

**For Discussion on
10 September 2015**

LanDAC ESD SC Paper No. 07/2015

**Lantau Development Advisory Committee
Economic and Social Development Subcommittee**

Proposed Social Development Strategy for Lantau

Purpose

This document sets out the proposed Social Development¹ Strategy for Lantau for discussion by Members of the Economic and Social Development Subcommittee (the SC).

Background

2. At the fifth meeting of the Lantau Development Advisory Committee (LanDAC) on 21 March 2015, the SC Chairman proposed the preliminary social development strategy for Lantau to the Committee. Afterwards, at the joint meeting with the Planning and Conservation Subcommittee on 29 May, the SC reviewed educational services in Lantau and also responded to Members' proposals for building international schools and strengthening post-secondary education in Lantau.

Overview of Lantau's Social Development

3. Based on the SC papers and the updated and supplementary information, the situation of social development in Lantau is summarized as below.

Population

4. Lantau had a population of around 110 000 in 2011 mostly concentrated in Tung Chung New Town with about 79 000 residents

¹In this document, "social development" refers to the positive development of education, health, living standards and human resources in the community so that the social status of the public can be enhanced.

(population statistics of Tung Chung and neighbouring areas are set out in **Annex 1**). The rest of the population were mainly distributed in Discovery Bay, Mui Wo and Tai O², etc. Analysing by age, the median age of the population in Islands District (including Lantau, Peng Chau, Hei Ling Chau, Lamma Island, Po Toi, Cheung Chau, etc) was 39 years old, lower than that of the Hong Kong population (about 42 years old).

5. Future population growth would mainly come from the Tung Chung New Town Extension (TCNTE). The extension area could accommodate about 140 000 people with the first batch of resident intake expected in 2023 the earliest. The total population in Tung Chung New Town can reach around 270 000 eventually while the population in other major areas is expected to increase to around 40 000. The combined population would reach 310 000, making up around 4.3% of Hong Kong's total population. In addition, the Government is planning to develop an “East Lantau Metropolis (ELM)” on the eastern waters of Lantau over the long term, to accommodate an additional hundreds of thousands of residents and to become the new/third core business district of Hong Kong.

Employment

6. In 2011, 29.9% of the employed population living in Lantau (approximately 52 300 people) worked in the same district. A high percentage of the population, accounting for 21.4%, worked across districts on Hong Kong Island, while some people worked in other parts of Hong Kong such as Kowloon and the New Territories, representing 16.0% and 11.6% respectively.

7. In 2013, Islands District recorded a total working population of 76 900 and an unemployed population of 2 500, representing an unemployment rate of 3.1%, lower than Hong Kong's overall unemployment rate (3.4%).

8. There are currently over 90 000 employment opportunities in Lantau, with about 65 000 in the Hong Kong International Airport (HKIA) and the remaining mainly concentrated in Tung Chung, the Hong Kong Disneyland resort area, Discovery Bay and Mui Wo, etc. According

² In 2011, Discovery Bay, Mui Wo and Tai O had populations of approximately 12 400, 2 200 and 1 200 respectively.

to the information of the Labour and Welfare Bureau, there were about 4 000 to 5 000 job vacancies in the HKIA³.

9. From the job categories of the working population in Tung Chung and neighbouring areas (**Table 1 in Annex 1**) in 2011, we observed that the percentage of working population in most job categories was similar to that of Hong Kong as a whole. However, jobs in the category of "Service and Sales Workers" accounted for 21% of total workforce, which was higher than the territory-wide ratio (16%) for similar jobs. Such jobs do not require special qualifications and skill sets, and were more vulnerable to changes in the economic environment.

10. The long-term development of Lantau would need more workforce and employees, which means that more job opportunities would be available. The proposed commercial developments in TCNTE are expected to create more than 40 000 job vacancies (among which about 45% or 18 000 jobs are expected to be low-skilled jobs). According to the estimate of the Airport Authority Hong Kong (AAHK), when the Third Runway System of the HKIA put into operation in 2030, direct employment would increase to 123 000, and indirect and related jobs would rise to 165 000. In addition, the North Commercial District (NCD) on airport island, topside commercial development at the Hong Kong Boundary Crossing Facilities (HKBCF) island of Hong Kong-Zhuhai-Macao Bridge (HZMB), Sunny Bay and Siu Ho Wan reclamation, and the ELM under planning would also create a large number of new job opportunities over medium to long-term.

11. As the regional development planning is still underway, we do not have the total number of newly created job opportunities in these development areas. But it should be noted that the Tuen Mun-Chek Lap Kok Link (TM-CLKL) is now under construction and upon its commissioning, it would be more convenient for residents of New Territories West to travel and work in northern Lantau, helping to increase the overall labour force in Lantau.

Vocational Education/ Training and Employment Support Services

12. The Government and statutory bodies (including the Vocational Training Council, the Employees Retraining Board, etc) are currently

³ Media conversation of the Secretary for Labour and Welfare (11 December 2014). Vacancies mainly related to retail, services and aircraft maintenance. Extract from HKSAR Government website: <http://www.info.gov.hk/gia/general/201410/28/P201410280865.htm>

(Translated Version)

providing a series of support services such as vocational education and training, retraining and employment for secondary school leavers and in-service personnel, helping them find suitable jobs.

