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| Mrs YEUNG HO Poi-yan, Ingrid | Commissioner for Transport | |
| Mr CHUNG Kum-wah, Daniel | Director of Civil Engineering and Development | |
| Mr LING Kar-kan | Director of Planning | |
| Ms FUNG Yin-suen, Ada | Deputy Director of Housing (Development and Construction) | |
| Mr TSE Chin-wan | Deputy Director of Environmental Protection (1) | |
| Mr LI Ping-wai, Anthony | District Officer (Islands), Home Affairs Department (HAD) | |
| Ms MO Yueng-ching, Emily | Assistant Commissioner for Tourism 2, Commerce and Economic Development Bureau | |
| Mr LAI Cheuk-ho | Principal Assistant Secretary (Works) 5, Development Bureau (DEVB) | Secretary |

Members Absent (absent with apologies)

Mr CHOW Yuk-tong
Mr CHU Kwok-leung, Ivan
Dr LAM Kin-ngok, Peter

In Attendance

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| Mr MA Siu-cheung, Eric | Under Secretary for Development |
| Mr CHAN Chi-ming | Deputy Secretary for Development (Works) 2 |
| Miss LAU Sze-mun, Shirley | Administrative Assistant to Secretary for Development |
| Mr FUNG Ying-lun, Allen | Political Assistant to Secretary for Development |
| Miss KONG Shuk-fun, Fannie | Press Secretary to Secretary for Development |
| Ms LOH Hung, Flora | Secretariat Press Officer (Development), DEVB |

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| Mr YIP Hung-ping, Joe | Assistant Secretary (Land Supply) 1, DEVB |
| Mr Chan Hing | Assistant Secretary (Lantau) 2, DEVB |
| Mr WONG Chi-fai, Gary | Chief Executive Officer (Policy and Development), DEVB |
| Miss WONG Pui-yue, Erica | Senior Executive Officer (Lantau), DEVB |
| Mr CHOW Sui-ping | Engineer (Lantau), DEVB |
| Mr LI Fat-yeung, Nick | Project Coordinator, DEVB |
| Miss CHOW Wing-kwan, Michelle | Community Relation Officer, DEVB |
| Mr Yeung Tung-tat | Researcher (2), DEVB |
| Mr CHAN Bun-pui, Bosco | Deputy Project Manager (HK Island & Islands), Civil Engineering and Development Department (CEDD) |
| Mr LO Kwok-chung, David | Chief Engineer/Islands, CEDD |
| Ms LAU Kwok-yin, Wendy | Engineer 19 (Islands Division), CEDD |
| Ms LI Chi-miu, Phyllis | Deputy Director of Planning/ Territorial |
| Ms CHEUNG Yi-mei, Amy | Assistant Director of Planning/Territorial |
| Miss LAU Bo-ye, Winnie | Chief Town Planner/Strategic Planning, Planning Department (PlanD) |
| Mr CHAN Sze-wai, Kevin | Senior Town Planner/Strategic Planning 6, PlanD |
| Mr WONG Man-yiu, Stephen | Senior Planning Coordinator, PlanD |
| Mr CHOW Chit, Joe | Assistant District Officer (Islands)2, HAD |

The Chairman welcomed all Members and Ms MO Yuen-ching, Emily, Assistant Commissioner for Tourism, representing the Permanent Secretary for Commerce and Economic Development (Commerce, Industry and Tourism) to attend this meeting.

2. Mr CHOW Yuk-tong, Mr CHU Kwok-leung, Ivan, and Dr LAM Kin-ngok, Peter, were unable to attend this meeting due to other commitment. Besides, Mr LAI Cheuk-ho, Principal Assistant Secretary (Works) 5, had replaced Miss WONG Chin-kiu, Janet, who had been transferred out of the DEVB, as the Secretary of the Lantau Development Advisory Committee (LanDAC).

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

3. The minutes of the last meeting had been distributed to Members for their perusal prior to the meeting. The Secretariat had not received any proposed amendments. There being no further comments from Members at the meeting, the Chairman announced the confirmation of the minutes of the last meeting.

Agenda Item 2: Matters Arising

4. The Chairman said that the matters of the last meeting requiring follow-up action had all been dealt with and reported under the post-meeting notes of the last minutes, and there were no matters arising for this meeting.

5. The Chairman suggested that Members first reviewed the progress of work of the Subcommittees (SCs) under the LanDAC.

6. Mr LAI Cheuk-ho, Secretary, briefed the meeting on the progress of work of the SCs under the LanDAC since the sixth LanDAC meeting on 26 September 2015 (Appendix).

