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**Lantau Development Advisory Committee  
Thirteenth Meeting**

Date: 23 February 2019 (Saturday)  
Time: 11:00 a.m. to 1:15 p.m.  
Venue: Conference Room 6, G/F, Central Government Offices  
2 Tim Mei Avenue, Tamar, Hong Kong

**Minutes of Meeting**

**Members Present**

Mr WONG Wai-lun, Michael	Secretary for Development	Chairman
Hon CHAN Han-pan		
Mr CHAN Ho-ting, Mac		
Mr CHAN Kai-yip		
Mr CHAN Yung		
Ms CHAU Chuen-heung		
Mr CHOW Yuk-tong		
Dr CHU Ting-kin, Kenneth		
Mr HA Wing-on, Allen		
Mr KWOK Ching-kwong, Francis		
Mr LAM Chung-lun, Billy		
Mr LAM Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Prof LAM Kwan-sing, Paul		
Mr LAM Siu-lo, Andrew		

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Dr LAU Wai-neng,  
Michael

Prof Hon LEE Kok-long,  
Joseph

Ms LIAO Shu-hang

Prof LOO Pui-ying, Becky

Dr MAK Hoi-cheung,  
Eunice

Prof TAM Fung-yee, Nora

Hon WAN Siu-kin,  
Andrew

Hon YIU Si-wing

Mr LAM Sai-hung  
Permanent Secretary for  
Development (Works)

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

Ms Mable CHAN  
Commissioner for Transport

Mr LAU Chun-kit, Ricky  
Director of Civil Engineering and  
Development

Mr LEE Kai-wing,  
Raymond  
Director of Planning

Mr LIU Kong-cheung,  
Aaron  
Deputy Commissioner for Tourism,  
Commerce and Economic  
Development Bureau

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,  
Patrick  
Assistant Director of Housing  
(Project) 1

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

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**Members Absent (absent with apologies)**

Prof HO Kin-chung

Mr LAU Ping-cheung

Hon MAK Mei-kuen, Alice

Mr SO Chak-kwong, Jack

Ms WONG Sin-tung, Elise

Mr YU Hon-kwan, Randy

**In Attendance**

Mr LIU Chun-san	Under Secretary for Development
Mr FUNG Ying-lun, Allen	Political Assistant to Secretary for Development
Mr MAK Shing-cheung, Vincent	Deputy Secretary for Development (Works) 2
Mr HUI Hoi-hon, Thomas	Chief Assistant Secretary (Works) 5, DEVB
Mr NG Wa-kin	Assistant Secretary (Works Policies 5) 1, DEVB
Ms TSE Shuk-yan	Assistant Secretary (Works Policies 5) 2, DEVB
Mr WONG Yin-kai, Vincent	Assistant Secretary (Works Policies 5) 3, DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Works Policies 5), DEVB
Ms LI Mei-ye, Florence	Senior Executive Officer (Works Policies 5) (designate), DEVB
Mr LEE Kui-biu, Robin	Head of the Sustainable Lantau Office (SLO), Civil Engineering and Development Department (CEDD)
Ms KIANG Kam-yin, Ginger	Deputy Head of SLO (Planning & Conservation), CEDD

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Mr LOK Chi-chung, Andy	Chief Engineer/Lantau 2, SLO, CEDD
Ms LAU Yiu-yan, Joyce	Chief Engineer/Lantau 3, SLO, CEDD
Mr HO Hei-ming, Bryan	Senior Engineer/1(Lantau), SLO, CEDD
Mr LEE Kwan, Allan	Senior Engineer/4(Lantau), SLO, CEDD
Mr CHEUNG Kai-cheung, Henry	Senior Engineer/13(Lantau), SLO, CEDD
Miss TONG Yee-fun, Pauline	Senior Conservation Officer/1 (Lantau), SLO, CEDD
Mr YIP Yuk-tsang	Engineer/14(Lantau), SLO, CEDD
Mr CHUNG Man-kit, Ivan	Deputy Director of Planning/Territorial
Ms CHEUNG Yi-mei, Amy	Assistant Director of Planning/Territorial
Mr LUI Wing-cho	Senior Town Planner/Strategic Planning 6
Ms CHAN Wing-yan, Stephanie	Town Planner/Strategic Planning 13
Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands) 1, HAD

The Chairman welcomed Members for participating in the thirteenth meeting of the Lantau Development Advisory Committee (LanDAC). He also welcomed the two new non-official members appointed under the Member Self-recommendation Scheme for Youth, including Mr CHAN Kai-yip and Ms LIAO Shu-hang.

