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**Lantau Development Advisory Committee
Eleventh Meeting**

Date: 6 January 2018 (Saturday)
Time: 10:00 a.m. to 12:10 p.m.
Venue: Conference Hall, 2/F, West Wing, Central Government Offices
2 Tim Mei Avenue, Tamar, Hong Kong

Minutes of Meeting

Members Present

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| Mr WONG Wai-lun, Michael | Secretary for Development | Chairman |
| Mr CHAN Yung | | |
| Ms CHAU Chuen-heung | | |
| Mr CHOW Yuk-tong | | |
| Dr CHU Ting-kin, Kenneth | | |
| Dr FANG Zhou, Joe | | |
| Mr HA Wing-on, Allen | | |
| Prof HO Kin-chung | | |
| Mr KWOK Ching-kwong, Francis | | |
| Mr LAM Chung-lun, Billy | | |
| Mr LAM Fan-keung, Franklin | | |
| Dr LAM Kin-ngok, Peter | | |
| Mr LAM Siu-lo, Andrew | | |
| Mr LAU Ping-cheung | | |
| Dr LAU Wai-neng, Michael | | |
| Hon MAK Mei-kuen, Alice | | |

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Dr WANG Jixian, James

Hon WU Chi-wai

Hon YIU Si-wing

Mr YU Hon-kwan, Randy

Mr HON Chi-keung Permanent Secretary for Development
(Works)

Miss CHU Man-ling, Commissioner for Tourism
Cathy

Mr LAM Sai-hung Director of Civil Engineering and
Development

Ms Mable CHAN Commissioner for Transport

Mr LEE Kai-wing, Director of Planning
Raymond

Mr AU Wai-kwong, Elvis Deputy Director of Environmental
Protection (1)

Mr LI Ping-wai, Anthony District Officer (Islands), Home Affairs
Department (HAD)

Mr LUK Kwong-wai, Assistant Director of Housing (Project) 1
Patrick

Mr WU Kwok-yuen, Jacky Principal Assistant Secretary (Works) 5, Secretary
Development Bureau (DEVB)

Members Absent (absent with apologies)

Hon CHAN Han-pan

Mr SO Chak-kwong, Jack

Mr YAU Ying-wah,
Algernon

Ms LINN Hon-ho, Permanent Secretary for
Bernadette Development (Planning & Lands)

In Attendance

Mr LIU Chun-san Under Secretary for Development

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|---------------------------------|---|
| Mr MAK Shing-cheung, Vincent | Deputy Secretary for Development (Works) 2 |
| Mr FUNG Ying-lun, Allen | Political Assistant to Secretary for Development |
| Mr HUI Hoi-hon, Thomas | Chief Assistant Secretary (Works) 5, DEVB |
| Ms TSE Shuk-yan | Assistant Secretary (Land Supply) 2, DEVB |
| Mr WONG Yin-kai, Vincent | Assistant Secretary (Land Supply) 3, DEVB |
| Miss WONG Pui-yue, Erica | Senior Executive Officer (Lantau), DEVB |
| Ms CHEUNG Yi-mei, Amy | Assistant Director of Planning/Territorial |
| Mr CHAN Sze-wai, Kevin | Senior Town Planner/Strategic Planning 6, Planning Department (PlanD) |
| Ms LIU Mei-fong, Kennie | Town Planner/Strategic Planning 12, PlanD |
| Ms KIANG Kam-yin, Ginger | Atg. Head of the Sustainable Lantau Office (SLO), Civil Engineering and Development Department (CEDD) |
| Ms LAU Yiu-yan, Joyce | Chief Engineer/Lantau 3, SLO, CEDD |
| Mr LO Chi-cheung, Stephen | Senior Engineer/1(Lantau), SLO, CEDD |
| Mr LEE Kwan, Allan | Senior Engineer/4(Lantau), SLO, CEDD |
| Dr CHU Chi-keung, Paul | Senior Engineer/7(Lantau), SLO, CEDD |
| Mr SZETO Hon-yin | Senior Engineer/9(Lantau), SLO, CEDD |
| Mr CHAN Tang-Lun, Leo | Senior Engineer/12(Lantau), SLO, CEDD |
| Mr CHEUNG Kai-cheung, Henry | Senior Engineer/13(Lantau), SLO, CEDD |
| Mr LAM Wai-chuen, Eddie | Senior Engineer/15(Lantau), SLO, CEDD |

