

Index Page

**Replies to questions raised by Legislative Council Members in
examining the Estimates of Expenditure 2023-24
Controlling Officer : Director of Civil Engineering and Development**

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
DEVB(PL)112	0170	HO Chun-yin, Steven	33	(3) Provision of Land and Infrastructure
DEVB(PL)113	1525	LAI Tung-kwok	33	(3) Provision of Land and Infrastructure
DEVB(PL)114	1536	LAI Tung-kwok	33	(3) Provision of Land and Infrastructure
DEVB(PL)115	0790	LO Wai-kwok	33	(3) Provision of Land and Infrastructure
DEVB(PL)116	0882	MA Fung-kwok	33	(3) Provision of Land and Infrastructure
DEVB(W)056	2594	CHAN Hok-fung	33	(3) Provision of Land and Infrastructure
DEVB(W)057	0168	HO Chun-yin, Steven	33	(5) Greening and Technical Services
DEVB(W)058	0173	HO Chun-yin, Steven	33	(3) Provision of Land and Infrastructure
DEVB(W)059	0983	KWOK Wai-keung	33	-
DEVB(W)060	0266	LAM Siu-lo, Andrew	33	(3) Provision of Land and Infrastructure
DEVB(W)061	2411	LI Sai-wing, Stanley	33	(3) Provision of Land and Infrastructure
DEVB(W)062	2413	LI Sai-wing, Stanley	33	(3) Provision of Land and Infrastructure
DEVB(W)063	1649	LOONG Hon-biu, Louis	33	(7) Management of Construction and Demolition Materials
DEVB(W)064	1650	LOONG Hon-biu, Louis	33	(7) Management of Construction and Demolition Materials
DEVB(W)065	0564	TSE Wai-chuen, Tony	33	(3) Provision of Land and Infrastructure (7) Management of Construction and Demolition Materials
DEVB(W)066	2312	ZHANG Xinyu, Gary	33	(3) Provision of Land and Infrastructure

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
DEVB(W)082	3535	CHAN Hok-fung	33	(3) Provision of Land and Infrastructure
TLB007	3088	HO Chun-yin, Steven	33	(2) Port and Marine Facilities

CONTROLLING OFFICER'S REPLY

DEVB(PL)112

(Question Serial No. 0170)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Development, Secretary for Transport and Logistics,
Secretary for Culture, Sports and Tourism

Question:

On the matters relating to new development planning and reclamation works, please advise on the following:

- (a) Please provide the information requested below in the table:
- (i) the anticipated commencement dates and completion dates of the works involved in the implementation of the plans
 - (ii) the area of land within the planning scope
 - (iii) the projected or actual area of reclamation
 - (iv) the area of land within the planning scope that will (continue to) be used for agricultural purposes
 - (v) the area of the green belt within the planning scope that will (continue to) be used for agricultural purposes
 - (vi) the total area of agricultural land rezoned to non-agricultural uses
 - (vii) the area of agricultural land under active farming rezoned to non-agricultural uses (including the area of green belt that can be used for agricultural purposes)
 - (viii) the actual/projected total area of permanent loss of fishing grounds
 - (ix) the actual/projected total area of temporary loss of fishing grounds
 - (x) the actual/projected total area of fishing restricted areas that have been/will be established
 - (xi) the area of land occupied by the vegetable marketing co-operative societies/vegetable depots within the planning scope
 - (xii) the number and the locations of pig farms on agricultural land rezoned to non-agricultural uses
 - (xiii) the number and the locations of chicken farms on agricultural land rezoned to non-agricultural uses
 - (xiv) the number of farmers who need/needed to relocate their farms or change occupation due to rezoning of their agricultural land to non-agricultural uses
 - (xv) the actual/projected total amount of ex-gratia allowance that has been/will be granted
 - (xvi) the number of poultry farms within three kilometres from the boundary of works areas