13. To provide enhanced and targeted assistance to Tung Chung residents for job hunting, the Labour Department (LD) set up a job centre in Tung Chung in October 2014. Up to 30 June 2015, the Tung Chung Job Centre has provided various services to a total of 15 432 visitors since it was put into operation. In addition, up to the end of June 2015, the Tung Chung Job Centre organised a total of 27 regional job fairs in collaboration with employers in the district (including agencies inside the airport), providing some 3 820 job opportunities.

14. On the other hand, LD had organised four large-scale job fairs in collaboration with AAHK since 2010. In June 2015, the “Hong Kong International Airport Job Expo” was held at the Hong Kong Convention and Exhibition Centre with a total of 44 participating organisations. The Expo offered some 3 300 job vacancies related to airport operation and attracted more than 7 600 visitors.

15. As of end of June 2015, there were 17 505 Comprehensive Social Security Assistance (CSSA) unemployment cases in Hong Kong, with 293 cases in Lantau, representing 1.7% of the total number of such cases. The low figure reflected that the employment situation in the district was satisfactory. The Social Welfare Department (SWD) has commissioned the Hong Kong Sheng Kung Hui Welfare Council to implement the ‘Integrated Employment Assistance Programme for Self-reliance (IEAPS)’ since January 2013, providing employment support services for able-bodied and unemployed CSSA recipients. Up to end of June 2015, the number of IEAPS participants in Lantau who secured employment was 387, representing 36.9% of the total number of participants in the district, which is higher than the average of 31.6% in Hong Kong. This may mean that there is a greater chance to secure an employment for people looking for a job in Lantau.

Education

16. In terms of educational attainment, in 2013, around 30% of the residents in Islands District attain tertiary education level, whereas the corresponding proportion of Hong Kong's total population is 25% (**Table 1 in Annex 2**).

(Translated Version)

17. In 2014/15 school year, Lantau had totally 17 primary schools, including 11 aided primary schools, an aided special school, 3 private primary schools and 2 international schools. In September 2014, the 11 aided primary schools on the Island, operating a total of 173 classes, had an enrolment of around 4 200 students. With over 70 vacant classrooms, these aided schools have sufficient capacity to meet the demand of primary school places on the Island.

18. For secondary schools, in 2014/15 school year, there were 11 whole-day secondary schools, including 5 aided secondary schools, 3 Direct Subsidy Scheme secondary schools, 2 private secondary schools and an international school in Lantau. In September 2014, the 8 aided secondary schools on the Island, operating a total of 179 classes, had an enrolment of around 5 600 students. As there are still many vacant classrooms in the aided secondary schools, the secondary school places on the Island are sufficient to meet the demand.

19. There are currently two international schools in Lantau (a primary school and a primary-cum-secondary school), mainly to meet the demand for international school places from overseas families who resided in Hong Kong or came to Hong Kong for work or investment. In the 2014/15 school year, the two international schools offered a total of 890 primary school places and 242 secondary school places, with an overall enrolment rate of 86.2%.

Housing

20. By housing types, in 2013, about 65% of the household in Islands District lived in private permanent housing, compared with 55% across Hong Kong; while about 30% of the Islands District households lived in public rental housing which was similar to that of the overall population (**Table 2 in Annex 2**).

21. In the coming years, 3 new Public Rental Housing/Home Ownership Scheme projects will be completed in the Tung Chung District, providing about 8 400 public housing flats. Over the medium and long term, another 30 000 public housing flats will be provided in TCNTE.

Healthcare Services

22. The Department of Health provided medical facilities/services in Lantau, including maternal and child health centres, elderly health centres, visiting health teams, dental clinics, and chest clinics. North Lantau Hospital under the Hospital Authority (HA) was put into operation in September 2013. It offers a wide variety of medical services to local residents, including accident and emergency services, in-patient services, specialist out-patient services, general out-patient clinics, day surgery, and community care services. In addition, the HA partnered with non-government agencies and local universities to operate a public clinic of traditional Chinese medicine in Tung Chung District. HA also provided general out-patient services for residents in Lantau. These services are available in the North Lantau Community Health Centre, General Out-patient Clinics in Mui Wo and Tai O.

Public Health

23. At the moment, the Food and Environmental Hygiene Department (FEHD) provides a total of 15 public refuse collection points and 46 public toilets in Lantau. There are also a public market and a cooked food market provided at Mui Wo and a public market provided at Tai O.

Elderly Service and Youth Development

24. Subsidised by SWD, the Non-Government Organizations (NGOs) are now operating three residential care homes for the elderly (RCHEs), a district elderly community centre (DECC), two neighbourhood elderly centres (NECs), a day care centre for the elderly, an integrated home care services team, an enhanced home and community care services team, a home help team and a support team provide community care services and support for the elderly. In addition, support services to the elderly living in remote villages are provided by DECC and NECs through outreaching service and visits.

