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**Lantau Development Advisory Committee  
Fourth Meeting**

Date: 22 November 2014 (Saturday)

Time: 9 a.m. to 12:15 p.m.

Venue: Conference Room 6, G/F, Central Government Offices  
2 Tim Mei Avenue, Tamar, Hong Kong

**Minutes of Meeting**

**Members Present**

Mr CHAN Mo-po, Paul	Secretary for Development	Chairman
Hon CHAN Han-pan		
Mr CHAN Yung		
Ms CHAU Chuen-heung		
Mr CHOW Yuk-tong		
Dr FANG Zhou, Joe		
Mr HA Wing-on, Allen		
Mr LAM Chung-lun, Billy		
Mr LAM Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Ms LAM Lit-kwan		
Mr LAM Siu-lo, Andrew		
Mr LAU Ping-cheung		
Mr LO Hong-sui, Vincent		
Hon MAK Mei-kuen, Alice		
Dr WANG Jixian, James		
Hon WU Chi-wai		
Mr YU Hon-kwan, Randy		

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Mr CHOW Tat-ming, Thomas	Permanent Secretary for Development (Planning and Lands)	
Mr WAI Chi-sing	Permanent Secretary for Development (Works)	
Ms WONG Sean-ye, Anissa	Permanent Secretary for the Environment	
Mrs YEUNG HO Poi-yan, Ingrid	Commissioner for Transport	
Ms FUNG Yin-suen, Ada	Deputy Director of Housing (Development and Construction)	
Mr LI Ping-wai, Anthony	District Officer (Islands), Home Affairs Department (HAD)	
Mr YUNG Wai-hung, Philip	Commissioner for Tourism	
Mr HON Chi-keung	Director of Civil Engineering and Development	
Mr LING Kar-kan	Director of Planning	
Miss WONG Chin-kiu, Janet	Principal Assistant Secretary for Development (Works) Special Duty, Development Bureau (DEVB)	Secretary

**Members Absent (absent with apologies)**

Mr CHU Kwok-leung, Ivan  
Prof HO Kin-chung  
Hon YIU Si-wing

**In Attendance**

Mr MA Siu-cheung, Eric	Under Secretary for Development
Mr CHAN Chi-ming	Deputy Secretary for Development (Works) 2
Miss LAU Sze-mun, Shirley	Administrative Assistant to Secretary for Development

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Mr LO Kwok-wah, Kelvin	Principal Assistant Secretary for Development (Works) 5
Miss KONG Shuk-fun, Fannie	Press Secretary to Secretary for Development
Mr YIP Hung-ping, Joe	Assistant Secretary for Development (Land Supply) 1
Mr WONG Chi-fai, Gary	Chief Executive Officer (Policy and Development), DEVB
Miss LI Wai-man, Joyce	Engineer (Land Supply) Special Duties, DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau), DEVB
Mr LI Fat-yeung, Nick	Project Coordinator, DEVB
Mr YEUNG Tung-tat	Researcher (2), DEVB
Ms LI Chi-miu, Phyllis	Deputy Director of Planning/Territorial
Ms CHEUNG Yi-mei, Amy	Assistant Director/Territory, Planning Department (PlanD)
Mr WONG Man-yiu, Stephen	Senior Planning Coordinator, PlanD
Mr TONG Ka-hung, Edwin	Project Manager (HK Island & Islands), Civil Engineering and Development Department (CEDD)
Mr LO Kwok-chung, David	Chief Engineer/Islands, CEDD
Mr MA Hon-wing, Wilson	Senior Engineer/Project Management (Islands Division), CEDD
Miss MAN Ying-ye, Bonnie	Assistant District Officer (Islands) 2, HAD

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1. The Chairman welcomed the two official members joining the meeting for the first time, namely Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, representing the Permanent Secretary for Transport and Housing (Transport), and Mr LI Ping-wai, Anthony, District Officer (Islands) of the HAD, representing the Permanent Secretary for Home Affairs.

2. The Chairman said that since the last meeting, the Lantau Development Advisory Committee (LanDAC) had set up four subcommittees (SCs), each of which had conducted two meetings respectively. Members would be briefed on their progress reports later on. Moreover, the Secretariat organised a briefing session for the LanDAC about the Stage 3 Public Engagement Exercise for Tung Chung New Town Extension Study on 18 August, briefly introducing the extension project to Members and listening to their views.

**Agenda Item 1: Confirmation of the Minutes of the Last Meeting**

3. The minutes of the last meeting had been distributed to Members for their perusal prior to the meeting. The Secretariat had not received any proposed amendments. There being no further comments from Members at the meeting, the Chairman announced the confirmation of the minutes of the last meeting.