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Mr AU Sheung-man,
Benjamin

Assistant District Officer (Islands)1,
HAD

The Chairman welcomed Members for participating in the eleventh meeting of the Lantau Development Advisory Committee (LanDAC).

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

2. 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: Progress Reports of Subcommittees

3. The Chairman invited the Subcommittee (SC) Chairpersons to brief Members on their respective progress reports.

**Progress Report of the Sustainable Development Subcommittee
(LanDAC Paper No. 01/2018)**

4. Dr LAM Kin-ngok, Peter, Chairperson of the Sustainable Development Subcommittee (SD SC), reported that the Task Force on Lantau Conservation (Task Force) held its third meeting on 15 September 2017. The Task Force discussed a series of priority actions on the “First Batch Discussion Items” related to conservation as proposed by CEDD. Members also exchanged views on the cattle protection issue in Lantau.

5. Besides, the SD SC held its third meeting on 20 November 2017 at which CEDD briefed Members on the progress of various strategic studies. The SD SC was concerned about the future land uses of the topside development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB). The SD SC noted that CEDD was conducting the technical assessments for the development proposals. Upon completion of the technical assessments, CEDD would consult the SD SC and collate public views on the recommendations of the study through the Stage 2 Community Engagement. Besides, the SD SC noted that the recommendations made in the topical strategic studies concerned had been included as appropriate

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in the Sustainable Lantau Blueprint (the Blueprint).

6. As regards the conservation work, the SD SC hoped that the Government should attach importance to the conservation of culture and heritage in addition to nature conservation. It also suggested that the Government should examine promotion of water transport between Lantau and urban areas, in particular the water transport connecting Tai O, Tung Chung and urban areas. The SD SC noted that CEDD would commence expert group discussions for the in-depth study on the respective specific topics on the conservation of natural environment, culture and heritage as soon as possible. The SD SC was also briefed that CEDD was conducting the “Feasibility Study on Traffic, Transport and Capacity to Receive Visitors for Lantau” which would collect data for analysis to assess the demand for water transport and explore the opportunities for the public water transport services.

7. Dr LAM further said that the SD SC noted the work of CEDD on the rural conservation pilot projects in Lantau. On examining the use of funding resource, the SD SC was of the view that consideration might be given to utilising funding resource to subsidise non-profit-making organisations to promote green tourism in the rural areas of Lantau. In addition, the SD SC supported the proposed sustainable development initiatives under the Tung Chung New Town Extension project, including construction of a River Park and provision of district cooling system for non-residential developments in the new development area of Tung Chung East.

**Progress Report of the Traffic, Transport and District Improvement Items Subcommittee
(LanDAC Paper No. 02/2018)**

8. Mr LAU Ping-cheung, Chairperson of the Traffic, Transport and District Improvement Items Subcommittee (TTDII SC), reported that the third meeting was held on 30 November 2017. The TTDII SC noted that the Highways Department (HyD) would complete the improvement works at the bend K10 at Keung Shan Road as soon as possible with a target to open the road before Chinese New Year in 2018. On the increase of parking spaces, the Transport Department (TD) reported that they had requested the Lands Department to expedite the relevant procedures with a view to providing a temporary public car park with about 60 nos. parking spaces for private cars at Yim Tin Pok in Tai O. Besides, CEDD had initially consulted the local residents on the proposals of re-provision of the Mui Wo Cooked Food Market. They were currently conducting internal discussions and review in respect of the

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location and operation mode of the market. After that, they would further exchange views with the operators and residents.