**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 meeting.

**Agenda Item 2: Matters Arising**

3. The Chairman said that the matter arising had been recorded in the minutes of meeting. For the suggestion of setting up an observation deck near the Hong Kong-Zhuhai-Macao Bridge (HZMB), the Transport and Housing Bureau (THB) said that the Highways Department (HyD) had been in touch with the Tourism Commission and the Hong Kong Tourism Board (HKTB) to understand the tourism industry's need for the facility. Regarding another suggestion of setting up a tourism area on the Hong Kong Boundary Crossing Facilities (HKBCF) Island, the HKTB said that a visitor information centre would be set up to provide travel information.

[Dr LAM Kin-ngok, Peter, attended the meeting at this juncture.]

**Agenda Item 3: Studies related to Artificial Islands in the Central Waters**

**(LanDAC Paper No. 01/2019)**

**Agenda Item 4: Lantau Conservation Fund**

**(LanDAC Paper No. 02/2019)**

**Agenda Item 5: Work Progress of the Sustainable Lantau Office**

**(LanDAC Paper No. 03/2019)**

4. Mr LAM Chung-lun, Billy, declared interest as a member of the Country and Marine Parks Board.

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5. Mr LEE Kui-biu, Robin, Head of the SLO, CEDD, briefed Members on LanDAC Paper No. 03/2019.

[Mr KWOK Ching-kwong, Francis, attended the meeting at this juncture.]

6. Mr LOK Chi-chung, Andy, Chief Engineer/Lantau 2, SLO, CEDD, briefed Members on LanDAC Paper No. 01/2019.

7. Ms LAU Yiu-yan, Joyce, Chief Engineer/Lantau 3, SLO, CEDD, briefed Members on LanDAC Paper No. 02/2019.

[Hon CHAN Han-pan attended the meeting at this juncture.]

8. A Member said that as there were different views in society on the reclamation extent, he suggested that when seeking funding approval from the Legislative Council (LegCo) for conducting the Studies related to Artificial Islands in the Central Waters (Studies), the Administration should clarify whether the requested funding would only focus on the studies related to the artificial islands of 1 000 hectares (ha) near Kau Yi Chau (KYC) or whether it would also cover the studies related to Hei Ling Chau (HLC), Cheung Chau South, etc. In addition, that Member said that the Government had invited the Airport Authority Hong Kong (AAHK) to submit a proposal for the topside development at the HKBCF of the HZMB. To avoid public misunderstanding that the Government was delaying the development on purpose, that Member suggested providing a timetable for the AAHK to submit the proposal within a specified period.

[Post-meeting note: The AAHK is expected to submit the development proposal to the Government in the latter half of 2020.]

9. Another Member agreed that the Administration should clearly explain the reclamation extent. He said that it should tell the public whether the first phase of reclamation would be followed by the second phase.

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10. The Chairman explained that the construction of artificial islands in phases near KYC and HLC was one of the main initiatives of the Lantau Tomorrow Vision (Lantau Tomorrow). The Government would first conduct planning and engineering study on developing the artificial islands of about 1 000 ha near KYC, and the associated transport infrastructure, including road and rail links connecting the Hong Kong Island, the artificial islands in the Central Waters, Lantau and the coastal areas of Tuen Mun. The initial target was to commence the first phase of reclamation works in 2025 and make available the first population intake in 2032.

11. The Chairman added that in the above mentioned studies, the Government will collect ecological, environmental and geological information in the waters near HLC and Cheung Chau South that have the potential for constructing artificial islands for reference in the long run. He explained that there is no concrete implementation timetable at this stage for the development of the areas concerned. .

12. Another Member pointed out that there was at present no comprehensive ecological baseline information on HLC and Cheung Chau South. From the perspective of “Conservation for the South”, it was necessary for the Government to take this opportunity to carry out a comprehensive study on relevant areas to understand their ecological sensitivity, water depth, etc. All such information would be helpful to our conservation work in future.

13. A Member expressed concern about the transport development in Lantau. He said that in the Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030, it was proposed that highways and railways running through the southern and northern parts of Lantau should be constructed, and the proposal had the support of the villagers back then. However, as there were no such routes under the Lantau Tomorrow, the development would not be able to benefit the locals.

