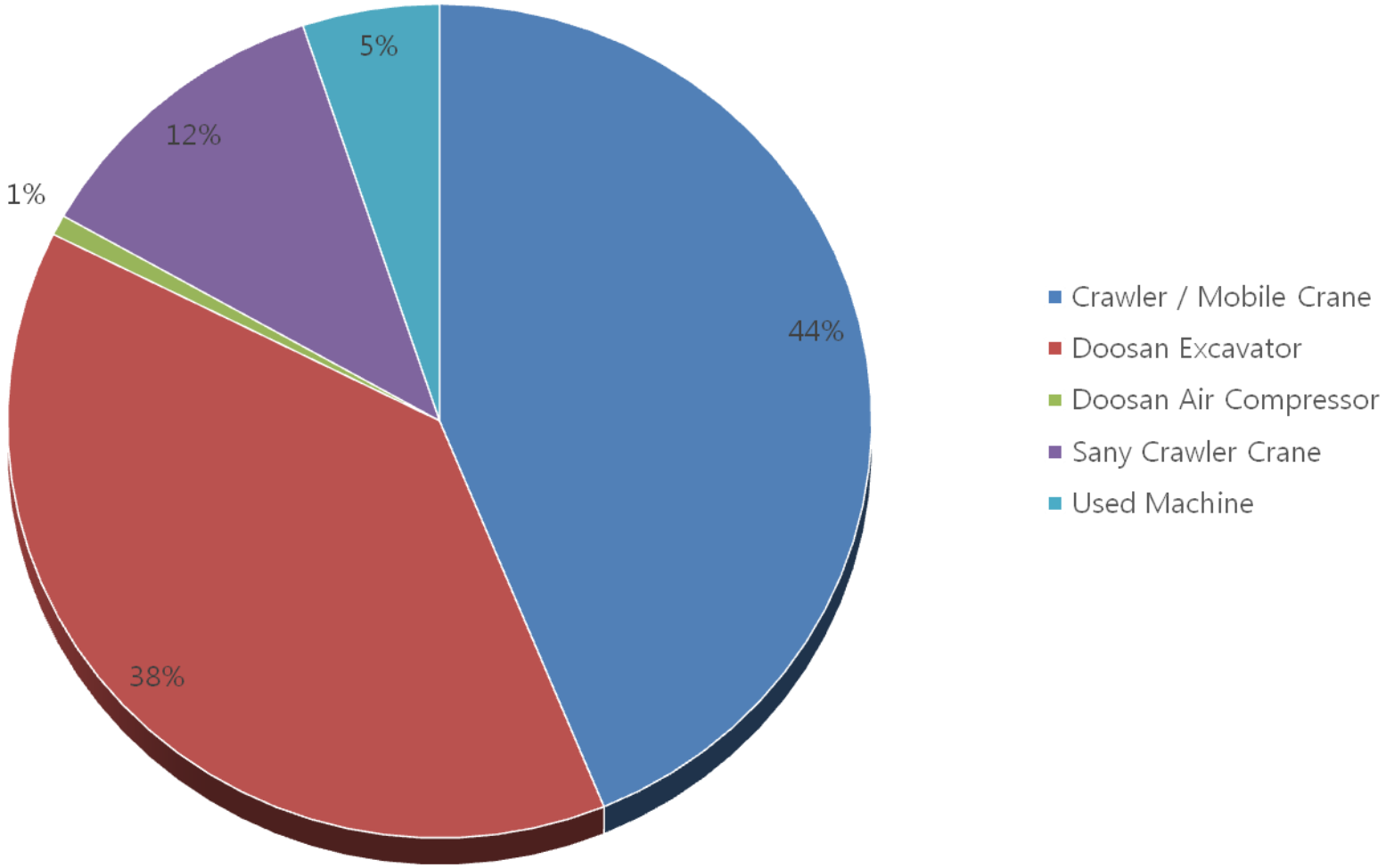
No	Project Name	Project Description	Project Period	Total units required for projects on 2013 - 2015					
				Excavator	Crane	Air Compressor	Generator	Dump Truck	Loader
9	West Kowloon Cultural District 	The WKCD site is located at the southern tip of the West Kowloon Reclamation Area with an area of 40 hectares. Within the WKCD, 23 hectares of public open space will be provided for people's enjoyment. Performing arts venues of different types and scales will be provided in phases, and the M+, a museum focusing on 20th and 21st century visual culture, will also be built in the WKCD. To create vibrancy for the WKCD, retail, dining and entertainment facilities as well as hotel, office and residential developments will be suitably integrated with the arts and cultural facilities and other develop ments within the WKCD. A mix of arts and cultural facilities would come on stream in three batches starting from 2016	Finished					
10	Kai Tak Development Plan 	Kai Tak Development (KTD) is a huge and highly complex development project spanning a total planning area of over 320 hectares covering the ex-airport site together with the adjoining hinterland districts of Kowloon City, Wong Tai Sin and Kwun Tong. After thorough planning and public participati on process, the finalised scheme of KTD with a mix of community, housing, business, tourism and infrastructural use s was proposed, i.e. Kai Tak Outline Zoning Plan		30	80		60	60	

No	Project Name	Project Description	Project Period	Total units required for projects on 201 - 2015					
				Excavator	Crane	Air Compressor	Generator	Dump Truck	Loader
11	New Development Areas (NDAs) 	The North East New Territories New Development Areas Planning and Engineering Study (the NENT NDAs Study) is to establish a planning and development framework for the Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/ Ta Kwu Ling (PC/TKL) NDAs. The KTN and FLN NDAs will be the extension of Fanling/ Sheung Shui New Town.Together with the existing new town areas, they will form the Fanling/ Sheung Shui/Kwu Tung New Town (FL/SS/KT New Town) to provide more comfortable living spaces for the people of Hong Kong.		100	40	40	100	30	20
		TOTAL :		680 ~ 730	435	282	620 ~ 650	110	52

Sales Review

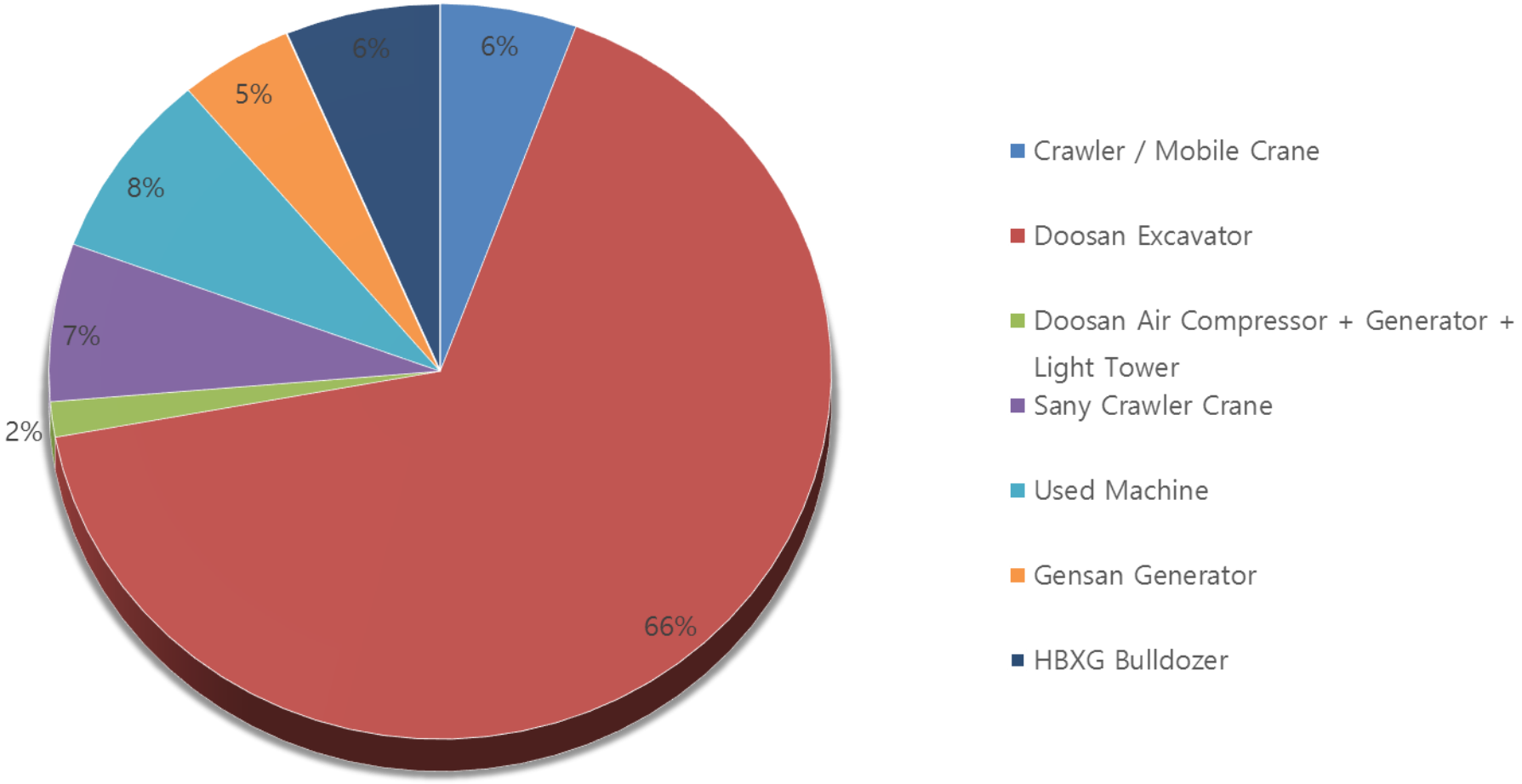
2013						
Product	Sales Units	Costing		Selling		GP
Crawler / Mobile Crane	12	HKD	16,760,850.00	HKD	34,788,607.59	HKD 18,027,757.59
Doosan Excavator	67	HKD	49,044,387.00	HKD	64,932,580.00	HKD 15,888,192.40
Doosan Air Compressor	8	HKD	5,304,000.00	HKD	5,630,000.00	HKD 326,000.00
Sany Crawler Crane	9	HKD	19,157,645.00	HKD	23,972,570.00	HKD 4,814,925.00
Used Machine	18	HKD	2,427,229.20	HKD	4,540,023.05	HKD 2,112,793.85
TOTAL	114	HKD	92,694,111.80	HKD	133,863,780.64	HKD 41,169,668.84

2013


5%
12%
1%
44%
38%
Crawler / Mobile Crane
Doosan Excavator
Doosan Air Compressor
Sany Crawler Crane
Used Machine

2014						
Product	Sales Units	Costing		Selling		GP
Crawler / Mobile Crane	9	HKD	22,729,380.00	HKD	24,578,000.00	HKD 1,848,620.00
Doosan Excavator	83	HKD	83,732,348.60	HKD	7,180,800.00	HKD 21,756,151.40
Doosan Air Compressor + Generator + Light Tower	22	HKD	6,673,785.16	HKD	7,180,800.00	HKD 507,014.84
Sany Crawler Crane	11	HKD	18,958,600.00	HKD	21,230,160.00	HKD 2,271,560.00
Used Machine	43	HKD	17,875,855.51	HKD	20,572,131.15	HKD 2,696,275.65
Gensan Generator	25	HKD	2,937,693.71	HKD	4,482,005.00	HKD 1,544,311.29
HBXG Bulldozer	9	HKD	6,804,619.14	HKD	7,907,468.35	HKD 2,102,849.21
TOTAL	202	HKD	158,712,282.10	HKD	191,439,064.50	HKD 32,726,782.40

2014


6%
66%
2%
7%
8%
5%
6%
Crawler / Mobile Crane
Doosan Excavator
Doosan Air Compressor + Generator + Light Tower
Sany Crawler Crane
Used Machine
Gensan Generator
HBXG Bulldozer

