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**Lantau Development Advisory Committee
Second Meeting**

Date: 14 June 2014 (Saturday)

Time: 9:30 a.m. to 1:20 p.m.

Venue: Conference Room 6, G/F, Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

Minutes of Meeting

Members Present

Mr CHAN Mo-po, Paul	Secretary for Development	Chairman
Mr CHAN Han-pan		
Mr CHAN Yung		
Ms CHAU Chuen-heung		
Mr CHOW Yuk-tong		
Mr CHU Kwok-leung, Ivan		
Dr FANG Zhou, Joe		
Mr HA Wing-on, Allen		
Prof HO Kin-chung		
Mr LAM Chung-lun, Billy		
Mr LAM Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Ms LAM Lit-kwan		
Mr LAM Siu-lo, Andrew		
Mr LAU Ping-cheung		

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Dr WANG Jixian, James		
Mr WU Chi-wai		
Mr YIU Si-wing		
Mr YU Hon-kwan, Randy		
Mr CHOW Tat-ming, Thomas	Permanent Secretary for Development (Planning and Lands)	
Mr WAI Chi-sing	Permanent Secretary for Development (Works)	
Ms WONG Sean-ye, Anissa	Permanent Secretary for the Environment	
Mr LAI Yee-tak, Joseph	Permanent Secretary for Transport and Housing (Transport)	
Mr HON Chi-keung	Director of Civil Engineering and Development	
Mr LING Kar-kan	Director of Planning	
Mrs TAN KAM Mi-wah, Pamela	Director of Home Affairs	
Mr YUNG Wai-hung, Philip	Commissioner for Tourism	
Ms FUNG Yin-suen, Ada	Deputy Director of Housing (Development and Construction)	
Miss WONG Chin-kiu, Janet	Principal Assistant Secretary for Development (Works) Special Duty	Secretary

Member Absent

Dr CHEUNG Kin-tung, Marvin (absent with apologies)

In Attendance

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 LO Kwok-wah, Kelvin	Principal Assistant Secretary for Development

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	(Works) 5
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	Chief Information Officer (Development)
Mr YIP Hung-ping, Joe	Assistant Secretary for Development (Land Supply) 1
Mr LEE Kwun-chung, Johnson	Engineer (Land Supply) Special Duties, Development Bureau (DEVB)
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau) (Designate), DEVB
Mr YEUNG Tung-tat	Researcher (2), DEVB
Ms LI Chi-miu, Phyllis	Deputy Director of Planning/Territorial, Planning Department (PlanD)
Mr LAM Chi-man, David	Chief Town Planner/Strategic Planning, PlanD
Mr TONG Ka-hung, Edwin	Project Manager (Hong Kong Island and Islands), Civil Engineering and Development Department (CEDD)
Mr LAM Chi-keung	Senior Engineer/Project Management (Islands Division), CEDD
Mr LI Ping-wai, Anthony	District Officer (Islands), Home Affairs Department

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

1. The minutes of the last meeting have been duly amended based on Members' comments and have been distributed to Members for their perusal prior to the meeting. There being no further comments from Members, the Chairman announced the confirmation of the minutes of the last meeting.

Agenda Item 2: Matters Arising

2. With regards to the system of declaration of interests of the Lantau Development Advisory Committee (LanDAC), the Chairman said that all

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Members had submitted the Registration of Interests Forms^[Note]. The Chairman reiterated that the LanDAC was advisory in nature with no statutory power nor bestowed with any decision-making power, and could not deploy the Government's resources. The LanDAC had established the system of declaration of interests at the previous meeting, which was a two-tier declaration system and more stringent than that of other similar advisory committees: Tier one required Members to complete the Registration of Interests Forms provided by the Secretariat declaring their interests at Lantau and adjacent islands within the designated area; Tier two required Members to declare their pecuniary or personal interests should they arise during the discussion of individual items at meetings. The Chairman would decide whether it would be appropriate for the Member(s) concerned to discuss the item in question. All cases of declaration of interests with name(s) of the Member(s) concerned would be recorded in the minutes of that meeting and uploaded onto the webpage of the DEVB for public inspection.

[Note: In accordance with the instructions issued at the last meeting, the Secretariat distributed the Registration of Interests Forms on 21 March 2014 for Members to fill in.]