14. Furthermore, he indicated that the inconvenient transportation

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between Tai O and other places had cost residents two to three hours commuting to and from the urban area every day, which made young people unwilling to stay in Tai O. The residential population had decreased from tens of thousands in the past to thousands at present. He suggested that the Administration should ensure the provision of proper transport facilities during its future planning while also taking into consideration Tai O's capacity to receive visitors. He said that in order to secure residents' support for government policies, not only should the Government offer economic incentives to residents, but it should also do its best to conserve culture and ecology.

15. That Member added that the Administration should clearly explain when the long-proposed Mui Wo cooked food kiosks would be built and whether re-examination was required before the construction of the Tai O Twin Bridges. In addition, that Member pointed out that the existing site in Tung Chung West had been properly planned during airport construction in the 1990s. If that site was now released for housing development, there would be housing units made available very soon whereas the reclamation of Tung Chung would take a longer time and the supply of housing units would only be possible in 2023 or 2024 at the earliest. He urged the Government to consider using the above site in Tung Chung.

[Post-meeting note: Mui Wo cooked food kiosks is part of the “Facelift of Mui Wo – Remaining Phase”. In response to the concerns and views of the different stakeholders in the community, CEDD is currently reviewing the existing design proposal, which is expected to be completed in the first half of 2020. Upon completion, CEDD will conduct another round of public engagement activities for the design proposal. Barring unforeseen circumstances, CEDD will commence detailed design and the relevant statutory process. Besides, CEDD is conducting design and initial ground investigation work for the Tai O Twin Bridges. Relevant stakeholders will be consulted in due course with a view to finalising the design of the Bridges. The Tung Chung New Town Extension project includes development projects of Tung Chung West such as the development of

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public housing in Areas 23, 42 and 46 of Tung Chung. CEDD is working with relevant departments under the standing procedures to handle private land resumption and clearance of tombs and urn terraces and the related matters. It will seek funding approval from the LegCo for launching land levelling and the related infrastructure construction works in due course.]

16. That Member also expressed concern on the beautification of Ma Wan Chung. According to him, members of the Tung Chung Rural Committee had expected the Administration to revitalise and interpret previous life experiences through drawings/paintings. However, after the beautification, the entire road was now full of crab paintings as if baskets of crabs had been spilled all over the road. Also, the painted crabs were orange in colour like cooked crabs, a great taboo for villagers. That member hoped that the drawings/paintings would be modified in future.

[Post-meeting note: CEDD intends to promote the fisherfolk life of Man Wan Chung and travel development through the minor improvement works of Ma Wan Chung. The relevant minor improvement works include beautifying the existing piers, footbridges and outer walls of buildings with mural and ground painting and installing of signage. The arts group has made use of fish, shrimps, crabs, etc of different species and colors as subjects in ground painting so as to highlight the fisherfolk life of Ma Wan Chung. Having consulted the representatives of Ma Wan Chung Village and obtained their consent regarding the design, the arts group used the fiddler crabs in Ma Wan Chung, habitat of fiddler crabs, as the subject, depicting their physical features and characteristics. The purpose is to allow the visitors to understand the ecological condition of Ma Wan Chung for conservation purpose. CEDD has explained the background and rationale of the design of the signage to the relevant Member after the meeting. Besides, it has also communicated with the representatives of Man Wan Chung Village and noted that they are satisfied with the signage produced.]

17. Another Member said that outlying island residents expected the Administration to make every effort to ensure that the necessary

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transport facilities and other ancillary facilities were in place. As long as the facilities were in place to improve the quality of life, he believed that the Lantau Tomorrow would receive the support of residents. That Member also said that the Islands District Council (DC) supported the proposal in principle as it was the general direction to identify land to build housing. If the Administration could listen to and consider the views of the locals, he believed that a consensus would be reached on this issue.

18. A Member agreed that different stakeholders should be engaged to explain the Administration's proposal in future. He noticed that since the Lantau Tomorrow was promulgated, the opponents of it on Facebook had been on the increase. He said that among the nine Facebook accounts that were related to the Lantau Tomorrow, one was an official website with its number of followers increased by about 400. However, the number of opponents were also increasing at a rapid rate.