Job Site Overview

Liantang New Development Areas

Landfill - West New Territories (WENT) – Nim Wan, Tuen Mun Stage II

Tuen Mun Western Bypass & Tuen Mun-Chek Lap Kok Link

HK-Zhuhai-Macao Bridge / Airport Third Runway

Sha Tin to Central Link

Kai Tak Development Plan

Landfill - South East New Territories (SENT) Tseung Kwan O Stage II

Guangzhou-Shenzhen-Hong Kong Express Rail Link

South Island Line

West Kowloon Cultural District

HK-Zhuhai-Macao Bridge - Reclamation Project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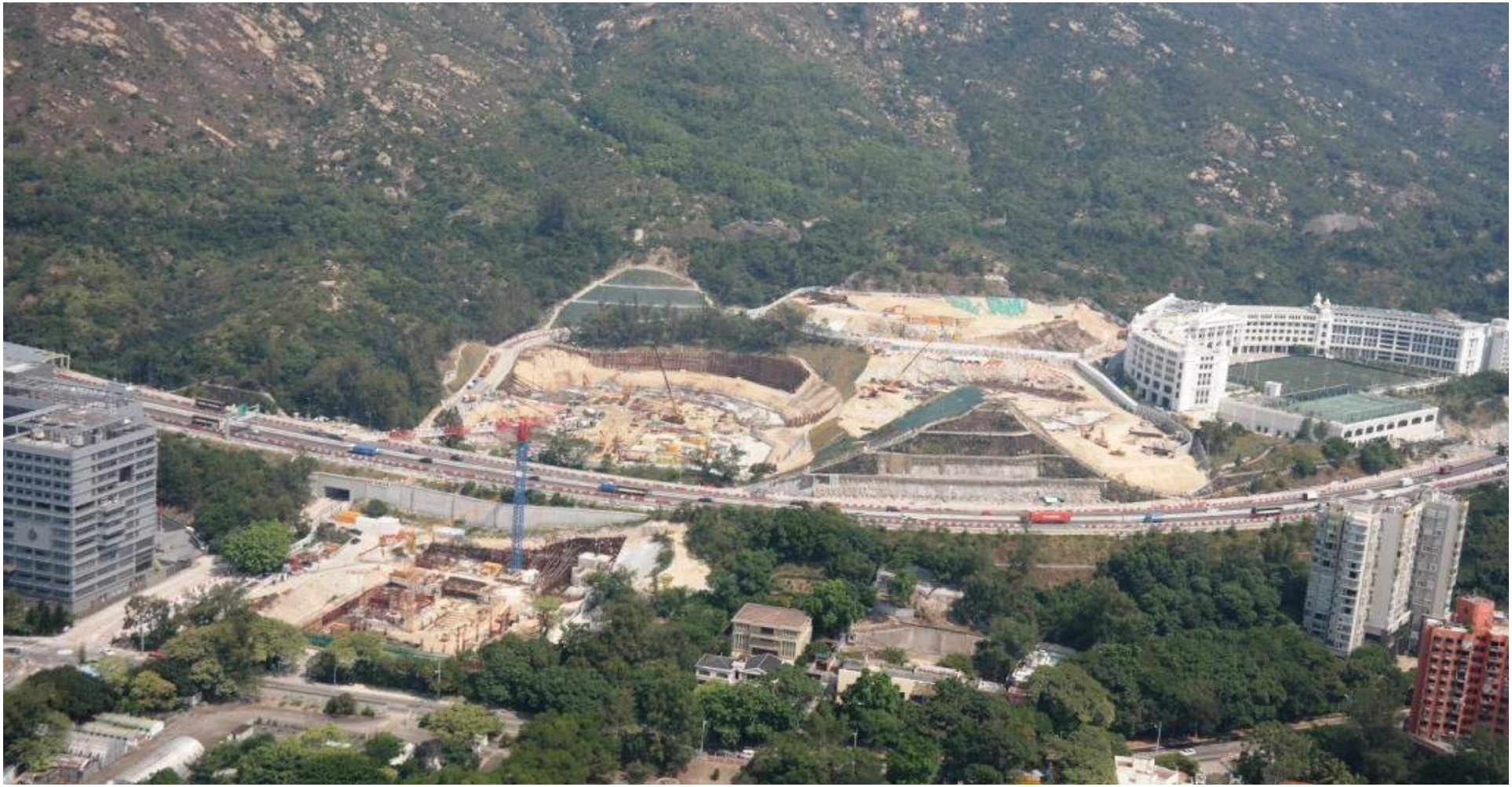
DOOSAN

Landfill - West New Territories (WENT) - Nim Wan, Tuen Mun Stage II

Tuen Mun Harrow School Job Site

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Liantang New Development Area Job Site


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15


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10 263

Sha Tin to Central Link

Sha Tin to Central Link – C1107 Diamond Hill to Kai Tak Tunnels

Sha Tin to Central Link – C1106 Diamond Hill Station Extension

Landfill - South East New Territories (SENT) - Tseung Kwan O Stage II

Kai Tak Development Plan

Wan Chi Bypass


DOOSAN
VEHICLE

South Island Line

Guangzhou-Shenzhen-Hong Kong Express Rail Link

Express Rail Link MTR825 – Mai Po to Ngau Tam Mei Tunnels

Black Point Power Station

Market Overview 2015 – 2017

The Upcoming Major Infrastructure projects

No	Project Name	Project Description	Project Period
1	Airport Authority Hong Kong P561 North Commercial District Enabling Works (AAHKP561) 	The Airport Authority Hong Kong is planning to construct an underground structure to facilitate future above ground commercial developments in the North Commercial District (NCD) at Hong Kong International Airport. Includes the construction of an underground structure with an approximate construction floor area of 38,000m², road works, utility services and modification of the existing facilities. •Volume of soft fill material = 180,000 m3 in av. 5m depth •Volume of hard boulder & bedrock = 320,000 m3 in av. 11m depth •Volume of over-breaking (working space & ELS & footing) = (180K+320K) x 15% = 75,000 m3 •Total volume of excavation = 600,000 – 700,000 m3 (say) = complete within 9 mth period (include ELS installation concurrently)	2016 - 2018

No	Project Name	Project Description	Project Period
2	Hong Kong International Airport 3th Runway System **(3RS)** - Land formation, seawall construction and modification	The 3RS project is proposed to be located on a new land formation immediately north of HKI A in North Lantau, covering a permanent footprint of approximately 650ha. Based on the preferred airport layout , the key project components include: - Land formation comprising ground improvement, seawall construction and modification (including sea rescue boat points), filling and surcharge activitie - Construction of new airfield facilities including the third runway, taxiways, aprons, aviation fuel supply network and other airfield infrastructure, - Modification of existing airfield facilities, including the existing North Runway, taxiways and aprons in the Midfield area; - Construction of new passenger facilities - Construction of new ancillary facilities to support the operational needs of the expanded airport - Construction of new and expanded infrastructure and utilities Diversion of existing submarine infrastructure, including the submarine aviation fuel pipelines and submarine 11 kV cables. It is planned that the land formation work would be undertaken from start of late 2015 / early 2016 to mid-2022, noting that the third runway and taxiway sections (which accounts for the majority of the land formation) would be completed by 2020 for closure of the existing north r unway and opening of the third runway by 2021.	2016 - 2018
3	Hong Kong International Airport 3th Runway System **(3RS)** - Construction of new airfield facilities including the third runway, 34 aprons,		2016 - 2018
4	Hong Kong International Airport 3th Runway System **(3RS)** - Remove Cable (airport to Tun Mun)		2016 - 2018
5	Hong Kong International Airport 3th Runway System **(3RS)** - Construction of new airfield facilities including aviation fuel supply network & the submarine aviation fuel pipelines		2016 - 2018

No	Project Name		Project Description	Project Period
6	The Waste Disposal Plan	Shek Kwu Chau Incinerator	2008 the government had created a shortlist of two potential sites, and commenced detailed Engineering Investigation (EI) and Environmental Impact Assessment (EIA) studies. As a result of the recently concluded EIA study, as well as Hong Kong's overall waste management policy and other site related factors, the government identified the artificial island near Shek Kwu Chau as the preferred site for developing the facility. The key elements of the project comprise an artificial island near Shek Kwu Chau, a 3000 tonne per day (tpd) thermal waste to energy facility, a mechanical sorting and recycling plant and an environmental education centre. The completed facility will serve the waste disposal needs of approximately one-third of Hong Kong's population, and supply approximately 1% of its electrical demands. The site is ex pected to be operational by 2018.	2016 - 2018
7	Tun Mun Western Bypass		The Tuen Mun Western Bypass(TMWB) is a dual two-lane highway connecting the Tuen Mun – Chek Lap Kok Link(TM-CLKL) in the south and Tsing Tin Road in the north. Strategically, the TMWB, together with the TM-CLKL, will provide a north-south highway corridor linking the Northwest New Territories with the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities, the Hong Kong International Airport and North Lantau. The TMWB is a dual two-lane tunnel approximately 4.8km long, connecting the TM-CLKL and Tsing Tin Road. The project also includes the construction of a toll plaza and associated admini stration buildings in Tuen Mun Area 46	2016 - 2018

No	Project Name	Project Description	Project Period
8	Lantau Island Development 	Given its locational advantages, North Lantau will become the focus of major economic infrastructures and tourism / recreation development. The proposed LLP and Cross Boundary Transport Hub, together with the Hong Kong International Airport, the planned HZMB and other strategic transport links, will strengthen Hong Kong's role as a regional transport and logistics centre. Following the opening of new tourist attractions such as Hong Kong Disneyland, Ngong Ping 360 and Wisdom Path, other tourism and recreational uses may be developed in North and Northeast Lantau. The synergy effect could strengthen the strategic positioning of Lantau as a major tourism hub.	2016 - 2018
9	Kai Tak Development 	The airport at Kai Tak was relocated to Chek Lap Kok in July 1998. The relocation has offered a good opportunity for major development in the Metro Area. Kai Tak Development is a huge and highly complex development project spanning over 320 hectares with the largest available land fronting Victoria Harbour. It offers opportunities to bring the harbour to th e people, provide quality living environment for around 90 000 residents, as well as revitalise all of the surrounding districts such as Kowloon City, Wong Tai Sin and Kwun Tong. What's more, KTD seeks to practise sustainable development and cultivate a comprehensive network of parks and gardens for everyone to enjoy. The Kai Tak Development (KTD) comprises government, institution and community facilities, residential and commercial areas and an extensive open space network.	2016 - 2018

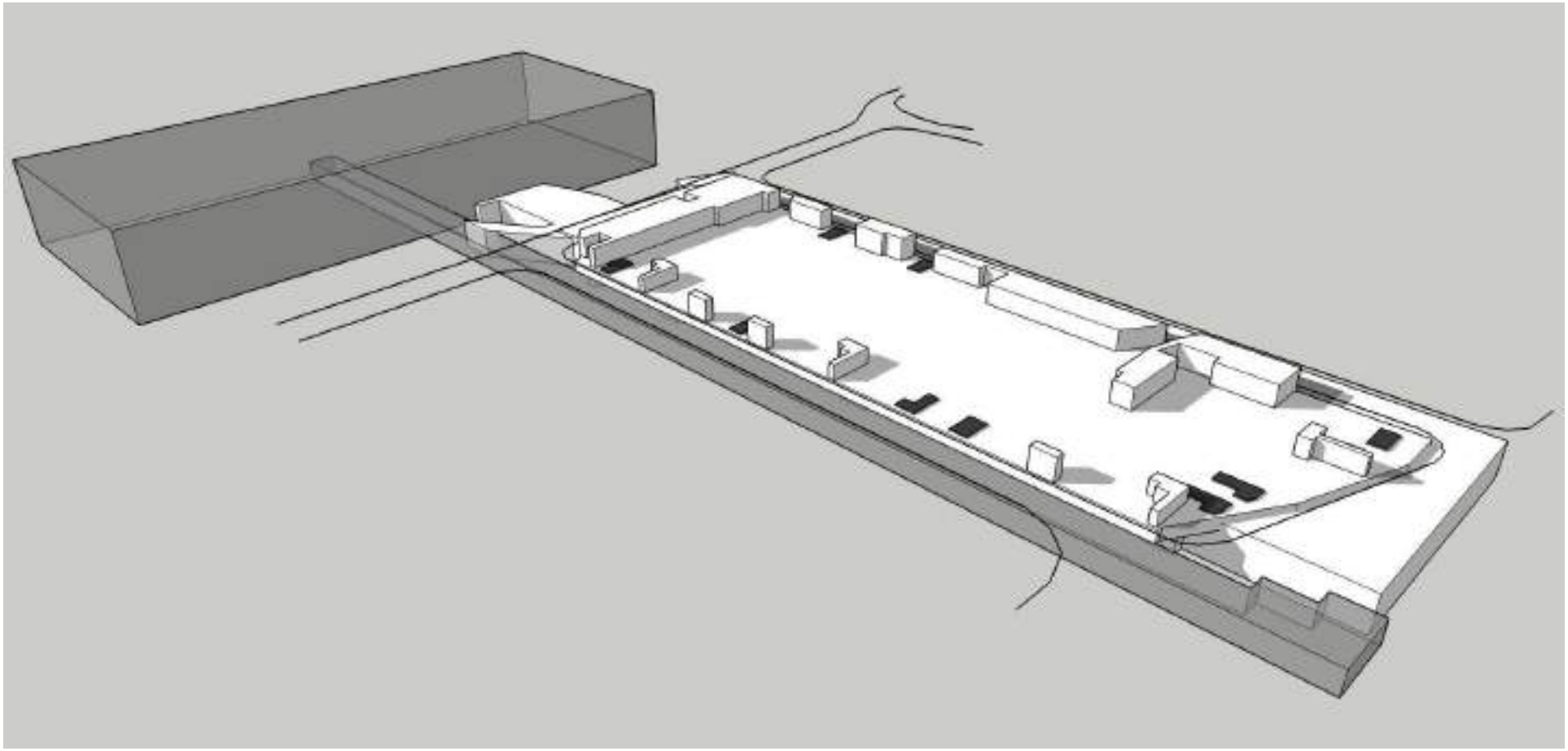
No	Project Name	Project Description	Project Period
10	North East New Territories New Development Areas (NDAs) 	The Territorial Development Strategy Review in the 1990s first identified that there was potential for strategic growth in the North East New Territories (NENT). The Planning and Development Study on North East New Territories commissioned in 1998 had identified areas in Kwu Tung North (KTN), Fanling North (FLN) and Ping Che/Ta Kwu Ling (PC/TKL) to be suitable for New Development Areas (NDAs).	2016 - 2018
11	North West New Territories New Development Areas (NDA) 	The "Planning and Development Study on North West New Territories which was completed in 2003, identified Hung Shui Kiu (HSK) as a suitable new development area (NDA) to cater for the long-term development need in Hong Kong. To initiate the implementation of the NDA, the Civil Engineering and Development Department and the Planning Department of the Government of the Hong Kong Special Administrative Region jointly commissioned the HSK NDA Planning and Engineering Study in August 2011. The Study is anticipated to be completed in end 2016. The HSK NDA will be the next generation new town for Hong Kong. Apart from providing housing and other land supply in Hong Kong in the medium to long term, the HSK NDA, being strategically located in the NWNT and well connected to TSW, Tuen Mun and Yuen Long, will also serve as a “Regional Economic and Civic Hub” for the NWNT. At the territorial level, the HSK NDA will give impetus to foster Hong Kong’s economic growth.	2016 - 2018

No	Project Name	Project Description	Project Period
12	Railway Development -Northern Link and Kwu Tung Station	The Government's Railway Development Strategy 2014 (RDS-2014) is the first major update of Hong Kong's plan for railway development since 2000. Based on recommendations from advisors and views collected from the public, the strategy provides a blueprint for railway development up to 2031. It considers various factors such as transportation benefits, land use planning, economic returns, environmental impacts, engineering feasibility and financial viability, and recommends the following seven projects for development The seven projects are (a) Northern Link and Kwu Tung Station; (b) Tuen Mun South Extension; (c) East Kowloon Line; (d) Tung Chung West Extension; (e) Hung Shui Kiu Station; (f) South Island Line (West); and (g) North Island Line.	2016 - 2018
13	Railway Development -Hung Shui Kiu Station		2016 - 2018
14	Railway Development -Tung Chung West Extension		2016 - 2018
15	Railway Development -Tuen Mun South		2016 - 2018
16	Railway Development -East Kowloon Line		2016 - 2018
17	Railway Development -South Island Line (West)		2016 - 2018
18	Railway Development -North Island		2016 - 2018

Airport Authority Hong Kong (AAHKP561)

Introduction

- The Airport Authority Hong Kong is planning to construct an underground structure to facilitate future above ground commercial developments in the North Commercial District (NCD) at Hong Kong International Airport. Includes the construction of an underground structure with an approximate construction floor area of 38,000m^2, road works, utility services and modification of the existing facilities.
- Volume of soft fill material = 180,000 m3 in av. 5m depth
- Volume of hard boulder & bedrock = 320,000 m3 in av. 11m depth
- Volume of over-breaking (working space & ELS & footing) = (180K+320K) x 15% = 75,000 m3
- Total volume of excavation = 600,000 – 700,000 m3 (say) = complete within 9 mth period (include ELS installation concurrently)



Hong Kong International Airport Third-Runway System (3RS)

Introduction

The 3RS project is proposed to be located on a new land formation immediately north of HKIA in North Lantau, covering a permanent footprint of approximately 650ha .

