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**Lantau Development Advisory Committee
Third Meeting**

Date: 19 July 2014 (Saturday)
Time: 9:30 a.m. to 11:45 a.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 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 Fan-keung, Franklin		
Dr LAM Kin-ngok, Peter		
Ms LAM Lit-kwan		
Mr LAM Siu-lo, Andrew		
Mr LAU Ping-cheung		
Hon MAK Mei-kuen, Alice		
Hon WU Chi-wai		
Hon YIU Si-wing		
Mr CHOW Tat-ming, Thomas	Permanent Secretary for Development (Planning and Lands)	

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Mr WAI Chi-sing	Permanent Secretary for Development (Works)	
Mr LAI Yee-tak, Joseph	Permanent Secretary for Transport and Housing (Transport)	
Mr LING Kar-kan	Director of Planning	
Mr YUNG Wai-hung, Philip	Commissioner for Tourism	
Mr TSE Chin-wan	Deputy Director of Environmental Protection (1)	
Mr LI Pak-chuen, Patrick	Deputy Director of Home Affairs (1)	
Mr TONG Ka-hung, Edwin	Project Manager (HK Island & Islands), Civil Engineering and Development Department (CEDD)	
Miss WONG Chin-kiu, Janet	Principal Assistant Secretary (Works) Special Duty, Development Bureau (DEVB)	Secretary

Members Absent (absent with apologies)

Hon CHAN Han-pan

Dr CHEUNG Kin-tung,
Marvin

Mr LAM Chung-lun, Billy

Mr LO Hong-sui, Vincent

Dr WANG Jixian, James

Mr YU Hon-kwan, Randy

Ms FUNG Yin-suen, Ada
Deputy Director of Housing
(Development and Construction),
Housing Department

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In Attendance

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 (Works) 5
Mr FUNG Ying-lun, Allen	Political Assistant to Secretary for Development
Miss KONG Shuk-fun, Fannie	Press Secretary to Secretary for Development
Mr YIP Hung-ping, Joe	Assistant Secretary (Land Supply) 1, DEVB
Mr LEE Kwun-chung, Johnson	Engineer (Land Supply) Special Duties, DEVB
Miss WONG Pui-yue, Erica	Senior Executive Officer (Lantau), DEVB
Mr YEUNG Tung-tat	Researcher (2), DEVB
Ms LI Chi-miu, Phyllis	Deputy Director of Planning/Territorial
Mr LAM Chi-man, David	Chief Town Planner/Strategic Planning, Planning Department (PlanD)
Mr CHAN Sze-wai, Kevin	Senior Town Planner/Strategic Planning 6, PlanD
Mr LI Ping-wai, Anthony	District Officer (Islands), Home Affairs Department (HAD)
Miss MAN Ying-ye, Bonnie	Assistant District Officer (Islands) 2, HAD
Mr LO Kwok-chung, David	Chief Engineer/Islands, CEDD
Mr MA Hon-wing, Wilson	Senior Engineer/Project Management (Islands Division), CEDD

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Opening Remarks

1. The Chairman welcomed the two new Members joining the Lantau Development Advisory Committee (LanDAC), namely The Honourable MAK Mei-kuen, Alice, and Mr LO Hong-sui, Vincent who was unable to attend the meeting as he was away from Hong Kong. In addition, the Chairman congratulated Mr CHAN Yung and Mr LAM Fan-keung, Franklin, on being awarded the Bronze Bauhinia Star in this year's Honours List on 1 July, and The Honourable CHAN Han-pan and Professor HO Kin-chung on being appointed Justices of the Peace.

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

2. The minutes of the last meeting had been suitably amended according to Members' comments and further 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

3. The Chairman said that as all the matters arising from the last meeting had been dealt with and reported under the post-meeting notes of the last minutes, there were no matters arising for this meeting.