9. The TTDII SC was also concerned about the congestion on North Lantau Highway at peak hours. Members considered it important and urgent to extend Road P1 to the planned Route 11 for the overall future development in North Lantau. The TTDII SC noted that the “Feasibility Study on Traffic, Transport and Capacity to Receive Visitors for Lantau” being conducted by CEDD would review the implementation programme of the Road P1 with due consideration of the future development and infrastructure in Lantau.

10. Mr LAU said the TTDII SC expected that the opinions from the local community would be taken into account in devising the indicators for assessing the capacity to receive visitors. The TTDII SC understood that CEDD would assess the receiving capacity from different perspectives, including the opinions and expectations from the relevant stakeholders and local community.

11. Besides, the TTDII SC was concerned about whether there would be sufficient parking spaces for the local private cars upon commissioning of the HZMB Hong Kong Port (HKP). TD anticipated that the parking spaces provided at the HKP would be sufficient to meet the parking demand at the early stage of commissioning of the HZMB. They would request the carpark operator to announce the number of available parking spaces at the HKP in a timely manner for the public’s reference.

**Progress Report of the Public Relations and Promotion Subcommittee
(LanDAC Paper No. 03/2018)**

12. Mr Allen HA Wing-on, Chairperson of the Public Relations and Promotion Subcommittee (PRP SC), reported that CEDD briefed the SC on the latest position of the public relations and promotion activities at its third meeting on 12 December 2017. The PRP SC also discussed the public relations and promotion plan for 2018. SC Members suggested devising indicators for regular evaluation of the effectiveness of publicity and promotion activities and expanding the target audience groups by means of different social media platforms. The PRP SC noted that CEDD would work with the public relations consultants to follow up the suggestions.

13. Mr HA added that the PRP SC also suggested organising and co-organising different types of activities with the other organisations and local groups to enhance the public awareness of development and conservation of

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Lantau. The PRP SC noted that CEDD was actively organising and co-organising suitable activities to promote the importance of sustainable development and conservation of Lantau in a diversified manner. For instance, CEDD would collaborate with the Hong Kong Youth Hostels Association to promote the message of conserving Lantau in “Ngong Ping Charity Walk 2018” to be organised on 14 January 2018.

14. Members noted the progress reports of the three SCs. The Chairmen thanked the Chairpersons and Members of the SCs for their contribution.

Agenda Item 3: An Overview of the Work of the Second-Term of the Lantau Development Advisory Committee
(LanDAC Paper No. 04/2018)

15. The Chairman said that the Government would take forward various proposals with “Development in the North; Conservation for the South” as the overarching principle laid down in the Blueprint. The LanDAC’s views would be sought to implement the proposals with a view to facilitating the overall development of Lantau and Hong Kong for the benefits of the public. As regards “Development in the North”, the Chairman pointed out that the HZMB would commission shortly. Later, the development plan of the development atop Siu Ho Wan Depot of the Mass Transit Railway (MTR) Corporation would be submitted to the Town Planning Board (TPB) for deliberation. And, it was expected that the Three-runway System of the Hong Kong International Airport would commence operation in 2020. As for “Conservation for the South”, the Chairman emphasised on both development and conservation. While attaching importance to economic growth, the Government at the same time valued the conservation of rural areas, natural environment as well as culture and heritage. He added that Lantau was large in area and was also a hub connecting Hong Kong and the western part of Pearl River Delta. The work of the LanDAC was very important for the development and conservation of Lantau.

16. Mr Jacky WU Kwok-yuen, the Secretary, briefed Members on the overview of the work of the second-term LanDAC. Mr WU reported that the second-term LanDAC held four meetings and the three SCs held seven meetings in total. Members of the LanDAC and SCs had in-depth discussions on various issues. And, the Government had incorporated Members’ views in the relevant work plans. In response to the public concerns to the conservation of Lantau, the LanDAC set up the Task Force on Lantau Conservation (Task Force) under the SD SC in December 2016. Apart from meetings, Members visited the

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Science Park in September 2016. Members had exchanged views with some companies in the Science Park on the application of smart living and innovation technology. The TTDII SC organised a site visit on the traffic and transport conditions in Lantau in December 2016 and had a meeting with the Hong Kong Airport Authority, the MTR Corporation and the relevant government departments.