19. That Member said that according to a newspaper article published in December 2018, the \$1 billion Conservation Fund was “hush money” but he did not think so. He pointed out that apart from the voices in society demanding that the public money for reclamation be spent on healthcare and education instead, there were also many people calling for proper conservation measures to be carried out. That Member suggested that the Government should work with different stakeholders and representative environmental protection agencies to formulate conservation objectives and explain to the public how the \$1 billion would be used. In addition, that Member said that according to a newspaper article published in October 2018, unauthorised structures and unlawful use of land were found in country park enclaves. Among others, Tsin Yue Wan and Yi Tung Shan had many unauthorised structures there. He pointed out that stringent enforcement was also a conservation method, and hence the Government should step up enforcement actions. That Member would like the Administration to respond whether the Environment and Conservation Fund was the same as the Lantau Conservation Fund.

20. A Member appreciated the setting up of the Lantau

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Conservation Fund (LCF) and welcomed the work of the SLO, including the scheme to regulate landfilling and dumping of construction and demolition waste. In addition, he suggested mapping out long-term and phased objectives for the LCF to ensure its funds were used for conservation projects. That Member also said that the areas around KYC and Ping Chau were generally considered to be of lower ecological value, which, however, was not based on research findings but rather due to the fact that there had been rarely any ecological studies conducted in these areas in the past. He said that, for example, the monitoring of dolphins had been going on for many years but the waters concerned had not been included for monitoring, and as a result, there was no sufficient information on whether any finless porpoises had ever appeared in the waters concerned and if so, on the frequency of their appearance. That Member added that studies found that the death rate of finless porpoises was on the rise with a record-breaking death rate in the first two months this year. Hence, he considered it necessary to conduct a targeted study in this regard.

21. A Member said that most of the stakeholders recognised the demand for land supply in society. He pointed out that during the planning of many infrastructure projects, including the West Rail, the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the HZMB, a huge amount of opposition had been encountered. However, those who had opposed the West Rail had now become the ones asking for an increased frequency of services, while XRL tickets were sold out very quickly during the Chinese New Year. That Member said that he respected opposition voices and welcomed the opponents' current shift towards supporting the railway systems. He said that he provided these examples to illustrate that the Government and the Directors of Bureau should persist in their correct policies, such as the Lantau Tomorrow, which would benefit Hong Kong and our future generations.

22. In addition, that Member noticed that members of the Islands DC and other DCs had voiced out many demands in respect of people's livelihood. Given the constraints of government resources, he understood that it was difficult to meet all district demands. Nevertheless, he

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considered that with the current opportunity, policy and resources, the Government should accord priority to addressing the demands of the Islands District, in particular those from Lantau residents, who had to some extent sacrificed their own living environment to support the overall development of Hong Kong. He suggested that improvement works to roads and facilities (e.g., widening of roads) in Lantau should be incorporated into the Lantau Tomorrow so as to let residents feel the benefits of the development plan. He believed that this would help foster cohesion in the community.

23. A Member expressed the hope that in examining the topside development at the HKBCF of the HZMB, the AAHK would consider the suggestions made earlier by LanDAC and the submissions received during public consultation.

24. A Member expressed his support for the Studies and agreed with another Member that there was a lack of ecological information on waters in the vicinity of Cheung Chau South and HLC at present. He opined that conducting studies in the related waters would yield long-term benefits. He hoped that the Government would conduct a more comprehensive study to cover plankton, amphibians and the entire ecological habitat. In order to assess whether quality ecological habitats would be available to affected organisms in the vicinity after the reclamation, he hoped that the Government would make computer simulations of post-reclamation ecological habitats in nearby waters. At the same time, he hoped that the Government would deal with the problem of climate change and pay attention to the impact of reclamation on air quality, etc.

25. Besides, that Member expressed his support for the LCF as many environmentalists lacked sufficient funds at present. He hoped that the Government would ensure that the resources under the LCF would be put to good use and that there would not be duplication of resources with other funds (e.g. the Environment and Conservation Fund). In addition, he pointed out that conservation work, be it publicity, promotion, public

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education or collaboration with private developers, should be done on an on-going basis. He hoped that the Government would let members of the public and related stakeholders know whether this \$1 billion LCF was a one-off initiative and what the future development would be.

