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**Lantau Development Advisory Committee  
Fifteenth Meeting**

Date: 5 December 2020 (Saturday)

Time: 10:30 am to 1:00 pm

Venue: Training-cum-Lecture Room, 5/F, West Wing, Central Government  
Offices, 2 Tim Mei Avenue, Tamar, Hong Kong

**Minutes of Meeting**

**Members Present**

Mr WONG Wai-lun, Michael      Secretary for Development      Chairman

Mr CHAN Ho-ting, Mac

Mr Marvin CHEN

Mr Dane CHENG

Hon CHOW Ho-ding, Holden

Dr CHU Ting-kin, Kenneth

Ms FU Hiu-lam, Sammi

Mr LAM Chung-lun, Billy

Prof LAM Kwan-sing, Paul

Mr LAU Chun-kong

Ms LAU Suk-han, Rita

Dr LAU Wai-neng, Michael

Prof LEE Kok-long, Joseph

Ms LIAO Shu-hang

Prof LO Hong-kam

Prof LOO Pui-ying, Becky

Dr MAK Hoi-cheung, Eunice

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Hon MAK Mei-kuen, Alice

Prof TAM Fung-yee, Nora

Mr WONG Man-hon

Ms WONG Sin-tung, Elise

Mr YU Hon-kwan, Randy

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

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

Miss LAW Shuk-pui,  
Rosanna  
Commissioner for Transport

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

Mr LEE Kai-wing,  
Raymond  
Director of Planning

Mr TSANG Sai-wing,  
Terence  
Assistant Director (Environmental  
Assessment), Environmental  
Protection Department

Miss YEUNG Wai-sum,  
Amy  
District Officer (Islands), Home  
Affairs Department (HAD)

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

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

**Members Absent (absent with apologies)**

Mr CHAN Kai-yip

Mr KWOK Ching-kwong, Francis

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Mr SO Chak-kwong, Jack

Hon WAN Siu-kin, Andrew

Representative of Permanent Secretary for Commerce and Economic  
Development (Commerce, Industry and Tourism)

**In Attendance**

Mr LIU Chun-san	Under Secretary for Development
Mr MAK Shing-cheung, Vincent	Deputy Secretary for Development (Works) 2
Mr FUNG Ying-lun, Allen	Political Assistant to Secretary for Development
Miss SAIR Ying Ying, Teresa	Press Secretary to Secretary for Development
Mr HUI Hoi-hon, Thomas	Chief Assistant Secretary (Works) 5, DEVB
Ms Lania CHAN	Assistant Secretary (Works Policies 5) 1, DEVB
Ms TSE Shuk-yan	Assistant Secretary (Works Policies 5) 2, DEVB
Mr LAI Tsan-kei, William	Assistant Secretary (Works Policies 5) 3, DEVB
Ms LI Mei-yee, Florence	Senior Executive Officer (Works Policies 5), DEVB
Mr FONG Hok-shing, Michael	Head of the Sustainable Lantau Office (SLO), Civil Engineering and Development Department (CEDD)
Mr IP Wai-man, Raymond	Deputy Head of SLO (Works), CEDD
Ms CHENG Nga-see, Ellen	Acting Deputy Head of SLO (Planning and Conservation), CEDD

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Mr WONG Kwok-fai, Alfred	Chief Engineer/Lantau 1, SLO, CEDD
Ms WU Wai-yu, Sharon	Acting Chief Engineer/Lantau 2, SLO, CEDD
Mr NG Chu-pan, Kevin	Chief Town Planner/ Lantau, SLO, CEDD
Mr YEUNG Chi-ning, William	Senior Engineer/12 (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 AU Jim-shing, Jason	Engineer/18(Lantau), SLO, CEDD
Ms KIANG Kam-yin, Ginger	Assistant Director of Planning/Territorial, Planning Department (PlanD)
Ms WU Ming-yee, Amy	Senior Town Planner/Studies and Research 6, PlanD
Mr LI Ho, Thomas	Assistant District Officer (Islands) 1, HAD
Mr David AU	Executive Director, Property Development, Airport Authority Hong Kong (AAHK)
Mrs Vivian CHEUNG	Executive Director, Airport Operations, AAHK
Mrs Ivy CHAN	General Manager, Project Development, AAHK
Mr Adrian CHEUNG	Chief Communication Officer, AAHK

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Mr SIU Kam-hang	Senior Manager, Public Affairs and Community Relations, AAHK
Ms WONG Hoi-yan	Assistant Manager, Public Affairs, AAHK
Mr AU Pak-hong	IT Officer, AAHK

