

(Translated Version)

**Lantau Development Advisory Committee
Sixteenth Meeting**

Date: 11 June 2022 (Saturday)

Time: 9:30 a.m. to 11:30 a.m.

Mode of meeting: Video conference

Minutes of Meeting

Members Present

Mr WONG Wai-lun, Michael* Secretary for Development Chairman

Mr CHAN Ho-ting, Mac

Hon CHOW Ho-ding, Holden

Ms CHOY Siu-min, Linda

Ms FU Hiu-lam, Sammi

Prof LAM Kwan-sing, Paul

Mr LAM Tin-fuk, Frederick

Mr LAU Chun-kong

Ms LAU Suk-han, Rita

Prof LEUNG Mei-yee, Kenneth

Mr LI Yun-tai

Ms LIAO Shu-hang

Prof LO Hong-kam

Ir Dr Hon LO Wai-kwok

Prof LOO Pui-ying, Becky

Dr MAK Hoi-cheung, Eunice

Prof TAM Fung-yee, Nora

Dr TANG Shuk-ming, Winnie

(Translated Version)

Hon YUNG Hoi-yan

Mr LAU Chun-kit, Ricky*

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

Ms SUM Fong-kwang,
Vivian

Commissioner for Tourism

Mr FONG Hok-shing,
Michael*

Director of Civil Engineering and
Development

Ms KIANG Kam-yin,
Ginger

Deputy Director of
Planning/Territorial

Mr TSANG Sai-wing,
Terrence

Assistant Director (Environmental
Assessment), Environmental
Protection Department (EPD)

Mr LUK Kwong-wai,
Patrick

Assistant Director of Housing
(Project) 1

Mr LI Ho, Thomas

Assistant District Officer (Islands)1,
Home Affairs Department

Mr LAM Tat-ming,
Terence*

Principal Assistant Secretary (Works) Secretary
5, Development Bureau (DEVB)

Members Absent (absent with apologies)

Mr Marvin CHEN

Mr Dane CHENG

Hon KWOK Wai-keung

Mr WONG Fuk-kan

Mr WONG Man-hon

(Translated Version)

In Attendance

Mr LIU Chun-san*	Under Secretary for Development
Mr WONG Yan-lok, Roger*	Deputy Secretary for Development (Works) 2
Mr FUNG Ying-lun, Allen	Political Assistant to Secretary for Development
Miss WONG Yee-man, Connie	Acting Press Secretary to Secretary for Development
Mr WU Chi-man, Paul	Chief Assistant Secretary (Works) 5, DEVB
Mr LEE Ming-keung, Marco	Assistant Secretary (Works Policies 5) 1, DEVB
Mr SUM Tze-choi, Don*	Assistant Secretary (Works Policies 5) 2, DEVB
Mr LAI Tsan-kei, William	Assistant Secretary (Works Policies 5) 3, DEVB
Ms KAN Yuet-man, Carol	Assistant Secretary (Works Policies 5) 6, DEVB
Ms LI Mei-ye, Florence*	Senior Executive Officer (Works Policies 5), DEVB
Mr WU Kwok-yuen, Jacky*	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 CHEUK Hau-kwan, Elsa*	Deputy Head of SLO (Planning and Conservation), CEDD
Mr CHENG Yuk-lung, Stanley	Chief Engineer/Lantau 1, SLO, CEDD
Mr WONG Chung-pong, Gavin	Chief Engineer/Lantau 2, SLO, CEDD
Mr HO Kwok-fai, Godfrey*	Chief Engineer/Lantau 3, SLO, CEDD

(Translated Version)

Ms CHENG Nga-see, Ellen	Chief Engineer/Lantau 4, SLO, CEDD
Ms FUNG Chi-wai, Katy	Chief Town Planner/Lantau, SLO, CEDD
Mr YAU Ka-tai	Project Team Leader (Planning), SLO, CEDD
Mr NGAI Chi-wah, Tony	Senior Engineer/10 (Lantau), SLO, CEDD
Ms LI Lai-kuen, Liz	Senior Engineer/13 (Lantau), SLO, CEDD
Mr AU Jim-shing, Jason	Engineer/18 (Lantau), SLO, CEDD

* Attended the video conference in Room 1821, 18/F, West Wing, Central Government Offices, 2 Tim Mei Avenue, Tamar, Hong Kong.