Agenda Item 3: Discussion on the Strategic Positioning, Development Direction of Lantau and the Way Forward

[Note: A Member had submitted his comments on LanDAC Paper Nos. 04/2014, 05/2014 and 06/2014 (see Annex) before the meeting. The Secretariat had distributed the said Annex to Members for information before the meeting.]

4. Mr LO Kwok-wah, Kelvin, Principal Assistant Secretary (Works) 5, DEVB, briefed the meeting on LanDAC Paper No. 04/2014, which mainly covered the details and progress regarding the 2007 Revised Concept Plan for Lantau, the major infrastructure and development projects in Lantau in progress and under planning, as well as the major considerations for Lantau development. In addition, as at the end of June 2014, the Secretariat had received views from Members and the public and consolidated them into 91 proposals under five major categories: development planning issues, tourism and recreation, environment and heritage conservation, transport and

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improvement proposals, as well as employment, education and social welfare. Members could, with reference to these proposals, consider the following four proposed strategic positioning for Lantau: (1) an international transport, logistics and trade hub in the Pearl River Delta (PRD); (2) a service hub of the Greater PRD region and Asia; (3) a strategic growth area with a new metropolis in the central waters between Lantau and Hong Kong Island; and (4) a treasure of natural assets. On the basis of the above strategic positioning, four development directions for Lantau were proposed: (1) Northern Lantau Corridor (for economic and housing development); (2) North-eastern Lantau Node (for leisure, entertainment and international tourism); (3) East Lantau Metropolis (ELM) (accommodating a core business district for strategic development); and (4) Lantau areas of ecological conservation value (for conservation, leisure, cultural and green tourism). Mr LO added that to bring about successful delivery of development projects, it was important to strike a balance among economic development, social needs and environmental protection. The overall planning strategy would incorporate the concepts of a high-density city, a low carbon/green city, a smart city, and a walkable city. Besides, in taking forward the projects, there should be public engagement to build public consensus.

5. A Member commented that at this stage, the engineering study for reclamation in the central waters should only consider reclamation at Kau Yi Chau, and should not extend the scope of the study to other areas. He suggested that the scale of development should not be set too large at this stage to avoid affecting the natural environment of Lantau which would “strike the nerve” of conservation groups, or the funding application regarding the engineering study for reclamation in the central waters might be affected.

6. A Member opined that when deliberating on the strategic positioning of Lantau, the LanDAC should not be overly concerned or restrained, or the outcome could be too conservative. That Member added that according to the statistics of the Commerce and Economic Development Bureau (CEDB), it was estimated that the number of visitor arrivals would increase from 54.3 million in 2013 to around 70 million in 2017, and further up to around 100 million in 2023. He pointed out that Lantau should be planned according to Hong Kong’s tourism development on the diversion of visitors and the provision of support facilities. Otherwise, Hong Kong might not be able to take up the anticipated increase of visitors, thus hindering the development of Hong Kong’s tourism industry. In addition, the PRD region had a population of about 60 million to 70 million, and half of the world’s population was within a 5-hour flight distance from Hong Kong. Hong Kong, therefore,

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had to be equipped with quality tourism facilities to attract these potential visitors. He supported that the subcommittees (SCs) should carefully examine and deliberate on the tourism development of Lantau from various perspectives including environmental protection, commercial considerations, and the views of Hong Kong people, etc.

7. A Member said that public views had become so polarised that the pro-conservation parties preferred no development at all. As such, in planning for Lantau development, the Government should put forward moderate development proposals and list out clearly the reasons for and against them. In addition, that Member considered that Lantau development would lead to a westward shift of Hong Kong's economy and population, and change the development pattern of Hong Kong, and hence asked that Members should consider whether Lantau development was a standalone development or an expansion of the existing urban areas. That Member suggested that the overall development plan should be sub-divided into three to four items for discussion and implementation in phases, which he believed would be a mode that would gain public support more easily.

8. A Member said that the strategic studies for artificial islands in the central waters should cover all possible developments, including the reclamation projects at Kau Yi Chau and other islands, and the various development proposals should be presented to the public. In addition, land should also be reserved on the artificial islands for the economic development of other industries in addition to commerce and tourism.