25. On the youth development front, NGOs with subvention from SWD are operating two integrated services centres, three outreaching teams, a counselling centre for psychotropic substance abusers and two community support service schemes⁴. To promote youth development in

⁴ Project Phoenix - Community Support Service Scheme by Methodist Centre covers Central & Western, Southern, Islands (except Tung Chung), Eastern and Wan Chai. Youth Support Scheme by

the district, the Islands District Youth Programme Committee of the Commission on Youth was established in 2011 to coordinate year-round youth activities, summer activities, supplementary activities and resource allocation of the Islands District (including Lantau).

Leisure and Cultural Development

26. The leisure and cultural services facilities provided in Lantau by Leisure and Cultural Services Department (LCSD) include 133.25 hectares of open space (comprising both parks and outdoor ball courts), two sports centres (Mui Wo Sports Centre and Tung Chung Man Tung Road Sports Centre), five beaches (Silvermine Bay Beach, Pui O Beach, Upper Cheung Sha Beach, Lower Cheung Sha Beach and Tong Fuk Beach), two swimming pool complexes (Mui Wo Swimming Pool and Tung Chung Swimming Pool), a district library (Tung Chung Public Library) and two small libraries (Mui Wo Public Library and Tai O Public Library). In the light of the substantial population growth in Tung Chung District in the future, LCSD has already planned to provide the needed community facilities at Area 39 of Tung Chung and will work out the details at the earliest possible.

27. In addition, the Home Affairs Department (HAD) has been supporting the district sports and arts associations through the Community Sports Subvention Scheme and Community Arts Subvention Scheme.

Social Welfare

28. Welfare services in Lantau consist of integrated family service, family and child protection service⁵, child care service, rehabilitation service, mental health service, medical social services, youth service, community development service, social security, employment assistance service, self-financing welfare service, poverty alleviation and service to support integration of the disadvantaged and ethnic minorities into the community. As the utilisation rate of existing welfare services in Lantau is very high, waiting lists do exist for some services categories. SWD will conduct timely reviews on service needs, make coordination efforts and take follow-up actions accordingly.

The Hongkong federation of youth groups covers Tsuen Wan, Kwai Tsing (including Tung Chung) and Tuen Mun.

⁵ The Office of The Family and Child Protective Services Units (Central, Western, Southern and Islands) is located in Wan Chai, serving Central & Western, Southern and Islands districts.

29. At the moment, there are two public housing development projects in Tung Chung Area 56 and Area 39, where new welfare facilities will be provided after their completion. In Tung Chung Area 56, a RCHE, a day activity centre, a hostel for severely mentally handicapped persons and an integrated service centre sub-base will be set up. In Tung Chung Area 39, a hostel for moderately mentally handicapped persons, an integrated vocational rehabilitation services centre, a special child care centre and an early education and training centre will be included. The construction works are expected to be completed by March 2018.

Road Network

30. North Lantau Highway and Tsing Ma Bridge (including the MTR Tung Chung Line and Airport Express) are the existing road networks linking Lantau to the urban areas of Hong Kong. Upon commissioning of TM-CLKL, which is now under construction, it will be a direct route between northwest New Territories and Lantau and will become an alternative link to the airport.

31. In terms of transport facilities in the district, northern and southern Lantau are currently connected by Tung Chung Road, while Tung Chung Road (South of Shek Mun Kap Road) and all roads in South Lantau are closed roads. Over the past ten years, the Transport Department (TD) has been improving the transport network in southern Lantau, including Tung Chung Road, South Lantau Road, Keung Shan Road, Tai O Road, Ngong Ping Road, and Sham Wat Road, making it easier for local residents to travel to and from villages such as Mui Wo and Tai O.

32. Currently, the road network in Lantau could generally meet the transport needs within and outside the district. Meanwhile, the Government is planning on the following road network projects:

- The Stage 1 of Phase 2 improvement works at Tai O will construct a public transport terminus and a car park; while the Stage 2 of Phase 2 will then provide a coach parking area;
- The road works of the Phase 1 improvement works at Mui Wo are being carried out, and the Phase 2 of the project will provide a car park; and

(Translated Version)

- Narrow bend improvement works at Keung Shan Road and South Lantau Road are underway.

Water Transport

33. There are six regular ferry services between Lantau and Tuen Mun, Central or surrounding islands. In terms of pier facilities, there are two ferry piers and seven public piers in Lantau⁶. If private operators intend to offer ferry services or other types of water transport services, TD would keep an open mind, provide advice, and work with relevant policy bureaux and departments for consideration of the proposals received.

Stormwater and Sewage Collection and Treatment

34. Conditions of stormwater drainage and sewerage systems in major areas in Lantau are provided in **Annex 3**. Stormwater drainage systems in all major areas were in good condition. The Drainage Services Department (DSD) and the Civil Engineering and Development Department (CEDD) are planning to carry out drainage improvement works in Tung Chung, Tai O and Ngong Ping.

35. There is no public sewage collection system in some areas of southern Lantau. In order to improve water quality of the nearby waterways and local sanitary condition, DSD and CEDD are planning to carry out sewage collection and treatment works in Mui Wo, Pui O to Shui Hau, and Yat Chung areas.