The Chairman welcomed Members for participating in the sixteenth meeting of the Lantau Development Advisory Committee (LanDAC). He also welcomed the new non-official Members, including Ms CHOY Siu-min, Linda; Mr LAM Tin-fuk, Frederick; Prof LEUNG Mei-yee, Kenneth; Mr LI Yun-tai; Ir Dr Hon LO Wai-kwok; Dr TANG Shuk-ming, Winnie; and Hon YUNG Hoi-yan. In addition, the Chairman welcomed the ex-officio Member representatives who attended the meeting for the first time, including Mr LAU Chun-kit, Ricky, Permanent Secretary for Development (Works); Mr FONG Hok-shing, Michael, Director of Civil Engineering and Development; Ms SUM Fong-kwang, Vivian, Commissioner for Tourism; Ms KIANG Kam-yin, Ginger, Deputy Director of Planning/Territorial; and Mr LI Ho, Thomas, Assistant District Officer (Islands)1, Home Affairs Department (HAD).

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 before and 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: Study on Traffic, Transport and Capacity to Receive Visitors for Lantau

(LanDAC Paper No. 01/2022)

Agenda Item 4: Work Progress of the Sustainable Lantau Office

(LanDAC Paper No. 02/2022)

4. The Chairman invited Mr HO Kwok-fai, Godfrey, Chief Engineer/Lantau 3 of SLO, CEDD, to brief Members on agenda item 3; and subsequently Mr WU Kwok-yuen, Jacky, Head of SLO, CEDD, on agenda item 4.

5. Mr Godfrey HO and Mr Jacky WU gave Members a PowerPoint presentation on agenda items 3 and 4 respectively.

6. A Member expressed concern about the development of Lantau's internal transport network, and remarked that under the Government's planning principle of "Development in the North; Conservation for the South", development and conservation needed to complement each other. To enhance public awareness of the conservation of South Lantau and to promote tourism, South Lantau had to be equipped with a comprehensive transport network to facilitate the public to visit and get in touch with nature. Citing Japan as an example, he pointed out that the country's forest parks of national and other levels were all well connected by transport networks, with rest stops along the way to facilitate visitors' access by car. These forest parks also had museums of various sizes and viewing platforms, enabling visitors to immerse themselves in nature, and thus serving the purpose of education and conservation.

7. A Member said that she was pleased to learn that the Government would provide additional electric vehicle (EV) charging infrastructure in Tai O and Mui Wo, and wished to know if the Government had plans to grant more Lantau Closed Road Permits (LCRPs). She also hoped that the Secretariat could arrange for Members

(Translated Version)

to visit Lantau's ecological and recreational facilities, such as mountain bike trails, in order to understand the effectiveness of the Government's efforts in promoting sustainable leisure and recreational facilities in Lantau. As regards tourism facilities, she suggested that the Government should follow the example of overseas campsites and consider allocating land for EV campsites with charging facilities, as well as performance and exhibition venues. She also enquired how the Government to assess road usage for determining the need for additional roads and viaducts.

8. Another Member hoped that the Government would provide actual figures on South Lantau's current capacity to receive visitors, including the number of hotels and guesthouses. He suggested that the Government should refer to such figures in future studies and look into commercial activities that could complement various development and conservation initiatives, and assess the possibilities of related industries and their economic benefits, such as bicycle rental, sale and repair services near the bike trails. Regarding water transport services, he reckoned that apart from issues related to site selection and construction works, the economic viability of new pier facilities at the South Lantau Coast should also be considered. Furthermore, he suggested that the Government should consider constructing an underground car park underneath the public car park in Tai O, with a view to increasing the number of parking spaces and enhancing Tai O's capacity to receive visitors.