The Chairman welcomed Members for participating in the fifteenth meeting of the Lantau Development Advisory Committee (LanDAC). He also welcomed the new non-official Members, including Ms FU Hiu-lam, Sammi; Ms LAU Suk-han, Rita; Mr WONG Man-hon, Hon CHOW Ho-ding, Holden; Mr Dane CHENG; Mr LAU Chun-kong; Mr Marvin CHEN and Prof LO Hong-kam, and the representatives of ex-officio Members who attended the meeting for the first time, including Miss LAW Shuk-pui, Rossana, Commissioner for Transport; Mr TSANG Sai-wing, Terence, Assistant Director (Environmental Assessment), Environmental Protection Department; and Miss YEUNG Wai-sum, Amy, District Officer (Islands).

**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. There being no further comments from Members at the meeting, the Chairman announced the confirmation of the minutes of the last meeting.

**Agenda Item 2: Matters Arising**

3. There were no matters arising from the last meeting.

**Agenda Item 3: Hong Kong International Airport - SKYCITY and Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (HKBCF) Island Development Plan**

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4. The Chairman welcomed the following representatives of the Airport Authority Hong Kong (AAHK) to the meeting: Mr David AU, Executive Director, Property Development; Mrs Vivian CHEUNG, Executive Director, Airport Operations; and Mrs Ivy CHAN, General Manager, Project Development.

[Ms LIAO Shu-hang, Ms WONG Sin-tung, Elise and Mr YU Hon-kwan joined the meeting at this juncture.]

5. Mr David AU gave Members a PowerPoint presentation on the topic.

6. A Member welcomed the SKYCITY project and the construction of the Airport City Link, including the transport link connecting the Boundary Crossing Facilities Island/Airport to Tung Chung. He pointed out that with the population growth in Tung Chung and the future development of Tung Chung Area 99 and Area 103 which would accelerate the growth of working population, there were not enough job opportunities in Tung Chung at present to enable residents to work in the district. Also, the transport infrastructure in Tung Chung was still in need of further improvement. Therefore, he hoped that the Government would complete the SKYCITY project and construct the Airport City Link as soon as possible, so that there would be more local job opportunities for Tung Chung residents, and transport facilities connecting to areas near the airport would be improved.

7. That Member also said that the development of tourism in Tai O had overloaded the transport system of the district. On top of that, as there had been more people travelling to and from Tai O since the onset of the pandemic, residents had to wait for more than an hour for the public transport to return to Tai O from Tung Chung. He hoped that the Government would explore the extension of the Airport City Link to Tai O. Not only would it solve the traffic problems currently faced by Tai O, but it would also make it more convenient for tourists to go to Lantau for sightseeing, which would be conducive to the development of tourism in Lantau.

8. Another Member echoed the views of the above Member, and commented that the construction of the Airport City Link could improve Tung Chung's transport system and gain overwhelming public support. He hoped that the Administration could make available the construction timetable for the Airport

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City Link project and the number of jobs expected to be created by the SKYCITY. That Member also said that, considering the large number of people and vehicles on the Mainland, he would like to know what measures the Government would implement to ensure that vehicles from the Mainland would park in the SKYCITY so as not to add a burden on Tung Chung's traffic. In addition, that Member pointed out that if the Government failed to construct a coastal highway connecting Tung Chung and Tai O, it could consider the suggestion of another Member and extend the Airport City Link to Tai O to solve the traffic problems there.

9. A Member pointed out that AAHK gave details of passenger arrangements for the HKBCF island, but details of air cargo logistics development, including its positioning and arrangements, were not mentioned. He was of the view that Hong Kong still enjoyed unique advantages in the global air cargo market. To bring long-term economic benefits to Hong Kong, he hoped that the Government would take into account the development of the freight and logistics sector when taking forward the project of HKBCF island, including setting the direction for the development of the HKBCF island. For example, the Government should consider whether warehouse services or other value-added services for freight and logistics should be developed.

10. Mrs Vivian CHEUNG responded that the development of freight transport services was not discussed in detail because this briefing focused on passenger services. She said that AAHK had plans to move the bulk of freight transport processes to the Mainland. A memorandum of understanding would be signed with Dongguan so that security screening, palletisation and vaning could be carried out in Dongguan before shipping the goods straight to the restricted area of the Hong Kong International Airport (HKIA) by sea. She pointed out that this arrangement would be more cost-effective as it would save time and involve fewer human resources than air and land transport.