Fresh Water Supply

36. Existing waterworks facilities are providing treated potable water for most areas in Lantau. A small number of villages located in a remote area of Lantau with very few residents are currently relying on stream or well water for domestic use. The Water Supplies Department will consider extending the mains water supply to the remote villages when opportunity arises such as when there will be a new development in

⁶ Six ferry routes: (1) Inter-islands (Peng Chau- Mui Wo- Chi Ma Wan- Cheung Chau); (2) Mui Wo- Central; (3) Tai O- Sha Lo Wan- Tung Chung- Tuen Mun (4) Discovery Bay- Central; (5) Discovery Bay- Mui Wo; and (6) Discovery Bay- Peng Chau. Two ferry piers: Tung Chung Development Ferry Pier and Mui Wo Ferry Pier. Seven public piers: Sha Lo Wan Ferry Pier, Tai O Public Pier, Tung Chung Public Pier, Tai Shui Hang Pier, Chi Ma Wan Pier, Pak Mong Pier, and Tung Chung Development Pier [for public use]. Along the coastline, there are some other pier facilities. ([http://www.devb.gov.hk/filemanager/en/content_925/TT_SC_Paper_08_2014_\(Eng\).pdf](http://www.devb.gov.hk/filemanager/en/content_925/TT_SC_Paper_08_2014_(Eng).pdf))

close vicinity allowing mains water supply to be provided in a cost-effective manner.

37. Summing up the above information and salient points discussed in the SC meetings, the conditions of social development in Lantau are summarised as follows:

- Lantau has ample job opportunities at the moment and in the future. Jobs and industries in Lantau will become more diversified. It is anticipated that there will be sufficient job opportunities available in Lantau to meet the needs of the additional working population on the island⁷ in the future. The new job positions mainly come from the HKIA, TCNTE, NCD on airport island, and the topside commercial development at HKBCF island of HZMB, which would attract Tung Chung residents to work within the district. However, it is worth noting that current employment largely biased towards the sector of “Service and Sales Workers”. Secondly, it is necessary to consider ways to increase human resources as it is anticipated that job vacancies will outnumber the working population;
- Apart from the ELM, Sunny Bay and Siu Ho Wan reclamation projects under planning over the medium/long term, attention should be paid to Tung Chung and northern Lantau in terms of future social development as the population increase and new developments will be concentrated in these areas;
- Currently, the population in Tung Chung is relatively young when compared with Hong Kong in general, while their education level is comparable to Hong Kong's average level (for details, see **Annex 1**). Considering that a large quantity of new housing supply in the future, the majority of increased population is expected to be young. If the ratio of public to private housing remained unchanged, future demography would be similar to the present situation;

⁷ If Hong Kong's total labour force participation rate (excluding foreign domestic helpers), which was 59.6% in Q1 2015, is adopted, given the known planned population of 310,000 (excluding the ELM), the working population would be approximately 185,000 in Lantau in the future. Given the planned commercial developments currently known, coupled with other planned developments (including NCD on Airport Island, topside commercial development at HKBCF island of HZMB, Sunny Bay and Siu Ho Wan reclamation projects), more than 200,000 job vacancies will be available.

(Translated Version)

- Community services and facilities in all major areas of Lantau are generally in good condition, but attention should be paid to any changes arising from the population growth and change in composition;
- There are already plans to progressively implement the provision of public sewerage systems to the majority areas of South Lantau so as to improve the sanitary conditions of these unsewered areas;
- To tie in with the new development strategies for Lantau, the road facilities at South Lantau need improvement, including provision of additional car parking spaces.

Social Development Strategy of Lantau

38. We target to develop Lantau into a liveable, work-friendly and enjoyable place. The mission shall comprise:

- Promoting the sustainable development of the whole society of Hong Kong and Lantau;
- Improving the living environment of local community; and
- Providing sufficient and all-rounded community facilities.

39. Based on the discussions and suggestions of the SC, we consider that the major proposal of Lantau's social development strategy should be set as follows in the context of the social development conditions mentioned above:

- Attracting more talents to facilitate a balanced development of the economy and the employment market in Lantau;
- Tying in with the needs of development, providing appropriate traffic and transport facilities inside and outside the district to bring convenience to residents in their daily life and work; and
- Taking care of the needs of the rural and remote areas in Lantau.

40. Details of the proposal of social development strategy are as follows:

Attracting and gathering talents

- (i) Residence plays an important role in attracting talents. It is suggested that multiple types of housing should be provided to suit varied needs of different residents. This would help enrich the demographic composition of residents in Lantau and hence could match the needs of various new jobs in the future.
- (ii) Education should be diversified to attract families with children to live in Lantau such that parents can work locally and their children can attend local schools, saving their commute time and expenses and relieving the burden on public transport system. The Education Bureau (EDB) has proposed to reserve around 4 hectares of land within TCNTE for the use of post-secondary college and other schools. EDB has also commissioned consultants to study the latest situation of primary and secondary school places of international schools in Hong Kong, as well as the nature of the demand for school places in the next few years. Results will be expected to be available in end 2015/early 2016. EDB would consider whether to allocate the reserved educational land for international school development based on the findings of the study.
- (iii) Training centres or educational facilities that have close connection with Lantau, such as tertiary educational programme on aircraft services engineering or tourism should be developed.
- (iv) Efforts should be made to improve the living and work environment. It is suggested that residential and commercial buildings, roads and infrastructure in Lantau should be built in compliance with high environmental quality standards, in order to create a living environment of low-carbon, high-quality life and modern smart city;
- (v) Currently, there is no noticeable deficiency in community facilities or services in Lantau, but attention should be paid to future population growth and social changes. Related facilities/services should be reviewed in due time. As the population in the northern Lantau is expected to be dominated by young people in the short and medium term, special attention should be paid to provide services that cater for the needs of the youth and young population.