9. A Member expressed support for the establishment of a database on the culture and history of Lantau's villages by the Government. In order to have more direct access to various basic information on Lantau development for research and analysis, that Member suggested that the Government should consider utilising a public data sharing platform to co-ordinate the relevant data, with reference to the concept of the Common Operational Picture, sharing data with different organisations such as universities and tertiary institutions, so as to deepen students' understanding of Lantau's sustainable development and encourage them to participate in related promotional activities. This, in her view, would help promote conservation work. In addition, that Member considered it necessary to compile statistics on the number of vehicles entering South Lantau. She suggested using geospatial artificial intelligence to compile statistics on the number of vehicles

(Translated Version)

entering South Lantau at different times of the day, and to have a grasp of their length of stay. She also suggested using technology to identify vehicles entering South Lantau illegally and refer the information to the police where necessary.

10. A Member agreed with the recommendations mentioned in LanDAC Paper No. 01/2022 on the improvement of water transport services in South Lantau and the provision of EV charging infrastructure in Lantau. She hoped that the Government would provide information on the enhancement of South Lantau's water transport services, especially pier construction and economic viability. She also wished to know the existing and anticipated additional number of EV charging stations in Lantau. Moreover, that Member enquired whether the users of the planned charging stations would be Lantau residents or visitors.

11. A Member welcomed the commencement of improvement works by the Government to enhance the hiking facilities in Ngong Ping, including the improvement of a section of the Nei Lak Shan Country Trail of about 400 metres long and the construction of three additional viewing platforms. He hoped that the Government would, subject to compliance with the relevant conservation and country park ordinances, adopt an innovative and proactive approach in the long-term planning of Lantau's tourism, with a view to expanding the facilities in the whole Ngong Ping area for leisure, recreation, cultural tourism, outdoor activities, and ecological and environmental education, thereby enriching visitors' travel experience. He also suggested that the Government continues to enhance the various tourist attractions in Lantau and the nearby tourism facilities, transforming Lantau into a hub for leisure tourism and holiday in the Greater Bay Area (GBA). In addition, that Member said that the Agriculture, Fisheries and Conservation Department (AFCD) had planted cherry blossoms in the Ngong Ping area, and he hoped that the Government would provide an update on the cherry blossom planting programme. He added that the Government needed to assess the impact of each option on the existing roads in the vicinity before taking forward the road network enhancement options. He was also pleased to see the two preliminary enhancement options mentioned in LanDAC Paper No. 01/2022 for the proposed bypassing of the existing road sections with sharp bends of Keung Shan Road connecting Shek Pik and Tai O Road. Apart from considering short-term measures to expand bus stops and enhance double-decker bus services, he hoped that the Government would make

(Translated Version)

long-term planning for parking facilities in Lantau to meet the needs of local residents and visitors.

12. Another Member pointed out that the findings of the consultancy study indicated that Lantau's transport infrastructure was generally able to cope with the demand of visitors. However, she noted that during weekends and holidays, many people had to queue up for a long time before they could get on buses at the stops in Tai O and Tung Chung. She said that since the carrying capacity of transport facilities could cope with the flow of visitors, the Government might consider providing other modes of transport during peak hours to divert the flow of people. That Member also welcomed the preliminary enhancement options for Keung Shan Road, but she hoped that the Government would implement short-to medium-term measures to ease the existing traffic problems along the relevant road sections before implementing the long-term options. Lastly, that Member expressed her hope that the Government would strike a balance between conservation and tourism development in South Lantau, transforming it into an ideal tourist destination.