26. Another Member expressed concern about the transport infrastructure study proposed for the artificial islands in the Central Waters. He opined that the transportation needs of Lantau residents should be taken into account. As it was anticipated that the first batch of residents would move to the artificial islands in the Central Waters in 2032, he said that the construction of the related link roads should be given priority in the near future and that planning should be forward-looking to earmark areas for infrastructure development. Besides, that Member said that this type of transport infrastructure would not only benefit Lantau residents but also improve the traffic in other areas of Hong Kong. The traffic problem in the North West New Territories, in particular, could be solved.

27. A Member raised a point that, whenever the public knew that valuable resources were abundant in an area, they generally would object to development and support conservation of the ecology to preserve the area in its original form. Therefore, he opined that promoting “conservation to precede development” might not be useful in gaining public support for developing Lantau. He suggested that the Government should do more promotion and conduct more studies in other forms, and then clearly let the public know what impacts reclamation would have on the original ecology and climate, as well as the actual situation after reclamation. The Government could consider citing appropriate overseas examples to explain to the public that reclamation would have limited impacts on the environment. He also hoped that the Government would state in detail whether it would protect the environment systematically after reclamation, for example, whether it would build artificial reefs, relocate species, and make appropriate adjustments in other works projects.

[Dr LAM Kin-ngok, Peter left the meeting at this juncture.]

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28. Another Member expressed his support for reclamation because there was indeed not enough land. Nevertheless, he said that the Government should look at the issue of reclamation from the public's point of view if it wanted the public to take the same stand. He agreed with the above Member that the Government should cite reclamation cases of other countries in the world to explain to the public that reclamation might not necessarily be bad. He said that Dubai, for example, had relocated corals during reclamation. He hoped that the Government would let the public know about the new reclamation methods and technologies available, and that it would explore new ways to reduce environmental pollution. Besides, that Member suggested that the Government should consider using new approaches when making use of the LCF to promote conservation. For example, the internet and social media could be used to increase interaction with the public and arouse their interest.

29. Besides, that Member said that many rural sites had been levelled, had been used for parking or had walls built on them. However, due to limited human resources, the Government often could not take timely actions to follow up on these cases. That Member opined that the Government could consider allocating funds from the LCF to environmental groups and local organisations, so that they could conduct searches and help identify irregularities. Moreover, he called on the Administration to pay more attention to the importance of education approach because it would affect the effectiveness of education. He pointed out that the Government could make use of the LCF to organise more activities, such as international camping events, to enable participants to understand the importance of conservation.

30. A Member pointed out that, in his experience, the presence of precious organisms did not pose the greatest difficulty in deciding whether to go ahead with a works project. Instead, the greatest difficulty was that the works project might be disrupted by the discovery of rare species that had not been identified before in the area concerned during the planning or construction stage since no information on the organisms surviving there was obtained beforehand. Therefore, that Member suggested that the

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Government should carry out detailed environmental impact assessments and conduct studies on both known and unknown organisms.

31. A Member said that there was an urgent need to speed up the construction of Road P1 and development of residential units in Lantau. He said that traffic congestion was already very serious on North Lantau Highway at present. He estimated that about 80 000 to 90 000 people travelled to the Hong Kong International Airport and Hong Kong Disneyland for work at present. Once the third runway of the airport was completed in 2024, it was anticipated that there would be about 35 000 more people working in Lantau. There would be about 20 000 more upon the completion of the SKYCITY. The people flow brought by the expansion of the AsiaWorld-Expo, the commissioning of the XRL (Hong Kong Section), and Hong Kong's gradual development into the Greater Bay Area's aviation hub had not been calculated yet. Considering the above factors, the Member opined that it was necessary to speed up the development of residential units in Lantau so that people working in Lantau could live there and spend more time with their family members. In addition, the Government should expedite the construction of Road P1 to ensure better transport support for Lantau.

32. A Member said that proper planning would be necessary for the development of Lantau, which should take into account the ages of future Lantau residents, their demand for public or private medical services, whether the North Lantau Hospital could meet their needs, contingency arrangements for major incidents, etc.

33. A Member expressed his support for reclamation and the Studies. He said that in order to minimise the voices of objection in society to Lantau Tomorrow, the Government would have to explain to the public the reasons for the need to create new land. Also, the principle of "Conservation for the South" gave people the idea that the South would not be developed. He said that the correct conservation concept was to allow humans and ecology to co-exist harmoniously during development, instead of non-development. Therefore, he hoped that the Government would

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help more people build up the correct conservation concept through the Studies. At the same time, he hoped that various aspects of South Lantau could be developed appropriately, especially the transport aspect, to benefit its residents.