Proposed or existing development plan	(i)	(ii)	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)	(x)	(xi)	(xii)	(xiii)	(xiv)	(xv)	(xvi)
Kwu Tung North and Fanling North New Development Areas (NDAs)																
Northern Metropolis Development																
Hung Shui Kiu/Ha Tsuen NDA																
Yuen Long South																
The West Rail site and three adjacent public housing sites in Kam Tin South																
Tuen Mun West Development																
Reclamation outside the Victoria Harbour (Sunny Bay, Lung Kwu Tan, Siu Ho Wan, Tsing Yi Southwest, Ma Liu Shui and artificial islands in the Central Waters (Lantau Tomorrow Vision))																
Lantau Developments (Tung Chung New Town Extension, Reclamation at Sunny Bay and Siu Ho Wan, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island)																
Wang Chau Public Housing Development																
Partial Development of Fanling Golf Course Site																
San Tin/Lok Ma Chau Development Node																
Other development plans and marine works																

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 8)

Reply:

- (a) Information on the respective proposed or on-going development planning is set out below:

Table 1

Proposed or Existing Development Planning (Note 1)	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
Kwu Tung North/Fanling North (KTN/FLN) New Development Area (NDA)	First Phase Works: commenced progressively since September 2019 for completion in 2026 Remaining Phase Works: detailed design commenced progressively since December 2019; construction targets to commence in 2024 for completion in 2031	612	Nil	58	128	87.6	28
Ma Tso Lung Development	Feasibility study commenced in Q4 2022 for completion by Q4 2024	68	Nil	Nil	Nil	Subject to further study	Subject to further study
Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA	First Phase development: commenced works progressively since July 2020 for completion in 2025 Second Phase development: detailed design commenced progressively since September 2020; construction targets to commence in 2024 for completion by phases from 2030 to 2032 Full completion of works for the entire NDA is subject to further studies for expanding the NDA to cover Tsim Bei Tsui, Lau Fau Shan and Pak Nai areas	714 (Note 3)	Nil (Note 3)	Nil (Note 3)	54 (Note 3 & 4)	27 (Note 3)	7 (Note 3)

Proposed or Existing Development Planning	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
Yuen Long South (YLS) Development	<p>First Phase Development: Site formation and engineering infrastructure works commenced progressively since August 2022 for completion in 2028</p> <p>Full completion of YLS Development by 2038 (subject to review)</p>	224	Nil	10 (Note 5)	10 (Note 5)	12 (Note 5)	5 (Note 5)
Site formation and infrastructure works for the Initial Sites at Kam Tin South	<p>Advance works: commenced in 2018 and was substantially completed in 2022</p> <p>Phase 1 Works: commenced in mid 2021 for completion in 2026</p>	19	Nil	Nil	Nil	5.9	4.8

Proposed or Existing Development Planning	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
<p>Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands) (Note 6)</p>	<p>Sunny Bay, Lung Kwu Tan and Ma Liu Shui: subject to further study</p> <p>Kau Yi Chau Artificial Islands: reclamation works target to commence in end 2025 with a view to achieving the first population intake in 2033</p>	<p>Sunny Bay: about 60-100</p> <p>Lung Kwu Tan and Tuen Mun West as well as Ma Liu Shui: subject to further study</p> <p>Kau Yi Chau Artificial Islands: about 1 000</p>	<p>Sunny Bay: about 60-100</p> <p>Lung Kwu Tan: about 145</p> <p>Tuen Mun West: about 40</p> <p>Ma Liu Shui: about 60</p> <p>Kau Yi Chau Artificial Islands: about 1 000</p>	<p>Nil</p>	<p>Nil</p>	<p>Nil</p>	<p>Nil</p>
<p>Tung Chung New Town Extension (Note 7)</p>	<p>Reclamation: commenced in end 2017 and substantially completed in Q1 2023</p> <p>Site formation and infrastructure: (Phase 1): commenced in May 2021 for completion by phases from 2024 to 2027</p> <p>Site formation and infrastructure (Remaining Phase): detailed design in progress</p>	<p>250</p>	<p>130</p>	<p>Nil</p>	<p>12</p>	<p>4.5</p>	<p>0.7</p>