13. A Member expressed support for the Government's efforts to improve the transport networks in North and South Lantau. However, given that parts of Lantau were within the country parks, she hoped that the Government would consider very carefully the selection of sites for various facilities to avoid causing damage to the ecosystem of South Lantau. That Member opined that having a large number of visitors attracted to South Lantau might threaten the ecosystem there. She added that the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau only focused on discussing the visitor carrying capacity of Lantau's infrastructure. She therefore suggested that the carrying capacity of Lantau's ecosystem should be considered in the study. That Member also enquired about the effectiveness of the Government's efforts in tackling illegal land filling and fly-tipping of construction and demolition waste, and asked the Government to provide related information. In addition, she hoped that the Government would conduct evaluation in phases to review the effectiveness of conservation efforts, so as to see whether public resources were well spent.

14. A Member was of the view that the Government could further enhance the existing transport links connecting the existing residential area, the new

(Translated Version)

development area and the airport in North Lantau to other tourist attractions. She noticed that at present, even on weekday mornings, people still had to wait a long time in Tung Chung for transportation to travel to South Lantau. She suggested that, apart from making strenuous efforts to improve the transport infrastructure network in the long run, the Government also had to improve the existing transport services connecting North and South Lantau so as to meet the existing demand. That Member supported the conservation of South Lantau. To balance conservation and tourism development, she suggested that the Government should plan carefully tourism facilities and their ancillary transport facilities, including looking into the promotion of EVs and water transport services to divert people to different locations. Moreover, that Member said that, in promoting the reclamation in the Central Waters, the Government could study the use of social media to project the right image and build a platform for dialogue, particularly with young people.

15. A Member opined that not only was Lantau the back garden of Hong Kong, but it was also an important hub connecting Hong Kong and the GBA. He believed that the number of visitors from the GBA would increase significantly when the pandemic was over. At present, the Hong Kong Airport Authority (AAHK) was building an autonomous transportation system connecting the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port and the Hong Kong International Airport. As the next step, AAHK planned to extend the autonomous transportation system to Tung Chung Town Centre. However, since the autonomous transportation system had a limited carrying capacity, he believed that the Government should improve the transport network as soon as possible and draw up proposals to relieve the burden on Tung Chung traffic. As for medium-to long-term development, he reckoned that the Government should have better planning when studying further the overall traffic and transport infrastructure network in Lantau. He also hoped that the Government would consider connecting the HZMB Hong Kong Port and other parts of Hong Kong.

16. A Member agreed that the conservation of South Lantau would entail the control of traffic and pedestrian flow in the area. He suggested that the Government should consider the carrying capacity of South Lantau's ecosystem when determining the number of LCRPs to be issued. In addition, that Member was pleased to see that the Government was considering the construction of a new

(Translated Version)

road tunnel connecting Shek Pik and Tai O Road. However, he had reservations about the Government's viaduct proposal, saying that in addition to affecting the natural landscape, the construction of viaducts would inevitably result in tree felling. Therefore, he hoped that the Government would conduct in-depth studies on other options for improving road safety to replace the option of constructing viaducts. Furthermore, that Member suggested that the Government should make use of the smart city concept to disseminate traffic information to the public to facilitate people in Lantau to choose the fastest means of transport as doing so would be useful to divert passenger flow. To enhance visitors' travel experience while diverting road traffic, he suggested that the Hong Kong Tourism Board and the Development Bureau should consider strengthening water transport services and incorporating eco-tourism elements. That Member also remarked that, since the Government would cease the new registration of fuel-engined vehicles by 2035, to tie in with Lantau's long-term development, the Government should make long-term planning for supporting facilities for EVs as soon as possible. Lastly, that Member pointed out that the area around Mui Wo Ferry Pier was rich in biodiversity. Therefore, he would like to know whether the Government would develop an eco-shoreline there.

17. A Member said that when considering Lantau's capacity to receive visitors, apart from the traffic and transport infrastructure network, preferences of the general public, local residents and visitors, and related economic activities should be considered as well. Moreover, that Member believed that conservation measures and transport infrastructure planning complemented each other. He suggested that the Government should consolidate the studies on conservation and transport and take into account various factors in a holistic manner, with a view to obtaining more comprehensive and balanced findings, so that the development of transport infrastructure could tie in with planning.