17. Mr WU added that the LanDAC together with DEVB and the relevant government departments kicked off the three-month public engagement (PE) exercise on Lantau development in January 2016. The public views on various aspects for Lantau development, like the vision, strategic positioning, planning principles and development proposals, were sought. The PE activities had a wide coverage, including three public forums, five focus group meetings for different sectors and 28 consultative sessions. The PE report was published and uploaded onto the website in November 2016 for viewing and downloading by the public. After considered the public views collected in the PE exercise, the LanDAC's views and the outcomes of various studies, the Government formulated the Blueprint which was promulgated in June 2017. The winning entry of the Open Group of the "Logo Design Competition for Development and Conservation of Lantau" was used as the logo of the Blueprint. The PRP SC steered the competition and participated in the assessment of the entries.

18. The Blueprint set out the overarching principle of "Development in the North; Conservation for the South". The major economic and housing developments were planned in North Lantau and East Lantau Metropolis (ELM), and Northeast Lantau would be developed into a node for leisure, entertainment and tourism. The predominant part of Lantau would be for conservation, leisure, cultural and eco-tourism purposes. It was expected that Lantau would become a smart and low-carbon community for living, work, business, leisure and study. Through regular LanDAC and SCs' meetings, Members had offered advice on various projects concerning the development of Lantau, including Tung Chung New Town Extension, the HKBCF of the HZMB, mountain bike trails in South Lantau, and the traffic and transport issues in Lantau. On conservation, the Task Force shortlisted 11 first-batch discussion items from the list of 87 conservation-related items proposed by the Government for the relevant departments to follow up. The items involved green transport, conservation of natural ecology, collection of data of the current natural and cultural conditions in Lantau, etc. The Government had started to further explore and study the feasibility to implement the first-batch discussion items. For instance, the "Feasibility Study on Traffic, Transport and Capacity to Receive Visitors for Lantau" and the "Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring

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Areas” had already commenced in 2017. To actively plan for and implement the development and conservation initiatives in Lantau, the Government set up the SLO on 1 December 2017. The LanDAC’s and stakeholders’ views would continuously be collated for the timely implementation of various proposals in the Blueprint.

19. A Member said that there were frequent traffic accidents on North Lantau Highway resulting in traffic congestion in Lantau and even Tuen Mun. He hoped that the situation could be improved upon commissioning of Tuen Mun-Chek Lap Kok (TM-CLK) Link. However, the HZMB, North Commercial District (NCD) on the airport island, Three-runway System of the Hong Kong International Airport and development atop Siu Ho Wan Depot would increase the traffic demand in Lantau. The proposed logistics centre at the airport island would also increase the truck traffic flow on North Lantau Highway. He opined that supporting transport infrastructure should be planned ahead of development. The Government should therefore enhance the capacity of North Lantau Highway as soon as possible to cater for the demand of economic development. Besides, that Member suggested developing Sham Wat to increase housing supply, and constructing a coastal road from Tung Chung to Tai O with connection to the airport island such that residents could go to work in the airport more conveniently. The objectives of making Lantau a place desirable for living and work could be achieved then.

20. A Member pointed out that the traffic accidents on North Lantau Highway also affected the traffic in Kwai Chung, Tsing Yi, etc. as well as the traffic to/from the airport. He considered that the Government should implement the proposals to improve the traffic condition in North Lantau and the accessibility of South Lantau as soon as possible so that local people could live in their original villages and work in Lantau. The objectives of making Lantau a place desirable for living and work could then be achieved on the one hand; and the local human culture could be preserved on the other hand. Creating economic value, rather than population estimation solely, should be the major consideration for assessing the demand for roads when the Government planned for road network. If population estimation was used, the resident, working and transient population should be considered when assessing the demand for roads.