It is planned that the land formation work would be undertaken from start of late 2015 / early 2016 to mid-2022, noting that the third runway and taxiway sections (which accounts for the majority of the land formation) would be completed by 2020 for closure of the existing north runway and opening of the third runway by 2021. Based on the construction planning, the land formation works have been primarily divided into three main stages. The works for each stage are described below:

Stage 1 has a T-shaped footprint and consists mainly of the land formation works for the third runway, the associated west taxiways, the western support area and other supporting facilities.

Stage 2 consists of land formation works for the new third runway concourse and aprons supported by facilities within the east support area.

Stage 3 is the land formation area at both ends of the existing north runway associated with the new wrap-around taxiways, whereby construction activities are restricted by the need to maintain operation of the existing north runway until completion of the third runway.

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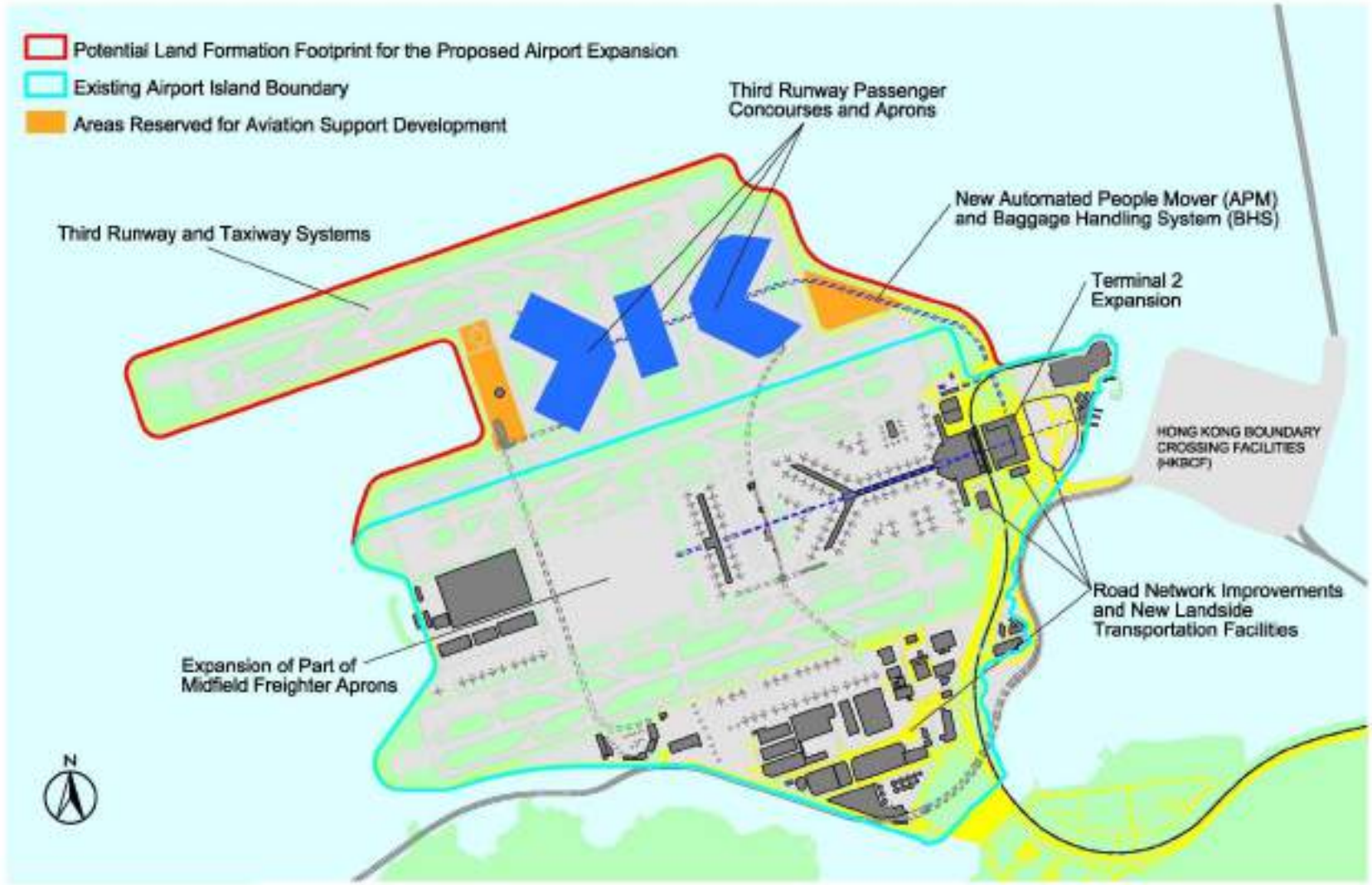
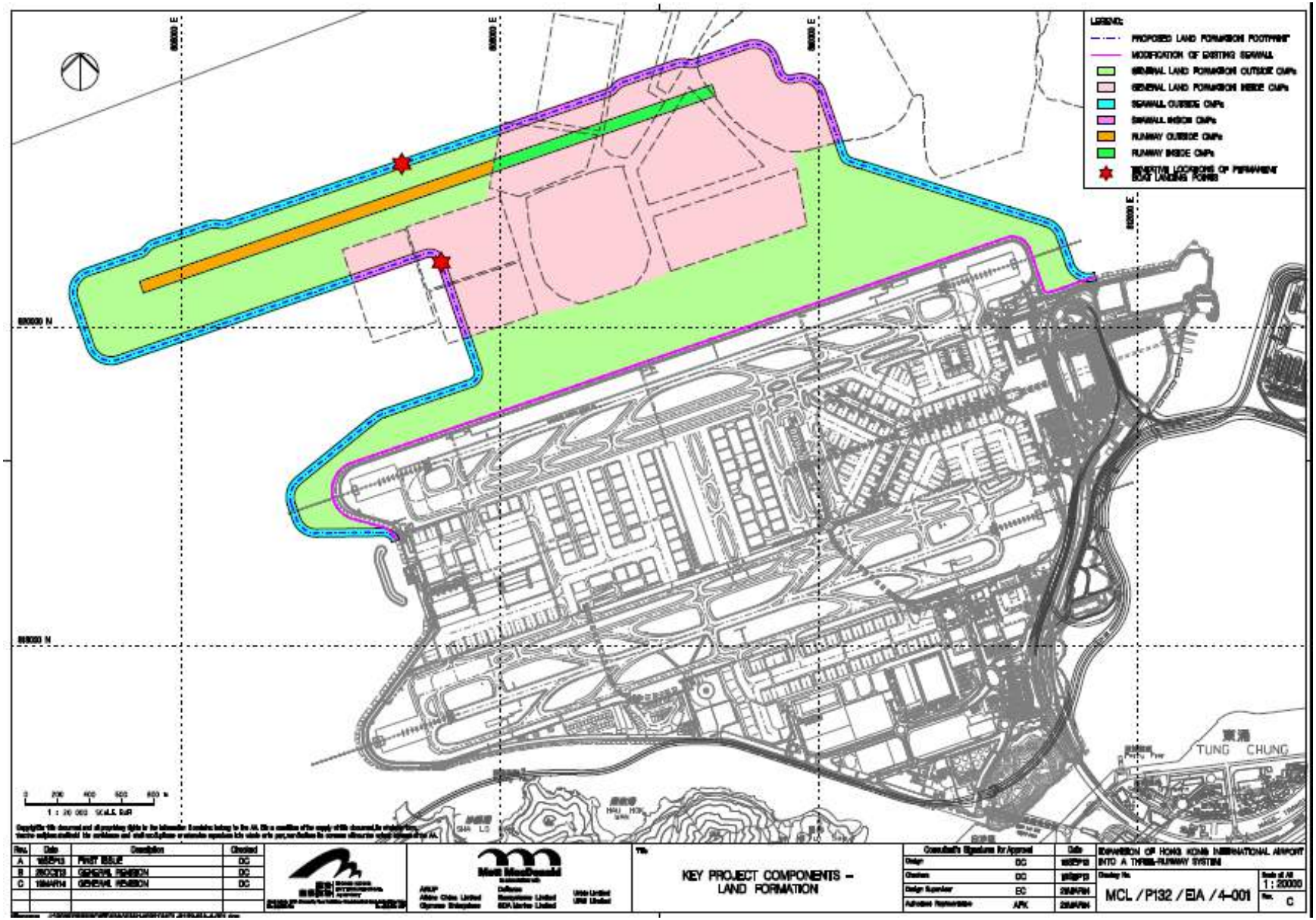

Potential Land Formation Footprint for the Proposed Airport Expansion
Existing Airport Island Boundary
Areas Reserved for Aviation Support Development
Third Runway Passenger Concourses and Aprons
New Automated People Mover (APM) and Baggage Handling System (BHS)
Third Runway and Taxiway Systems
Terminal 2 Expansion
HONG KONG BOUNDARY CROSSING FACILITIES (HKBCF)
Road Network Improvements and New Landside Transportation Facilities
Expansion of Part of Midfield Freighter Aprons
N


LEGEND:
PROPOSED LAND FORMATION FOOTPRINT
MODIFICATION OF EXISTING SEAWALL
GENERAL LAND FORMATION OUTSIDE CMPs
GENERAL LAND FORMATION INSIDE CMPs
SEAWALL OUTSIDE CMPs
SEAWALL INSIDE CMPs
RUNWAY OUTSIDE CMPs
RUNWAY INSIDE CMPs
INDICATIVE LOCATIONS OF PERMANENT BOAT LANDING POINTS
TUNG CHUNG
KEY PROJECT COMPONENTS – LAND FORMATION
EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM
MCL / P132 / EIA / 4-001
1 : 20000
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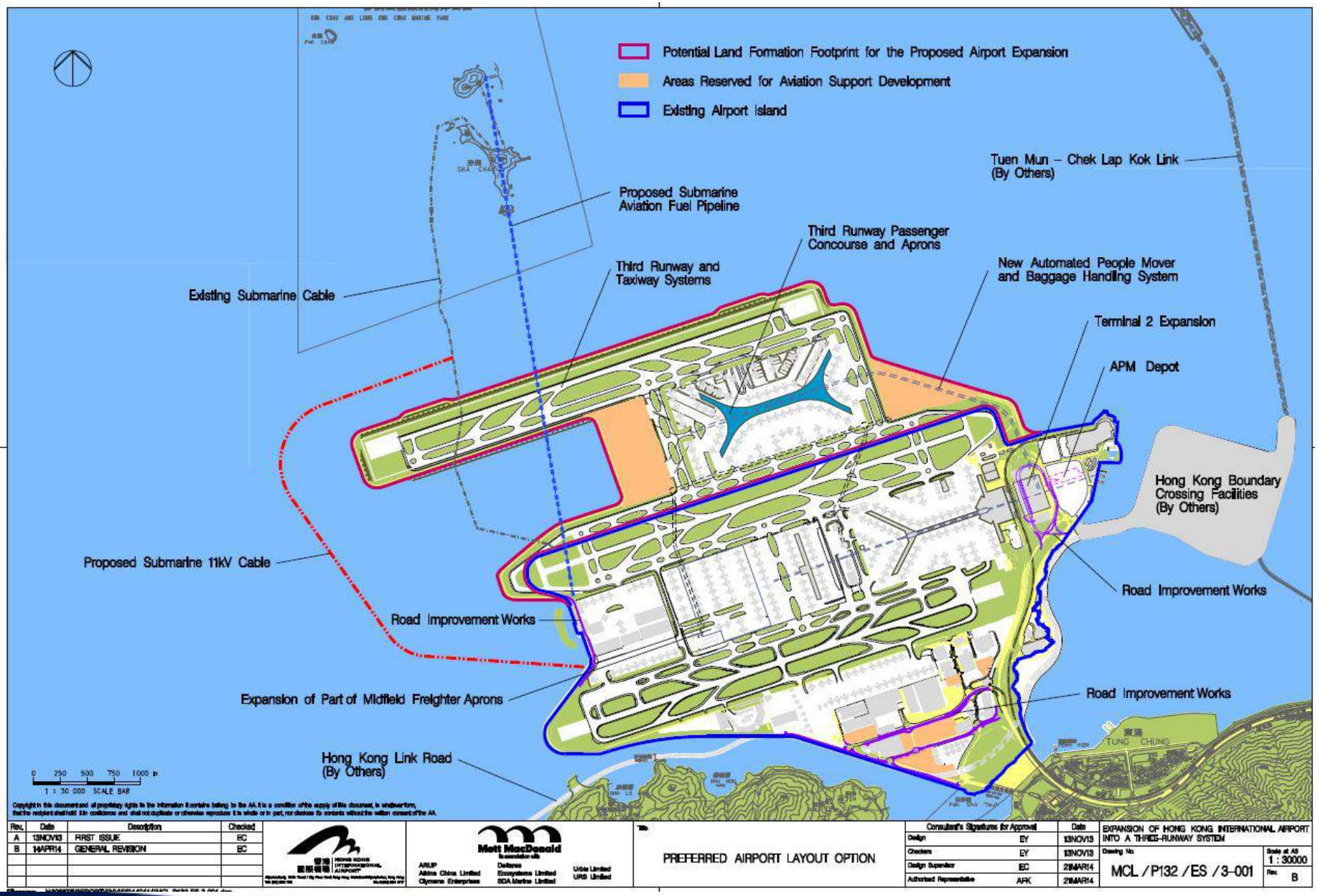
Potential Land Formation Footprint for the Proposed Airport Expansion
Areas Reserved for Aviation Support Development
Existing Airport Island
Tuen Mun – Chek Lap Kok Link (By Others)
Proposed Submarine Aviation Fuel Pipeline
Third Runway Passenger Concourse and Aprons
Third Runway and Taxiway Systems
New Automated People Mover and Baggage Handling System
Existing Submarine Cable
Terminal 2 Expansion
APM Depot
Hong Kong Boundary Crossing Facilities (By Others)
Proposed Submarine 11kV Cable
Road Improvement Works
Road Improvement Works
Road Improvement Works
Expansion of Part of Midfield Freighter Aprons
Hong Kong Link Road (By Others)
0 250 500 750 1000 m
1 : 30 000 SCALE BAR
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B 14APR14 GENERAL REVISION EC
ARUP Atkins China Limited Clymene Enterprises
Mott MacDonald Ecosystems Limited SDA Marine Limited
Dellares Urbis Limited URS Limited
PREFERRED AIRPORT LAYOUT OPTION
Consultant's Signatures for Approval Date
Design EY 13NOV13
Checkers EY 13NOV13
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Authorised Representative ARK 21MAR14
EXPANSION OF HONG KONG INTERNATIONAL AIRPORT INTO A THREE-RUNWAY SYSTEM
Drawing No. MCL / P132 / ES / 3-001
Scale at A3 1 : 30000
Rev. B