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- (vi) Existing community facilities should be strengthen and enhanced in order to increase the attractiveness of and the sense of belonging to the community. This could help increase the opportunities for local economic development and benefit the local community. Development Bureau (DEVB) will study the relevant suggestions within the framework of the TCNTE study and Tai O and Mui Wo improvement works programme.

Providing appropriate traffic inside and outside the district

- (i) In the course of discussing the social development strategy for Lantau, different Members mentioned repeatedly the relationship between traffic and social development/employment which warrants special attention .
- (ii) TD is making efforts to improve the external transport links of the airport island, for which a number of measures had been implemented (**Annex 4**). TD would continue to assist if AAHK and other employers on the airport island wish to apply for additional service routes for their employees. The opening of TM-CLKL will attract more residents from the northwest New Territories to work at the airport or in Tung Chung. TD will continue monitoring and review the bus services between Tung Chung/ the airport island and the northwest New Territories according to the demand in order to facilitate citizens travelling to and from Lantau.
- (iii) TD will also continue closely monitoring and improve public transport services in Lantau according to the demand. TD will require public transport operators to enhance their services and work with the operators in developing bus route scheme when appropriate to meet the anticipated increase in traffic demand.
- (iv) TD is consulting relevant stakeholders with respect to the proposal for relaxing traffic control on the closed roads and issuing closed road permits for southern Lantau. If the proposal is put into operation, tourists and non-Lantau residents will be attracted to visit Lantau and at the same time it will facilitate residents in northern Lantau to travel to the southern part, Tai O and Mui Wo. In addition, TD is exploring the possibility of increasing car parking spaces in southern Lantau and increasing the number of Lantau taxi licences with a view to improving the traffic and transport facilities in Lantau, and would assess jointly

(Translated Version)

with the Environmental Protection Department the operational efficiency, performance and feasibility of battery-electric buses for pilot runs in Lantau.

- (v) To improve the driving conditions of Keung Shan Road and South Lantau Road, the Highways Department (HyD) has completed improvement works for 10 road bends in 2014, and is now paying effort on completing improvement works for the remaining 6 road bends. Moreover, improvement works for other 5 road bends are being studied.
- (vi) The Government will continue to explore ways of improving traffic and transport facilities inside and outside Lantau. Under the current work plan, detailed traffic planning and connections for various parts in the northern Lantau would be included into various study projects, including TCNTE, topside commercial development at HKBCF island of HZMB, Siu Ho Wan and Sunny Bay reclamations, and the ELM, etc. For the preliminary concepts on the overall strategic traffic infrastructure, please refer to the Planning and Conservation Subcommittee Paper No. 04/2015. Moreover, the preliminary feasibility study of cable car system from Ngong Ping to Tai O and spa and resort development at Cheung Sha and Soko Islands currently being carried out by the CEDD as well as the feasibility study on the recreation and tourism development strategy for Lantau being carried out by DEVB will preliminarily review the traffic impact of relevant projects and recommend necessary supporting facilities.
- (vii) All improvement works are already underway. TD and HyD are working closely with other relevant Government departments to ensure that suitable transport infrastructure and public transport services are available to support the planning and implementation of various social development and services. We suggest HAD to serve as a bridge of communication to strengthen coordination between departments in order to better meet the needs of local residents.

Catering to the needs of rural and remote areas

- (i) Wherever practical and cost-effective, the Government should progressively extend the public sewerage system and the water

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supply system to the remote areas currently outside their coverage in order to improve the living environment.

- (ii) Rural characteristics should be preserved and the ecological environment should be protected during development.
- (iii) It is suggested that HAD should enhance communication between villages/rural committees and Government departments in order to address villagers' needs in an appropriate manner.