21. A Member opined that the LanDAC should have more discussions on the major traffic and transport development in Lantau, for example, the development of the ELM and the major trunk roads, the transport network connecting Lantau with Hong Kong Island West and West Kowloon to Shenzhen, and the transport issues of the HKBCF Island of the HZMB (like traffic flow and

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the number of parking spaces).

[Hon MAK Mei-kuen, Alice arrived at the meeting at this juncture.]

22. A Member opined that Sham Wat had potential to provide land for development. He hoped that the Government could explore the development of Sham Wat and the feasibility to connect Tai O with Tung Chung with green transport (e.g. light rail). He said that Tai O residents generally supported the construction of a coastal road from Tung Chung to Tai O and also there was land suitable for development along the road. He pointed out that the local residents were keen on preserving their culture. However, due to the traffic issues in South Lantau, they did not live in their local villages. He considered that transport network should be well planned before construction of large-scale infrastructure. As to improvement of the external connection of South Lantau through water transport and provision of sight-seeing boat service, he understood that the operators had not taken forward these suggestions due to some practical constraints (e.g. the height restrictions of the bridge from the airport to Tung Chung). He hoped that the LanDAC would have more discussions on the proposals of green transport and take forward the proposals mentioned in the Blueprint as soon as possible.

23. Another Member also expected early implementation of the proposals mentioned in the Blueprint. He suggested the LanDAC conducting site visits to the traffic and conservation concerned projects, for example, visit to the HZMB which would commence operation soon. After site visits, Members should have more concrete discussions based on the actual situations. He also suggested that the traffic of Tai O should be improved and TM-CLK Link could be open as soon as possible so as to resolve the traffic issues in Tai O and North Lantau. He considered that the LanDAC could provide advice on the positioning of the land uses on the HKBCF Island of the HZMB and the ELM project which was particularly important to the future development of Hong Kong. He hoped that the LanDAC could contribute to build consensus in the society.

24. A Member opined that Lantau should be developed while attaching attention to conservation. Although the LanDAC had offered advice on various proposals in the past years, only few of them were taken forward. One of the reasons was that the Legislative Council (LegCo) had not granted funding approval for the Government to implement some of the projects. However, he considered it strategically important to develop Lantau and therefore the Government had to take forward the projects concerned decisively. He pointed

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out that the passengers and freight handled by the Hong Kong International Airport had been doubled in 20 years. Upon the operation of the Three-runway System in 2024, the airport could even handle 100 million passengers. The scale of the road network in North Lantau, however, remained as at 20 years ago. In view of the above, he opined that there was an urgent need to improve the traffic and transport conditions in North Lantau to cater for the increasing demand.

25. A Member hoped that the Government should make the public realise the development and progress when taking forward the proposals mentioned in the Blueprint, including the implementation of the Three-runway System of the airport, how the functions of the commercial land uses on the NCD on the airport island and the topside development at the HKBCF Island of the HZMB could match with each other, and the functions of the economic development in the Bay Area. The Government should also introduce to the public the roads and the associated transport facilities planned in North Lantau. As for South Lantau, while the improvement works were nearly completed, he opined that the next step was to deal with traffic management in South Lantau. He suggested trial run of green transport. He also expected that the SLO together with the Transport and Housing Bureau and TD should explore the policy arrangement and concrete implementation plan for taking forward water transport. Besides, that Member considered that intensive tourism could be developed in Lantau with the release of traffic information and support of publicity, on the condition that the environment would not be destructed. The LanDAC could facilitate collaboration with the public through, for example, discussion between the SCs and the operators to explore the feasibility of water transport, improvement of rural services, and introduction of information technology to assist the SLO in taking forward the relevant proposals.