Proposed or Existing Development Planning	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
Wang Chau Public Housing Development	Phase 1 Works: commenced in May 2020 for completion in 2024	5.6	Nil	Nil	Nil	3.5	0.1
	Remaining Phases: detailed design in progress	12	Nil	Nil	Nil	2.2	0.8
Tuen Mun Area 54	Previously completed contracts: commenced from 2011 and completed in phases by 2020 Remaining contract: contract commenced in 2020 for completion by 2025 tentatively	Previous contracts: 11.5 Remaining contract: 3.0	Nil	Nil	Nil	Previous contracts: 11.6 Remaining contract: 2.1	Previous contracts: 2.9 Remaining contract: Nil
Partial Development of Fanling Golf Course Site	Investigation study commenced in Oct 2022	32	Nil	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
San Tin Technopole	Investigation study commenced in Oct 2021 for completion in 2024. Targeted to commence works from 2024 onward. Full completion of works subject to study	About 500 (subject to review)	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study
New Territories North New Town and Man Kam To (including Lo Wu/Man Kam To Comprehensive Development Node under the Northern Metropolis Development Strategy)	Planning and Engineering study commenced in Oct 2021 for completion in Dec 2024 Commencement and completion of works subject to further study	Not less than 1 500 (Subject to review)	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Contaminated Sediment Disposal Facility to the West of Lamma Island	Target to commence construction in 2024 Proposed facility expected to be in operation after 2025 for up to 20 years	Nil	Nil	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning	(i)	(ii) (ha)	(iii) (ha)	(iv) (ha)	(v) (ha)	(vi) (ha)	(vii) (ha)
Ngau Tam Mei (NTM) Development	Land use review and feasibility study commenced in November 2021 for completion in 2025 Commencement and completion of works subject to further study	129	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study.
Development of Lok Ma Chau Loop	Land Decontamination and Advance Engineering Works: Commenced in June 2018 and completed in end 2021 Main Works Package 1: Commenced in July 2021 for completion in 2027 Main Works Package 2: Subject to further study	87.7	Nil	Nil	Nil	Nil	Nil

Table 2

Proposed or Existing Development Planning	(viii) (ha)	(ix) (ha)	(x) (ha)	(xi) (no.)	(xii) (no.)
KTN/FLN NDA	Nil	Nil	Nil	2 (about 382 m ²)	1
Ma Tso Lung Development	Subject to further study	Subject to further study	Subject to further study	Nil	Subject to further study
HSK/HT NDA	Nil (Note 3)	Nil (Note 3)	Nil (Note 3)	1 (about 60 m ²) (Note 3 and Note 8)	Nil (Note 3)
YLS Development	Nil	Nil	Nil	1 (about 175 m ²) (Note 9)	3
Site formation and infrastructure works for the Initial Sites at Kam Tin South	Nil	Nil	Nil	Nil	Nil
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands)	Subject to further study	Subject to further study	Subject to further study	Nil	Nil
Tung Chung New Town Extension (Note 7)	150	200	Nil	Nil	Nil
Wang Chau Public Housing Development	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: Nil Remaining Phases: Nil
Tuen Mun Area 54	Nil	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning	(viii) (ha)	(ix) (ha)	(x) (ha)	(xi) (no.)	(xii) (no.)
Partial Development of Fanling Golf Course Site	Nil	Nil	Nil	Nil	Nil
San Tin Technopole	Subject to further study	Subject to further study	Subject to further study	Subject to further study	Subject to further study
New Territories North New Town and Man Kam To	Subject to further study	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Contaminated Sediment Disposal Facility to the West of Lamma Island	Nil	Up to 120ha at any one time, subject to further study (Note 10)	Nil	Nil	Nil
NTM Development	Nil	Nil	Nil	Subject to further study	Subject to further study
Development of Lok Ma Chau Loop	Nil	Nil	Nil	Nil	Nil