7. A Member thanked all government departments for their efforts in making progress in the improvement works of narrow road bends at Keung Shan Road and South Lantau Road as well as increase of parking spaces. Another Member thanked the DEVB, the Transport Department (TD) and the CEDD for arranging a visit to some proposed traffic and transport projects for the Traffic and Transport SC.

8. A Member suggested that Wi-Fi services be added to the proposed new car parks in Tai O and Mui Wo, so that people could have access to internet to obtain information of the nearby areas and hence facilitating travel. Mrs YEUNG HO Poi-yan, Ingrid, Commissioner for Transport, said that they would explore with the Innovation and Technology Bureau on the feasibility of this suggestion. The Chairman suggested that this could first be implemented as a pilot in Tai O, a place with more tourists.

9. A Member opined that the TD needed to consider whether the new parking spaces could be free of parking charge.

10. A Member raised the issues regarding transport connections between the Hong Kong Boundary Crossing Facilities (HKBCF) Island of the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the North Commercial District (NCD) on the airport island. He expected that there would be a substantial growth in traffic demand from Lantau to urban areas after the completion of the HZMB and the three-runway system (3RS) of the Hong Kong International Airport (HKIA), together with passenger flow arising from the topside development of the HKBCF Island and the NCD on the airport island.

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However, bus and taxi services might not be able to meet the demand effectively. Therefore, he suggested that a study on the extension of the railway of the existing Tung Chung Line and Airport Express to the HKBCF Island and the NCD on the airport island should be carried out jointly with the MTR Corporation Limited (MTRCL), with a view to solving the problem of transport connection in the short or medium term.

11. Mr HON Chi-keung, Permanent Secretary for Development (Works), said that the PlanD and the CEDD were currently conducting a study which would consider the transport connections between the HKBCF Island and the NCD on the airport island. Mr Hon welcomed co-operation with the Airport Authority Hong Kong (AAHK) to jointly study and plan for supporting transport facilities that would meet the requirements of both sides.

12. Mr CHUNG Kum-wah, Daniel, Director of Civil Engineering and Development, supplemented that the CEDD had recently communicated with the MTRCL and hoped that MTRCL would consider a railway connection between Tung Chung and the airport island. The CEDD would continue to closely liaise with the MTRCL to follow up the connectivity of transport arrangement in Tung Chung.

13. Mr LING Kar-kan, Director of Planning, opined that the transport connections between various locations were crucial to the successful development of the topside development at the HKBCF Island, the NCD on the airport island, the 3RS of the HKIA and Tung Chung New Town Extension. The PlanD together with the CEDD and the relevant organisations would consider the arrangements concerned when taking forward various development projects.

14. The Chairman reiterated that there would be a number of development projects in north Lantau. The Government would consider the priority of various development projects when conducting study on the topside development at the HKBCF Island to avoid overlapping of functions.

15. A Member reflected the views of residents who hoped that the future Tung Chung West Station would connect to the HKBCF Island and the airport island. He opined that easing the flow of tourists and people working on the airport island through the mass transit system conformed to the principles of environmental protection and cost effectiveness.

16. A Member agreed that transport infrastructure should be the priority consideration for Lantau development, and supported to have a railway connecting north Lantau, the HKBCF Island and the NCD on the airport island.

17. A Member pointed out that the 3RS of the HKIA under planning would be completed until 2023 the soonest, and after the completion of the Shenzhen-Zhongshan Bridge (SZB) connecting Shenzhen and Zhongshan

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across the river anticipated in 2021, the functionality of the HZMB would be doubtful. Also, he did not believe that a large number of the Mainland tourists would choose to drive to the HKBCF Island and the NCD on the airport island via the HZMB. He further pointed out that the Tuen Mun-Chek Lap Kok Link (TM-CLKL) would improve the external transport connection of Lantau. Considering the above developments, that Member opined that except the railway connecting Tung Chung East and Tung Chung West, it was not necessary at the current stage for the Government to consider other large-scale railway developments without support of the latest data.

18. A Member opined that the functionality of the HZMB was not high with respect to cargo transport, but was significant with respect to tourism, which included facilitating Hong Kong people to travel to places like Zhuhai. That Member agreed that a study should be conducted as soon as possible to investigate the latest estimated utilisation rate of the HZMB. The Government would also need to consider how many Mainland vehicles would be allowed to enter Hong Kong via the HZMB.

19. A Member held that emphasis had to be put on traffic and transport development, and that the daily needs of Lantau residents should be taken into account. He pointed out that the external transport links of Lantau still needed to be improved even after the future commissioning of the TM-CLKL. In addition, he suggested that taking the opportunity of Lantau development, the mass transit system in New Territories West should be improved at the same time.

20. A Member held that suitable development was required to bring the functionality of the HZMB into full play. He suggested that the Tuen Mun South Extension of the West Rail be connected to Lantau and linked to Hong Kong Island to cater for the strategic development supporting population growth. Besides, he agreed that railway development was an important part of the development of Lantau as well as New Territories West, and it should be planned as early as possible.