26. A Member pointed out that technology could resolve many problems. When compared with the overseas experience, however, new technology was not widely developed and applied in Hong Kong. He hoped that the Government could formulate policies with innovative ideas such that innovation technology could be applied within short time. Solutions could only be worked out with repeated trials and changes. For example, the Government might conduct a trial run by requesting the vehicles entering closed roads to install with GPS or sensors. Besides, that Member suggested the Government relaxing the criteria for approving funding for conservation projects such that organisations could implement innovative projects. The data concerned should be open to the public for monitoring whether the public money was properly used.

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[Hon WU Chi-wai arrived at the meeting at this juncture.]

27. A Member opined that Lantau should be developed in the direction of smart city. Innovation technology could be applied in different aspects, including smart countryside, smart transport, smart water resource management, etc. That Member hoped that the relevant SCs could be set up under the LanDAC to provide suggestions on the development and conservation proposals for Lantau for the LanDAC's discussion.

28. A Member pointed out that a number of projects would be completed in coming years, for example, the HZMB, NCD on the airport island, Three-runway System of the airport, Tung Chung New Town Extension, development atop Siu Ho Wan Depot, extension of the Hong Kong Disneyland. In addition, there would be development of the Bay Area. The passenger and traffic flows in Lantau would increase as a result. It was doubtful if the capacity of the existing rails and roads could cater for the demand arising from the development of Lantau. He expected that the LanDAC could have more discussions and offer advice on the issue of traffic capacity.

29. A Member opined that the proposals mentioned in the Blueprint should be implemented as early as possible such that the public could realise the progress of taking forward the Blueprint. He also suggested that the Government should have trial run of new measures and then manage the public's expectation on the results. As regards the traffic arrangements for the HZMB, noting that the Hong Kong side could only accommodate limited number of private cars from the Mainland, that Member suggested providing frequent shuttle bus services for the convenience of people from the Mainland, Hong Kong and Macao.

30. A Member opined that the public had started to realise the need of Lantau development. To solicit public support, public engagement should be strengthened at this stage such that the public and the Government could join hands take forward the development proposals. He noted in a university talk that many students did not clearly understand the future development of Lantau. He considered young people would benefit from the increase of housing and employment opportunities brought about by Lantau development. Therefore, different social platforms should be used to engage young people when taking forward various proposals.

31. A Member opined that the LanDAC should explore the development of two major areas in North Lantau, i.e. the HKBCF Island of the HZMB and the

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reclaimed area at Sunny Bay. The HKBCF Island could be connected to the western part of the Pearl River Delta through HZMB and to Shenzhen through TM-CLK Link. The eastern and western sides of the Pearl River Delta could be connected as a result. Due to the strategic location of the HKBCF Island, he suggested exploring the feasibility to coordinate its functions with the NCD on the airport island. Besides, he suggested exploring the functions and implementation plan of the reclaimed area at Sunny Bay as the area of leisure, entertainment and tourism development.

32. On traffic aspect, that Member considered it necessary to conduct strategic studies on the traffic connections, in particular the feasibility for the development of railway and light rail systems, among the airport island, HKBCF Island, Tung Chung New Town and the ELM. Besides, upon the commissioning of the HZMB, Lantau would be transformed from an island to a hub connecting Hong Kong with the Mainland. The number of vehicles travelling between Hong Kong and the Mainland via the HZMB would increase progressively. As such, enhancement of the capacity of external traffic of North Lantau should be explored at this stage. That Member pointed out that the area to the west of the airport island had not been developed yet. He suggested that when the traffic connections from the airport island to Tung Chung and then to Tai O were studied, the potential for developing large-scale residential areas in the coastal areas should be explored at the same time.

33. A Member suggested that if the LanDAC considered the traffic and transport issues prominent to the development of Lantau, the discussion should be focused on the relevant topics and SCs should be set up for in-depth discussion and study.