11. Mr David AU continued to respond to the enquiry about job opportunities. He said that according to a consultancy study, the artificial island could provide about 7 000 job opportunities, and the figure had not taken into account the job opportunities created by the SKYCITY. As the shopping centre would be twice the size of Harbour City, he believed that its retail and catering

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business would provide additional job opportunities, which would stimulate Hong Kong's job market and promote economic development. As regards how to prevent vehicles that entered the automated carpark from moving further into Tung Chung, Mr AU said that AAHK had already communicated with related departments, including the Customs and Excise Department, and the Mainland with a view to formulating relevant measures. For example, southbound vehicles must make prior applications and register on the Mainland before entering Hong Kong via the Hong Kong-Zhuhai-Macao (HKZM) Bridge. Mr AU also said that it would take a longer time to build the tubes for automated vehicles because various statutory town planning and land procedures would be involved. It was expected that the tubes for automated vehicles connecting Tung Chung and the artificial island would be completed in 2028.

12. The Chairman continued to respond to the traffic problems in Tung Chung and Tai O. The Chairman pointed out that as there were quite a number of locations with high ecological and heritage value along the coastal area from Tung Chung to Tai O, the area was therefore not suitable for constructing highways. In addition, CEDD was currently studying ways to improve the traffic and transport situation in Lantau. Apart from reviewing the current traffic and transport situation in Lantau, the study would also suggest options to improve the road network, and consider Members' views on how to improve the traffic situation in Tai O and Mui Wo. The study was expected to be completed in the second half of 2021. The Chairman then invited Miss LAW Shuk-pui, Rosanna, Commissioner for Transport, to supplement information on the area within which vehicles from the Mainland would be allowed to travel in Hong Kong.

13. Miss Rosanna LAW said that apart from the pre-registration mentioned by AAHK, the Transport Department (TD) was holding discussions with relevant departments to explore how to let vehicles from the Mainland enter the artificial island under the legal framework of the Road Traffic Ordinance, while preventing them from travelling to areas outside the carpark so as not to add a burden on the traffic in Tung Chung and the whole territory.

14. A Member pointed out that the autonomous transportation system was a more environmental-friendly mode of transportation. However, as each



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autonomous vehicle could only carry a small number of passengers, the system might not be able to cope with the large passenger flow during peak periods to meet the daily transport needs of the general public. He suggested that the Administration would conduct a detailed assessment of ways to increase the carrying capacity and cost effectiveness of the autonomous transportation system.

15. A Member was pleased to see the development of the HKBCF Island, and welcomed the construction of automated car parks as well as the Hong Kong International Aviation Academy campus and student dormitories. He raised two questions. First, he pointed out that the large parcel of land on the artificial island had great development potential. Therefore, he would like to know whether the Administration had other development plans in addition to those mentioned by AAHK. Second, he said that despite the proximity of the Tung Chung East extension area to the artificial island and it being rather developed, there were still no connecting roads. Therefore, he hoped that the Government would explore the possibility of connecting the autonomous transportation system to the Tung Chung East extension area, and keep abreast of the overall traffic network in the extension area.

16. A Member remarked that only automated vehicles would be allowed to run in the tubes of the autonomous transportation system. He was of the view that the system might not be able to cope with the large passenger flow. In addition, he asked whether the Administration had plans to build cycle tracks at the roadside of SKYCITY and the autonomous transportation system to promote eco-tourism.

17. A Member said that the development proposal mentioned by AAHK were originally a fine proposal. However, due to great changes taking place in Hong Kong and the rest of the world over the past one to two years, whether Hong Kong's future development would follow the original track remained to be seen. That Member further said that Hong Kong was an externally-oriented economy that had frequent interactions with the outside world in the economic and trade spheres. In planning for the artificial island, the Administration should make adaptive management by considering the new normal in the world and in Hong Kong, so that Hong Kong's development would meet the actual needs of society. Given that many countries were signatories to the Paris Agreement, and that our country had

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pledged to achieve carbon-neutrality in 2060, he was of the view that the Government should take into account the impact of climate change when developing Hong Kong, so as to achieve sustainable development and the long-term goal of carbon reduction.

18. Mr David AU responded that each autonomous vehicle could carry about 20 passengers and would run non-stop between the airport and Tung Chung. The estimated carrying capacity would be 5 000 passenger trips per hour at the initial stage. He pointed out that the autonomous transportation system was an auxiliary system that was not meant to replace other modes of transport between the airport and Tung Chung. As regards cost, he said that the autonomous transportation system, a non-railway system, was no different from other roads, and its construction cost was relatively reasonable. He also said that AAHK would continue to explore the possibility of building cycle tracks.