18. Another Member said that the coastal ecosystem nearby might be affected by the planning for development of Lantau. When conducting studies on infrastructure for water transport services in South Lantau, such as the construction of pier facilities, he hoped that the Government would make more comprehensive planning and look into ways to protect the coastal ecosystem nearby.

19. A Member expressed his hope that the Government would follow the

(Translated Version)

example of Kushiro Marsh of Hokkaido, Japan, where supporting facilities such as roads, small trains, museums and wooden walkways were available for visitors to appreciate the nature and the wetlands. Therefore, he suggested the provision of appropriate infrastructure in Lantau so that, in addition to conservation, visitors could enjoy quality eco-tourism beneficial to health, thereby helping foster a balance between conservation and development in Lantau.

20. Mr Ricky LAU, Permanent Secretary for Development (Works), gave a consolidated reply to Members' questions about the transport problems in Lantau. He pointed out that the future development of Lantau would continue to adhere to the overarching planning principle of "Development in the North: Conservation for the South". The findings of the study showed that, with the prevailing traffic control measures, tourist attractions and existing ancillary transport facilities in Lantau could meet the needs of visitors in general. He added that the SLO had formulated the Lantau Conservation and Recreation Masterplan. It was hoped that, through comprehensive planning and implementation of related projects, the number of tourist attractions and the capacity to receive visitors could be increased, so that more people could enjoy the natural landscape and precious ecological resources in Lantau. To cope with the increase in demand for transport services arising from visitor growth, the Government had formulated short, medium and long-term measures to strengthen land and waterborne transport. For short-term measures, the Government had commenced local improvement works in Mui Wo and Tai O, including improvements to transport facilities and parking spaces. For medium-term measures, the Government would carry out road improvement works in South Lantau to enhance road accessibility and safety. For long-term measures, the Government would consider increasing the number of transport links between North and South Lantau. At the same time, supporting facilities would be increased at tourist attractions in Lantau, including the provision of sufficient parking spaces. In addition, the Government would consider the public's demand for accommodation and catering services, as well as the demand for bicycle rental and repair services in the mountain bike trail network.

21. In response to Members' questions about charging facilities for EVs, Mr LAU said that the DEVB was working with the Environment Bureau (now known as the Environment and Ecology Bureau), and a pilot scheme had been implemented,

(Translated Version)

under which nine road-side EV charging stations had been installed in Mui Wo to test the feasibility of having EV charging stations installed in an open area. There were also plans to extend the scheme to Tai O in the future. He said that the existing campsites in South Lantau were generally relatively far away from carriageways. Because of that, the Government would explore the possibility of building roadside campsites and new roads to connect to campsites. Mr LAU also supported the Member's suggestion of using technologies and data to disseminate information to the public. He said that the SLO was already providing one-stop information on Lantau on their website and would explore with the Transport Department (TD) the feasibility of sharing information on TD's "HKeMobility" mobile application.

22. On the suggestions regarding water transport services, Mr LAU opined that not only would the building of new piers in South Lantau provide the public with additional means of transport, it would also help promote green tourism. He said that the Government had already incorporated Yi O Pier and Man Kok Tsui Pier into the second phase of the Pier Improvement Programme, and would consider building new pier facilities in Tong Fuk, Pui O and Cheung Sha. Mr LAU added that the Government had planted 400 spring-blooming trees in Ngong Ping in 2018, half of which were cherry blossoms. As cherry blossoms also bloomed in winter in recent years, he believed that the area around Ngong Ping would become a new spot for flower viewing. As for ecological conservation, Mr LAU agreed that it was necessary to take into account the ecological capacity of Lantau when developing tourism. When carrying out road works, the Government would avoid causing adverse impacts on the surroundings as far as possible.