ADVICE SOUGHT

41. SC Members are invited to note the content of this paper and express their views.

ANNEXES

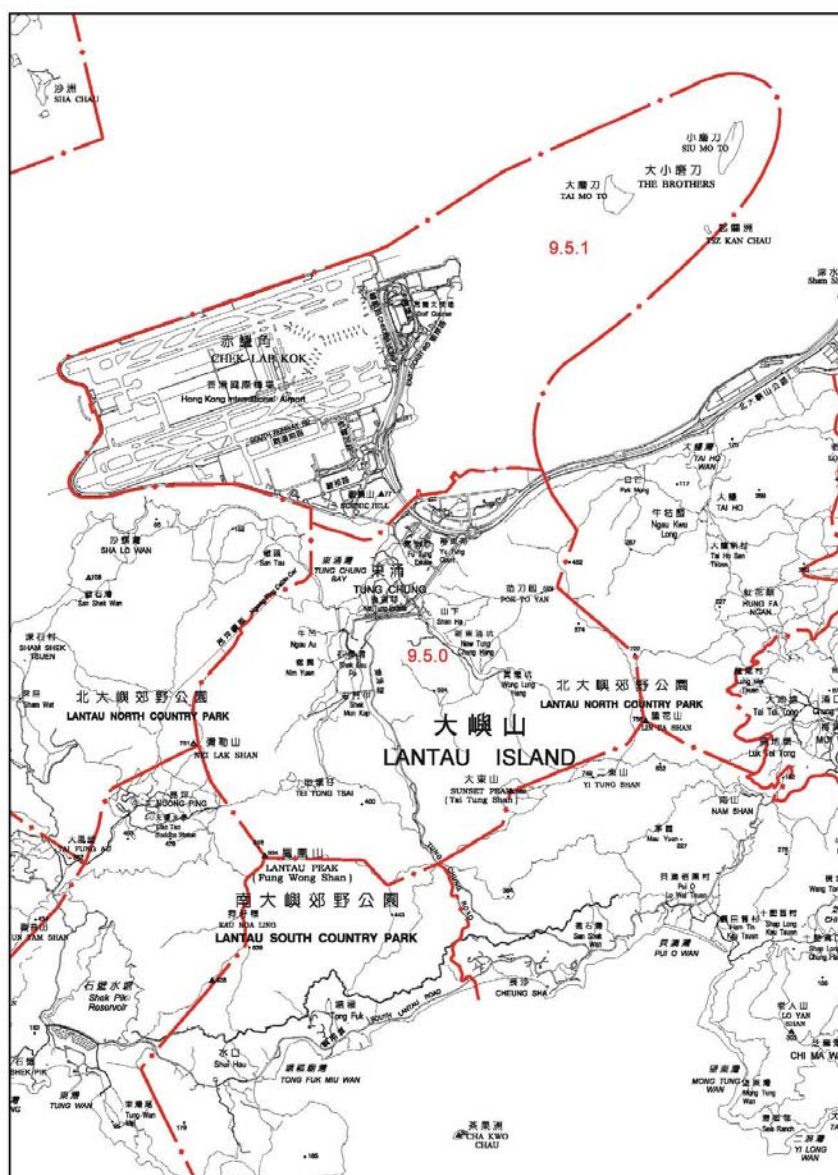
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| Annex 1: | Population Statistics of Tung Chung and Its Neighbouring Areas |
| Annex 2: | Population Statistics of Islands District |
| Annex 3: | Stormwater and Sewage Systems in Major Areas in Lantau |
| Annex 4: | Improvements on the External Transportation Link of the Airport Island Being Implemented |

**Development Bureau
September 2015**

Population Statistics of Tung Chung and Its Neighbouring Areas⁸

1. In 2011, the population in Tung Chung and neighbouring areas (tertiary planning units 9.5.0/9.5.1 are contained in Figure 1) was 78 504, with its median age lower than of Hong Kong. People aged 65 and above represented 7% of the regional population, lower than Hong Kong ratio (13%) (see Figure 2).

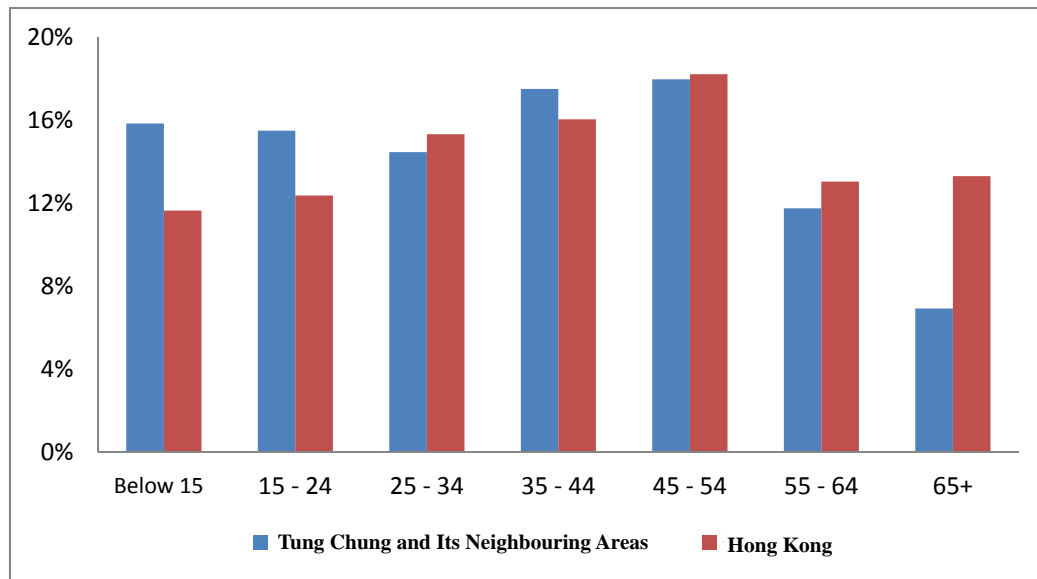
Figure 1 Coverage of Tertiary Planning Units 9.5.0/9.5.1



Map Source: Planning Department

⁸ Source: Census and Statistics Department - the 2011 Census

Figure 2 Population Age Distribution of Tung Chung and Its Neighbouring Areas in 2011



Source: Census and Statistics Department - the 2011 Census

2. Around 57%, 8% and 33% of the population in Tung Chung and neighbouring areas (defined in tertiary planning units 9.5.0/9.5.1) lived in public housing, subsidized housing and private buildings respectively; the remaining 2% lived in non-residential housing or temporary housing.
3. The working population in Tung Chung and neighbouring areas was 41 008 in 2011, and the labour force participation rate was 62.1%, slightly higher than Hong Kong's overall level (59.7%).