19. In response to a Member's enquiry about other development proposals for the artificial island, Mr AU said that although the artificial island had a large area, most of the land had already been reserved for immigration and traffic and transport facilities. Very little usable land with economic benefits was left. When planning for the project, AAHK already did its best to optimise land use. For example, a site of about 4.5 hectares was set aside for the development of air cargo and logistics industry, and another site which was larger in size would be used for the construction of the Hong Kong International Aviation Academy Campus and student dormitories.

20. The Chairman thanked the Member for suggesting the building of cycle tracks. He said that the Government was looking into the possibility of building cycle tracks at various locations across the territory to promote healthy living. The Government also noted that even without any cycle track, quite a lot of people still went cycling at the airport during holidays. Therefore, the Administration had also communicated with AAHK in the hope that they could look into the feasibility of building cycle tracks when planning for the development of the artificial island. However, considering that the artificial island would have to provide ancillary facilities for the airport, AAHK had to first deal with issues such as air cargo and transport logistics at this stage. Whether cycle tracks could be built at the coastal area on the artificial island in future had yet to be studied. Also, the Chairman said

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that in order to enhance the transport connection between Tung Chung and the artificial island, the Government would grant the land to AAHK at only nominal premium for it to develop an autonomous transportation system on the artificial island, thereby reducing the road construction cost and benefitting the general public.

21. Mr David AU responded that there would be a certain degree of difficulty to build cycle tracks next to the roads designated for autonomous vehicles because of the high safety standards required for them. Nevertheless, he heard the views of Members and the Chairman, and would consider, as far as possible, the possibility of building cycle tracks on the artificial island when conducting the study.

22. Ms LINN Hon-ho, Bernadette, Permanent Secretary (Planning and Lands), responded to Members' views on the extension area of Tung Chung. She said that the planning and engineering works for Tung Chung New Town Extension (TCNTE) would be completed earlier than the artificial island. At present, public housing was being built on a few parcels of land in the extension area, and the Government would shortly apply for funding from the Legislative Council (LegCo) so as to take forward major land formation and infrastructural works projects in the extension area. Also, she said that the Government would increase the number of residential flats to be built in the extension area to optimise land use. The entire extension project would provide over 800 000 m<sup>2</sup> of commercial floor area in total. To strengthen the connection between the town centre of Tung Chung and the land adjacent to the airport, it was mentioned in the Policy Address that the railway system would be expanded to extend the autonomous transportation system from the Airport Island and the artificial island to the town centre of Tung Chung to inject new development elements and economic impetus into North Lantau. Upon the completion of works for the new Tung Chung East Station under the Tung Chung Line Extension, there would be a rail connecting Tung Chung Town Centre and Tung Chung East extension area, meaning that with the autonomous transportation system connecting the artificial island and the town centre of Tung Chung in future, the island would be connected to the Tung Chung East extension area as well.

23. In response to Members' concerns about the cost of the autonomous transportation system, Mrs Vivian CHEUNG said that the fare of the system would be no different from other modes of public transport. As for the new normal for

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the world and Hong Kong, as well as the issue of environmental protection mentioned by a Member, she said that although AAHK expected that it would take the aviation industry three to four years to return to its pre-pandemic situation, it remained confident of the future of the industry. Therefore, AAHK was doing its best to take forward the construction of the Three-Runway System. Regarding Members' concerns about environmental protection, she responded that the HKIA was the first airport in the world to use only electric vehicles inside the restricted area. The above-mentioned autonomous vehicles also belonged to the category of electric vehicles, and the aviation industry had set up a dedicated task force to study how to achieve zero-carbon emissions progressively.

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

24. A Member was concerned about the development of medical services on Lantau. He said that North Lantau Hospital was the only hospital on Lantau, and it did not provide accident and emergency (A&E) services. He hoped that the Administration would discuss with the Hospital Authority (HA) to work out a contingency plan, so that appropriate treatments could be given to the injured promptly in the event of a serious incident. In addition, he said that as Lantau became increasingly developed, its population growth and increasing number of visitors had created a bigger demand for A&E services. However, Princess Margaret Hospital would not be able to provide A&E services for the entire Lantau population. Therefore, he hoped that the DEVB would collaborate with other policy bureaux when planning for the development of Lantau and the artificial island, and take into account the development of medical services on Lantau.