23. Mr Jacky WU, Head of the SLO, said that the SLO had commenced the study namely "Initiatives for South Lantau Eco-recreation Corridor – Investigation" at the end of last year, and the investigation was expected to be completed at the end of next year. It would explore the feasibility of formulating leisure and eco-recreation initiatives with less environmental impact for suitable locations in South Lantau as well as various management options, including campsites, piers and associated ancillary facilities. The investigation would also take into account the impact on the ecological habitats nearby. In addition, as at May 2022, the SLO had received a total of 13 reports on suspected environmental damage in Lantau, one of which involved a new location. The SLO would continue to maintain close

(Translated Version)

communication with the departments concerned to address the problems.

24. In response to Members' views on government regulation of fly-tipping in Lantau, Ms Bernadette LINN, Permanent Secretary for Development (Planning & Lands) pointed out that the Government would submit proposed legislative amendments on streamlining development-related statutory procedures to the Legislative Council at the end of this year, and would take that opportunity to amend the enforcement-related provisions of the Town Planning Ordinance to enable the Planning Department to more effectively protect sites with high ecological value in rural areas subject to development pressure and environmental degradation. She pointed out that the amended provisions would enable the Government to regulate fly-tipping, land filling, ploughing, etc., and prevent such activities from damaging sites with high ecological value from the perspectives of town planning and land use, with a view to further protecting the conservation zones in Lantau. In addition, Ms Bernadette LINN further pointed out that during the recent consideration of the public representation/views about the outline zoning plans of San Tau, San Shek Wan and Sha Lo Wan, the Town Planning Board recommended the Government take the initiative to provide assistance, on a case-by-case basis, to facilitate land owners and proponents of the projects concerned to submit applications for planning permission for their proposed recreational facilities (e.g. campsites, quality hostels, etc.).

25. In response to Members' views, Miss LAW Shuk-pui, Rosanna, Commissioner for Transport, pointed out that there was no conflict between development and conservation. The TD would plan the ancillary transport facilities in line with the initiatives for development and conservation, and the transport needs of the residents and tourists would also be taken into account during the planning of such facilities. Regarding Members' demands for additional tourist and transport facilities in Lantau, Miss Rosanna LAW said that it was feasible to provide additional public transport facilities in Lantau. The TD had been keeping in view the transport needs of various tourist attractions, for example, making appropriate traffic deployment during the flowering period of Sai Kung. Furthermore, Miss Rosanna LAW said that the TD had doubled the quota for LCRP and introduced a balloting system on 1 June this year. She pointed out that although only 25 quotas had been increased, the local residents felt that their daily life was

(Translated Version)

affected by the increasing number of tourists. Therefore, the District Council concerned seemed to be more prudent when considering the quota increase. In view of this, the TD had to take into account the impact of the facilities on the local residents when planning the ancillary transport facilities.

26. In addition, Miss Rosanna LAW welcomed Members' suggestion of building pier facilities, and the TD was studying the feasibility of increasing the parking spaces in Lantau, with a view to offering convenience to the local residents and tourists, and reducing the number of accidents arising from illegal parking. She said, for example, the TD was considering the provision of additional parking spaces in Tai O and a new automated parking system in Mui Wo. Miss Rosanna LAW also pointed out that since most of the parking spaces in Lantau were currently free of charge, this often led to prolonged parking at the same spaces. In this connection, the TD would explore ways to enhance the turnover of vehicles by using technology or introducing charges.

27. As regards Members' suggestion of using technology to detect real-time traffic conditions, Miss Rosanna LAW said that next year, the TD would support the Police Force in checking whether vehicles travelling to and from South Lantau were issued with a LCRP without requiring them to stop for checking. The TD also hoped to record the number of and the peak hours for vehicles entering Lantau through the "vehicle tag" of Free-Flow Tolling Service when the technology became mature. However, the TD had to be prudent in handling the privacy of the public when using technology to detect the traffic conditions so as to avoid obtaining unnecessary information. Besides, Miss Rosanna LAW hoped that when the public could obtain real-time traffic data of Lantau via technology, they would, as expected by Members, make wider use of public transport when they travelled to Lantau.