9. A Member commented that the environment should be protected through planning, and agreed to the proposed strategic positioning of Lantau, which included making good use of natural resources that could clear the misunderstanding regarding Lantau development of some people in the community. In addition, the locals had mentioned to him that developing eco- / educational tours on the deserted farmlands or lands earmarked for conservation might be considered, while these proposals would require the support of transport facilities. He also supported the reclamation at Kau Yi Chau and Hei Ling Chau, which would require transport infrastructure connecting Lantau and Hong Kong Island as well as visionary planning. Otherwise, Hong Kong might miss the opportunity for development.

10. A Member remarked that there should be an overall long-term development plan for Lantau so as to meet the expectations of the public for more employment opportunities, new attractions and tourism facilities, larger

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capacity to receive visitors, while the plan could be implemented in phases.

11. A Member said that the role of the LanDAC was to advise the Government on the strategic development of Lantau, but not to replace the Government in formulating planning proposals and consulting the public and the Legislative Council (LegCo). He also considered it advisable to set clear positioning for Lantau as soon as possible, or it would be difficult to take forward the individual projects.

12. A Member pointed out that the proposed artificial islands in the central waters should meet two needs: Firstly, the social needs – there should be adequate land for residential development to accommodate Hong Kong's population growth by 20% to 8.4 million by 2041; and secondly, the economic needs – as the aged population of Hong Kong would grow by one-third in the next 10 to 20 years, population ageing would slow down economic momentum and this would require replenishment from external economic forces. That Member commented that in the face of these important social and economic problems, it should not be difficult to build public consensus on supporting Lantau development.

13. A Member opined that as the LanDAC was set up to map out Lantau development strategies in response to the needs for social development and other aspects, the LanDAC should focus its discussion on broad development positioning and directions at this stage instead of keep spending time on discussion of vague and conceptual issues.

14. A Member agreed to the four broad development themes as proposed in the LanDAC paper, but doubted if Mui Wo and Hei Ling Chau had to be included into the ELM's area for the implementation of the four development themes. He opined that the projects covered by the four proposed development themes were already of significant scale even without reclamation at Mui Wo and Hei Ling Chau.

15. In response to a Member's enquiry concerning the LanDAC's role, the Chairman said that the LanDAC was an advisory body and it was the Government who would make the final decision on the development plan. As the Chief Executive stated in the Policy Address, Lantau development should not be focused on Lantau alone, but should be considered in connection with Hong Kong's overall social and economic development. The Government established the LanDAC with an aim to draw on the expertise and experience of various departments as well as Members' views on the Lantau development

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in the formulation of development options, and would consult Members on the options before finalising the plan.

16. Mr LING Kar-kan, Director of Planning, added that all factors had to be considered in a holistic manner when drawing up the strategic plans, and that sufficient flexibility also had to be allowed when formulating development concepts and visions. Therefore, when carrying out the strategic studies for the artificial islands in the central waters, apart from examining the construction of artificial islands at Kau Yi Chau, the possibility of other reclamation projects in the nearby waters in future should not be ruled out.

17. A Member suggested that there should be interaction and synergy among the four development directions, e.g. synergy should be created between Northern Lantau Corridor and Southern Lantau, and between North-eastern Lantau (the side of Disneyland) and Northern Lantau Corridor.

18. A Member opined that not much had been said about housing in the development directions currently proposed in the discussion paper. He asked whether the Government would consider developing a residential community in Lantau, like Discovery Bay, for the middle- and upper-class, and when the capacity of Tsing Ma Bridge would be saturated. He noted that the construction of roads connecting Kau Yi Chau and Hong Kong Island or western Kowloon would be crucial to the development of Lantau. Furthermore, that Member suggested that in addition to the third runway, the construction of fourth runway could also be considered at the same time so as to meet the development needs of the Hong Kong International Airport beyond 2030. He supplemented that there would be five runways at the Shanghai Hongqiao Airport, and nine at the Beijing Capital International Airport.