The Waste Disposal Plan
Shek Kwu Chau Incinerator

Introduction

2008 the government had created a shortlist of two potential sites, and commenced detailed Engineering Investigation (EI) and Environmental Impact Assessment (EIA) studies.

As a result of the recently concluded EIA study, as well as Hong Kong's overall waste management policy and other site related factors, the government identified the artificial island near Shek Kwu Chau as the preferred site for developing the facility.

The key elements of the project comprise an artificial island near Shek Kwu Chau, a 3000 tonne per day (tpd) thermal waste to energy facility, a mechanical sorting and recycling plant and an environmental education centre.

The completed facility will serve the waste disposal needs of approximately one-third of Hong Kong's population, and supply approximately 1% of its electrical demands. The site is expected to be operational by 2018.

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Shek Kwu Chau incinerator


Chi Ma Wan
Peninsula
Cheung Chau
Shek Kwu Chau
Possible site for IWMF

Tun Mun Western Bypass

Introduction

The Tuen Mun Western Bypass(TMWB) is a dual two-lane highway connecting the Tuen Mun – Chek Lap Kok Link(TM-CLKL) in the south and Tsing Tin Road in the north.

Strategically, the TMWB, together with the TM-CLKL, will provide a north-south highway corridor linking the Northwest New Territories with the Hong Kong – Zhuhai – Macao Bridge Hong Kong Boundary Crossing Facilities, the Hong Kong International Airport and North Lantau.

The TMWB is a dual two-lane tunnel approximately 4.8km long, connecting the TM-CLKL and Tsing Tin Road. The project also includes the construction of a toll plaza and associated administration buildings in Tuen Mun Area 46

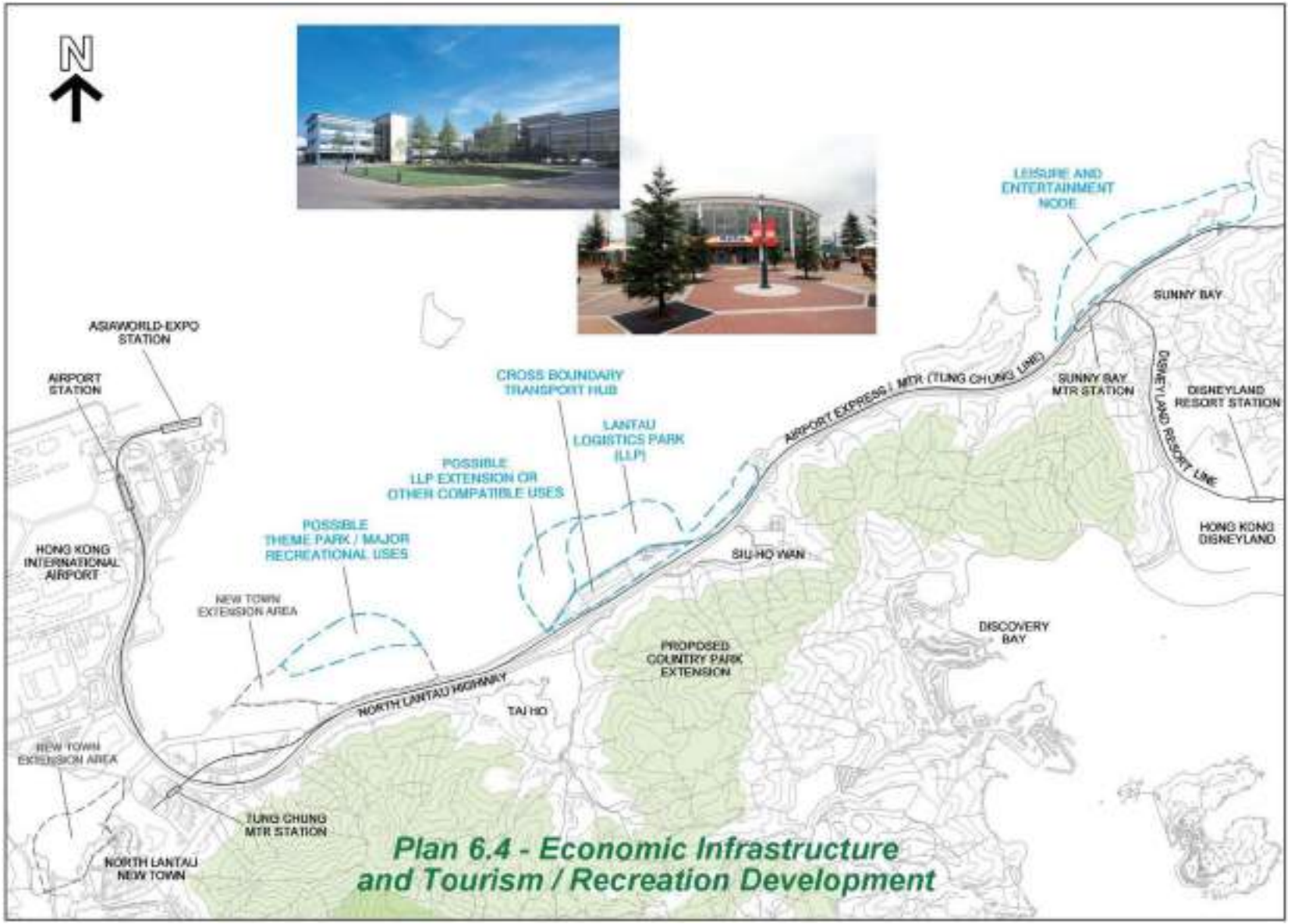

Kong Sham Western Highway
Yuen Long Highway
Tsing Tin Road
Tuen Mun Road
屯門西繞道 - 推薦走線
TMWB – Recommended Alignment
興建中的屯門至赤鱲角連接路
Tuen Mun – Chek Lap Kok Link
under construction

Lantau Island Development

Introduction

Given its locational advantages, North Lantau will become the focus of major economic infrastructures and tourism / recreation development. The proposed LLP and Cross Boundary Transport Hub, together with the Hong Kong International Airport, the planned HZMB and other strategic transport links, will strengthen Hong Kong's role as a regional transport and logistics centre. Following the opening of new tourist attractions such as Hong Kong Disneyland, Ngong Ping 360 and Wisdom Path, other tourism and recreational uses may be developed in North and Northeast Lantau. The synergy effect could strengthen the strategic positioning of Lantau as a major tourism hub.

In view of the need to enhance the competitiveness of Hong Kong's logistics industry, development of the LLP is strongly supported by the Hong Kong Logistics Development Council. To avoid possible environmental, visual and ecological impacts on Tai Ho Bay, which is an ecologically sensitive area, the location of the proposed LLP has been moved eastwards - further away from the water inlet of Tai Ho Bay.


N
LEISURE AND ENTERTAINMENT NODE
SUNNY BAY
ASIAWORLD-EXPO STATION
AIRPORT STATION
CROSS BOUNDARY TRANSPORT HUB
LANTAU LOGISTICS PARK (LLP)
POSSIBLE LLP EXTENSION OR OTHER COMPATIBLE USES
AIRPORT EXPRESS / MTR (TUNG CHUNG LINE)
SUNNY BAY MTR STATION
DISNEYLAND RESORT LINE
DISNEYLAND RESORT STATION
HONG KONG DISNEYLAND
POSSIBLE THEME PARK / MAJOR RECREATIONAL USES
HONG KONG INTERNATIONAL AIRPORT
SIU HO WAN
NEW TOWN EXTENSION AREA
DISCOVERY BAY
PROPOSED COUNTRY PARK EXTENSION
NORTH LANTAU HIGHWAY
TAI HO
NEW TOWN EXTENSION AREA
TUNG CHUNG MTR STATION
NORTH LANTAU NEW TOWN
Plan 6.4 - Economic Infrastructure and Tourism / Recreation Development


東大嶼新都會
欣澳填海區
規模：60至100公頃
發展方向：區域娛樂及商業樞紐
屯門至赤鱲角連接路
港珠澳大橋人工島口岸
香港
國際機場
小蠔灣
機場快綫
欣澳
小蠔灣填海區
規模：100至150公頃
發展方向：發展物流及策略性產業
大嶼山
東涌
東涌灣
東涌東及東涌西填海區
規模：134公頃，連現有土地總發展區面積約280公頃
發展方向：住宅、旅遊及商業發展
深井
馬灣
欣澳填海區
青馬大橋
中部水域人工島
規模：逾1,400至2,400公頃
發展方向：
商業及住宅發展，成為中環、九龍東外第3個核心商業區
小交椅洲
交椅洲
青洲
坪洲
註：規模為根據過往公布的資料計算

Kai Tak Development

Introduction

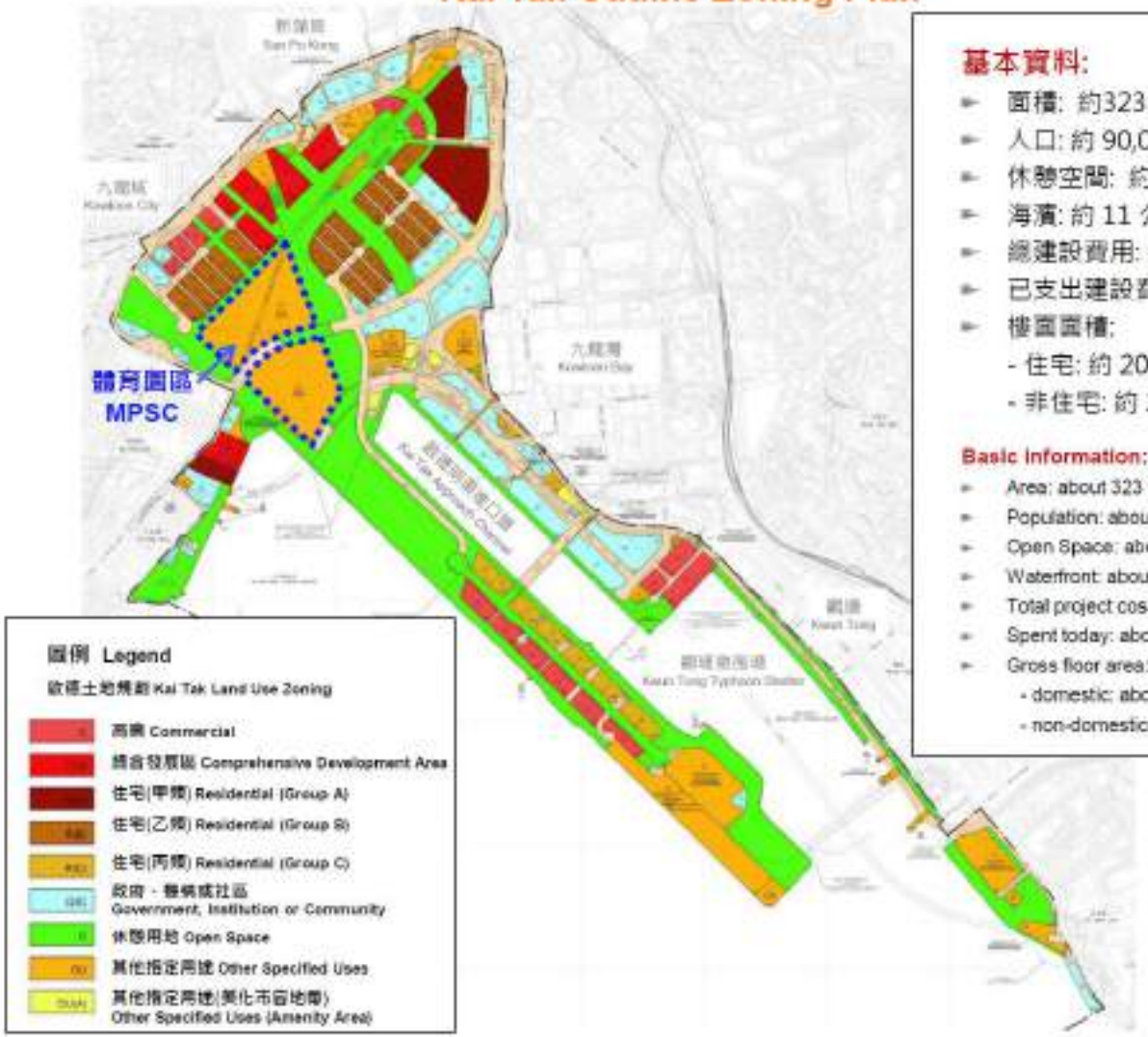
The airport at Kai Tak was relocated to Chek Lap Kok in July 1998. The relocation has offered a good opportunity for major development in the Metro Area.