3. The Chairman advised that comments from a Member on the system of declaration of interests were received (original at **Annex¹**). That Member briefed the meeting on his comments as follows:

- (1) Currently, Members were only required to declare interests of themselves, their spouses and children. In view of the public concern on the Lantau development, it was hoped that the LanDAC might consider making reference to the system of declaration of interests of the Executive Council (ExCo) which required Members to declare the land and property which were held in the names of other persons or companies but were actually owned by the Members, or those which were not owned by the Members but in which the Members held beneficial interests;
- (2) Given the large number of future land development projects to be discussed at the LanDAC meetings, it was suggested that Members should declare the assets and liabilities held by their immediate family members within their knowledge, and provide details of the

¹ Only Chinese version is available and that is attached to the Chinese notes of the meeting.

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assets; and

- (3) To enhance the credibility of LanDAC, it was suggested that the Chairman should order the Member to withdraw from the meeting and abstain from voting if he/she had any pecuniary or personal interests in a matter under discussion.

4. That Member also hoped that the Registration of Interests Forms would be uploaded onto the DEVB's webpage for public inspection.

5. A Member said that as far as he knew, advisory committees in general would not upload information on Members' declaration of interests onto the Government's webpage. However, in view of significant public attention on the Lantau development, and that the public could also request for inspection of the Registration of Interests Forms of Members, he agreed that the Forms could be uploaded onto the DEVB's webpage to enhance the transparency of the declaration system.

6. Another Member commented that the LanDAC was only advisory in nature with no actual power. Moreover, since Members' participation was on a voluntary basis, he considered it inappropriate to apply the standards of ExCo's system of declaration of interests on the LanDAC. He was of the view that the current system of declaration of interests for the LanDAC was already more stringent than that of other committees with actual powers. In addition, the well-established monitoring regime available in Hong Kong, such as the Independent Commission Against Corruption and the judiciary system, allowed the public to report through various channels Members on whom they had suspicion.

7. Mr LO Kwok-wah, Kelvin, Principal Assistant Secretary for Development (Works) 5, said that the LanDAC's House Rules and the Registration of Interests Form had already covered the three comments raised by the Member concerned. Corresponding to the first comment, item 5 of the Registration of Interests Form required Members to declare any land and property holdings at Lantau or adjacent islands/areas by him/her in whatever form. Corresponding to the second comment, paragraph 3(4) of the House Rules stated that Members were required to declare, as soon as possible, any direct personal or pecuniary interests in a matter under consideration by the LanDAC, held either by a Member or by the spouse, a child under 18 or by any close relative of his/hers. Members were themselves the best judge of who, in

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the particular circumstances, was a “close relative”. In general, a “close relative” covered more broadly than an “immediate family member”. As to the third comment, paragraph 3(12) of the House Rules stated that the Chairman should decide whether the Member disclosing an interest could speak or vote on the matter, or could remain in the meeting as an observer, or should withdraw from the meeting, and paragraphs 3(4), (5), (7) & (8) also covered all the conflict of interest scenarios which were of concerns of that Member.

8. The Chairman said that when deciding whether to require Member(s) who had declared interests to withdraw from the meeting during the discussion of individual items, instead of taking an across-the-board approach, the actual situation and the contents of the declarations had to be considered. In addition, Members could comment on the Chairman’s decisions.

9. The Member who had submitted his comments thanked the response from the Secretariat which had cleared Members’ and the public’s misunderstanding of the LanDAC’s system of declaration of interests. He hoped that the Secretariat would enclose the written reply in the minutes of the meeting (See Annex² for details).

10. With Members’ agreement, the Chairman concluded that the LanDAC’s system of declaration of interests should remain unchanged. Separately, Members agreed that the Registration of Interests Forms could be uploaded onto the DEVB’s webpage by the Secretariat.

[Post-meeting notes: The Secretariat uploaded Members’ Registration of Interests Forms onto the DEVB’s webpage on 17 June 2014.]

Agenda Item 3: Presentations on Members’ Visits to Lantau and the Western Cities of the Pearl River Delta (PRD)

11. The Chairman said that the Secretariat arranged two visits at earlier times but not all Members were able to join. To allow Members to gain an insight of the visits, the Secretariat would like to brief the meeting on the two visits.