28. Miss Rosanna LAW further said that the "HKeMobility" mobile application launched by the TD could be used in mobile phones of different systems. The application provided different traffic information, including the estimated arrival time of Lantau buses travelling on the road, the scheduled ferry services to outlying islands and the road sections with traffic congestion. Lastly, Miss Rosanna LAW concluded that since there were more commercial activities and residential developments in North Lantau, the TD would make corresponding

(Translated Version)

arrangements when planning the railways, highways, parking spaces and the ancillary transport facilities for the airport island. As regards South Lantau, considering the Government's emphasis on the conservation of local environment, the TD would provide additional transport facilities progressively so as not to increase their impact on the residents of Lantau before the development of other ancillary facilities had become mature.

29. Ms Vivian SUM, Commissioner for Tourism, responded that she was pleased to see the DEVB's adoption of initiatives to promote tourism of Lantau in various development and conservation projects there to enrich the resources of "green", "ecological" and "leisure" tourism to benefit local and incoming visitors. Ms SUM further pointed out that the Tourism Commission (TC) had launched different green tourism projects in Lantau, including improvement of hiking trails and ancillary facilities in the vicinity of Ngong Ping and Nei Lak Shan, in collaboration with various departments over the past few years. In addition, she pointed out that the TC was working with the AFCD to enhance the ancillary tourism facilities of 20 popular hiking trails and hiking trails with tourism potential progressively, two of which were in Lantau.

30. Ms SUM further said that ancillary facilities such as the road network and piers could facilitate the public visiting various tourism attractions in Lantau. She agreed that it was necessary for the Government to strike a balance among tourism development, ecological conservation and the local residents' wishes when developing Lantau. She said that after the completion of the ancillary tourism facilities, the TC would launch promotion activities for visitors in conjunction with the Hong Kong Tourism Board, so that visitors could make appropriate applications before their trips; for example, application for a LCRP according to the requirements. Furthermore, Ms SUM pointed out that the TC had launched the Green Lifestyle Local Tour Incentive Scheme to subsidise travel agencies in the area of green tourism and encourage them to organise local tours with green elements. In future, the TC would also launch a tourism subsidy scheme for cultural and heritage sites to encourage the tourism industry to develop diversified tourism products, with a view to alleviating the impact of COVID-19 epidemic on the industry and providing more opportunities for the public to experience local tourism attractions. The TC would keep in view the impact on local residents when the scheme was rolled out.

(Translated Version)

31. The Chairman thanked Members for their valuable views on the development and conservation of Lantau and invited the Secretariat to arrange site visits to Lantau, so that Members could have an understanding of the local development and conservation work. Furthermore, he said that the DEVB would continue its effort on technology application, improvement of waterborne and other transport facilities, building of ancillary facilities, ecological conservation, etc. In future, the Government would maintain the policy direction of “Development in North; Conservation for the South”. He pointed out that the Government would place emphasis on conservation for South Lantau and would not carry out large-scale commercial and residential projects there. However, he also said that conservation of a place did not mean that it would be isolated from the community. With good conservation work, if more members of the public were allowed to visit conservation sites, it would help raise the conservation awareness of the whole community. He pointed out that similar to the harbourfront site opening scheme, conservation work should be carried out through trial and error with regard to environmental capacity and public preferences, and the policy direction should not be based only on scientific research. Finally, the Chairman noted Members’ support for the feasibility study of the preliminary enhancement option for the road network. The Government would take forward the work at full speed.

[Post-meeting note: The Secretariat arranged site visits for LanDAC on 24 September 2022 to brief Members on the enhancement and expansion of the network of mountain bike trails in Mui Wo, roving ecological education kiosks in Shui Hau, Nature Conservation Management for Shui Hau approved under the Lantau Conservation Fund as well as the development and conservation work of the SLO displayed at the Tung Chung Community Liaison Centre.]

Agenda Item 5: Any Other Business

32. There being no other business, the meeting was adjourned at 11:30 a.m.