Kai Tak Development is a huge and highly complex development project spanning over 320 hectares with the largest available land fronting Victoria Harbour. It offers opportunities to bring the harbour to the people, provide quality living environment for around 90 000 residents, as well as revitalise all of the surrounding districts such as Kowloon City, Wong Tai Sin and Kwun Tong. What's more, KTD seeks to practise sustainable development and cultivate a comprehensive network of parks and gardens for everyone to enjoy.

The Kai Tak Development (KTD) comprises government, institution and community facilities, residential and commercial areas and an extensive open space network.

Target completion	Some Major Facilities and Developments in KTD
2013	- Public Rental Housing Development - Trade and Industry Tower - Kai Tak Cruise Terminal Building cum first berth - Runway Park Phase 1 - Kwun Tong Promenade Stage 1 - District Cooling System (early phases) - Bio-remediation of the Kai Tak Approach Channel and the Kwun Tong Typhoon Shelter - Roadworks, pedestrian links, water supplies, drainage and sewerage systems
Post 2013	- Multi-purpose Sports Complex - Kai Tak River - Two Primary Schools - Kai Tak Cruise Terminal second berth - Metro Park (24 hectares) - Centre of Excellence in Paediatrics - Kwun Tong Promenade Stage 2 - Route 6 in KTD (Central Kowloon Route and Trunk Road T2) - Shatin to Central Link - District Cooling System (remaining) - Roadworks, pedestrian links, water supplies, drainage and sewerage systems

啟德分區計劃大綱圖
Kai Tak Outline Zoning Plan



圖例 Legend

啟德土地規劃 Kai Tak Land Use Zoning

- 商業 Commercial
- 綜合發展區 Comprehensive Development Area
- 住宅(甲類) Residential (Group A)
- 住宅(乙類) Residential (Group B)
- 住宅(丙類) Residential (Group C)
- 政府、機構或社區 Government, Institution or Community
- 休閒用地 Open Space
- 其他指定用途 Other Specified Uses
- 其他指定用途(美化市區地帶) Other Specified Uses (Amenity Area)

基本資料:

- 面積: 約323公頃
- 人口: 約 90,000人
- 休憩空間: 約 100 公頃
- 海濱: 約 11 公里
- 總建設費用: 約港幣 1,300億元
- 已支出建設費用: 約港幣 130億元
- 樓面面積:
  - 住宅: 約 200萬平方米
  - 非住宅: 約 200萬平方米

Basic Information:

- Area: about 323 hectares
- Population: about 90,000
- Open Space: about 100 hectares
- Waterfront: about 11 kilometers
- Total project cost: about HK$130 billion
- Spent today: about HK$13 billion
- Gross floor area:
  - domestic: about 2 million square metres
  - non-domestic : about 2 million square metres

啟德 - 部份主要項目
Kai Tak - Some Major Projects

CEDD

6

North East New Territories New Development Areas (NDAs)

Introduction

The Territorial Development Strategy Review in the 1990s first identified that there was potential for strategic growth in the North East New Territories (NENT). The Planning and Development Study on North East New Territories commissioned in 1998 had identified areas in
Kwu Tung North (KTN),
Fanling North (FLN) and
Ping Che/Ta Kwu Ling (PC/TKL)

to be suitable for New Development Areas (NDAs).

The KTN and FLN NDAs cover a total area of about **614 ha**. They can accommodate a total population of about **176,900** and will create about **37,700 new jobs**. They will provide a mix of housing types as well as basic infrastructure and community facilities. The NDAs are planned according to **four guiding principles**, namely, strategic roles of the NDAs, people-oriented communities, sustainable living environment and appropriate implementation mechanism.

Preliminarily, the NDAs developments will be divided into various works contracts and works packages, in accordance with their timing and location for development.
The major site formation and infrastructure works of the Advance Works are scheduled to commerce in 2018 for the first population intake in 2023. The modification of lease (including in-situ land exchange) may help advance the first population intake to 2022. Other major works will start after the commencement of the Advance Works. The KTN and FLN NDAs are expected to be completed by 2031

Advance Works Package

Advance Works –
Advance Site Formation and Engineering Infrastructure works at Kwu Tung North New Development Area and Fanling North New Development Area

The advance works will consist of the following works:

i. The infrastructures for the first population intake in year 2023 in both the KTN and FLN NDAs would be constructed.

ii. In the KTN NDA, the site formation and the associated roadworks of the southwest portion of the NDA would be carried out.

iii. The essential underground utilities for the future site development in the KTN NDA, such as sewerage, watermain, power supply cables will be laid along the existing Fanling Highway.

iv. To provide water supply to the future site development in the KTN NDA, a secondary fresh water service reservoir and a flushing water service reservoir in Tai Shek Mo and the associated watermain will be constructed.

v. In the FLN NDA, the site formation and the associated roadworks of the east portion of the NDA would be carried out.

vi. A new road connecting the existing Jockey Club Road and the proposed core residential district in the FLN NDA will be constructed and the essential underground utilities for the future site development, such as sewerage, watermain, power supply cables will also be laid along the existing road and the new road.

vii. The new Fanling Bypass Eastern Section will be constructed. The existing North District Temporary Wholesale Market to be affected by the construction of the Fanling Bypass will be reprovisioned.

viii. E&M works for the extension of the existing Shek Wu Hui Sewage Treatment Works.

ix. A site near Sheung Shui Wan Shan for the existing site subjected to Village Removal Terms (VRT) in FLN affected in the Advance Works Package will be formed.

x. Two stockpiling areas in the KTN NDA and two in the FLN NDA will be provided for the excavated material generated in the early stage of the project.

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Package 1

First Stage Works –
First Stage of Site Formation and Engineering Infrastructure at Kwu Tung North New Development Area and Fanling North New Development Area

Package 1 will consist of the following works:

i. The other infrastructure and development in the early stage of the NDA development in KTN and FLN will be carried out.

ii. The Wetland Enhancement and the Visitor Centre of the Long Valley Nature Park in KTN will be carried out.

iii. The existing Fan Garden Junior Police Officer's Police Married Quarters and District Headquarter Associated Married Staff Quarters will be reprovisioned in KTN.

iv. The existing Police Driving and Traffic Complex, Weapon Training Division in Fan Garden will also be reprovisioned in FLN.

v. Planting for Relocation of Man Kam To Egretry at FLN will be carried out in a mitigation meander on the north side of the Ng Tung River in FLN area A1-7 which is proposed to be zoned as Conservation Area (CA).

vi. A site near Ho Sheung Heung for the existing site subjected to VRT in KTN to be affected in the Remaining Packages development will be formed.

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Remaining Packages

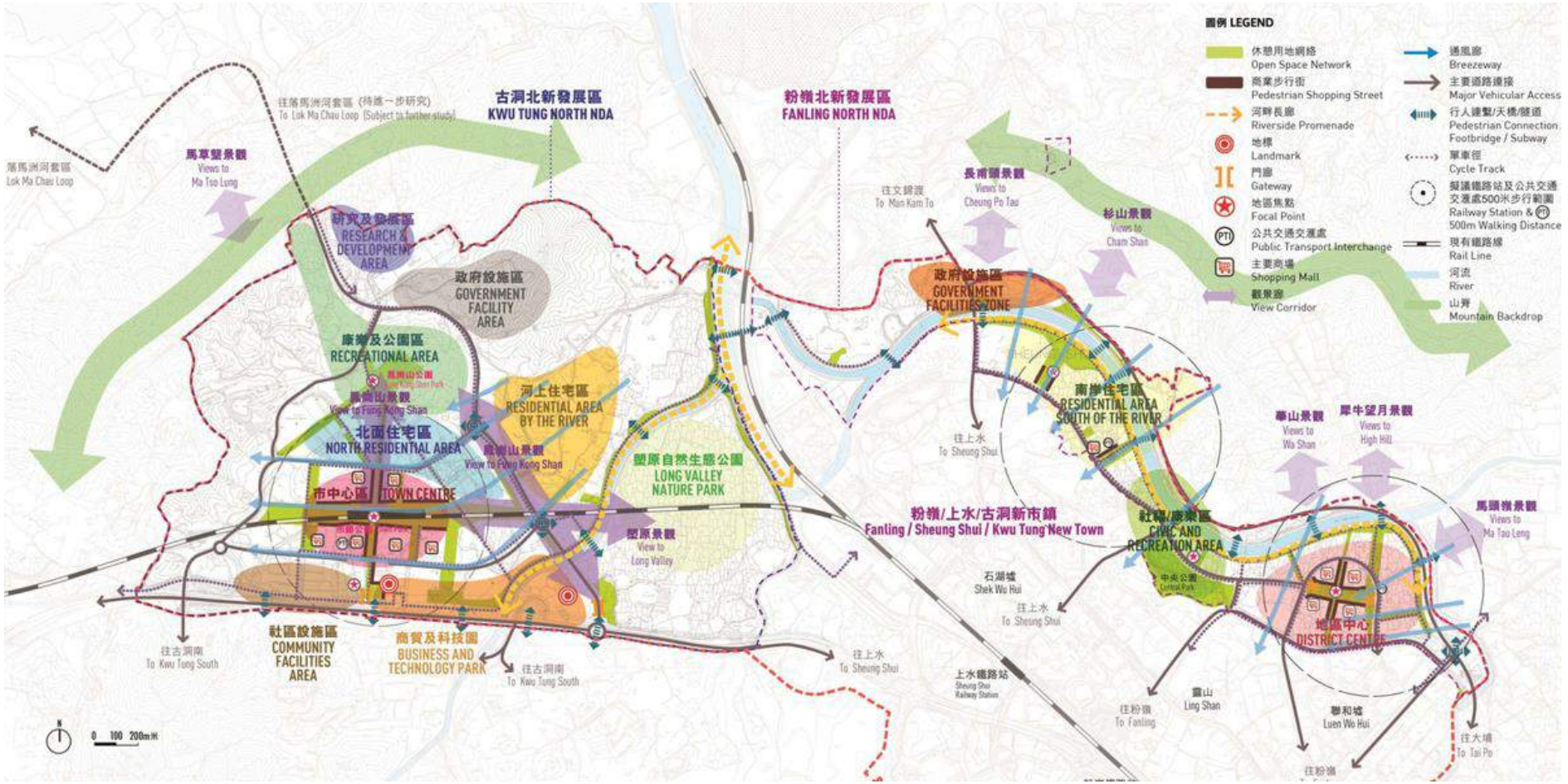
Remaining Works Packages –
Remaining Infrastructure and Development at KTN & FLN NDAs

The remaining development consist of the following works:

i. Site formation of the remaining infrastructure and development in the KTN and FLN NDAs;

ii. Western section of Fanling Bypass associated road works including the widening of existing Fanling Highway, construction of Kwu Tung and Pak Shek Au interchange, etc.;

iii. Other infrastructure includes service reservoirs, district cooling system, police facilities and Phase 3 expansion of Shek Wu Hui Sewage Treatment Works.


古洞北新發展區
KWU TUNG NORTH NDA
粉嶺北新發展區
FANLING NORTH NDA
往落馬洲河套區 (待進一步研究)
To Lok Ma Chau Loop (Subject to further study)
落馬洲河套區
Lok Ma Chau Loop
馬草壟景觀
Views to Ma Tso Lung
研究及發展區
RESEARCH & DEVELOPMENT AREA
政府設施區
GOVERNMENT FACILITY AREA
康樂及公園區
RECREATIONAL AREA
鳳園山公園
Fung Yuen Park
鳳園山景觀
View to Fung Kong Shan
河上住宅區
RESIDENTIAL AREA BY THE RIVER
北面住宅區
NORTH RESIDENTIAL AREA
鳳園山景觀
View to Fung Kong Shan
市中心區
TOWN CENTRE
塱原自然生態公園
LONG VALLEY NATURE PARK
塱原景觀
View to Long Valley
往古洞南
To Kwu Tung South
社區設施區
COMMUNITY FACILITIES AREA
商貿及科技園
BUSINESS AND TECHNOLOGY PARK
往古洞南
To Kwu Tung South
往上水
To Sheung Shui
往文錦渡
To Man Kam To
長雨嶺景觀
Views to Cheung Po Tau
杉山景觀
Views to Cham Shan
政府設施區
GOVERNMENT FACILITIES ZONE
往上水
To Sheung Shui
南岭住宅區
RESIDENTIAL AREA SOUTH OF THE RIVER
華山景觀
Views to Wa Shan
犁牛望月景觀
Views to High Hill
粉嶺/上水/古洞新市鎮
Fanling / Sheung Shui / Kwu Tung New Town
社區/康樂區
CIVIC AND RECREATION AREA
中央公園
Central Park
馬頭嶺景觀
Views to Ma Tau Leng
石湖墟
Shek Wu Hui
往上水
To Sheung Shui
地區中心
DISTRICT CENTRE
上水鐵路站
Sheung Shui Railway Station
往粉嶺
To Fanling
靈山
Ling Shan
聯和墟
Luen Wo Hui
往大埔
To Tai Po
往粉嶺
0 100 200m米
圖例 LEGEND
休憩用地網絡
Open Space Network
商業步行街
Pedestrian Shopping Street
河畔長廊
Riverside Promenade
地標
Landmark
門廊
Gateway
地區焦點
Focal Point
公共交通交滙處
Public Transport Interchange
主要商場
Shopping Mall
觀景廊
View Corridor
通風廊
Breezeway
主要道路連接
Major Vehicular Access
行人連繫/天橋/隧道
Pedestrian Connection Footbridge / Subway
單車徑
Cycle Track
擬議鐵路站及公共交通交滙處500米步行範圍
Railway Station & PTI 500m Walking Distance
現有鐵路線
Rail Line
河流
River
山脊
Mountain Backdrop