34. A Member opined that the LanDAC was a very good platform for Members to offer views on various issues. The Government should then implement the suggestions after considering the views expressed through different platforms. Citing the examples of the amount of maritime cargo had been doubled in ten years and the freight handled by the ports of the Mainland had increased from 17% to 28%, that Member pointed out that the passengers and freight handled by the Hong Kong International Airport were on an increasing trend. In addition, inflow of talents and capital was attracted by the strengths of Hong Kong. North Lantau would become one of the destinations for the talents and capital, leading to an increase of traffic flow. Therefore, there was urgency for the Government to review the traffic and transport situation of North Lantau to cater for the increase of traffic demand in future.

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35. The Chairman said that having consolidated the proposals of the LanDAC, the Government suggested “Development in the North; Conservation for the South” in the Blueprint being the direction for Lantau development. Such direction was generally accepted by the society. This was an achievement of the LanDAC. In response to Members’ views concerning traffic and transport, the Chairman said that he understood the LanDAC’s concerns on the traffic and transport arrangements in Lantau and the Government would consider the relevant proposals. He also agreed that discussions about various traffic and transport proposals could be initiated by the non-government organisations with a view to building up consensus in the society. As regards Members’ suggestions to conduct trial run for the new measures and adopt new technology in Lantau, the Chairman stated that Members might suggest some projects for trial run first and then expanded the scope of trial run gradually.

36. The Chairman responded to Members’ views on development projects and advised Members of the progress of some of them. The LegCo had already approved funding for the reclamation works in Tung Chung East. It was anticipated that first batch of population intake for the housing units would be in 2023/2024. The development atop Siu Ho Wan Depot could provide 14 000 housing units. The TPB had agreed to the planning intention and would carry out the related consultation later. The Chairman added that a Traffic Impact Assessment that had considered the traffic impacts of the project together with the projects in the vicinity to the district should normally be completed when the proposal was submitted to the TPB for deliberation. The Chairman cited the ELM project as an example. The ELM with the proposed reclaimed area of 10 km² could accommodate a population of 400 000 to 700 000. Being connected with the other places of Hong Kong through roads or railways, the ELM could be developed as the third core business district. It could also provide an opportunity for improving the external traffic of Lantau. Since large-scale works would be involved, the feasibility of the ELM project had to be studied. The Government was planning to seek funding approval from the LegCo this year to conduct the “Strategic Studies for Artificial Islands in the Central Waters”. The LanDAC’s views would also be sought in due course. In response to some Members’ views that transport infrastructure should be well planned in advance of development, the Chairman said that the Government would provide appropriate supporting transport facilities when the population moved in a new district as far as possible for convenient commuting. The Chairman hoped that the LanDAC would continue to offer views actively and the Government would listen to the views.

[Hon MAK Mei-kuen, Alice left the meeting at this juncture.]

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37. Ms Mable CHAN responded to Members' traffic and transport related views. She said that two traffic and transport studies were being / would be carried out. The first one was the "Feasibility Study on Traffic, Transport and Capacity to Receive Visitors for Lantau" carried out by CEDD, in which the traffic flow of North Lantau Highway and the ways to cater for the need of the development of North Lantau would be examined. Another one was the "Strategic Studies on Railways and Major Roads beyond 2030" undertaken jointly by TD and HyD which would commence in 2018. The transport infrastructure required for the two strategic growth areas, i.e. the ELM and the New Territories North, would be studied. The Administration would report to the LanDAC the progress of the study at an appropriate time. Ms CHAN said that the traffic flow of the North Lantau Highway would increase upon commissioning of the HZMB. However, TM-CLK Link could not be completed timely to relieve the pressure from the traffic flow. For better traffic incident management, TD would use traffic detectors to expedite the detection of traffic incidents and then make contingent arrangements. In case traffic incidents happened on North Lantau Highway and Tsing Yi-Lantau Link, TD would coordinate with the Police and the MTR Corporation to shorten the period of road closure and resume the normal traffic as soon as possible. TD would also strengthen the release of traffic information through mobile applications such that the public could make informed choices on commuting routes. In addition, in order to enhance the supporting public transport facilities of the HZMB, TD would introduce three new shuttle bus routes and one green minibus route. The governments of the Mainland, Hong Kong and Macao would also provide 400 quotas of cross-boundary buses.