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12. Mr YIP Hung-ping, Joe, Assistant Secretary for Development (Land Supply) 1, of the Secretariat reported that Members visited the western cities of the PRD and Lantau in April and May 2014 respectively. The visit to Lantau on 10 May covered Kau Yi Chau, Hei Ling Chau, Mui Wo, Cheung Sha, Keung Shan Road/Tai O Road, Tai O, South Lantau Road/Tung Chung Road, Ma Wan Chung in Tung Chung, airport bus routes, Hong Kong-Zhuhai-Macao Bridge (HZMB) Project Information Centre and Citygate, with briefings respectively delivered by PlanD, CEDD, Islands District Office, Transport Department (TD), Commissioner for Heritage's Office of the DEVB and Highways Department.

13. The two-day visit to the western cities of the PRD covered Nansha in Guangzhou city, Jiangmen city, Zhongshan city and Hengqin in Zhuhai city, where Members studied the planning and infrastructure development there and exchanged ideas with top management of the local governments and the government officials responsible for planning.

14. A Member said that he had benefited greatly from the two visits, especially the one to the western cities of the PRD. He hoped that the Secretariat would consolidate the information collected during the visit for his reference. The Chairman said that the Secretariat would distribute the information to Members, while the presentation files of the two visits would be uploaded onto the DEVB's webpage.

[Post-meeting notes: The Secretariat uploaded the presentation files of the two visits onto the DEVB's webpage on 17 June 2014, and distributed to Members the information on the visit to the western cities of the PRD on 27 June 2014.]

15. The Chairman thanked Members for their active participation in the two visits, and commended the outstanding performance of the Secretariat which organised the visits and the government officials who offered assistance.

Agenda Item 4: Presentations by Members

16. Five Members presented their proposals on the Lantau development at the meeting. Contents of their presentations and comments from other Members were summarised as follows:

17. A Member presented his proposed arrangements to improve the

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existing airport bus routes S56 and S64 and the future bus routes travelling from the Tuen Mun-Chek Lap Kok Link (TM-CLKL), which would enhance the traffic connectivity between Tung Chung, the New Territories West, the North Commercial District (NCD) of the airport, as well as the commercial district on the Hong Kong Boundary Crossing Facilities (HKBCF) island, thereby encouraging residents of Tung Chung and the New Territories West to go to work in the two aforementioned commercial districts. The proposals included the arrangement of two-way circular routes, the cancellation of routes going through the air cargo/freight area, the extension of routes to cover the NCD of the airport, as well as the installation of additional traffic lights.

18. A Member asked whether the TD had studied the proposal of two-way circular bus routes. Mr LAI Yee-tak, Joseph, Permanent Secretary for Transport and Housing (Transport), replied that the Administration had always been concerned with the public bus route arrangements on the airport island. At present, the “E” bus routes made a number of stops at the air cargo/freight area to meet the practical needs of passengers who worked there. However, he understood that in consequence the journey time of the “E” routes became rather long. The TD was studying how to make optimal use of the resources to improve the public bus route arrangements without increasing the number of franchised buses and the waiting time for buses.

19. A Member asked whether the roads connecting the HKBCF island with Tung Chung North could cope with the drastic increase in traffic flow after the development. With the opening up of the SkyPier, the number of annual passenger trips might amount to several millions. In that case, he asked if the current road planning would have to be adjusted.

20. Mr LING Kar-kan, Director of Planning, replied that the issues raised by the Member would be included in a planning, engineering and architectural study (the study) to be conducted for the HKBCF island. Mr HON Chi-keung, Director of Civil Engineering and Development, added that apart from the existing roads, the TM-CLKL under construction was due to be completed between 2016 and 2018. After funding was obtained for the study of the topside commercial development and development of other economic activities on the HKBCF island, the Administration would carry out a detailed study on the traffic network concerned and the various connection facilities.

21. The Member who made the presentation said that the Islands District Council (Islands DC) had discussed the issues concerning bus routes S56 and

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S64, and many Tung Chung residents would like S64 to bypass the air cargo/freight area and expected that the study would help resolve the issue.

22. Another Member presented that he had met various stakeholders after the previous LanDAC meeting, and gathered the views which could be categorised in three areas. First, while an engineering study for the East Lantau Metropolis (ELM) was being conducted, an independent study should also be carried out to assess the need for the project and to obtain data to support the development by reclamation. Second, when studying the new developments, we should not overlook existing issues, like the issues related to the transport matters and the use of bicycles by visitors. Third, we should also consider rebuilding the roads in the old areas such as Pui O and Shap Long Tsuen in southern Lantau so as to upgrade their standards.