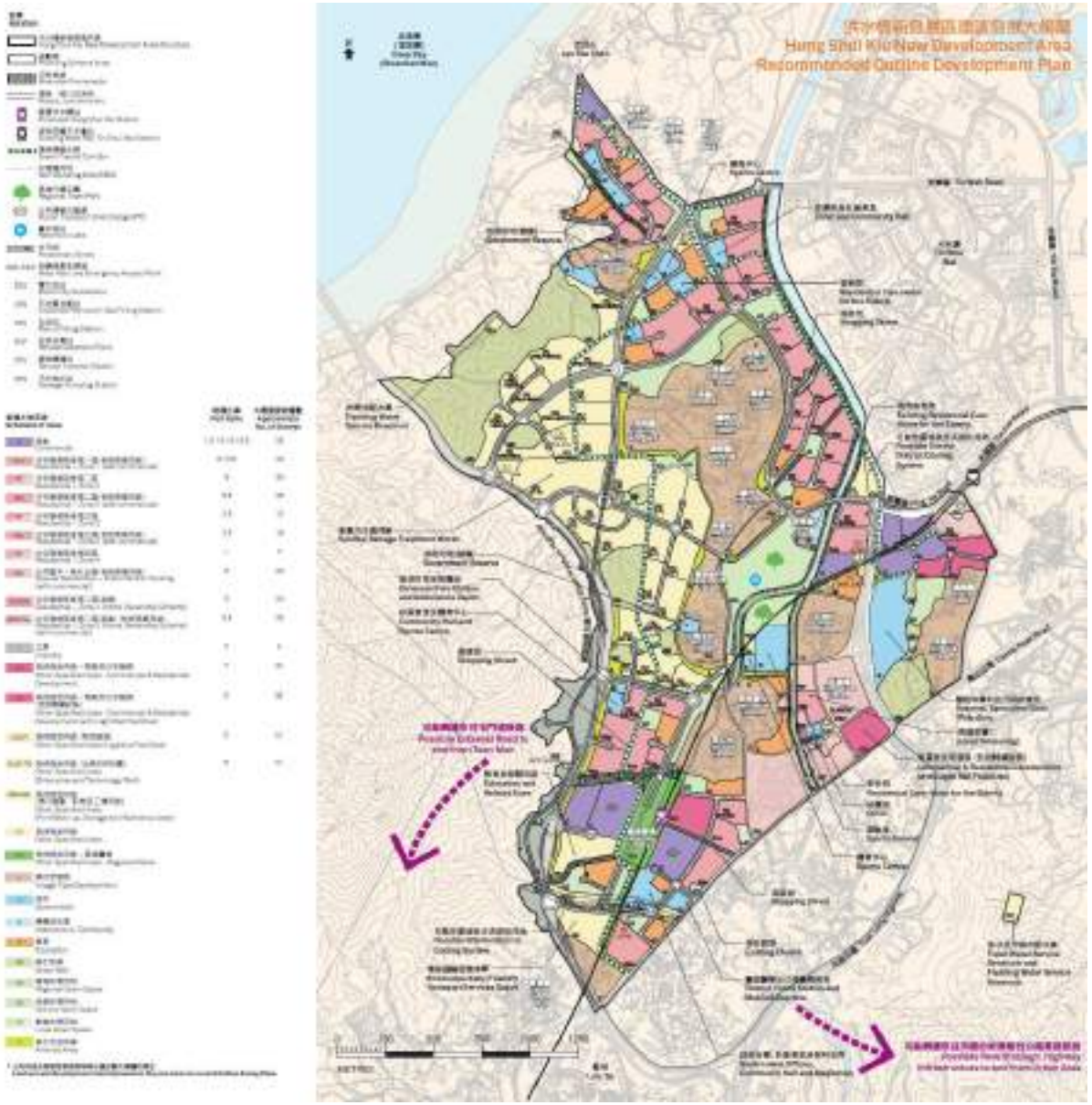
North West New Territories New Development Areas (NDA)

Introduction

The "Planning and Development Study on North West New Territories which was completed in 2003, identified Hung Shui Kiu (HSK) as a suitable new development area (NDA) to cater for the long-term development need in Hong Kong.

To initiate the implementation of the NDA, the Civil Engineering and Development Department and the Planning Department of the Government of the Hong Kong Special Administrative Region jointly commissioned the HSK NDA Planning and Engineering Study in August 2011. The Study is anticipated to be completed in end 2016.

The HSK NDA will be the next generation new town for Hong Kong. Apart from providing housing and other land supply in Hong Kong in the medium to long term, the HSK NDA, being strategically located in the NWNT and well connected to TSW, Tuen Mun and Yuen Long, will also serve as a “Regional Economic and Civic Hub” for the NWNT. At the territorial level, the HSK NDA will give impetus to foster Hong Kong’s economic growth.


Hung Shui Kiu New Development Area
Recommended Outline Development Plan


天水圍
Tin Shui Wai
流浮山
Lau Fau Shan
西鐵
West Rail
港深西部公路
Kong Sham
Western Highway
輕鐵
Light Rail
青山公路
Castle Peak Road
元朗公路
Yuen Long Highway

Railway Development

Introduction

The Government's Railway Development Strategy 2014 (RDS-2014) is the first major update of Hong Kong's plan for railway development since 2000. Based on recommendations from advisors and views collected from the public, the strategy provides a blueprint for railway development up to 2031. It considers various factors such as transportation benefits, land use planning, economic returns, environmental impacts, engineering feasibility and financial viability, and recommends the following seven projects for development

The seven projects are
(a) Northern Link and Kwu Tung Station;
(b) Tuen Mun South Extension;
(c) East Kowloon Line;
(d) Tung Chung West Extension;
(e) Hung Shui Kiu Station;
(f) South Island Line (West); and
(g) North Island Line.

Northern Link and Kwu Tung Station

— A major regional line formed by linking Kam Sheung Road Station on the West Rail Line to a new station at Kwu Tung on the Lok Ma Chau Spur Line.

Hung Shui Kiu Station

— A new station on the West Rail Line between the existing Tin Shui Wai Station and Siu Hong Station.

Tung Chung West Extension

— A new line formed by extending the Tung Chung Line westward with a new station at Tung Chung West.

Tuen Mun South Extension

— A new line formed by extending the West Rail Line southward from Tuen Mun Station to a new station at Tuen Mun South.

East Kowloon Line

— A new line running in the northern East Kowloon area connecting Diamond Hill Station on the Kwun Tong Line (and the future Shatin to Central Link) and Po Lam Station on the Tseung Kwan O Line.

South Island Line (West)

— A new line linking the South Island Line (East) to the West Island Line.

North Island Line

— A new railway line on the northern shore of Hong Kong Island formed by extending the Tung Chung Line eastward and the Tseung Kwan O Line westward.

The proposed indicative implementation programme for planning purpose for the recommended railway project as follows:-

Railway project	**Indicative implementation window for planning purpose**
Northern Link and Kwu Tung Station	2018 – 2023*
Tuen Mun South Extension	2019 – 2022
East Kowloon Line	2019 – 2025*
Tung Chung West Extension	2020 – 2024*
Hung Shui Kiu Station	2021 – 2024*
South Island Line (West)	2021 – 2026*
North Island Line	2021 – 2026

The preliminary cost estimate of all the seven recommended railway schemes is in the order of $110 billion (in 2013 prices).

The preliminary cost estimates for the individual railway proposals are shown below.

Railway project	Preliminary cost estimate ($ billion, in 2013 prices)
Northern Link and Kwu Tung Station	23
Tuen Mun South Extension	5.5
East Kowloon Line	27.5
Tung Chung West Extension	6
Hung Shui Kiu Station	3
South Island Line (West)	25
North Island Line	20
Total	**110**


Tung Chung West Extension
Chek Lap Kok
赤鱲角
Airport Rd
北大嶼山公路
Tai Ho Wan
大蕿灣
Sha Lo Wan
沙螺灣
Tung Chung Bay
東涌灣
Tung Chung
HK$6 billion
Tung Chung West
Sham Wat Wan
深屈灣
ejinsight

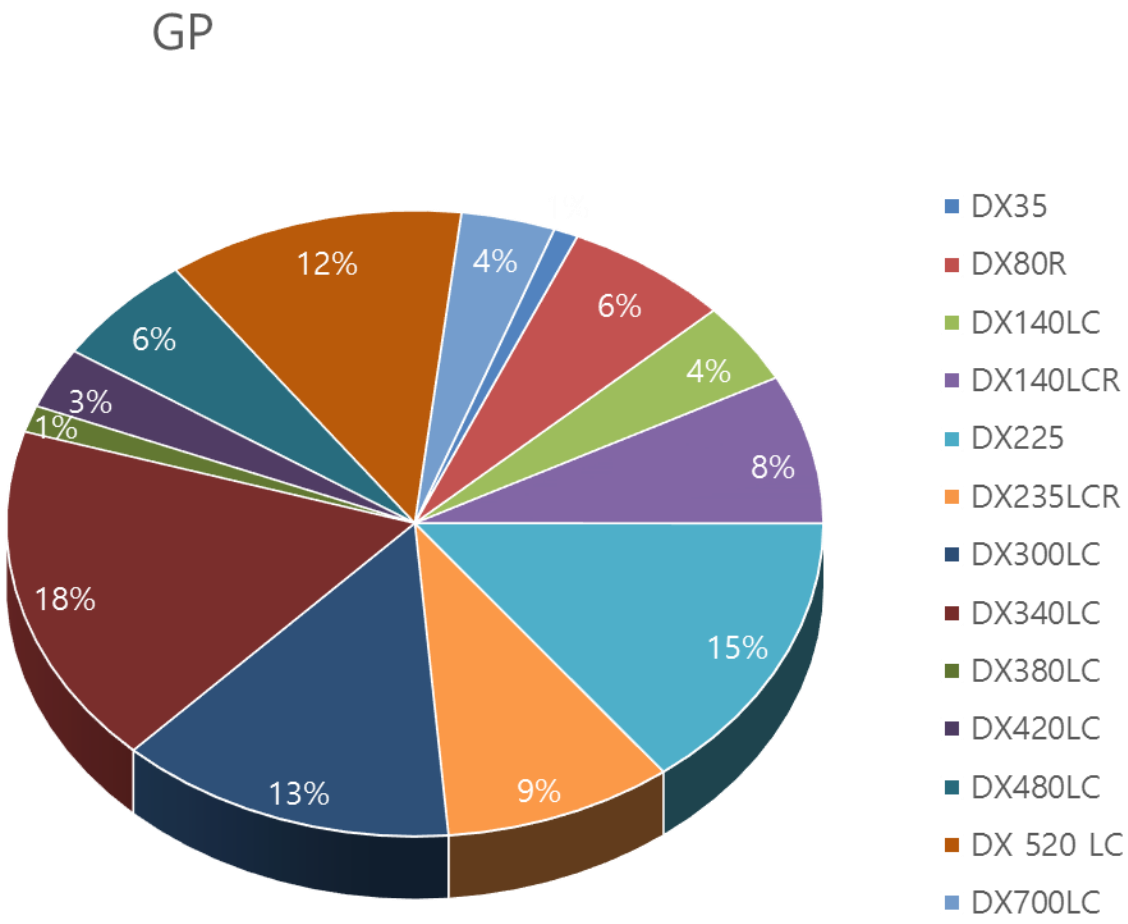

East Kowloon Line
HAMMER HILL
NGAU CHI WAN
Clear Water Bay Road
Diamond Hill (South)
HK$27.5 billion
Choi Wan
Jordan Valley Park
佐敦谷公園社區園區
KOWLOON BAY
九龍灣
Choi Hung Road
Shun Tin
Po Lam (North)
Po Tat
SAU MAU PING
秀茂坪
Sau Mau Ping
ejinsight


New Territories
Qianhai Bay
前海湾
Binhai Ave
Futian
福田区
Sheung Shui
上水
Pat Sin Leng Country Park
八仙嶺郊野公園
Xiaonan Mountain
小南山
Shenzhenwan (Houhaiwan)
深圳湾
(后海湾)
Northern Link
HK$23 billion
Chiwan Bay
赤湾
Yuen Long
元朗
Kam Tin
錦田
Tai Po
大埔
Hung Shui Kiu Station
HK$3 billion
Ma On Shan
馬鞍山
Shing Mun Country Park Vistor Centre
城門郊野公園遊客中心
Tuen Mun South Extension
HK$5.5 billion
Tuen Mun
屯門
Tai Lam Country Park
大欖郊野公園
Sha Tin
沙田
Kwai Chung
葵涌
Tsing Yi
青衣
ejinsight