21. A Member said that the Transport and Housing Bureau (THB) should accord a high priority to the work related to traffic and transport in Lantau. He suggested that the Government, the AAHK and MTRCL worked together to study the traffic and transport arrangement as soon as possible, and to implement short-term measures.

22. A Member said that, according to a recent study on the HZMB, the utilisation of the HZMB for cargo transport was lower than expected, whereas that for passenger transport function was higher than expected. The Mainland authorities also showed positive attitude towards Hong Kong tourists' driving to Zhuhai via the HZMB. In addition, that Member pointed out that the SZB would improve the traffic between the eastern and western sides of the Guangdong Province, thereby promoting the development at the western part of

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Pearl River Delta. As such, the SZB would not replace the role of the HZMB, but would even increase its utilisation. He also pointed out that the HKBCF Island and the NCD on the airport island could be connected to the Mainland via TM-CLKL, Route 9, Shenzhen Bay Bridge and Guangzhou-Shenzhen Coastal Expressway. This would attract more tourists to spend in north Lantau, and facilitate diverting tourists who currently went shopping in Tuen Mun. That Member held that the HKBCF Island, the NCD on the airport island and Tung Chung had to be connected by mass transit railway system to ease the passenger flow.

23. The Chairman concluded that studies on the medium- and long-term planning were required at the earliest possible. The planning process would involve cross-bureaux or cross-departmental coordination and overall planning work, and the latest development and various aspects had to be considered comprehensively. The Chairman understood Members' viewpoint that a forward-looking planning of traffic and transport and supporting facilities would be one of the key factors for the successful development of Lantau. Members' concerns on traffic and transport would be duly reflected in the LanDAC First-term Work Report. In addition, given that a number of bureaux and departments would be involved in Lantau development, the DEVB would conduct the coordination work well.

Agenda Item 3: LanDAC First-term Work Report

24. The Chairman said that the Secretariat had distributed the draft of the LanDAC First-term Work Report to Members for their comments prior to the meeting. The Report would be submitted to the Chief Executive for perusal after Members' deliberation. It would also be uploaded to the LanDAC website for public viewing. A Public Engagement Digest would then be produced to consult the public on the proposals for Lantau development.

25. Members' opinions and suggestions regarding the Report were summarised below:

- (i) Given that the existing supporting traffic and transport facilities were still lagging behind, the key point that traffic and transport infrastructure had to be forward-looking so as to drive Lantau development should be brought out.
- (ii) There was a pressing need to study the transport connections between the HKBCF Island, the airport island and the northern shore of Lantau.
- (iii) A study on the overall traffic and transport plan for Lantau was suggested.
- (iv) Conservation as an element of development should be expressed.

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The development of traffic and transport or other infrastructures would facilitate citizens and tourists to appreciate the beauty of natural environment of Lantau.

- (v) The suggestion of improving the internal accessibility of Lantau and hence enabling the general public to enjoy the natural environment of Lantau should be added.
- (vi) The short-, medium- and long-term development projects for Lantau should be clearly listed out.
- (vii) It should be clearly stated that at present it was only suggested to study the development of East Lantau Metropolis, and there was no fixed or confirmed implementation plan.
- (viii) The benefits brought about by the development, such as the estimated people flow, employment opportunities and business opportunities resulting from large projects should be mentioned, so that the public would be clear about the planning goal.
- (ix) The proposed recreation and tourism development items were of small scale and lacked attractive features.
- (x) The theme of recreation and tourism development should be revised; duplicated activities and projects should be avoided; and the use of terms like “Excitement” and “Adventure” should also be avoided.
- (xi) Better utilisation of marine parks to let more Hong Kong people or tourists enjoy them under suitable circumstances should be raised.
- (xii) Sustainable development and ecological conservation as the major principles in considering Lantau development should be mentioned.
- (xiii) The pioneering and innovative mindsets of urban planning and design should be added to avoid development proposals falling behind.
- (xiv) The concept of “zero emission” city in line with the latest international environmental target should be brought out in the development of Lantau, and the provision of diversified employment opportunities in Lantau to achieve the intention of local employment should be mentioned.
- (xv) Strategic environmental impact assessment was suggested to be conducted.
- (xvi) The elements of housing and commercial development should be included in the photos of the cover.
- (xvii) The preface should be amended to avoid creating a feeling that the young generation was separated from the society.
- (xviii) Old-fashioned or exaggerated wordings, for example, Tai O was the

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- “Venice of the East”, should be avoided.
- (xix) The use of “point-line-plane” approach to link the natural scenic sites and sites with cultural and historical values in Lantau was agreed.
 - (xx) Before there were any concrete “point-line-plane” proposals, the above-mentioned suggestions might be expressed in alternative way.
 - (xxi) The need of setting up a dedicated office to co-ordinate Lantau development should be mentioned.