34. A Member said that the Government would have to formulate a comprehensive plan for the construction of artificial islands in the Central Waters in order to gain the support of people from different sectors of society. In addition, he said that there were at present voices that the construction cost of the Lantau Tomorrow programme would be very high. Therefore, he said that the Government would need to explain to the public the necessity to implement the programme.

35. A Member expressed his support for the Studies. He pointed out that studies must be conducted in order to find out clearly what advantages could be brought by the construction of artificial islands, whether individual artificial islands could create synergy effect, their cost effectiveness, etc. Moreover, the Member said that as the LCF would consist of two parts, i.e. Conservation and Related Projects and Minor Local Improvement Works, the public might think that the LCF would actually be all about development instead of conservation as claimed. He said that there was a special relationship between conservation and development. The Government could instil the correct conservation concept into the public when implementing the LCF.

36. Another Member also expressed his support for the Studies. He pointed out that the Government had previously sought funding for the Studies from the LegC without success. He hoped that the Government could secure funding successfully this time. Besides, he envisaged that at least 600 000 to 700 000 residents would live on the artificial islands. If the public-private flat ratio was 70:30, there would be about 400 000 public housing residents on the islands. He had concerns that some less-educated and lower-skilled residents would have difficulty finding employment on the islands, as the Government aimed at creating high-salary, high-tech and high-intellectual-property jobs there. He hoped that

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the Government could look after the needs of these residents and ensure that they could find employment in locations convenient to them.

[Hon CHAN Han-pan, Mr CHAN Ho-ting, Mac, Mr KWOK Ching-kwong, Francis, and Prof Hon LEE Kok-long, Joseph left the meeting at this juncture.]

37. A Member pointed out that the proposed construction of artificial islands in the Central Waters had been delayed for a period of time. He was pleased to see that the Government would now seek resources for conducting the Studies. At the same time, he was delighted to see that the Government would take the direction of according priority to infrastructure for the convenience of future residents. The Member said that back then many members of the public had objected to the construction of a new airport. But if the new airport had not been built, Hong Kong's economic development would have lagged far behind. Also, he pointed out that the flow of people had been greatly enhanced since the commissioning of the HZMB. Therefore, he hoped that there would be corresponding transport measures to tie in with the situation. Also, he opined that related roads and railways to be built must connect North and South Lantau to look after the needs of residents of South Lantau (including Mui Wo).

38. In addition, the Member suggested that the Government should set up a working group to assist in formulating the LCF's approval criteria, monitoring the work progress, and preventing duplication of resources. The Government could invite representatives of the Leisure and Cultural Services Department, HAD, and Agriculture, Fisheries and Conservation Department, environmentalists and District Council Members to join the group.

39. In response, Mr LEE Kui-biu, Robin said that the Administration was about to seek funding from the LegCo to conduct the Studies, which would first focus on the construction of artificial islands of 1 000 ha near KYC waters and the study of the associated major transport network. As for the artificial islands of around 700 ha near HLC and the

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waters of Cheung Chau South, the study will collect technical information in respect of the waters nearby for reference in the long run. Mr LEE said that SLO had been carrying out most of the works mentioned by the Members. For example, on the ecological front, the SLO had been conducting detailed ecological studies, including the Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas. Regarding transport, apart from reviewing the external transport network of Lantau, the SLO would also review the transport links within Lantau. The SLO would consider the views collected from the community, including local District Council Members' views about ancillary transport facilities. In response to Member's suggestion that the Administration should expedite the construction of Road P1, Mr LEE agreed that there is a need to implement the study on the construction Road P1 in due course.

40. In addition, the SLO would collaborate with conservation agencies and consider the LCF's mode of operation carefully. He said that individual conservation funds had their own scope of coverage, and the LCF would have its focus on conservation work in Lantau. Also, he believed that development and conservation could co-exist. For example, historic forts had been preserved in the development of Tung Chung New Town. Recreational facilities could also be built while doing conservation work. Moreover, he agreed with Members that conservation required a multi-pronged approach, which included education and publicity. At the same time, the CEDD would minimise environmental impacts when implementing works projects.