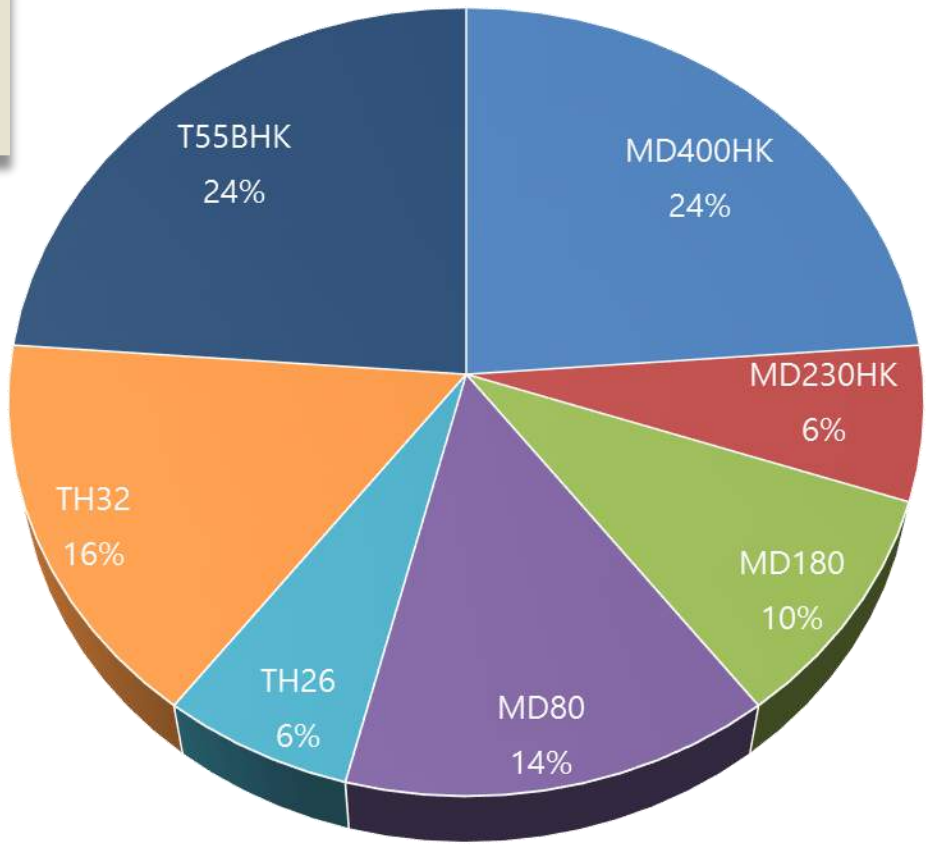
2016 – 2017 Forecast

DOOSAN 2016 - 2017										
MODEL	QTY		COSTING		TTL		SELLING		TTL		GP
DX35	25	HK$	233,220.00	HK$	5,830,500.00	HK$	250,000.00	HK$	6,250,000.00	HK$	419,500.00
DX80R	20	HK$	327,600.00	HK$	6,552,000.00	HK$	470,000.00	HK$	9,400,000.00	HK$	2,848,000.00
DX140LC	10	HK$	507,000.00	HK$	5,070,000.00	HK$	690,000.00	HK$	6,900,000.00	HK$	1,830,000.00
DX140LCR	20	HK$	622,674.00	HK$	12,453,480.00	HK$	790,000.00	HK$	15,800,000.00	HK$	3,346,520.00
DX225	40	HK$	621,660.00	HK$	24,866,400.00	HK$	780,000.00	HK$	31,200,000.00	HK$	6,333,600.00
DX235LCR	14	HK$	798,174.00	HK$	11,174,436.00	HK$	1,080,000.00	HK$	15,120,000.00	HK$	3,945,564.00
DX300LC	14	HK$	764,400.00	HK$	10,701,600.00	HK$	1,180,000.00	HK$	16,520,000.00	HK$	5,818,400.00
DX340LC	25	HK$	973,674.00	HK$	24,341,850.00	HK$	1,280,000.00	HK$	32,000,000.00	HK$	7,658,150.00
DX380LC	2	HK$	1,080,000.00	HK$	2,160,000.00	HK$	1,380,000.00	HK$	2,760,000.00	HK$	600,000.00
DX420LC	4	HK$	1,216,800.00	HK$	4,867,200.00	HK$	1,560,000.00	HK$	6,240,000.00	HK$	1,372,800.00
DX480LC	6	HK$	1,583,400.00	HK$	9,500,400.00	HK$	2,000,000.00	HK$	12,000,000.00	HK$	2,499,600.00
DX 520 LC	16	HK$	1,680,000.00	HK$	26,880,000.00	HK$	2,000,000.00	HK$	32,000,000.00	HK$	5,120,000.00
DX700LC	4	HK$	2,995,200.00	HK$	11,980,800.00	HK$	3,400,000.00	HK$	13,600,000.00	HK$	1,619,200.00
EXCAVATOR	**200**	**HK$**	**13,403,802.00**	**HK$**	**156,378,666.00**	**HK$**	**16,860,000.00**	**HK$**	**199,790,000.00**	**HK$**	**43,411,334.00**
DA40	50	HK$	2,500,000.00	HK$	125,000,000.00	HK$	3,000,000.00	HK$	150,000,000.00	HK$	25,000,000.00
DUMP TRUCK	**50**	**HK$**	**2,500,000.00**	**HK$**	**125,000,000.00**	**HK$**	**3,000,000.00**	**HK$**	**150,000,000.00**	**HK$**	**25,000,000.00**

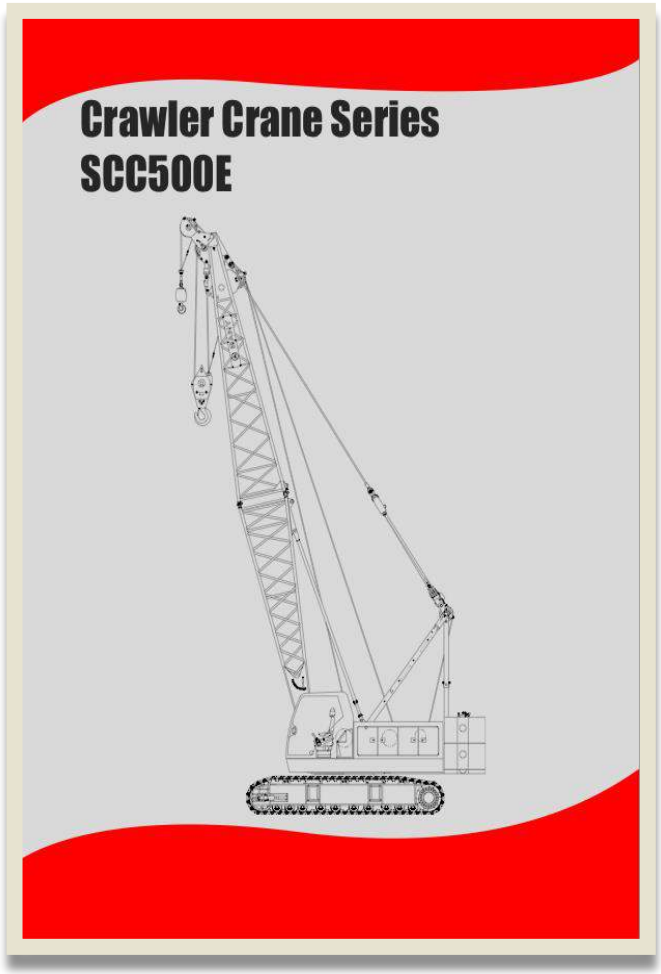

DOOSAN

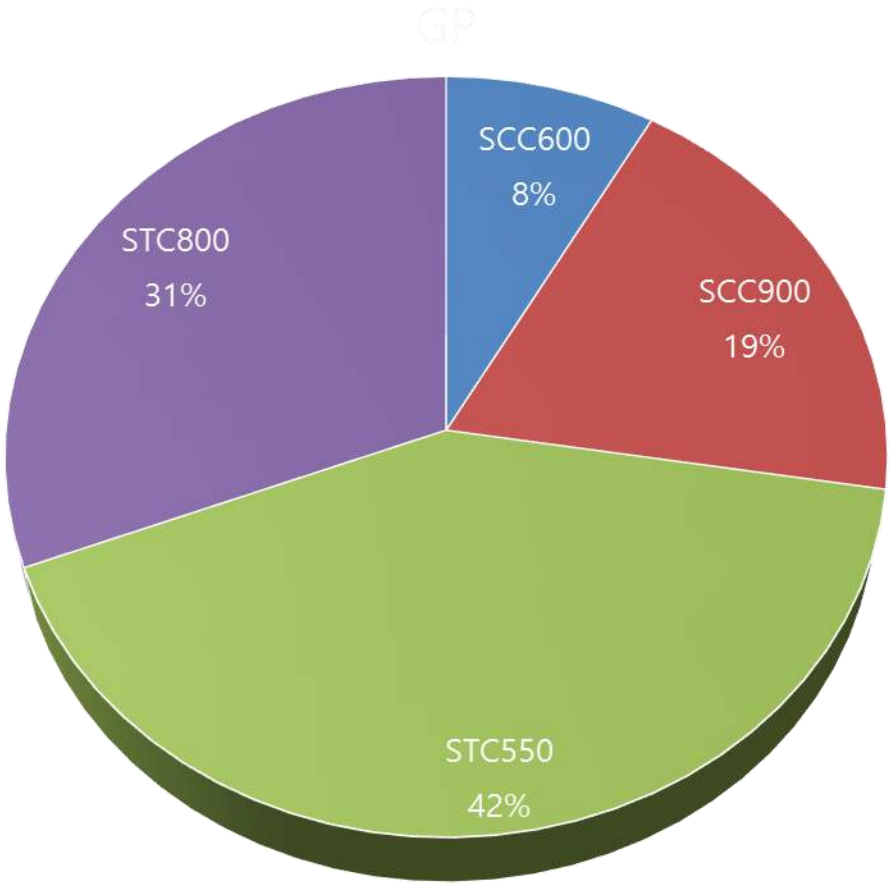

GP
12%
4%
6%
6%
4%
3%
8%
1%
18%
15%
13%
9%
DX35
DX80R
DX140LC
DX140LCR
DX225
DX235LCR
DX300LC
DX340LC
DX380LC
DX420LC
DX480LC
DX 520 LC
DX700LC

MDT 2016 - 2017											
MODEL	QTY		COSTING		TTL		SELLING		TTL		GP
MD400HK	6	HK$	4,200,000.00	HK$	25,200,000.00	HK$	4,700,000.00	HK$	28,200,000.00	HK$	3,000,000.00
MD230HK	4	HK$	2,500,000.00	HK$	10,000,000.00	HK$	2,700,000.00	HK$	10,800,000.00	HK$	800,000.00
MD180	4	HK$	2,200,000.00	HK$	8,800,000.00	HK$	2,500,000.00	HK$	10,000,000.00	HK$	1,200,000.00
MD80	4	HK$	1,400,000.00	HK$	5,600,000.00	HK$	1,850,000.00	HK$	7,400,000.00	HK$	1,800,000.00
TH26	1	HK$	8,000,000.00	HK$	8,000,000.00	HK$	8,800,000.00	HK$	8,800,000.00	HK$	800,000.00
TH32	1	HK$	9,000,000.00	HK$	9,000,000.00	HK$	11,000,000.00	HK$	11,000,000.00	HK$	2,000,000.00
T55BHK	10	HK$	1,300,000.00	HK$	13,000,000.00	HK$	1,600,000.00	HK$	16,000,000.00	HK$	3,000,000.00
DRILLING RIG	**30**	**HK$**	**28,600,000.00**	**HK$**	**79,600,000.00**	**HK$**	**33,150,000.00**	**HK$**	**92,200,000.00**	**HK$**	**12,600,000.00**


T55BHK
24%
MD400HK
24%
MD230HK
6%
MD180
10%
MD80
14%
TH26
6%
TH32
16%

SANY 2016 - 2017													
MODEL	QTY		COSTING		TTL		MARKET PX		SELLING		TTL		GP
SCC600	10	HK$	1,600,000.00	HK$	16,000,000.00	HK$	1,800,000.00	HK$	1,750,000.00	HK$	17,500,000.00	HK$	1,500,000.00
SCC900	10	HK$	2,630,000.00	HK$	26,300,000.00	HK$	3,000,000.00	HK$	2,980,000.00	HK$	29,800,000.00	HK$	3,500,000.00
STC550	20	HK$	2,200,000.00	HK$	44,000,000.00	HK$	2,600,000.00	HK$	2,580,000.00	HK$	51,600,000.00	HK$	7,600,000.00
STC800	10	HK$	2,800,000.00	HK$	28,000,000.00	HK$	3,100,000.00	HK$	3,360,000.00	HK$	33,600,000.00	HK$	5,600,000.00
CRANE	**50**	**HK$**	**9,230,000.00**	**HK$**	**114,300,000.00**	**HK$**	**10,500,000.00**	**HK$**	**10,670,000.00**	**HK$**	**132,500,000.00**	**HK$**	**18,200,000.00**

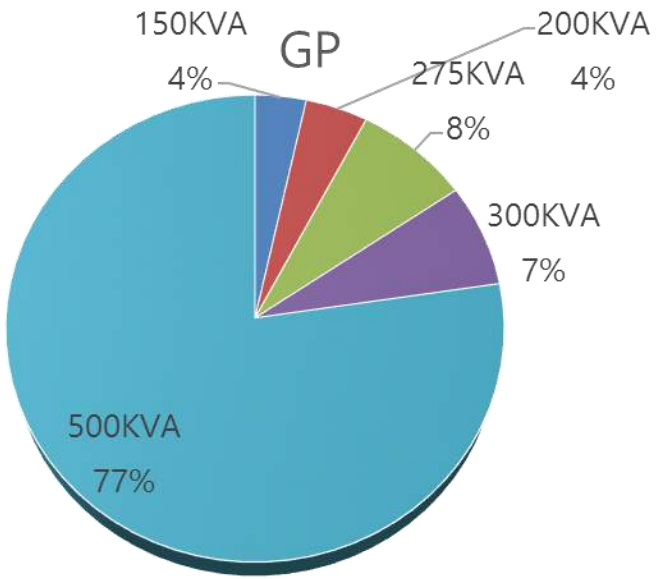

Crawler Crane Series
SCC500E


SCC600
8%
SCC900
19%
STC550
42%
STC800
31%

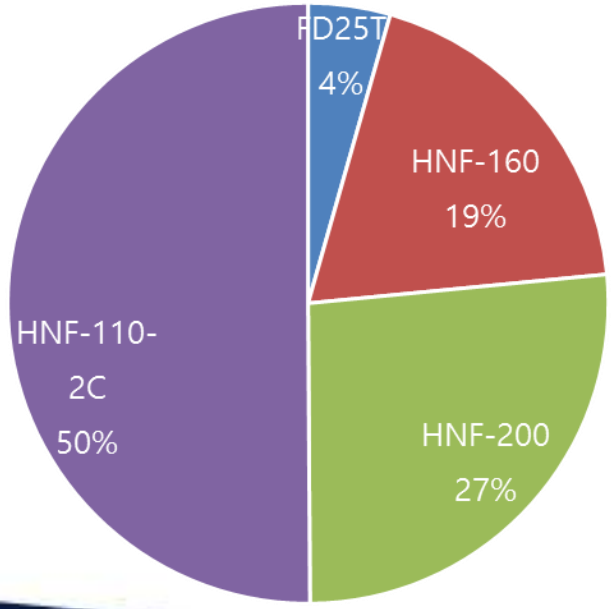
DOOSAN 2016 - 2017												
MODEL	QTY	COSTING		TTL		SELLING		TTL		GP		
XHP1100	20	HK$	686,400.00	HK$	13,728,000.00	HK$	775,632.00	HK$	15,512,640.00	HK$	1,784,640.00	
Air Compressor	**20**	**HK$**	**686,400.00**	**HK$**	**13,728,000.00**	**HK$**	**775,632.00**	**HK$**	**15,512,640.00**	**HK$**	**1,784,640.00**	
L8	12	HK$	764,400.00	HK$	9,172,800.00	HK$	917,280.00	HK$	11,007,360.00	HK$	1,384,560.00	
L6	28	HK$	592,800.00	HK$	16,598,400.00	HK$	711,360.00	HK$	19,918,080.00	HK$	3,319,680.00	
Light Tower	40	**HK$**	**1,357,200.00**	**HK$**	**25,771,200.00**	**HK$**	**1,628,640.00**	**HK$**	**30,925,440.00**	**HK$**	**5,154,240.00**	