25. A Member pointed out that AAHK had mentioned that each autonomous vehicle could carry about 20 passengers. If the carrying capacity would be 5 000 passengers per hour as claimed by AAHK, then four vehicles would have to be dispatched per minute. He hoped that AAHK would provide additional information as to how the autonomous transportation system could achieve a carrying capacity of 5 000 passengers per hour in its operation. To reduce the risk of accidents, autonomous vehicles normally had a lower carrying capacity. He would like to know whether AAHK would increase the carrying capacity of the vehicles to achieve the above target. That Member also expressed concern about

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the source of customers for SKYCITY, and whether the Administration would increase the number of parking spaces so as to increase the economic viability of SKYCITY. In view of the SKYCITY's remote location and the limited population of Tung Chung, he believed that the gigantic shopping centre's major source of customers would be from the Mainland. However, only a few thousand parking spaces would be provided in SKYCITY, which was under planning. Presuming that each vehicle could carry three passengers, there would only be 18 000 passengers. In view of this, he hoped that the Administration would review the need to increase the number of parking spaces in SKYCITY.

26. A Member welcomed the SKYCITY project and the traffic and transport system facilities proposed by the Administration and AAHK. He suggested that the Administration should make reference to the mode of development of the Amsterdam Schiphol Airport, Holland and let the SKYCITY develop progressively. Moreover, he considered that the parties concerned would have to deal with the quality of the autonomous transportation system carefully and ensure that the system would be safe and cost-effective. Also, he hoped that AAHK would balance its internal resources to ensure the smooth completion of two mega projects under AAHK, namely the Three-Runway System and SKYCITY. Lastly, he hoped that the Administration could provide the initial cost estimates of the autonomous transportation system.

27. A Member was concerned about the increase in the number of residential units in TCNTE. That Member said that he understood that TCNTE would be one of the solutions to Hong Kong's housing problem, and that the Three-Runway System could also provide job opportunities for Tung Chung residents, but Tung Chung's transport infrastructure could not cope with the population growth in the district. Besides, the MTR was already approaching its full capacity. He opined that increasing the number of residential units might further add a burden on Tung Chung's traffic.

28. A Member said that after the social incident in Hong Kong in 2019, and with the COVID-19 pandemic, the Hong Kong Tourism Board (HKTb) planned to re-package Hong Kong and review the positioning of Hong Kong in the world, on the Mainland, and in the Greater Bay Area (GBA) from the perspective of tourism.

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To maintain Hong Kong's attraction to visitors, he hoped that the Government would make sure that both general and business visitors could get to Hong Kong's city centre as well as the Mainland conveniently when planning for infrastructural facilities. Moreover, as he believed that another pandemic might happen in Hong Kong or globally in future, he hoped that AAHK would consider ways to reduce the risk of visitors contracting diseases when designing related airport facilities. He also said that the HKTB was considering ways to develop Hong Kong into an important hub to the GBA globally, so that tourism facilities in Hong Kong and the GBA could create synergy instead of competition. Therefore, to make Hong Kong more attractive to tourists, he hoped that the Government would listen more to the views of the International Chamber of Commerce in Hong Kong in the development of Lantau.

29. Mrs Vivian CHEUNG responded that over the years, Hong Kong had been positioned as the GBA's gateway to the world by AAHK. She believed that the GBA, with a population of around 70 million, would bring about lots of opportunities for Hong Kong. In addition, she said that there were currently three types of autonomous vehicles: smaller two-seaters, medium-sized vehicles with a carrying capacity of about 20 passengers, and larger vehicles with a carrying capacity of 60-80 passengers. She remarked that as larger vehicles would require a considerable amount of infrastructural works, and in turn a higher investment, medium-sized vehicles were considered to be more suitable for the current plan. Furthermore, she explained to Members that there could be multiple fully-autonomous medium-sized vehicles picking up passengers and departing from the same stop at the same time. With autonomous vehicle stops to be set up at different locations by AAHK, she believed that the autonomous transportation system would be able to achieve the target passenger capacity.

30. Regarding the cost of autonomous vehicles, Mrs CHEUNG responded that prices of autonomous vehicles vary with some costing as much as millions. Nevertheless, AAHK would not procure the vehicles until a few years later. With further technological advancement, she believed that the prices of such vehicles would have dropped by then. Mrs CHEUNG also expressed her confidence in Hong Kong's autonomous transport technology. She pointed out that the HKIA had fully adopted autonomous trailers since the previous year for moving baggage

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and goods within the restricted area, which had been operating effectively over the past year. The HKIA got a head start on other airports over the world. Furthermore, AAHK planned to use autonomous vehicles to transport passengers in the airport restricted area. The use of autonomous vehicles would be piloted for a few years, and would progressively be extended to other routes if they operated smoothly.