**Agenda Item 2: Matters Arising**

4. The Chairman said that at the last meeting, the LanDAC agreed to set up four SCs and proposed the ratio between the co-opted members and the non-official members. However, following communication with Members after the meeting, the ratios had been adjusted for two of the SCs, namely the Public Relation and Engagement Subcommittee (PRE SC) and the Traffic and Transport Subcommittee (TT SC). For the former, as there would be a lot of community engagement and publicity work, the number of co-opted members

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had to be increased to take forward the related work more effectively. For the latter, since the locals, including the four Rural Committees, were particularly concerned about the traffic and transport issues in the district, the number of co-opted members had to be increased as appropriate to address local views and enhance the stakeholders' understanding of the TT SC's work.

**Agenda Item 3: Progress Reports of Subcommittees**

5. The Chairman invited the Chairpersons of the SCs to brief the meeting on their respective progress reports.

**Progress Report of the Planning and Conservation Subcommittee  
(LanDAC Paper No. 07/2014)**

6. Mr LAM Siu-lo, Andrew, the Chairperson of the Planning and Conservation (PC) SC, briefed the meeting on LanDAC Paper No. 07/2014. He said that the PC SC conducted meetings on 10 October and 14 November 2014, with the first being a joint meeting with the Economic and Social Development (ESD) SC. The terms of reference, house rules, system of declaration of interests and preliminary work plan of the PC SC were endorsed at the two meetings. The key deliverables of the PC SC would be to devise a draft overall spatial development and conservation strategy for Lantau and recommend measures that could be taken forward in the short and medium terms. It was expected that the draft strategy would take shape in mid-2015.

7. Mr LAM pointed out that the overall planning vision for Lantau was “to promote the strategic growth and sustainable development of Lantau by balancing development needs and conservation”, under which there were eight planning and conservation guiding principles, including (1) maximisation of the strategic role of Lantau; (2) diversification of land uses; (3) enhancement of internal and external transport links and infrastructure; (4) creation of a green, liveable, good-for-work new metropolis; (5) promotion of urban and rural harmony; (6) enhancement of conservation of the natural and cultural resources; (7) optimisation of the potentials of sites of conservation value; and (8) addressing the needs of development and conservation simultaneously.

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8. Mr LAM said that the PC SC understood the general situation of the ecology, cultural heritage and landscape conservation of Lantau and had grasped the relevant information. The PC SC also agreed with the Administration's proposed work direction with regard to conservation, and adopted the various conservation measures recommended so as to ensure that the ecological, heritage and landscape value of those sites of conservation value would not be adversely affected by development while the linkage between points, lines and planes of the conservation sites would be strengthened.

9. Mr LAM added that the PC SC had formulated specific views regarding the overall planning of Lantau, in particular land uses for housing, economic activity, commerce, tourism and recreation, and considered that they had close connection with the traffic and transport infrastructure. Thorough consideration in all aspects concerned was required. With regard to land uses and economic development, the PC SC was of the view that (1) land supply for commercial use on the artificial island for the Hong Kong boundary crossing facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB) should be expedited as far as practicable; (2) different land uses including housing should be explored at the proposed Sunny Bay reclamation; (3) the needs of other industries and ways to capitalise on the development opportunities of Lantau should be considered so as to satisfy the future needs of various industries; (4) a balance should be struck between employment opportunities and housing land use while job types and population structure should be carefully matched; and (5) the internal and external traffic system and transport infrastructure were of paramount importance to the development of Lantau. Regarding conservation, the PC SC opined that the Government should enhance its communication with various stakeholders to facilitate the smooth implementation of conservation work. While promoting the development of Lantau, we should respect conservation needs of different levels, and encourage and facilitate more local people and visitors to experience the various assets of Lantau having ecological, heritage and landscape value. He also said that the PC SC Secretariat was arranging a tour to relevant conservation sites for its Members, and Members of other SCs were also welcome to join.

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10. A Member opined that as 70% of the land in Lantau was country park area, its internal traffic should mainly rely on public transport. Optimising the existing public transport resources and the closed road permit arrangement could not only meet the needs for further development, but also regulate the traffic arrangements moderately. He also pointed out that as the existing traffic and transport pressure mainly came from holidaymakers, he hoped that the use of water-borne transport would be boosted. However, the Administration had so far been bound by tendering procedure which prevented it from tackling the problem in a flexible manner. He considered that the land-based transport network currently under discussion would take a long time to materialise. On the other hand, if flexible arrangements could be adopted, water-borne transport could be implemented within a short time. For instance, instead of adopting the existing tender system, the Government could make ship chartering arrangements with suitable organisations to enhance cost-effectiveness. He estimated that the cost of the proposed ship chartering arrangements would be around \$50 million per year.

11. A Member agreed with the outcome of the PC SC's discussion, in particular "enhancement of conservation of the natural and cultural resources" and "optimisation of the potentials of sites of conservation value". He said that one day before the meeting, he heard from a caller on the radio that monuments in Lantau had been damaged due to the construction of the airport in Chek Lap Kok. He clarified that during the construction of the airport, a ceramic workshop from the Tang Dynasty had been preserved, and an ancient kiln park from the Yuan Dynasty had been provided. Unfortunately, there had not been many visitors so far due to transport problems. He considered that convenient transport was crucial to the continuance of tourism culture. There were many other sites and customs of conservation value in Lantau, such as the traditional wedding ceremony of Tai O fishing village, that had the potential for economic development and could be developed into social enterprises.