[The Honourable MAK Mei-kuen, Alice, the Honourable CHAN Han-pan, Mr CHAN Yung and Mr SO Chak-kwong, Jack, left the meeting at this juncture.]

26. The Chairman thanked Members for their views and concluded that the contents related to traffic and transport would be strengthened in the Report. The Chairman continued that recreation and tourism were the key parts of Lantau development. He stressed that the main purpose of developing recreation and tourism was to provide Hong Kong citizens with leisure and recreational facilities and spots, rather than purely for attracting tourists. He said that the recreational and tourism development proposals in the Report were only initial concepts, and that the Administration expected the public and the industries to propose other more attractive and innovative ideas. Besides, the Chairman said that the vision of Lantau development would be added to the Report, and the need for setting up a dedicated office to co-ordinate Lantau development would also be raised. The Secretariat would make appropriate revisions to the draft Report and seek Members’ views again.

[Post-meeting note: The Secretariat had consulted Members on the revised draft Report via email on 6 January 2016, and the Chairman had submitted the Report to the Chief Executive on 10 January.]

Agenda Item 4: Any Other Business

27. The LanDAC discussed the draft version of the promotional video for Lantau development.

28. The Chairman said that the first term of the LanDAC would expire on 31 January 2016. He thanked Members for their efforts and contributions over the past two years.

29. There being no other business, the meeting was adjourned at 7:45 p.m.

Progress Report of Subcommittees under Lantau Development Advisory Committee (LanDAC) (Since the Sixth Meeting on 26 September 2015) (As at 4 January 2016)

Traffic and Transport Subcommittee (TT SC)

- Members of the TT SC and other SCs visited Lantau on 8 December 2015 to have more understanding on the arrangements/progress of various proposed traffic and transport projects or works, including the preliminary concept of transport connection for the topside development at the Hong Kong Boundary Crossing Facilities (HKBCF) Island of Hong Kong-Zhuhai-Macao Bridge (HZMB), the road linking Siu Ho Wan and Mui Wo, Tung Chung West Station, the operation of SkyPier, the planned construction of car parking spaces at south Lantau and Mui Wo, and the narrow bend improvement works at Keung Shan Road and South Lantau Road.
- The SC Secretariat distributed the Paper “TT SC Paper No. 15/2015 - Implementation of the Relaxation Measures in respect of Access of Tour Coaches and Private Cars to the Closed Roads in South Lantau” to Members via email on 4 December 2015.
- Progress report on the narrow bend improvement works at Keung Shan Road and South Lantau Road (Refer to Annex).
- It was estimated that more than 100 additional car parking spaces would be provided in Tai O, south Lantau and Mui Wo within 2016, including 60 parking spaces to be provided on a piece of Government land near the football pitch in Yim Tin Pok in Tai O, together with the newly added parking spaces in other locations.

Public Relation and Engagement Subcommittee (PRE SC)

- The sixth meeting of the PRE SC was held on 17 November 2015. The PRE SC noted the progress of the public promotional events and the production of promotional videos, the work progress of public relations consultant and the latest progress of other promotional work of the SC relating to “Lantau Development” (PRE SC Paper No. 09/2015 - Work Progress Report). Besides, the public relations consultant briefed the PRE SC Members on the public engagement and promotion events to be conducted in 2016 for the “Lantau Development Strategies” (PRE SC Paper No. 10/2015 - Public Engagement and Promotion Events of “Lantau Development Strategies” in Year 2016), which includes the goals, the analysis of the current situation, guiding principles for promotion, proposed public engagement and promotional activities and their timetables.

**Progress Report on Keung Shan Road and
South Lantau Road Bend Improvement Works**

Keung Shan Road

- Bend K1 – the works was completed in September 2015 as scheduled
- Bend K4 – relocation of underground utilities and affected trees were in progress, and the works were expected to commence in mid-2016 for completion in early 2017.
- Bend K10 – the ground investigation works and tree assessment were completed in September and October 2015 respectively. Detailed design and ecology survey were in progress. It was strived to commence the construction works in the third quarter of 2016 for completion in end 2017.
- Bends K12 to K16 – site investigations and detailed design were in progress. The works were expected to commence in the second quarter of 2016 by stages for completion from the third quarter of 2016 to end 2017.

South Lantau Road

- Bend S1 – relocation of underground utilities and affected trees were in progress. The works were expected to commence in mid-2016 for completion in end 2016.
- Bend S4 – the works were substantially completed in December 2015 and would be completed in early January 2016.