38. In response to a Member's enquiry on the quota for private cars using the HZMB, Ms Mable CHAN said that after discussion among the governments of the Mainland, Hong Kong and Macao, the quota for Hong Kong cross-boundary private cars to travel between Guangdong Province and Hong Kong would increase to 10 000. On parking spaces, 650 private car parking spaces had been reserved on the HKBCF Island. TD together with DEVB and HyD would study the feasibility to increase the number of parking spaces. The LanDAC would be briefed on the progress of the study at an appropriate time.

39. The Chairman said that the Secretariat was pleased to arrange a site visit to the HZMB for Members. TD would be invited to brief Members on the supporting transport facilities.

40. A Member praised TD for implementing numerous measures to

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improve the traffic and transport conditions of Lantau, including increase of the licenses of Lantau taxi, increase of the quota for Lantau closed road permits for private cars, improvement of road bend condition, and increase of parking spaces. He opined that TD would need to handle the important tasks related to the traffic arrangements upon commissioning of the HZMB.

41. A Member suggested that the officials of the relevant bureaux and departments should discuss the recommendations of the consultancy studies and take forward the work concerned together with Members with a view to following up the implementation of the proposals more effectively. Besides, he opined that the traffic accidents happened on North Lantau Highway might be resulted from the factors other than road design and capacity, like road maintenance, speeding, conditions of drivers, etc. While it took time to construct or widen roads, he suggested analysing the causes of traffic accidents in the past and then implementing relevant measures within short period of time to prevent traffic accidents, for examples, to monitor and alert drivers of the driving conditions with the use of innovation technology, and to detect the speed of vehicles. That Member said that housing, employment and transportation were closely related. The Government should therefore holistically consider the impacts on all aspects when planning for development. He added that according to the information in 2013, 1.6 times of the resources on the earth were utilised. This implied that development had been beyond the capacity of the earth, leading to the problems of climate change, water resources, etc. In view of this, he opined that long-term development plan had to be driven by actual needs and preservation of earth resources had to be taken into consideration.

42. The Chairman responded that the Administration would provide information related to the proposed projects to Members timely as far as possible for reference and discussion. However, since consultancies would normally last for 18 to 24 months, the Administration might not be able to provide information of the studies in progress.

43. A Member pointed out that the LanDAC in the past two years had formulated the broad direction for Lantau development. He expected that the Administration could take forward the proposed projects as early as possible by suitably adjusting the policies and operation of departments. For instance, water transport should be further strengthened to relieve the pressure on land transport in short term. The LegCo usually had different views on the scope and content of the consultancy studies when examining the applications for funding. He suggested that the Administration should seek the LanDAC's views before submitting the applications for funding. The scope and content of

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the studies could then be recast to strive for funding from the LegCo.

44. A Member noted the reports of the three topical strategic studies mentioned in Annex 3 of LanDAC Paper No. 04/2018. He suggested that the Government should engage consultants to carry out topical strategic studies for the major road connections and infrastructural facilities for the ELM, Lantau, Hong Kong Island and West Kowloon. That Member also suggested exploring reservation of land in Lantau for the universities lacking land in the urban area for expanding and building teaching and scientific research facilities. The objective of making Lantau a place desirable for study could be achieved too.

45. Another Member suggested that universities might set up branches offering undergraduate curricula in Lantau. The graduates could then work in the professional organisations in Lantau.

46. The Chairman thanked Members for their views on the work and discussion items of the LanDAC. Since many issues were concerned, the LanDAC and its SCs could firstly decide the priority for discussion for follow up action.

Agenda Item 4: Any Other Business

47. The Chairman thanked, on behalf of the Chief Executive, Members for their contributions over the past two years. Members' views could contribute to drive the development of Lantau and Hong Kong as a whole.

48. There being no other business, the meeting was adjourned at 12:10 p.m.