(Translated Version)

4. **Table 1** shows the economic activities and working population in relevant job categories in Tung Chung and neighbouring areas.

Table 1 Job Categories of the Working Population in Tung Chung and Neighbouring Areas and in Hong Kong in 2011

Occupation	Tung Chung	Hong Kong
Managers and administrators	10%	10%
Professionals	6%	7%
Associate professionals	19%	20%
Clerical support workers	14%	16%
Service and sales workers	21%	16%
Craft and related workers	7%	7%
Plant and machine operators and assemblers	4%	5%
Elementary occupations	19%	19%

Source: Census and Statistics Department - the 2011 Census

5. **Table 2** shows that 19% of the working population in Tung Chung and neighbouring areas worked in import and export, wholesale and retail industries. This number is slightly lower than the overall percentage of the population engaged in such industries across Hong Kong (23%). The proportion of the population working in transport, warehousing, post and express delivery industries in the region is 10% above that of Hong Kong. This was believed to be the result of the fact that local career opportunities mostly derived from jobs in connection with the business of AAHK.

Table 2 Distribution of Industries of the Working Population in Tung Chung and Neighbouring Areas and in Hong Kong in 2011

Industry	Tung Chung	Hong Kong
Manufacturing	3%	4%
Construction	7%	8%
Import and export, wholesale and retail	19%	23%
Transport, warehousing, post and express delivery	19%	9%
Accommodation and food services	12%	8%
Information and communications	3%	3%
Finance and insurance	5%	6%
Real estate, specialist and business services	13%	13%
Public administration, education, human health, health care and social work	10%	14%
Miscellaneous social and personal services	8%	11%
Others	1%	1%

Source: Census and Statistics Department - the 2011 Census

6. According to a survey conducted by Lantau Development Alliance in 2012, Tung Chung residents accounted for less than 30%, around 20% and less than 10% of the staff in AsiaWorld-Expo, Ngong Ping 360 and Hong Kong Disneyland respectively. AAHK survey in 2014 revealed that only about 11% of the employees working on the airport island came from Tung Chung.
7. About 25% and 49% of the population in Tung Chung and neighbouring areas have attained tertiary and secondary education respectively, slightly higher than Hong Kong ratios (24% and 47%) (See **Table 3**).

Table 3 Education Levels of the Population in Tung Chung and Neighbouring Areas and in Hong Kong in 2011

Education Level (Highest Education Level)	Tung Chung	Hong Kong
Uneducated/Pre-school	8%	10%
Primary school	18%	19%
Secondary School/ Matriculation	49%	47%
Tertiary Education– Non-degree programmes	8%	8%
Tertiary Education– degree programmes	17%	16%

Source: Census and Statistics Department - the 2011 Census

8. In response to the proposed 2014 Long-term Housing Strategy and the requirements outlined by the Housing Department in January 2014, the proportion of public housing in newly proposed developments would be at least 60% in new town extensions with growth potential. Therefore, the housing mix in the new town extensions of Tung Chung East and Tung Chung West could serve as a response to the above proposals. Related proposals had been put on display in the third round of public engagement exercise (see **Table 4**). The relevant suggestion about housing mixes has been included into the finalized recommended outline development plan.

Table 4 Increased Population and Increased Number of Residential Units in Tung Chung New Town Extension

	Tung Chung East		Tung Chung West		Total	
Estimated increase in population (approx.)	119 000		25 000		144 000	
Estimated increase in the number of residential units (approx.)	40 700		8 300		49 000	
	Subsidized housing 25 700	Private housing 15 000	Subsidized housing 5 300	Private housing 3 000	Subsidized housing 31 000	Private housing 18 000

Source: Planning Department

Population Statistics in Islands District⁹

Table 1 : Number of persons by Educational Attainment in 2013

Educational Attainment	Islands District	Overall
Primary and below	38 200	1 902 600
Lower secondary	19 100	1 103 900
Upper secondary	45 400	2 268 400
Post-secondary	41 000	1 825 300
Overall	143 700	7 100 300

Note: Figures may not add up to the respective totals owing to rounding.

Source: General Household Survey, Census and Statistics Department.

Table 2 : Domestic Households by Type of Housing in 2013

Type of housing	Islands District	Overall
Public rental housing	14 700	732 200
Subsidised home ownership housing	2 100	372 100
Private permanent housing	32 800	1 284 700
Temporary housing	500	15 900
Overall	50 200	2 404 800

Note: Figures may not add up to the respective totals owing to rounding.