19. The Chairman responded that apart from the Tung Chung New Town Extension project, the proposed ELM would accommodate a large population. Given the tight situation of housing supply and demand at the moment, the Government would deploy lands for high-density development as far as practicable, focusing on building small- and medium-sized residential flats, which were in acute demand.

20. The Honourable WU Chi-wai requested to record in the Minutes, by name, that he agreed to the four broad development themes but did not agree to the inclusion of Mui Wo and Hei Ling Chau into the development boundary of the ELM.

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21. A Member pointed out that he agreed to the four development directions for Lantau, in particular the economic and housing development in northern Lantau, in light of the recent incessant demands from some organisations to have the housing problem resolved. In addition, he considered that when determining the long-term directions, there should also be sufficient flexibility to allow for minor adjustment to the development plans so as to meet future demand.

22. The Chairman invited Mr LING Kar-kan, Director of Planning, to provide information on the future residential population distribution pattern of Hong Kong. Mr LING said that the Government was exploring two strategic planning proposals. The already started study on developing the New Territories North would investigate the possibility of developing a new town of a scale similar to that of Fanling/Sheung Shui. The Administration would formulate feasible proposals upon completion of the study, and then carry out detailed planning and engineering studies. The artificial islands in the central waters would be another strategic development area in future. In considering the planning development of New Territories North and the central waters, the Administration would try to strike a balance between job and residential population distribution, and between development and conservation. If we could not balance between job and residential population distribution, people might keep moving outward and live in the periphery, while jobs would still be concentrated on both sides of the Victoria Harbour. Such an imbalanced pattern would increase the burden on the transport infrastructure for carrying commuters to and from the urban areas and hinder the effective use of social resources. Therefore, when planning for a new residential community outside the urban areas, the Government also needed to promote job creation there at the same time.

23. A Member opined that the scope of development marked on the plan of development themes was only indicative in nature. He agreed to the four development themes in the paper, and said that the Government had to consider how to implement the proposals of the LanDAC effectively.

24. A Member commented that the LanDAC generally supported the development directions of Lantau as proposed in the paper. The next step was to narrow down the scope of discussion, and discuss in details and study the development proposals within the SCs.

25. A Member provided supplementary information on the housing distribution in Tung Chung. He remarked that apart from housing for the

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middle class and grassroots, low-density residential flats would be developed behind Hau Wong Temple in Tung Chung West. He agreed to the proposed development directions of Lantau, and hoped that the LanDAC would discuss the development of logistics and other industries in future. The Chairman replied that the concerned suggestions could be discussed by the Economic and Social SC.

26. A Member suggested that the meeting should discuss the terms of reference and composition of the SCs at this stage, while individual proposals should be discussed by the SCs.

27. Summarising the views of Members, the Chairman concluded that the LanDAC in general agreed to the four strategic positioning and the four development directions for Lantau as proposed in the paper.

28. A Member pointed out that the submission to the LegCo by the Government for funding approval for the strategic studies for reclamation in the central waters had implied that the LanDAC had by and large endorsed the scope of the study on reclamation, which included Kau Yi Chau, Hei Ling Chau and Mui Wo, but in fact the LanDAC had yet to discuss the issues in detail. That was considered unfair to the LanDAC, and the public or the environmental groups might criticise the work of the LanDAC in future.

29. Mr WAI Chi-sing, Permanent Secretary for Development (Works), clarified that the submission to the LegCo for funding approval for the strategic studies for the artificial islands in the central waters was not targeted at the reclamation at Kau Yi Chau. That paper indicated that there could be one or more reclamation areas in the central waters while the exact locations for reclamation would be confirmed upon completion of the study. That paper did not mention or imply that the LanDAC had agreed to the reclamation locations.