23. That Member said that the public was very concerned with the development of Lantau. At the Islands DC meeting on 23 June, some DC members submitted papers for the discussion of tourism development as well as road and transport issues of Lantau.

24. A Member pointed out that the natural landscape of Lantau was one of the attractions to visitors. A balance should be struck between the development of the transport facilities and the conservation of the natural landscape, so as to preserve the tourism resources of Lantau. That Member also commented that the planning criteria should not be set solely based on the transport demand in a certain period of time, lest the scale of transport facilities be over-estimated.

25. Another Member presented and analysed the impact of the PRD's economic transformation on the Lantau development as well as the proper positioning for Lantau planning. He first introduced the bridgehead economy and cited three famous examples, namely the Amsterdam Schiphol Airport City in the Netherlands, the Shanghai Hongqiao Hub Commercial District, and the Songdo International Business District (Songdo IBD) at the Incheon International Airport in South Korea. That Member pointed out that with the completion of the HKBCF island, Lantau would be transformed from a traffic cul-de-sac to the gateway connecting Hong Kong with the PRD. Via the HZMB, Lantau would be connected to western Guangdong. Via the TM-CLKL through the Shenzhen Bay Bridge, Lantau would be linked to the Guangshen Yanjiang Expressway in the north. Lantau would become a converging point of the east-to-west and the south-to-north networks of the

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PRD. That Member suggested that we should capitalise on the opportunities of bridgehead economy, and align with the PRD's economic transformation, to position the planning of Lantau as: (1) the operations centre in Hong Kong for the PRD enterprises; (2) one of the most famous and distinctive retail areas in Hong Kong; and (3) the tourism and expo cluster in the South China in cooperation with Hengqin and Macao.

26. A Member opined that Lantau might not have sufficient resources to get developed into an operations centre and a tourism centre at the same time. He inclined to develop Lantau into a tourism island of the PRD, thus rendering its positioning more well-defined to complement the casinos in Macao and the Ocean Kingdom in Hengqin in Zhuhai.

27. A Member asked whether the Shenzhen-Zhongshan Cross-River Pathway (SZP), which would commence construction in 2015, would affect the development of Lantau as its alignment roughly paralleled to that of the HZMB and both of them spanned over the Pearl River Estuary. The Member who made the presentation explained that the SZP would mainly serve as the cross-river pathway for highways in the east and the west coasts of the Guangdong province, which would be different from the HZMB whose main function was to connect Hong Kong with western Guangdong.

28. A Member said that according to the questionnaire survey conducted at the Hong Kong Environment Forum in May (120 participants completed the questionnaires), among the five questions concerning the construction of the third runway of the airport, two-third of the respondents supported the proposal. As to the other four questions (i.e., whether you agree with the overall plan of the Lantau development, support the development of bridgehead economy, support the reclamation works for the HKBCF island, and agree that protecting the countryside of Lantau should come before developing the economy), those in favour and against accounted for 30% each, while the remaining 40% of the respondents adopted a wait-and-see approach and would not commit themselves until more information was available from the Government. The Forum concluded that development should be people-oriented, showing that the majority of people looked for quality living. Such a conclusion could serve as a reference for the LanDAC when discussing the planning of the Lantau development.

29. A Member said that Schiphol Airport City and Hongqiao Hub Commercial District were organic growth stemming from local needs, which

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were different from the Incheon Island Business District directly spearheaded and planned by the Government. He also asked for an update on its development. The Member who made the presentation pointed out that while the Incheon International Airport was under planning, planning for the Songdo IBD had already been carried out. Development for the Songdo IBD began around 2005. While the progress of works had been delayed due to the financial tsunami in 2008, a substantial area was developed.

[Prof HO Kin-chung left the meeting at this juncture.]