12. A Member said that the Airport Authority Hong Kong (AAHK) was selecting world-renowned architects to carry out overall planning for the

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North Commercial District (NCD) on the airport island, with the intent of making it to be the biggest shopping and entertainment centre in Hong Kong. If it could complement and create synergy with the HKBCF island, it would attract substantial amount of people and provide a lot of jobs that could spur the development of Lantau. He stressed that traffic and transport would be the major consideration.

13. A Member remarked that to prevent visitors from going straight to the airport and taking a flight out of Hong Kong soon after arriving from the HZMB, facilities should be provided to facilitate them to spend at the shopping malls in the NCD and HKBCF island after arriving in Hong Kong, so as to make optimal use of the respective commercial investments.

14. Mr LING Kar-kan, Director of Planning, responded that he agreed the NCD was of paramount importance to the overall value of Hong Kong. As such, there had to be an overall plan to complement and link it up with the HKBCF island and other development areas in Lantau, including the future Tung Chung New Town Extension and the possible artificial islands to be constructed in the central waters. He said that the PlanD would liaise closely with the AAHK to handle the planning matters, so as to release the potential of the land in the NCD as early as possible and match with the peripheral developments in the medium and long term.

15. A Member opined that the Government had been proposing a park-and-ride arrangement for the HKBCF, albeit without a railway connection. He considered that the NCD and the HKBCF island would definitely require a railway to connect with the urban areas. Given the estimated traffic flow of the HZMB to be 14 000 vehicles per day, he estimated that some 7 to 8 million square feet of parking space would be needed, and the currently earmarked space of 3 million square feet would not be enough. In the absence of a railway connection, visitors would have to change to a bus to go to the urban areas, which would be extremely time-consuming and inconvenient. Instead, visitors would rather take a ferry at Zhuhai to go directly to Tsim Sha Tsui. He, therefore, considered that planning for the HKBCF island should be carried out as soon as possible.

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16. Mr LING Kar-kan agreed that while a railway connection had its advantages, it took substantial investment to build a railway system which required an overall planning in the study of the HKBCF island so as to achieve the ultimate planning objectives and meet the short-, medium- and long-term development needs flexibly at the same time.

17. Mr WAI Chi-sing, Permanent Secretary for Development (Works), added that there were two studies relating to the HKBCF island. One was on the market positioning of various developments in Lantau, which aimed to study the distribution of commercial land uses for the projects in North Lantau (including the NCD and the HKBCF island). The other was on the planning, engineering and architectural study for topside development at the HKBCF island, the funding application of which was pending deliberation by the Finance Committee (FC) of the Legislative Council (LegCo).

[Post-meeting note: The FC of LegCo approved the funding application for the planning, engineering and architectural study for topside development at the HKBCF island of the HZMB on 16 January 2015. The study commenced in the latter half of January and was due to complete in phases in February 2017.]

18. A Member suggested that the SkyPier facilities should be relocated from the NCD to the HKBCF island, so as to release valuable land for other uses.

19. A Member said that the following two proposals were crucial to the planning of the HKBCF island. First, the SkyPier was currently only for the use of departing visitors through the airport. He supported the setting up of shared customs and immigration clearance facilities on the future HKBCF island to allow visitors from the Pearl River Delta area to travel by ferry through the SkyPier to the Hong Kong Disneyland or other areas in Lantau so as to promote the development of other areas in Lantau. Second, adequate parking spaces in the restricted area should be reserved for the use of visitors from Guangdong and Macao.

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20. A Member said he understood that there should be flexibility in the overall planning. However, to achieve the objective of “building the NCD into the biggest shopping and entertainment centre in Hong Kong with a boost from the airport”, positioning for the land in the NCD should be well-defined during planning and such objective should be regarded as a high-level consideration. Otherwise, the objective would be hard to achieve and investments be wasted.

21. A Member pointed out the close connection between planning, conservation and transport. He was of the view that the PC SC should earmark potential areas for development on the island to meet population and employment needs, which included exploring the development sites in the south and east of Lantau on the premise of no influence to conservation, so as to support the housing and employment needs of the population on the island. The Transport Department (TD) and the TT SC would be able to explore the transport and traffic patterns as necessary only when there were well-defined sites and timetables for development.

22. The Chairman recognised the need for more specific details and timeframe concerning development at south Lantau; otherwise it would be difficult to plan the corresponding transport arrangements and infrastructure accordingly.

23. A Member held that as the current Lantau development plan was already very long-term and of considerably large scale, he did not support having any further development projects in addition to the existing ones. He proposed that the Government should stick to the concept plan for Lantau issued in 2007 and focus on the various development plans in north Lantau together with the studies for artificial islands in the central waters to be taken forward, whilst south Lantau should be mainly used for conservation purposes.