31. Regarding supporting infrastructure in and planning for Tung Chung, Ms Bernadette LINN, Permanent Secretary for Development (Planning & Lands) responded that residential units in the Tung Chung extension area will increase from around 49 000 to about 62 000. Like other New Town development plans, the Government had followed the established procedure and assessed the proposed increase of residential units, including its impact on the carrying capacity of the traffic network. When the DEVB submitted this item to the LegCo for funding approval, it would provide further details on the transport infrastructure. As for healthcare supporting infrastructure in Lantau, she mentioned that the LegCo had recently approved the funding for expansion of North Lantau Hospital. She thanked Members for their suggestions regarding healthcare facilities, and agreed that the DEVB should maintain a dialogue with the HA, keeping it posted on Lantau development, with a view to facilitating more effective planning of healthcare supporting infrastructure in Lantau.

32. A Member asked AAHK about the expenses involved for the entire transportation system.

33. Mrs Vivian CHEUNG responded that such information was not yet available as the project was still at its preliminary stage.

34. For agenda item 3, the Chairman concluded that Members were generally in favour of the SKYCITY and Hong Kong-Zhuhai-Macao Bridge HKBCF Island Development Plan, and they hoped to see its early completion. At the meeting, Members put forward valuable views to AAHK regarding cost, technical feasibility, and facilities to be provided, such as cycle tracks. The Chairman hoped that AAHK would consider Members' views when implementing the plan. He added that the Government also hoped that AAHK would complete the relevant study as soon as

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possible. The Chairman thanked the representatives of AAHK again for attending the meeting.

[Representatives of AAHK left the meeting at this juncture.]

**Agenda Item 4: Work Progress of Sustainable Lantau Office**  
**(LanDAC Paper No. 03/2020)**

**Agenda Item 5: Lantau Conservation Fund and Lantau Conservation and Recreation Masterplan**  
**(LanDAC Paper No. 04/2020)**

35. The Chairman then invited the Sustainable Lantau Office (SLO) to brief Members on agenda item 4: the work progress of the SLO, and agenda item 5: Lantau Conservation Fund and Lantau Conservation and Recreation Masterplan.

36. Mr FONG Hok-shing, Michael, Head of the SLO, briefed Members on LanDAC Paper No. 03/2020. Ms CHENG Nga-see, Ellen, Acting Deputy Head (Planning & Conservation) of the SLO, then briefed Members on LanDAC Paper No. 04/2020.

[Professor LAM Kwan-sing, Paul and Hon MAK Mei-kuen, Alice left the meeting at this juncture.]

37. A Member remarked that the SLO's effort on conservation was obvious to all, but he worried that some people would oppose Lantau development out of excessive support for conservation. He noticed that there were currently 2 500 supporters on the SLO's Facebook page. Meanwhile, he noted that there were more supporters on the Facebook page(s) against Lantau development. On top of conservation activities, he hoped that the SLO would, on its Facebook page, post more about the future development of Lantau and how the young generation could play a part, using social media to raise public awareness on the sustainable development of Lantau. He suggested that the SLO should explain how Lantau development would boost employment, as well as provide details on the types of



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jobs to be created, so as to appeal to the younger generation, enabling them to have a better idea on the demand in the job market when they choose their field of study and plan for their career. Furthermore, the Member suggested that the Government should organise more public engagement activities, such as music festivals, as well as photo and logo design competitions to enhance public awareness on Lantau development.

38. A Member expressed concern over the design of the cycle track network in the Tung Chung East extension area, hoping that the TD would not only define the nature of “bicycle-friendly” as “leisure cycling”, but also put “cycling as a means of transport” into practice. He understood that it was difficult for the Administration to put “cycling as a means of transport” into practice in other developed districts in the New Territories, but he hoped that the Government could realise the vision of “cycling as a means of transport” on the newly reclaimed land of the Tung Chung new extension area, enabling residents in the Tung Chung East extension area to cycle to the Tung Chung East MTR station. Moreover, that Member was aware that the Tung Chung East MTR station was expected to be completed in 2029, while the first batch of residents to the Tung Chung East extension area would move in as early as 2024. For the residents’ convenience, he hoped the Government would urge the relevant department(s) and corporation(s) to complete the works of the Tung Chung East MTR station as soon as possible. In addition, the Member asked whether the Government had any plan to build turfing sports grounds or other facilities in Sunny Bay for holding major sports events.

39. A Member welcomed the construction of a Round-the-Lantau Route and the development of Lantau into a hiking hub. He suggested that at the planning stage of relevant works projects, the Government should consider discussing with the rural committees in Lantau on how to connect the hiking trails to the country parks as well as villages with cultural and historical significance in Lantau. He opined that it would not only enhance the appeal of the Lantau Trails, but also expand the range of ancillary facilities along the Trails, such as dining facilities, Minsu guesthouses, campsites, as well as various cultural or art events, which would enrich visitors’ experience in Lantau and make them more likely to stay longer.