30. Another Member presented the changes in the flow of goods and passengers in the PRD and Hong Kong, the development of traffic and transport infrastructure facilities in recent years, and analysed the unique roles and development opportunities of Lantau. That Member pointed out that the airport played a crucial role in the economic development of Hong Kong, and the Hong Kong International Airport (HKIA) had maintained its advantage in the Greater PRD Area as far as passenger traffic and flight punctuality were concerned. With the completion of the HZMB and the third runway of the airport, as well as the commissioning of the West Kowloon Terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the PRD Bay Area would turn into a metropolitan circle. That Member believed that as a key point on the circle, Lantau could be positioned as (1) a world-class gateway; (2) a regional tourist attraction; and (3) a new rural area of Hong Kong.

31. A Member asked whether the opening up of SkyPier would complement the transport network in the entire PRD Area. The Member who made the presentation replied that as neither the HZMB nor other faster modes of transport were available at the moment to connect Zhuhai with the HKIA, some visitors chose to commute between the two places by means of water-borne transport. However, after the commissioning of the HZMB, it was believed that visitors would prefer the land-based transport which was more convenient and speedy than the water-borne transport.

32. Mr LAM Siu-lo, Andrew declared interests at the meeting that he participated in three projects, namely the casino in Incheon, the overall planning of Incheon and the Songdo IBD, between 2006 and 2008.

33. A Member provided additional information on the urban development of Incheon. First, he pointed out that the development of the Incheon International Airport, covering an area of over 1 000 square kilometres, was

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part of the urban development of Incheon. Second, the form of economic development led by financial groups was the characteristic of development and funding arrangement of Korea which resulted in the development of Songdo being adversely affected by the economic downturn in 2008. To the best of his knowledge, the Incheon International Airport had not yet been able to perform its functions in aspects of business and tourism.

34. A Member pointed out that the Mainland was planning to construct a railway connecting the western PRD with Shenzhen. If the railway could bypass Hong Kong, it might affect the development of Hong Kong. The Member who made the presentation said that as far as he knew, the alignment of that railway had not yet been finalised.

35. A Member was concerned about the scale of the proposed positioning of Lantau as a regional tourist attraction. He suggested that in addition to the visitors from the PRD and Southeast Asia, the target areas should be expanded to cover the peripheral provinces of Guangdong such as Fujian, Hunan, Jiangxi and Guangxi, etc. The Member who made the presentation agreed to that view, and believed that with the commissioning of the XRL, visitors from all over China would be attracted to visit Hong Kong, especially Lantau.

36. A Member provided additional information about aircraft noise. He pointed out that the noise level of new aircraft models was reduced and the proposed third runway of the airport would be far away from residential areas, which could help relieving the existing aircraft noise problem.

37. Another Member presented and analysed the importance of Lantau to Hong Kong's future economic development and for Hong Kong to be a world city. He pointed out that 2010-2014 was the 5 golden years of Hong Kong, during which people and capital flows reached the highest level, suggesting that demand was far above supply. He took the view that we should grasp the opportunity and provide adequate hardware to support a continuous economic growth to bring Hong Kong into 50 golden years, while the development of Lantau could be the avenue for provision of the necessary hardware. That Member proposed to develop Lantau into a "flying dragon metropolis" and suggested four requirements in its design: (1) to be the most desirable location for work as a "one-stop, everything" location; (2) to be the most desirable living place; (3) to have enough working and residential populations to maintain commercial interests and land value for provision of funding for development; and (4) to think big and consider not only the bridgehead

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economy but also the overall economy for the next 50 years of Hong Kong, adopting design with expandable flexibility and diversity to incorporate multi-functional and comprehensive urban designs as well as the best green planning standards.

38. The five Members who made the presentations agreed to have their information/materials uploaded onto the DEVB's webpage.

[Post-meeting notes: The Secretariat uploaded the development proposals presented by the five Members at the meeting onto the DEVB's webpage on 17 June 2014.]

Agenda Item 5: Discussion on the Strategic Positioning, Development Direction and Way Forward for Individual Proposals of Lantau

39. The Chairman said that based on the observations from the visits and Members' views, the Secretariat had prepared a discussion paper on the strategic positioning and development direction of Lantau (LanDAC Paper No. 04/2014). However, due to time constraints, it could not be discussed in detail at this meeting. The paper, together with the LanDAC Paper No. 05/2014, would be discussed at the third meeting on 19 July. The Chairman hoped that at this meeting, he could hear from Members more views on the future strategic positioning and the broad development direction of Lantau.