24. A Member agreed that clear positioning was of vital importance to development in view of the precious land value for the NCD which should

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complement and coordinate with the proposed commercial land use on the HKBCF island, otherwise economic benefits could not be maximised.

25. Mr LAM Siu-lo, Andrew, concluded that while the PC SC agreed to the four development directions of Lantau, for the strategic developments of Tung Chung and north Lantau, the main focus should be on the land uses to address different land needs of various sectors. He also stressed that conservation and development were not mutually exclusive. In connecting different areas on the island, apart from planning strategic means of transport, environmentally friendly means of connection, such as aerial and water-borne transport could also be considered. Since those transport means were desirable and some of them could even be implemented in the short and medium term, he hoped to have further discussions in subsequent PC SC meetings.

**Progress Report of the Economic and Social Development Subcommittee  
(LanDAC Paper No. 08/2014)**

26. Dr LAM Kin-ngok, Peter, Chairperson of the ESD SC, briefed the meeting on LanDAC Paper No. 08/2014. Dr LAM said that the ESD SC conducted two meetings on 10 October and 12 November 2014, with the first being a joint meeting with the PC SC. At the first meeting, apart from endorsing some administrative arrangements, such as terms of reference and house rules, the ESD SC also discussed the proposals for economic and social development put forward by LanDAC Members and the public, and suggested that the DEVB should provide preliminary proposals for prioritised items and work schedules for the ESD SC's discussion. At the second meeting, the ESD SC agreed that the Government should engage consultants to launch three topical studies, covering an overall development strategy and market positioning for commercial land uses in Lantau, an overall direction and positioning for recreation and tourism development in Lantau (including the proposals for recreation and tourism received by the LanDAC), and the feasibility studies for the development of spa and resort facilities in Cheung Sha and Tai A Chau on the Soko Islands and an extension of Ngong Ping 360 to

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Tai O. Moreover, to boost the local economy in the short term and share the fruits of development with the public at an early date, the ESD SC also supported the DEVB's effort to continue the improvement works for the revitalisation of Tai O and Mui Wo, take forward the construction of mountain bike trail networks, and map out the improvement works for the revitalisation of Ma Wan Chung.

27. Regarding the DEVB's plan to further draw up proposals for the economic (including recreation and tourism) development strategy in early 2016, Dr LAM said that the ESD SC would give advice in the coming year on the staged results of the major studies. After discussion, the ESD SC considered it possible to develop an economic region from the airport island, HKBCF island of the HZMB, Tung Chung to the north coast of Lantau. However, in view of the unique circumstances and considerations of individual areas, the ESD SC considered it advisable for the Government to carry out studies to formulate and enhance the overall economic strategies and positioning of individual areas, particularly the NCD and the HKBCF island, and to make better arrangements for transport connection to create a transport and business hub. On the other hand, the ESD SC also opined that to successfully build a new generation city and a central business district, it was necessary to match population distribution and structure with commercial activities and job opportunities to enable people residing and working in the same region hence reducing the burden on traffic. Experience showed that a successful city and central business district mainly relied on railway network as the backbone of its traffic and transport system.

28. Dr LAM added that the ESD SC also noted that Lantau's tourism resources could combine with the resources of other areas in Hong Kong to create synergy. For instance, we could arrange for sight-seeing ships to connect the Kai Tak Cruise Terminal with Lantau so as to link up the tourist attractions in the urban areas with those in Tung Chung, Tai O or other attractions in Lantau. The ESD SC hoped to explore the feasibility of the proposal as soon as possible. Also, the ESD SC would collaborate closely with other SCs to study and put forward recommendations for social and

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economic development, so as to promote the social and economic development of Lantau.

29. In response to a Member's earlier enquiry, Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, explained that only ferry services with fixed timetables, routes and frequencies require to undergo an open tender process for an operating license, while vessel chartering service was not governed by the TD and could use the public ferry piers in Lantau for embarking/disembarking.

30. Mr YUNG Wai-hung, Philip, Commissioner for Tourism, replied that landing pontoons could be installed at the Kai Tak Cruise Terminal to facilitate visitors to get on and off sight-seeing ships. Travel agencies could arrange for sight-seeing ships to ferry the visitors on cruises to other attractions in Hong Kong (including the Hong Kong Disneyland) for sight-seeing.

31. A Member opined that the Government should not passively wait for the market operators to provide the afore-mentioned ship chartering service. He expected that the Administration would proactively arrange such services for tourism purposes so as to relieve the pressure on traffic into and out of Lantau during holidays and make it more convenient for overseas and local visitors. He estimated that the cost of such an arrangement would be around \$40 to \$50 million per year.

32. A Member expected that Lantau could be transformed into the greenest place in the world, and that special building standards should be drawn up or all buildings should be required to secure the highest rating under "BEAM Plus".