Source: General Household Survey, Census and Statistics Department.

⁹ Islands District includes Lantau, Peng Chau, Hei Ling Chau, Lamma Island, Po Toi and Cheung Chau, etc.

Stormwater and Sewage Systems in Major Areas in Lantau

District	Drainage System	Sewerage System
Northern Lantau	<p>The current situation of the drainage system in North Lantau, including Tung Chung New Town and North Lantau Highway, is satisfactory in general. Under the project of Tung Chung New Town Extension, Tung Chung River will be enhanced for its flood prevention capability and undergone river revitalization.</p>	<p>DSD is conducting the design for a new sewage rising main and rehabilitation of the existing sewage rising main between Tung Chung Sewage Pumping Station and Siu Ho Wan Sewage Treatment Works. The works are planned to commence in 2016 for completion in phases between 2023 and 2025.</p>
Southern Lantau	<p>Major drainage improvement works were completed in 2010 and the current situation of the drainage system is satisfactory in general.</p> <p>However, part of the drainage improvement works at river stream in Tai Tei Tong, Mui Wo cannot be carried out due to land issue. DSD plans to commence “Review of Drainage Master Plan Study” at early 2016 to holistically review the flood prevention capability and recommend drainage improvement scheme.</p>	<p>DSD is conducting the following projects in southern Lantau:</p> <ul style="list-style-type: none">- Upgrading of Mui Wo Sewage Treatment Works, laying of trunk sewers in Mui Wo town centre and village sewerage to Wang Tong and Yue Kwong Chuen - The project aims at collecting the domestic flow from locals so as to improve the water quality in nearby watercourses and Silver Mine Bay as well as the sanitary conditions of these unsewered villages. The works are on-going for completion in 2017.- Construction of sewers for unsewered villages in Mui Wo - The project aims at expanding the public

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		<p>sewerage network so as to further improve the water quality at Mui Wo. The works are planned for implementation in phases, and the first phase targets to be completed in 2021.</p> <p>- Provision of sewage conveyance system and treatment facilities to southern Lantau, covering the unsewered areas in Pui O, Ham Tin at eastern side, to Shui Hau at western side - The works mainly include construction of village sewerage, truck sewerage system along southern Lantau Road and Chi Ma Wan Road, and a new sewage treatment works at San Shek Wan to treat and dispose the sewage generated from South Lantau. The project is currently at design stage. The works are planned to complete in 2023.</p>
Tai O	<p>The drainage system in Tai O is satisfactory in general.</p> <p>In order to alleviate the flooding problem at Wing On Street and Tai Ping Street, CEDD completed the construction of riverwall at Yat Chung and its associate drainage improvement works in 2014 under the Improvement Works at Tai O, Phase 1.</p>	<p>For enhancing the hygiene conditions for Tai O, CEDD has completed the sewerage improvement works at Yat Chung of Tai O.</p> <p>To enlarge the coverage of public sewerage network, and further improve the water quality in Tai O, DSD is conducting the design for upgrading the existing sewage collection, treatment and disposal facilities. The proposed</p>

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		works comprise the expansion of the existing Tai O Imhoff Tank to increase the treatment capacity with higher treatment standard, and the improvement works for the sewerage system. The works target to be completed in 2021.
Ngong Ping	<p>Currently there is still insufficient drainage system in the region.</p> <p>DSD is planning to carry out the Drainage Improvement Works at Ngong Ping.</p>	Ngong Ping in general has a satisfactory sewage collection, treatment and disposal network.

**Improvements on the External Transportation Link of
the Airport Island Being Implemented**

- (i) Provision of more direct transport links by bus route splitting, including the whole-day split of route E34 into routes E34A (Tin Shui Wai Town Centre – Airport) and E34B (Yuen Long – Airport) with effect from December 2014; and the split of route S64 into routes S64X (Tung Chung (Yat Tung Estate) – Airport (Passenger Terminal Building)) and S64C (Tung Chung (Yat Tung Estate) – Airport (Cargo and Catering Area)) during the morning peak hours with effect from February 2015.
- (ii) Additional vehicles and enhanced frequency, including routes E32 (Kwai Fong Station – Asia World-Expo), E33P (Siu Hong Station (South) – Airport (Ground Transportation Centre)), E34A, E34B, E34P (Tin Shui Wai Town Centre - Tung Chung (Yat Tung Estate)) and S56 (Tung Chung Station Bus Terminus – Airport (Passenger Terminal Building)).
- (iii) Extension of Airport staff fare concession, including extension of the fare concession of routes N30, N30P and N42 to May 2016.
- (iv) Four overnight Airport express bus routes have been introduced on a trial basis for 3 months since 23 July 2015, from the Ground Transportation Centre of the Airport (not detouring around the airport island) to Mong Kok/Tai Kok Tsui, Sham Shui Po/Wong Tai Sin/Kwun Tong/Tseung Kwan O, Tuen Mun and Yuen Long/Tin Shui Wai respectively.
- (v) AAHK and other relevant employers on the airport island introduced an overnight Employees' Service route, which links major areas on the airport island on 23 July 2015, for tying in with the four overnight Airport express bus services mentioned in (iv) above.