40. Several Members opined that the meeting should focus on discussing the positioning and development direction of Lantau. As regards the way to take forward Members' views, we could consider setting up subcommittees to study.

41. A Member remarked that the two meetings and the three-day visits were inspiring. Far from being an undeveloped land, Lantau instead had its own history, strengths and weaknesses. The short-, medium- and long-term development proposals should be considered at both the micro and macro levels. The development proposals of Lantau were like matrixes, which would require group discussions under different categories in future. That Member also highlighted that there were currently insufficient facilities for arts and humanities development in Tung Chung, and opined that when planning for the long-term development of Lantau, issues concerning the supporting facilities should also be sorted out, and there should be short-term plans at the

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same time to help residents in the old areas improve their living environment. Finally, the LanDAC should draw up communication plans to familiarise the general public with the LanDAC's work and the plans for the Lantau development.

42. A Member would like to know the Government's ideas on the Lantau development and requested information on the development in its adjacent areas to facilitate Members' consideration of the positioning and direction of the Lantau development. Another Member also agreed that when carrying out overall planning for Lantau, the LanDAC should consider the development in the adjacent areas and explore ways to create synergy as well.

43. The Chairman responded that as regards the Government's preliminary ideas on the planning of Lantau development, the PlanD had already briefed Members at the previous meeting on the existing and planned major infrastructure and development projects at Lantau. He considered that in planning the Lantau development, and instead of focusing on the local situation alone, a macroscopic perspective should be adopted to consider the development of the adjacent areas. He hoped that Members could appreciate the related development planning situation on the spot as learnt during the visits to Lantau and the western cities of the PRD.

44. The Chairman said that for the next meeting, in addition to the strategic positioning and development direction of Lantau, the LanDAC would also discuss the proposed work plans of the LanDAC, and then consider the need to form subcommittees. The Chairman recognised the importance of effective communication with the public so that the public could appreciate the Lantau development.

45. A Member suggested that the Government should roll out in phases short-term measures that could tally with the long-term development targets, such as the cycle tracks, which would enable the public to see the benefits of development as soon as possible so as to consolidate their support.

46. Another Member also considered that we should let the public know shortly that development work was being implemented. For example, to tie in with the commissioning of the HZMB in 2016, we should keep pace with the development at the NCD of the airport and the AsiaWorld-Expo, revitalising Ma Wan Chung and improving the transport network as soon as possible.

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47. A Member hoped that the Government would brief the meeting on the consultancy studies for the ELM, and consult the LanDAC when the consultants submitted the preliminary study results. Another Member hoped that the Government would advise whether it would study why reclamation would be required.

48. In response to the enquiry concerning the scope of the study for the reclamation of the ELM, Mr WAI Chi-sing, Permanent Secretary for Development (Works), said that in light of many development constraints within the study area, it was planned that preliminary engineering studies would first be carried out to decide on the scale and size of reclamation as well as the start/end points of infrastructure facilities before further studies on the planning and uses of the reclaimed areas.

49. A Member opined that the economic development strategies, development restrictions, as well as the development plans and policies of the region would affect the specific proposals in respect of the development and planning direction of Lantau to be put forward by the LanDAC, and that the development direction should not be set solely by the LanDAC or a single bureau. As such, he suggested that the LanDAC should consider whether to draw up assumptions and frameworks of economic development strategies and development constraints, before carrying out detailed discussions on the development direction.

50. The Chairman responded that when exploring the Lantau development, the LanDAC could explore the positioning and direction of Lantau development with an open mind, on the premise that the Government would take a moderate and positive role in promoting economic development. When carrying out further discussions on specific issues, if the restrictions or basic assumptions concerned could not be determined by the Hong Kong Special Administrative Region (HKSAR) Government alone, such as the “co-location” of immigration and customs facilities of the Mainland and the HKSAR, planning for individual items might have to be carried out based on various anticipated and presumed situations. The Chairman added that the Government had in place a high-level mechanism to deal with cross-bureau issues.

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Agenda Item 6: Any Other Business

51. The Chairman said that Members, if approached by the media, might refer the enquiries to the Secretariat or his Press Secretary for follow-up action. However, if Members would like to respond to the media directly, they should only express their personal views and should not claim to represent the LanDAC or cite the views of other Members.

52. There being no other business, the meeting was adjourned at 1:20 p.m.