33. Mr WAI Chi-sing, Permanent Secretary for Development (Works), added that the Government was carrying out technical studies regarding the environmental standards of government buildings, and consideration could be given to apply the relevant standards to private buildings in future.

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34. A Member asked about the funding status of the study for topside development at the HKBCF island. Mr HON Chi-keung, Director of Civil Engineering and Development, replied that the funding application had been put on the agenda of the FC of LegCo and hoped that it could be approved as soon as possible. That Member suggested that as it would take time for the LegCo to approve the funding application, the AAHK should consider first providing funding for the study on the land use of the HKBCF island to expedite the progress. Another Member also agreed that it would take time for the LegCo to approve the funding application. He considered that the HKBCF island would lead to the rapid growth of the airport and therefore agreed that the AAHK should provide funding to study both the land use of the NCD and the HKBCF island in order to achieve synergy.

35. Mr WAI Chi-sing, Permanent Secretary for Development (Works), said that of the three studies mentioned in the progress report of the ESD SC, resources had been reserved for the studies on the overall development strategy and market positioning for commercial land uses in Lantau, and on the overall direction and positioning for recreation and tourism development in Lantau. The study that was awaiting LegCo's funding was the one on topside commercial development at the HKBCF island, including study of infrastructure facilities and ancillary facilities.

36. A Member said that when studying the overall development of Lantau, attention should also be paid to its correlation with the development of local economy so as to secure the support of the locals.

37. A Member considered that vocational training was also crucial to the development of Lantau. Representatives of the Education Bureau (EDB) and the Labour and Welfare Bureau could be invited, when necessary, to brief Members on the relevant policies and provide information.

38. A Member was of the view that having the land and a world-class international airport, Lantau had the qualities to set up a regional institute to train talents for the airline, tourism and logistics industries.

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39. A Member expressed that during the consultation for the Tung Chung New Town Extension Study, members of the public suggested establishing a university in the area to train talent for the tourism and airline industries, enabling people working and living in the same regions and fostering a sense of belonging to the community at the same time.

40. Mr LING Kar-kan, Director of Planning, said that land had been earmarked in Tung Chung East for educational purposes. He cited the successful example of the Hong Kong Design Institute, which had become the landmark of Tseung Kwan O and turned design into a characteristic study subject in the area. He opined that the study subjects like tourism and recreation could also become the important features of education in Lantau.

41. A Member said that he had invited the Vocational Training Council to run a pilot scheme next year to provide tailor-made local courses for Lantau. He considered that there were not enough schools in Lantau, especially kindergartens, primary schools and international schools, which discouraged people from moving into and living in the area. He hoped that the Government would take such needs into consideration when formulating the overall planning of Lantau.

42. A Member said that with the development of a bridgehead economy, 140 000 jobs would be created in north Lantau and provision of vocational training courses only was not comprehensive enough. He suggested that universities could set up subsidiaries in Lantau to offer courses of different levels.

43. A Member said that while the Government had earmarked land for educational purposes, school buildings would not be built until many years later. As such, he would like to see the establishment of a university in Lantau as soon as possible to meet the aspirations of the youth in the area for upward mobility.

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44. A Member said that a typical educational institute would not offer only one discipline of study and there were currently many institutes offering tourism-related disciplines. With respect to the said proposal for education, therefore, the EDB should be consulted on the relevant policies and the positioning of the neighbouring areas in education.

45. A Member said that to encourage students to join a particular industry, such as tourism, there should be enough job placement and training opportunities provided by associated facilities in the local area.

46. The Chairman deemed it advisable to consider building a quality tertiary institute with local characteristics in Lantau, aiming at not only satisfying the local demand for education in Lantau, but also attracting students from different areas to pool talent. Overseas institutes, if considered suitable, could also be invited to set up subsidiaries in Lantau.

**Progress Report of the Traffic and Transport Subcommittee (LanDAC Paper No. 09/2014)**

47. Mr LAM Chung-lun, Billy, Chairperson of the TT SC, briefed the meeting on LanDAC Paper No. 09/2014. Mr LAM reported that the TT SC conducted two meetings on 30 October and 10 November 2014 with in-depth discussions on a number of topics. He especially thanked the TD and the CEDD for providing substantial information for the two meetings.

48. Mr LAM pointed out that the terms of reference of the TT SC were to advise the LanDAC on the traffic and transport needs and the related implications arising from Lantau development, and to provide feasible options in overcoming the constraints regarding the transport arrangements necessary to support the development proposals and when those arrangements were put in place. He reported that the TT SC had divided the traffic and transport proposals concerned into short-, medium- and long-term proposals and had set out the order of discussion.