30. Mr LO Kwok-wah, Kelvin, Principal Assistant Secretary (Works) 5, DEVB, briefed the meeting on LanDAC Paper No. 05/2014. Mr LO said that as at the end of June, the Secretariat had received a total of 39 proposals from the public, 18 of which were different from Members' views. In drawing up the proposed strategic positioning and development directions, the Secretariat had made reference to all the public views. The Chairman suggested that the views from individual members and the public could be discussed in detail by the SCs to be established.

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31. Mr LO Kwok-wah, Kelvin, Principal Assistant Secretary (Works) 5, DEVB, briefed the meeting on LanDAC Paper No. 06/2014. Mr LO said that strategic development proposals could be studied in the several engineering and planning studies for Lantau that were being or would be carried out. Besides, as the study for the long-term development strategy of Hong Kong would also cover the planning for Lantau, these strategic development proposals would be taken forward after a relatively longer period of time. In the short term, the Government would examine the implementation of feasible development proposals that would benefit the local community. Moreover, four SCs were proposed to be formed under the LanDAC to discuss the relevant proposals separately. It was proposed that the chairs and deputy chairs of the SCs should be taken up by non-official LanDAC Members, and that each non-official LanDAC Member could join two SCs at most. Subject to the needs of the SCs, inclusion of co-opted members, who could be appointed by the LanDAC Chairman or suitable candidates recommended by the SC chairs / deputy chairs or the SCs, could be considered.

32. A Member said that the chair and deputy chair of an SC should be taken up by an official member and a non-official member respectively so as to balance the views of all parties concerned.

33. Another Member agreed that the chair and deputy chair of an SC should be taken up by an official member and a non-official member respectively. He also agreed that co-opted members should be included to complement Members' views, but suggested that there should be a cap on the number of co-opted members so that discussions in the SCs would be more focused.

34. A Member considered that since the chair of the LanDAC was already taken up by a government official, the public might mistakenly perceive the LanDAC as dominated by the Government in all its affairs if its SCs were also chaired by government officials.

35. The Chairman responded that Members could nominate co-opted members for the SCs. The Chairman agreed to Members' view that the SCs should be of reasonable size for effective operation. In his opinion, the number of co-opted members could vary with the scope of discussion of each SC, and the number of co-opted members should not be fixed for every SC. Therefore, the Chairman said that the appointment of co-opted members would be handled with flexibility according to Members' views based on the principle

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that the SCs should be of reasonable size.

[Ms CHAU Chuen-heung left the meeting at this juncture.]

36. A Member agreed that in respect of the political angle, the chair and deputy chair of an SC should both be taken up by non-official members. If the chair was absent from the meeting, the deputy chair would host the meeting in his place. As to the secretariat, the work should be taken up by official members so as to follow up on the SC's work effectively. As regards co-opted members, it was suggested that relevant stakeholders should be invited to participate in the meeting, subject to the issues under discussion. In addition, that Member opined that for the Development and Conservation SC, the word "development" could imply too-wide coverage, including aspects such as social development, traffic and transport. He considered it more desirable to get it renamed as Planning and Conservation SC.

37. Mr WAI Chi-sing, Permanent Secretary for Development (Works), added that as he hoped non-official members would fully express their views and participate in the discussions in the SCs, it was proposed that the chair and deputy chair of an SC should both be taken up by non-official members. Besides, the works departments and other relevant government departments would also take part in the work of the SCs, including the provision of information or study results for Members' reference, and the provision of secretariat support.

38. The Chairman said that the departments responsible for the secretariat work would be confirmed after internal discussion within the Government.

39. A Member generally agreed to the arrangements for the SCs. As for co-opted members, he anticipated that certain SCs would attract more Members. If co-opted members were further appointed, there could be too many Members serving those SCs, thus affecting the efficiency of the discussions. He supported the view of another Member that different experts or people could be invited to offer advice on a need basis, having regard to the scope of each discussion.

40. A Member considered it necessary to contain the number of SC members and hence proposed that the number of co-opted members should not exceed one-third of the participating LanDAC Members, and that co-opted members should only assume an advisory role to provide advice and should not

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have any voting right.