40. Furthermore, that Member pointed out that, without doubt, there was a

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need to conserve the South Lantau Eco-Recreation Corridor, but he believed that there would be various challenges to be overcome, such as ownership issues. He was aware that though a lot of private land had been zoned as “Conservation Areas” or “Coastal Protection Areas”, the original wetlands were often covered by containers and concrete blocks, affecting the ecological habitats of buffalos and other species. That Member welcomed the establishment of the Lantau Conservation Fund, but he opined that effective implementation of conservation projects had to be underpinned by enforcement action and cooperation with stakeholders, including land owners and villagers.

41. A Member was delighted to see that the Government had finished formulating the Lantau Conservation and Recreation Masterplan (the Masterplan). He hoped that the Government would provide more details on the Masterplan, in particular priorities of the items in the Masterplan, as well as the preliminary timeline of implementation. In addition, apart from increasing ancillary facilities in Lantau, he hoped that the Government could collaborate with non-government organisations, holding different types of art or cultural workshops, so as to enrich visitors’ experience in Lantau. He also suggested that the Government should follow the example of other countries and erect distinctive signage to attract visitors to sightseeing spots in Lantau. Moreover, that Member enquired about the Government’s preliminary views on land reclamation in Sunny Bay.

42. A Member hoped to take this opportunity to thank the Government for setting up the SLO and listening carefully to residents’ views on Lantau development. In particular, he commended the SLO for being willing to listening to the voices of the public throughout the improvement works for Mui Wo and Tai O. Moreover, he thanked the Government for not only conserving Lantau’s environment, but also endeavouring to preserve its culture.

43. On the other hand, that Member remarked that Lantau was already receiving a lot of visitors. Constructing a Round-the-Lantau Route of about 100 km in length would drastically increase the burden on Lantau’s traffic. However, the relevant documents had not mentioned any plan by the Government to enhance Lantau’s transport infrastructure. He explained that there was a drastic increase in the number of visitors to Lantau during the epidemic, to the point that

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local residents were having difficulties taking public transport. Lessons should be drawn from the recent incident of Sha Lo Wan Tsuen keeping outsiders out. He hoped that when connecting the Round-the-Lantau Route to Lantau's villages, the Government would actively improve the external transport facilities for the villages, so as to resolve potential problems at an early stage, balancing the interests of different stakeholders. Furthermore, he urged that in conducting the study on transport capacity, the SLO should consider the impact of the Three-Runway System and Lantau Tomorrow Vision initiatives on Lantau's overall transport situation after the completion of such projects. Moreover, he hoped to clarify to other Members that the primary mode of transport between Tung Chung and Tai O had all along been water-borne transport, and the Tung O Ancient Trail was therefore a hiking trail rather than truly an ancient trail.

[Prof Hon LEE Kok-long, Joseph and Prof TAM Fung-ye, Nora left the meeting at this juncture.]

44. A Member thanked the SLO for its work in Lantau over the past three years, and acknowledged the opportunities provided by the Lantau Conservation Fund for non-government organisations and locals to take forward their conservation initiatives in Lantau. He noticed that over the past few years, different non-government organisations had carried out various conservation initiatives in Lantau, but owing to different reasons, such as limitation of resources or lack of publicity experience, such ongoing efforts might not be known to the public. He hoped that the Government would publicise the conservation efforts more widely, so that the public would understand the objective of such work was to implement nature and cultural heritage conservation initiatives in Lantau. Lastly, he pointed out that as Lantau was endowed with various natural resources, it was often the subject of university research studies. To support universities in conducting such studies, he suggested that the Government should allocate Government land for university researchers to conduct continuous studies at relevant locations.

[Hon Holden CHOW Ho-ding left the meeting at this juncture.]

45. Another Member said that the informative Masterplan would attract visitors to various places of interest in Lantau. He also welcomed the

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Government's plan to organise workshops on various themes in Lantau, such as those about tie-dye and rice, enriching visitors' experience in Lantau. He remarked that with continuous improvement of facilities in Lantau, many people from other districts hoped that the Government would increase the number of Lantau Closed Road Permits, so that visitors would be able to have self-driving tours of Lantau. That Member hoped that the Government would deal with traffic issues in future transport studies, so as to balance the views and needs of different parties, and consider tackling traffic issues with innovative measures, such as constructing a light rail network.