GENERATOR 2016 - 2017

MODEL	QTY		COSTING		TTL		SELLING		TTL		GP
150KVA	8	HK$	179,400.00	HK$	1,435,200.00	HK$	215,280.00	HK$	1,722,240.00	HK$	287,040.00
200KVA	7	HK$	250,809.00	HK$	1,755,663.00	HK$	300,970.80	HK$	2,106,795.60	HK$	351,132.60
275KVA	8	HK$	324,324.00	HK$	2,594,592.00	HK$	405,405.00	HK$	3,243,240.00	HK$	648,648.00
300KVA	7	HK$	338,098.80	HK$	2,366,691.60	HK$	422,623.50	HK$	2,958,364.50	HK$	591,672.90
500KVA	50	HK$	513,832.80	HK$	25,691,640.00	HK$	642,291.00	HK$	32,114,550.00	HK$	6,422,910.00
GENERATOR	**80**	**HK$**	**1,606,464.60**	**HK$**	**33,843,786.60**	**HK$**	**1,986,570.30**	**HK$**	**42,145,190.10**	**HK$**	**8,301,403.50**

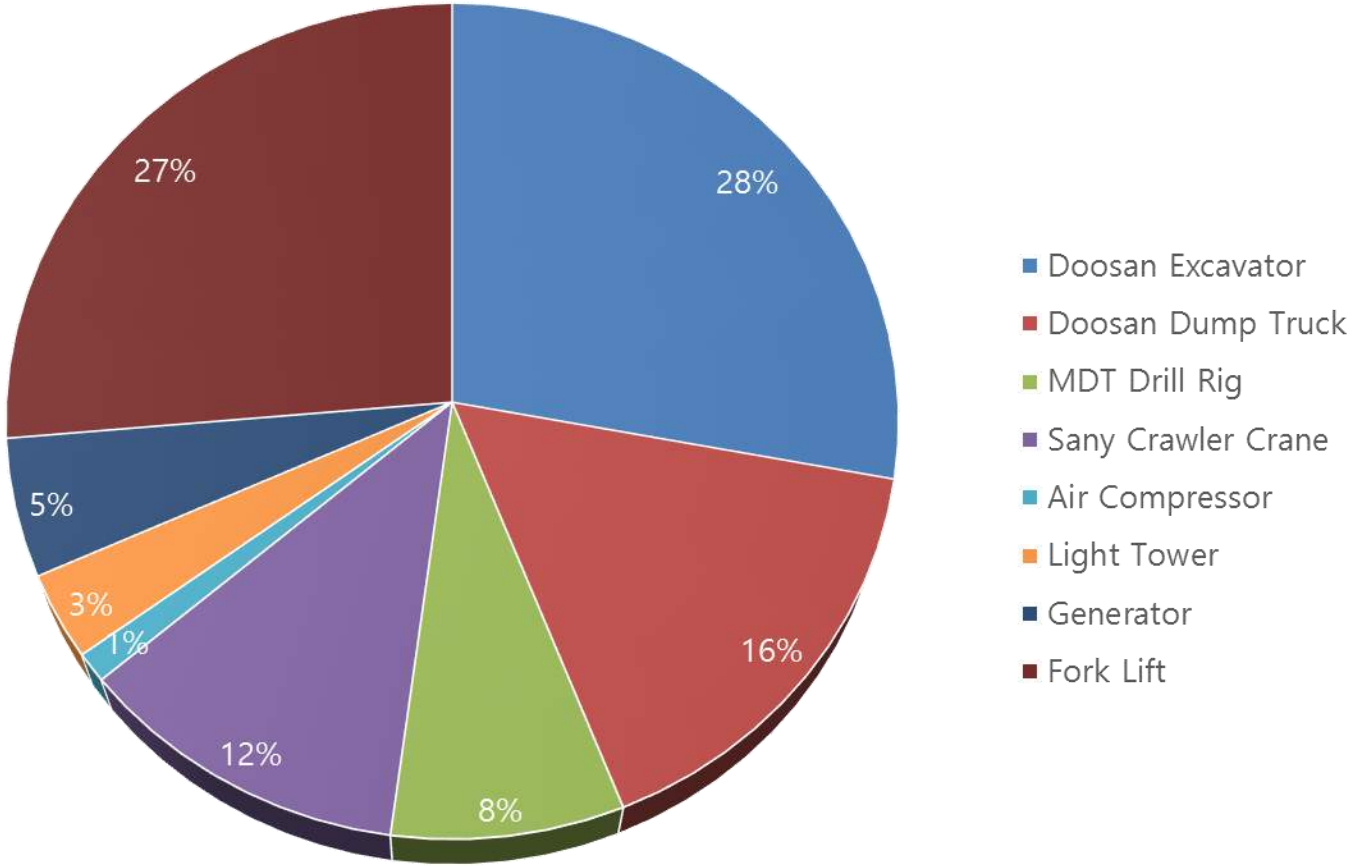


FDA 2016 - 2017												
Model	QTY		COSTING		TTL		SELLING		TTL		GP	
FD25T	40	HK$	89,700.00	HK$	3,588,000.00	HK$	135,000.00	HK$	5,400,000.00	HK$	1,812,000.00	
HNF-160	20	HK$	589,602.00	HK$	11,792,040.00	HK$	980,000.00	HK$	19,600,000.00	HK$	7,807,960.00	
HNF-200	20	HK$	958,113.00	HK$	19,162,260.00	HK$	1,500,000.00	HK$	30,000,000.00	HK$	10,837,740.00	
HNF-110-2C	60	HK$	417,651.00	HK$	25,059,060.00	HK$	760,000.00	HK$	45,600,000.00	HK$	20,540,940.00	
FORK LIFT	**140**	**HK$**	**2,055,066.00**	**HK$**	**59,601,360.00**	**HK$**	**3,375,000.00**	**HK$**	**100,600,000.00**	**HK$**	**40,998,640.00**	

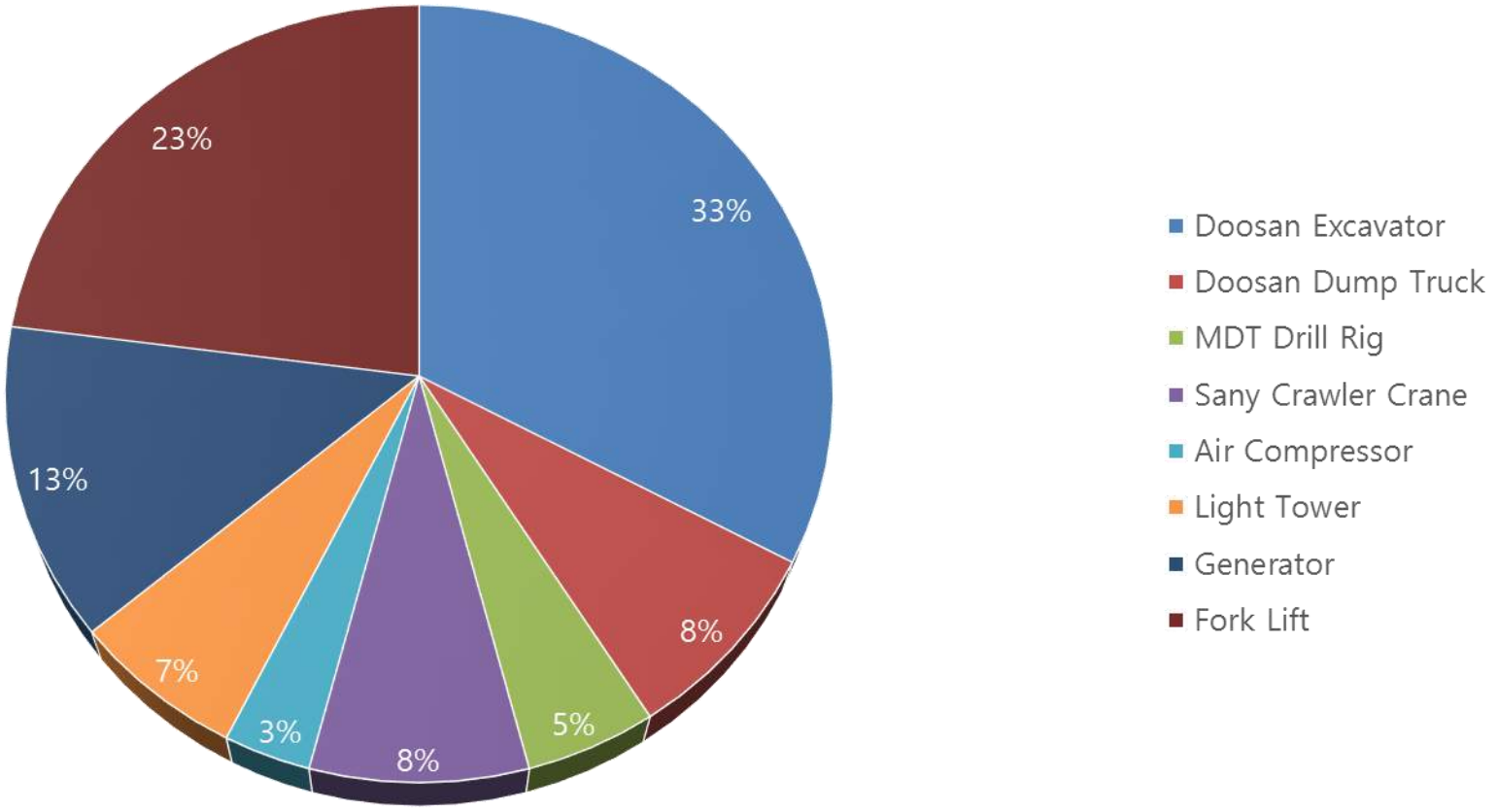


2016-2017 TOTAL FOREAST							
Product	Sales Units		Costing		Selling		GP
Doosan Excavator	200	HK$	156,378,666.00	HK$	199,790,000.00	HK$	43,411,334.00
Doosan Dump Truck	50	HK$	125,000,000.00	HK$	150,000,000.00	HK$	25,000,000.00
MDT Drill Rig	30	HK$	79,600,000.00	HK$	92,200,000.00	HK$	12,600,000.00
Sany Crawler Crane	50	HK$	114,300,000.00	HK$	132,500,000.00	HK$	18,200,000.00
Air Compressor	20	HK$	13,728,000.00	HK$	15,512,640.00	HK$	1,784,640.00
Light Tower	40	HK$	25,771,200.00	HK$	30,925,440.00	HK$	5,154,240.00
Generator	80	HK$	33,843,786.60	HK$	42,145,190.10	HK$	8,301,403.50
Fork Lift	140	HK$	59,601,360.00	HK$	100,600,000.00	HK$	40,998,640.00
TOTAL	**610**	**HK$**	**608,223,012.60**	**HK$**	**763,673,270.10**	**HK$**	**155,450,257.50**

2016 – 2017 GP %


28%
16%
8%
12%
1%
3%
5%
27%
Doosan Excavator
Doosan Dump Truck
MDT Drill Rig
Sany Crawler Crane
Air Compressor
Light Tower
Generator
Fork Lift

2016 – 2017 UNITS %



NRMM Export Sales

Non-road mobile machinery (NRMMs) include a wide range of mobile machines (including transportable industrial equipment), or vehicles powered by internal combustion engines used primarily off-road. Under the Regulation, NRMMs, except those exempted, are required to comply with the prescribed emission standards. From 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

Approval of NRMMs

In order to obtain approval for NRMMs, supportive information and documents (e.g. third-party emission certificates, model and serial number of the machine and engines, etc.) for each NRMM should be provided to EPD to prove that the concerned NRMM is in line with the prescribed emission standards.

Sample of Approval Labe

Exemption of existing NRMMs

Existing NRMMs which are already in Hong Kong on or before 30 November 2015 will be exempted from complying with the emission requirements. A period of 6 months (from 1 June 2015 to 30 November 2015, both dates inclusive) will be allowed for the existing NRMMs to apply for exemption.

Sample of Exemption Label

Our Target

According to the NRMMs system, there have around 5000 – 6000 Approval application & around 20000 – 30000 Exemption until end of September 2015. And there will have around 5000 units used machines which is out of NRMM standard and cannot be used in Hong Kong without approval.

In 2016 – 2017, export around 1000 units (out of approval units) x @HKD30,000 – HKD50,000 profit = HKD30,000,000 – HKD50,000,000

In 2017 – 2018, export around 5000 units (Exemption units) x @HKD30,000 – HKD80,000 profit = HKD150,000,000 – HKD400,000,000

EOD