41. The Chairman added two points. First, he was aware that many Members had expressed concerns about the impacts of the development of artificial islands in the Central Waters on the environment. He pointed out that the Government planned to commence an environmental impact assessment at the initial stage of the Studies. In the process, Members' suggestions would be duly considered and information on various species would be collected for the ecological study. The related environmental impact assessment report would be submitted to the Advisory Council on the Environment. The Government would also take

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reasonable mitigation measures in light of the recommendations contained in the report.

42. Second, the Chairman said that he would like to provide a direct explanation to Members as to why the Government proposed to solve the housing problem by constructing artificial islands when there were other land options in Hong Kong. He pointed out that Hong Kong would need about 1 million housing units from 2016 to 2046. Various short-to-medium initiatives and individual projects would provide about 380 000 units, while through medium-to-long term land supply initiatives and the potential railway property development projects, 230 000 housing units can be provided. The Chairman pointed out that the Government had to identify land to build the remaining units to accommodate members of the public. KYC artificial islands could exactly fill this gap. Moreover, he said that the Government had to consider the problem of job opportunities. There were job opportunities in Yuen Long and Tuen Mun in the New Territories at present, but self-sufficiency could not be achieved due to a lack of high quality jobs. Quite a number of residents have to work and live in different districts. It would not be the same case with KYC artificial islands. The third core business district located on the artificial islands could create diversified and high value-added jobs, providing job opportunities for the residents. Furthermore, the Chairman said that he understood Members' concerns about transport infrastructure and invited the Transport Department (TD) to explain to Members the related road and transport programmes.

43. The Commissioner for Transport, Ms Mable CHAN, responded that she had listened to Members' demands and concerns regarding road and transport infrastructure. When it was time for the DEVB and the CEDD to conduct the Studies, specific recommendations regarding the alignments, design capacities and construction methods for major railways and roads would be made. Matters regarding the transport connectivity of Lantau, including the integration of Route 11 into the network, and how best to link up the third core business district on KYC artificial islands and the core business district on Hong Kong Island with major transport

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corridors, would also be handled. In the process, the THB, the TD and the HyD would offer professional advice and assessments.

44. In addition, the Commissioner for Transport said that the Administration had consulted the LegCo Panel on Transport on the “Strategic Studies on Railways and Major Roads beyond 2030”. The Administration planned to apply for funding from the LegCo Finance Committee in 2019 to commence the strategic studies, which would look into the transport impacts foreseen in the Studies. She said that the strategic studies would also examine the needs for road and railway networks in a number of strategic new development areas in New Territories North (e.g. Kwu Tung North, Hung Shui Kiu and Yuen Long South) in the future. Also, locations of current traffic bottlenecks in Hong Kong would be studied in order to identify breakthrough measures that could bring improvements to alleviate the overall traffic burden in Hong Kong.

45. In response to a Members’ appeal to the Administration to pay attention to South Lantau’s capacity to receive visitors and residents’ needs for transport networks, the Commissioner for Transport said that the CEDD was at present conducting a study on Lantau’s capacity to receive visitors and its transport infrastructure. She believed that the CEDD would examine the possibility of constructing other link roads in the course of the study. Also, the Government would pay close attention to the situation when conducting the “Strategic Studies on Railways and Major Roads beyond 2030”.

46. Regarding a Member’s view on the traffic flow of the HZMB, the Commissioner for Transport said that the Administration was implementing administrative measures to prohibit construction vehicles from using North Lantau Highway during peak hours to make way for vehicles going to the airport and the HZMB. In addition, the Administration was giving approval in an orderly manner to allow Guangdong-Hong Kong dual-plate vehicles to use the HZMB. Since the commissioning of the HZMB, about 10 000 dual-plate vehicles had already

(Translated Version)

received permission to use the bridge. In the coming future, dual-plate vehicles using other crossings would be permitted gradually to use the bridge. For example, a total of about 14 000 vehicles using Lok Ma Chau, Man Kam To and Sha Tau Kok crossings would be given approval on 25 February, and about 19 000 vehicles using the Western Corridor in Shenzhen Bay would be given approval at the end of April. With this arrangement, the Administration could grasp the pattern and time of such vehicles in using the bridge so as to strike a balance between maintaining the road capacity around the airport and Tung Chung and increasing the traffic flow of HZMB.

**Agenda Item 6: Any Other Business**

47. There being no other business, the meeting was adjourned at 1:15 p.m.