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49. Mr LAM added that as far as short-term development proposals were concerned, the TT SC had set up a working group headed by Dr WANG Jixian, James, to follow up on matters related to the improvement of public transport services in Lantau, and to discuss ways to improve the water-borne transport services in line with the development proposals of other SCs. Mr LAM declared that he was a member of the Country and Marine Parks Board. He opined that more people should be allowed to enjoy the country parks – our precious natural resources – so as to achieve the objectives of setting up country parks. As such, to facilitate people to go there, the traffic and transport services in Lantau should be improved as soon as possible, including contemplating the relaxation of closed road arrangements.

50. As for the medium-term development proposals, Mr LAM said that the TT SC had discussed the traffic and transport arrangements for the landing point of the HZMB, which aimed to attract sufficient visitor flow to support economic development. With regard to long-term development proposals, discussions were mainly about the traffic arrangements connecting the East Lantau Metropolis (ELM), as well as the supporting transportation in east-west and north-south of Lantau. Lastly, Mr LAM said that the concept plan for Lantau promulgated in 2007 should be regarded as guiding principles, and that conservation and development could be pursued in parallel.

51. A Member remarked that Keung Shan Road was steep with a lot of bends, which was very dangerous for big coaches. Therefore, works to widen and straighten it should be carried out immediately.

52. A Member said that with the development of north Lantau, there would be an increase in the demand for senior managerial staff which, he considered, were occupations more suitable for the residents of Discovery Bay. Therefore, he suggested that the TD should enhance the connection between north Lantau and Discovery Bay to facilitate the residents there to work in north Lantau.

53. A Member considered that transportation was the prerequisite for

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the success of any plan. He hoped that the Administration would launch plans with fast results. That would enlist public support more easily and be favourable to subsequent development plans. He also expected government departments to go beyond the old confines, deal with various issues with flexibility and implement more pilot schemes.

54. A Member opined that a safe road network with good accessibility is essential to the development of Lantau if its positioning was to develop tourism resources and promote conservation. In addition, he proposed to improve the existing roads without affecting the landscape, and adopt a new mindset in planning for the spatial layout of Lantau. He supported the proposals to construct a coastal road in the northwest of Lantau and an extension of Ngong Ping 360. The former was effective in reducing the travelling time between Tung Chung and Tai O, while the latter was conducive to developing tourism and boosting the local economy. Immediate actions should also be taken to improve the transport connection and footbridges in Tung Chung so as to achieve results as soon as possible.

55. A Member agreed that long travelling time had discouraged the public from visiting Lantau, and the problem could be solved by developing infrastructures and providing rapid transport services. He said that the coastal road linking Tai O and Tung Chung would have an enormous impact on Lantau development. As regards whether that road section should be open to private cars, it should be a separate topic for consideration.

56. Mr LAM Chung-lun, Billy, said that the alternative uses of SkyPier would be discussed at the next TT SC meeting. He further said that the TT SC was now exploring the current situation at a preliminary stage and would follow up on relevant problems in due course with assistance from the government departments concerned to work out solutions. Moreover, he considered it very important to promote growth through infrastructure development. He cited the example of Tuen Mun New Town in its early stage of development, saying that Tuen Mun residents used to travel long hours to and from the urban areas due to the lack of transport services. On the contrary,

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the Hong Kong International Airport was a success story due to its early construction of good transport facilities. He concluded that current transport demand should not be the only consideration in planning transport infrastructure.

57. A Member indicated that there should be enough passenger throughput in order to attract investors to operate ferry services. He suggested offering concessions to attract passengers. For example, ferry tickets could be used as cash coupons at tourist attractions and retailers in Lantau, which could in turn help promote Lantau as well.

58. A Member agreed to the suggestion of using ferry tickets as cash coupons, saying that there were shuttle bus services provided by major shopping centres in Hong Kong to carry Shenzhen visitors to the territory for shopping. The cost involved was very small comparing with the increased turnover.

59. A Member said that he could liaise with the retailers in Lantau to explore the concessionary scheme. However, from his understanding, visitors could not be asked to pay the fares on the spot if shuttle buses were arranged to take them. He would like to know if similar restrictions applied to the existing ship chartering services.

60. Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, clarified that under the existing legislation, passengers and fees for chartered ships should be confirmed beforehand, and operators were not allowed to tout passengers and receive separate fares from individual passengers. Otherwise, it would be regarded as public transport services.

61. A Member opined that plans to develop Lantau should be rolled out as soon as possible. Otherwise, we would have missed the opportunity and fallen behind our competitors in the neighbouring regions. He said that since whether visitors would use the HZMB would be influenced by its specific traffic and transport arrangements, he hoped that the Administration would

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discuss the arrangements at an early date. Also, he considered that as Members had reached a consensus on the improvement of Keung Shan Road, he hoped that the Administration would implement the works as soon as possible to facilitate other subsequent developments.

62. Mr LAM Chung-lun, Billy, Chairperson of the TT SC, invited Mr HON Chi-keung, Director of Civil Engineering and Development, and Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, to respond with regard to the existing plans and works.