46. A Member expressed strong support for the Masterplan. He indicated that in spite of the gradual completion of facilities such as hiking trails and cycle tracks, there was still considerable room for improvement in respect of the transport infrastructure. He said that at present, people visiting Tai O during peak hours might need to wait longer time for public transport in Tung Chung. Regarding the water-borne transport between Tung Chung and Tai O, he suggested that the Government should consider increasing the frequency of the ferry service to make up for the lack of land transport services. Besides, he hoped that when the Government drew up plans to provide more recreational facilities in South Lantau, it would also improve regulation on the use of such facilities, so as to ensure that no damage would be made to the new facilities and the surrounding natural environment.

47. A Member opined that detailed planning should be conducted before developing a place, which included consideration for the relationship between development and conservation, and development should be people-oriented and for the benefit of locals or residents outside. He was aware that the planning of Lantau often led to issues of development and conservation. For example, local residents did not welcome the construction of tourist and recreational facilities, and Tai O residents were worried about the damage done to their original tranquillity by tourists. Therefore, he suggested that the Government should conduct detailed studies to assess the capacity of the relevant locations, and formulate development directions to prevent excessive development from damaging the original culture elements and ecology there. Furthermore, he said that according to the statistics published by the Government earlier, the 1 000-hectare artificial islands under the Lantau Tomorrow Vision would accommodate a population of about 400 000 to

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700 000, a rather dense population by current standard. He hoped that the Government could explain the future development of the artificial islands to the public with more scientific data, in order to clear up their doubts.

48. A Member said that Lantau was positioned as Hong Kong's back garden by the Government, and various conservation and recreational facilities were added in Lantau. However, without the relevant transport system to tie in with the development so that visitors could access such facilities in Lantau, all those facilities would be unable to serve their functions. In view of this, he hoped that the Government would actively improve Lantau's transport system. In addition, he hoped that the Lantau Conservation Fund could provide funding support to non-government organisations for renting vehicles to take people to tour around Lantau. Moreover, that Member hoped that the Government could use part of the minor works funding under the Lantau Conservation Fund to provide new parking facilities at different locations in Lantau, in order to resolve the shortage of parking spaces on the island.

49. Mr FONG Hok-shing, Michael, Head of the SLO thanked Members for their support. He said that the SLO would apply to the LegCo for funding in future for building a complete cycle track network in Tung Chung East, and the relevant supporting facilities would be completed gradually under the Tung Chung East and Tung Chung West extension projects. He stressed that the cycle track network was not only intended for recreational purpose, but would also encourage residents to commute by bicycles. As for large-scale sports facilities in Sunny Bay as mentioned by a Member, Mr FONG indicated that planning was still at an initial stage, and planning and engineering studies would be conducted in future, which would include detailed studies on the use of the land.

50. Furthermore, Mr FONG said that the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau would examine Lantau's internal traffic and transport, which was expected to be completed in the second half of 2021. The study would explore ways to improve Lantau's transport infrastructure, making it easier for the public to visit various locations on the island, and would also assess Lantau's receiving capacity of visitors, and propose measures accordingly. In addition to land transport, the study would also cover water-borne transport facilities.

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Mr FONG also mentioned that the Round-the-Lantau Route would be developed by connecting existing hiking trails and building new ones, and more ancillary facilities along the trail would be provided for public use and enjoyment. New hiking trails would be linked to existing ones. Moreover, Mr FONG added that they would step up publicity about Lantau, and pointed out that the SLO had collaborated closely with local universities. For instance, the Chinese University of Hong Kong was assisting the SLO in conducting historical and cultural heritage conservation research. And quite a number of members of the SLO's expert groups/panels were university professors.

51. The Chairman added that Lantau development would adhere to the principle of "Development in the North; Conservation for the South". Therefore, there would be higher density public housing developments in North Lantau, such as Tung Chung. And even though there would be public housing developments in the south, e.g. Tai O, the density and number would be relatively lower. In addition, the Chairman pointed out that under the framework of "Development in the North; Conservation for the South", the development of certain areas in Lantau would have to be explored together with the public. The Chairman remarked that the population density of Kau Yi Chau was expected to be comparable to Sha Tin and Ma On Shan, with a population of 40 000 per square kilometre. This level of population density was considered satisfactory in Hong Kong. The Chairman added that more effort would be made to explain Lantau Tomorrow Vision to the public.

**Agenda Item 5: Any Other Business**

52. On behalf of the Government, the Chairman would like to thank Members for the suggestions and valuable advice they had offered for Lantau development.

53. There being no other business, the meeting was adjourned at 1 pm.