41. A Member proposed to extend the coverage of the SCs' official members to allow direct participation of more relevant departments in the SCs' work so that the necessary cross-departmental advice could be obtained.

42. A Member suggested that relevant departments be invited to attend meetings or provide information on specific issues under discussion in any SCs. This mode of operation would be more effective than inviting all relevant departments to serve in the SCs.

43. A Member opined that each SC should be led by a bureau responsible for the policies concerned to offer advice on the work of that SC. For instance, the DEVB could take charge of the proposed Development and Conservation SC, the Transport and Housing Bureau to lead the proposed Traffic and Transport SC. However, since there were no such arrangements for the Economic and Social SC and the Community Relation and Engagement SC, he suggested that CEDB and the Home Affairs Bureau should join these two SCs respectively.

44. A Member said that tourism development played an important part in the overall planning of Lantau. However, he noted that the Economic and Social SC, though with a wide scope for discussion, did not have any macro planning targeting the tourism industry and the relevant policy bureau(x) were not in the SC, except a representative from the Commerce, Industry and Tourism Branch (CITB). He hoped that discussions on tourism development would be enhanced with, for instance, the inclusion of representative from the Tourism Commission as member.

45. Mr LAI Yee-tak, Joseph, Permanent Secretary for Transport and Housing (Transport), remarked that his bureau supported the setting up of SCs to follow up on issues and focus on discussion of proposals covering different areas. Mr LAI suggested that DEVB should co-ordinate with the bureaux and departments concerned after the meeting on work arrangement of the SCs, including arrangement of secretariat, so that the bureaux and departments could support the work of the SCs in a more effective manner.

46. A Member commented that timetables and objectives should be set for the discussions in the SCs. The SCs should report outcomes of their discussions to the LanDAC according to the timetables, so that the LanDAC would reflect their views to the Government in due course and the development

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proposals could then be taken forward as soon as possible.

47. The Chairman responded that the SCs were expected to be set up around August, and to hold their respective meetings, prior to the fourth LanDAC meeting to be held in November, to discuss the development proposals and formulate work plans.

48. In response to the concern raised by some Members that the SCs did not include representatives from the bureaux, the Chairman clarified that the proposed SCs had already comprised representatives from the bureau(x) concerned. For example, CITB in the Economic and Social SC was a policy branch under CEDB which was at the bureau level.

49. A Member considered that the scope of work of the four SCs was not distributed evenly. Specifically, the scope covered by the Development and Conservation SC and the Economic and Social SC seemed too wide. For instance, “social” covered our daily lives including issues relating to population, recreation, education, etc. On the other hand, the scope covered by the Traffic and Transport SC was largely on a single front, on which he asked whether that that SC should cover proposals for infrastructure facilities. He also pointed out that the scope of work of the Community Relation and Engagement SC was also not of the right balance, compared with the other three SCs. In addition, none of the four SCs covered housing matters or had the participation of the Housing Department. That Member commented that overlapping of work among the SCs should be avoided and the scope of work should be distributed more evenly among the SCs. He pointed out that many issues were multifaceted in nature, and hence the SCs should report their work to the LanDAC regularly and convene joint meetings for discussion if necessary.

50. Mr WAI Chi-sing, Permanent Secretary for Development (Works) responded that the purpose of setting up the SCs was to discuss the views regarding Lantau development. The Secretariat had classified the 91 consolidated proposals into various categories and incorporated them into the scope of discussion of the SCs. As such, discussions would be focused on those proposals. DEVB would further consider the names of the SCs to better reflect their respective scope of discussion. Should new proposals be received during or after discussions, the Secretariat would pass them to the SCs concerned for discussion.

51. A Member suggested that representatives from the bureaux in the LanDAC or the relevant departments should join all the SCs to ensure

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synchronised discussions.