63. Mr HON Chi-keung, Director of Civil Engineering and Development, said that when exploring the long-term development strategy of Lantau, the development of the ELM was one of the important studies of CEDD. He pointed out that as Kau Yi Chau was only some four kilometres away from Hong Kong Island and Lantau, he hoped that suitable reclamation locations would be identified in the central waters for development of the ELM. At present, the CEDD was studying locations that could connect Lantau with the ELM. The options that could be considered included: (1) to connect the ELM with Pa Tau Kwu further to the north, and develop all the way up to connect with the North Lantau Highway; and (2) to connect the ELM with Hei Ling Chau and further to Mui Wo, with the hope that traffic connection with Siu Ho Wan area could be planned in the long term. Other plans currently under study included the extension of Ngong Ping 360 and cycle tracks.

64. In response to the suggestion of enhancing the connection between north Lantau and Discovery Bay, Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, said that the Discovery Bay Tunnel was a private tunnel built on private land. Therefore, a consensus with the residents there on any traffic and transport infrastructure and arrangements concerning the area had to be reached. At present, non-franchised buses were serving the residents of Discovery Bay, and the TD had also recently relaxed the restrictions on taxis travelling there.

65. In addition, Ms HO said that at present, while it was safe for small

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and medium vehicles to use Keung Shan Road and South Lantau Road, there would be safety concerns for large and heavy goods vehicles travelling on the roads. However, as major road works might affect a substantial amount of land in country park, the Government had to carry out detailed studies first.

66. Ms HO also considered it desirable to make reference to overseas tourist attractions as suggested by a TT SC Member, where visitors could change to environmentally friendly cars at designated locations for onward journey to the conservation areas. It was suggested that further discussions be conducted at the TT SC meetings. Concerning the suggestion to further relax the restrictions on closed roads, Ms HO said that it was not much of a problem from the transport perspective. However, it would require further discussions by the TT SC to achieve the right balance between appropriate level of opening up the roads and addressing the concerns about conservation. She also said that the three governments were discussing details about the cross-boundary transport arrangements for the HZMB, and the public and the LanDAC would be informed of the proposals once the arrangements were mature.

67. A Member asked whether the Government could consider incorporating the Discovery Bay Tunnel, which was a private tunnel, into the public transport system for opening to the public. Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, responded that as the tunnel was located on private land, the Government had to go through complicated procedures to resume the tunnel and reach a consensus with the residents of Discovery Bay. She said that it was technically viable to address the demand, if any, for public transport connection arising from the local community.

68. A Member said that only those accessible tourist attractions could attract the public, therefore relaxation of closed roads should be considered as soon as possible. He considered it necessary to support Lantau development with transport infrastructure. The construction of a coastal road might not be supported by the size of the existing population alone in the northwest of Lantau. However, if the area was used as a residential area, the revenue from land sale could not only cover the cost of the infrastructure, but also be used for

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building subsidised housing to address the problems of housing shortage and labour mismatch. Furthermore, he saw the need to build more institutes, in particular international schools, in a short period of time given the current unsatisfactory educational facilities in Lantau.

69. A Member put forward the following suggestions for the traffic arrangements of the HZMB: (1) opening the bridge to all Guangdong/Hong Kong double-plated cross-boundary vehicles; (2) relaxing the application criteria for Hong Kong to Zhuhai double-plated vehicles for car owners with properties in Zhuhai or people working there; (3) providing arrangements similar to visa-on-arrival access in Zhuhai to allow visitors to obtain temporary licences at the Zhuhai bridgehead and stay in Zhuhai for three to seven days before returning to Hong Kong through the HZMB; and (4) allowing vehicles from Zhuhai and Macao to park at the Hong Kong bridgehead.

**Public Relation and Engagement Subcommittee (LanDAC Paper No. 10/2014)**

70. Mr HA Wing-on, Allen, Chairperson of the PRE SC, briefed the meeting on LanDAC Paper No. 10/2014. Mr HA said that the PRE SC conducted two meetings on 6 October and 27 October 2014. At the first meeting, the PRE SC endorsed the terms of reference, house rules, system of declaration of interests and positioning of work, and prepared supplementary information for the reference of all PRE SC Members (including co-opted members). Also, the PRE SC Secretariat had prepared briefing materials on the development of Lantau for use by the PRE SC and LanDAC Members for publicity and promotion purposes.

71. Mr HA added that at the second meeting, the PRE SC noted the information on communication platforms and social networks compiled by the Secretariat, worked out the schedule for publicity and promotion activities from the fourth quarter of 2014 to the first quarter of 2015, and endorsed the preliminary work plan of the PRE SC. He said that government representatives were invited to attend the annual meeting of the Lantau

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Development Alliance on 6 November to promote the future development of Lantau. They would also brief the Islands District Council, the meeting of Chairpersons and Vice Chairpersons of the 18 District Councils, as well as the Tsuen Wan District Council on Lantau development in December and January next year. In addition, the PRE SC was preparing promotional leaflets, posters, videos, etc. based on the four strategic positionings and four development directions of Lantau. He said that in future, the PRE SC would further align its work with the development proposals of the LanDAC and the other three SCs to formulate the publicity, public relations and consultation strategies concerned, which included building the Lantau brand, establishing its positioning, engaging public relations consultancy firms to support the PRE SC's work, etc.

72. A Member said that the PRE SC had laid down its directions of work, and its Members had put forward a lot of proactive advice. However, he hoped that the Secretariat would clarify and review the arrangements for government representatives to attend publicity activities. He stressed that the understanding and support of the local residents were crucial to the development of Lantau, and hoped that the Government would value each and every communication platform and attend them wherever possible. That Member was disappointed that the publicity activity originally scheduled for 18 November had been affected due to arrangement issues. The Chairman replied that he deeply understood it was crucial to have the understanding and support of the locals and the community for the development plans, and reiterated that the Government highly valued the publicity and promotion work for Lantau development.

73. A Member said that as there were a number of major projects undergoing in Lantau at the same time, he suggested that the Government should set up a designated office as soon as possible and allocate more resources to co-ordinate the development of the entire Lantau. Two Members concurred with his view.

74. A Member encouraged the heads of government departments

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concerned to visit the community more often to collect their views, as it would be easier for them to secure public support and facilitate the implementation of policies.

75. Mr HA Wing-on, Allen, Chairperson of the PRE SC, said that its Secretariat was dealing with a substantial amount of publicity work. He would discuss with the Secretariat to see if more resources could be allocated.

**Agenda Item 4: Integrated Work Plan of the Lantau Development Advisory Committee**

76. Mr LO Kwok-wah, Kelvin, Principal Assistant Secretary (Works) 5, DEVB, briefed the meeting on LanDAC Paper No. 11/2014, which mainly contained the following details: (1) the Secretariat had consolidated the major items in the SCs' work plans and prepared an integrated work plan of the LanDAC; (2) the Government was promoting the development of Lantau in a multi-pronged approach, including carrying out large-scale regional strategic studies and short-term topical studies; and (3) the Government was proactively taking forward feasible individual projects.

77. A Member fully supported the study conducted by the PlanD on the overall development strategy for the commercial land in Lantau and the market positioning of individual sites to ascertain different land uses in Lantau. He also remarked that the revitalisation of Ma Wan Chung should not just comprise hardware improvement works, and hoped that more discussions would be conducted in future on the software to revitalise the area. Mr HON Chi-keung, Director of Civil Engineering and Development, responded that the software issue would be explored in the next stage of work.

78. A Member said that paragraph 11 of the paper showed that the TT SC was quite passive in its work. However, as traffic and transport were extremely important to Lantau development, the TT SC should take a more active role in the formulation of development plans. In addition, he hoped that the departments concerned would closely collaborate with the contractors

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to ensure the timely or even early completion of various works projects in progress. He said that he would obtain previous study reports and information on spa facilities for reference. He further added that the Government should avoid studying the same project repeatedly and should flexibly deploy internal resources to get part of the project finished first. Mr WAI Chi-sing, Permanent Secretary for Development (Works), responded that the scope of the various studies mentioned in the paper was different from that of the previous studies and there was no duplication.

79. A Member suggested that the Government and the LanDAC should pool its resources and select several most feasible proposals out of the many received for study or implementation.

80. Mr LO Kwok-wah, Kelvin, Principal Assistant Secretary (Works) 5, DEVB, added that during the study on the direction and positioning of the overall recreation and tourism development of Lantau, major projects would be selected from the LanDAC's proposals for preliminary infrastructure and transport studies.

81. The Chairman said that among the proposals outside the topical studies, the Government would consider choosing those that had the potential for early implementation.

82. A Member said that the TT SC would have a number of major discussion topics, including: (1) relaxation of the closed road arrangements; (2) transport infrastructure and arrangements for the landing point of the HZMB; (3) north-south and east-west connection of Lantau; and (4) water-borne traffic arrangements.

83. A Member pointed out that the development of visitor flow and vehicle flow in Lantau would be directly affected by the fare levels of the HZMB.

84. A Member said that studies should be carried out to explore the

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feasibility of employing different modes of transport.

85. A Member opined that transport costs would affect people's willingness to live and work in Lantau, and enquired about the fares of the Tuen Mun-Chek Lap Kok Link. Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, said that the issue would be discussed at the next TT SC meeting.

**Agenda Item 5: Any Other Business**

86. The Chairman reminded Members not to associate the LanDAC's discussions with the 2015 Policy Address to avoid misunderstanding.

87. The Chairman said that the Secretariat would arrange a site visit to Lantau for co-opted members of the SCs on 11 December. LanDAC Members who could not make it last time were welcome to join.

88. The Chairman thanked the government departments for their support to the LanDAC and Lantau development, and said that the next meeting would be held in the first quarter of 2015.

89. There being no other business, the meeting was adjourned at 12:15 p.m.