52. The Chairman summed up Members' views and said that four SCs would be formed under the LanDAC with their major scope of work listed in LanDAC Paper No. 06/2014. Names of the SCs had yet to be confirmed. The chair of each SC would be taken up by a non-official member. As regards the deputy chair, given Members' views in support of a non-official or an official member to be appointed, DEVB would further examine the issue before finalising the arrangements. The SCs would comprise representatives from relevant government departments in addition to non-official members. The arrangement as regards secretariat support would be determined after inter-departmental discussions. Besides, the LanDAC generally agreed to limit the number of co-opted members while individual SCs, such as the Traffic and Transport SC, might need the participation of more locals or representatives from the Rural Committee.

53. A Member suggested stipulating the percentage of co-opted members in the total number of SC Members so as to facilitate the Government's consideration and selection of co-opted members. He quoted the District Council as an example, saying that co-opted members generally accounted for one-fifth of members in a committee. He hoped to minimise the number of co-opted members as the SCs could invite different experts for advice where necessary.

54. Another Member said that in other committees, the number of co-opted members generally did not exceed 50%.

55. A Member suggested that the number of co-opted members should not exceed one-third of the total number of members, and that they should not have any decision-making or voting power, but give advice only.

56. A Member agreed that there should not be too many co-opted members, and suggested that the percentage be one-fourth, and that the SCs could seek expert advice where necessary.

57. Two Members also agreed that the SCs should seek expert advice from various sectors where necessary.

58. A Member estimated that a maximum of ten non-official LanDAC members would join each SC. If the percentage for co-opted members was one-fourth or one-third, the number of co-opted members would be 2.5 or 3

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which, to him, would not of much difference.

59. The Chairman concluded that Members generally agreed that the number of SC co-opted members should not exceed that of the SC non-official members and the proposed percentage was one-third, while individual SCs, such as the Traffic and Transport SC, might need the participation of more locals or representatives from the Rural Committee. The SCs could also seek expert advice where necessary. Co-opted members had no decision-making or voting power. The Secretariat would invite Members to enrol in the SCs and nominate co-opted members.

[Post-meeting note: The LanDAC agreed that since the Public Relation and Engagement SC should include more members so as to widen the scope of exchange and levels of consultation, each non-official member could join two SCs from the Planning and Conservation SC, the Economic and Social Development SC and the Traffic and Transport SC, and at the same time choose to join the Public Relation and Engagement SC.]

Agenda Item 4: Any Other Business

60. The Chairman said that the next meeting was scheduled for mid-November. He hoped that the SCs would meet once or twice after establishment, and then report their work at the LanDAC meeting in November.

61. There being no other business, the meeting was adjourned at 11:45 a.m.

A Member's Comments Regarding the Third Meeting

(as stated in the email to the Secretariat dated 16 July)

I have the following comments regarding the agenda of this meeting:

1. LanDAC Paper Nos. 04 and 05 have broadly incorporated the views of all the parties concerned. I generally agree with the broad development directions as proposed in Paper No. 04. In addition, the three major functions proposed by Dr WANG Jixian, James, at the last meeting (namely a world-class gateway (an international and regional services centre), a regional tourist attraction and a new rural area of Hong Kong), together with the metropolis in Northern Lantau, could be the pivotal objectives of development in future.
2. I generally agree with the proposals as stated in LanDAC Paper No. 06, but I would like to draw Members' attention to the following issues:
 - 2.1 SCs should not work on their own without coordination as they belong to different policy bureaux or departments. LanDAC should conduct meetings regularly to study and deliberate on the SCs' reports, actively co-ordinate the views, and set the priority for the Government's reference and implementation;
 - 2.2 Papers of each SC should be circulated to all Members to keep them abreast of the discussions in other SCs to facilitate communication; and
 - 2.3 The responsibility for reporting the LanDAC's work progress to the Panel on Development of the Legislative Council should fall on the Government instead of the Community Relation and Engagement SC.
3. Should the scope of work and composition of each SC as proposed in LanDAC Paper No. 06 be endorsed by the meeting, I would like to join the Development and Conservation SC and the Traffic and Transport SC.