Table 3

Proposed or Existing Development Planning	(xiii) (no.)	(xiv) (no.)	(xv) (\$ million)	(xvi) (no.)
KTN/FLN NDA	Nil	First Phase: about 30 Remaining Phase: subject to further survey	First Phase: about \$ 13,334.5 (Note 11) Remaining Phase: relevant information not yet available	15
Ma Tso Lung Development	Subject further to study	Subject to further study	Subject to further study	Subject to further study
HSK/HT NDA	Nil (Note 3)	Subject to survey	First Phase development: about \$2,181 (Note 12) Second Phase and Remaining Phase development: relevant information not yet available	12 (Note 3)
YLS Development	2	Subject to survey	First Phase Development: about \$3,568.7 (Note 13) Second Phase, Third Phase (Part) and the remainder of Third Phase Development: relevant information not yet available	11
Site formation and infrastructure works for the Initial Sites at Kam Tin South	Nil	Relevant information not yet available	Advance works: about \$7.1 Phase 1 works: about \$2,033.6	25

Proposed or Existing Development Planning	(xiii) (no.)	(xiv) (no.)	(xv) (\$ million)	(xvi) (no.)
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands)	Nil	Nil	Subject to further study	Sunny Bay: Subject to further study Lung Kwu Tan and Tuen Mun West, Ma Liu Shui and Kau Yi Chau Artificial Islands: Nil
Tung Chung New Town Extension (Note 7)	Nil	Relevant information not yet available	Site formation and infrastructure (Phase 1): about \$1,381.7 (Note 14) Site formation and infrastructure (Remaining Phase): Relevant information not yet available	Nil
Wang Chau Public Housing Development	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: Nil Remaining Phases: Subject to further study	Phase 1 Works: About \$311.1 Remaining Phases: Subject to further study	Phase 1 Works: Nil Remaining Phases: Nil

Proposed or Existing Development Planning	(xiii) (no.)	(xiv) (no.)	(xv) (\$ million)	(xvi) (no.)
Tuen Mun Area 54	Nil	Nil	Previous contracts: About \$1,444 (subject to finalisation) Remaining contract: About \$363 (subject to finalisation)	Nil
Partial Development of Fanling Golf Course Site	Nil	Nil	Nil	1
San Tin Technopole	Subject to further study	Subject to further study	Subject to further study	Subject to further study
New Territories North New Town and Man Kam To	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Contaminated Sediment Disposal Facility to the West of Lamma Island	Nil	Nil	Subject to further study	Nil
NTM Development	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Development of Lok Ma Chau Loop	Nil	Nil	Land Decontamination and Advance Engineering Works: \$0.2 (Note 15) Main Works Package 1: \$343.9 (Note 16)	Nil

- Note 1 The Northern Metropolis (NM) covers a number of on-going development projects including KTN/FLN NDA, HSK/HT NDA, YLS Development, NTM Development, Development of San Tin Technopole as well as New Territories North New Town / Man Kam To, the relevant information of which has been given in the tables above. For the new land development projects as recommended under the NM Development Strategy, relevant studies are underway.
- Note 2 The area of land within the planning scope that will (continue to) be used for agricultural purposes under column (iv) does not include the area of the green belt within the planning scope that will (continue to) be used for agricultural purposes under column (v).
- Note 3 This is subject to further studies for expanding the NDA to Tsim Bei Tsui, Lau Fau Shan and Pak Nai areas.
- Note 4 This is the total area of “Green Belt” zones according to the Revised Recommended Outline Development Plan (Revised RODP) of HSK/HT NDA.
- Note 5 This is subject to the outcome of the intensification review for YLS Third Phase Development.
- Note 6 The information does not include reclamation at Siu Ho Wan and Tsing Yi Southwest as there is no large scale reclamation planning at the moment.
- Note 7 The information does not include Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island.
- Note 8 There are two vegetable marketing co-operative societies/vegetable depots in the HSK/HT NDA. According to the Revised RODP, one of them would not be affected, while the retention of the other one at the southern edge of the NDA is subject to further review.
- Note 9 There were originally one vegetable marketing co-operative society and one vegetable depot in the YLS Development Area. According to the Planning Department’s site visit in August 2017, the vegetable depot had already moved out of the Development Area.
- Note 10 The facility will be developed by phases with a total plan area of about 235ha.
- Note 11 The total estimated cost of land acquisition and clearance for the First Phase development of KTN/FLN NDA.
- Note 12 The total estimated cost of land acquisition and clearance for the First Phase development of HSK/HT NDA.
- Note 13 The total estimated cost of land acquisition and clearance for the First Phase development of YLS Development.

- Note 14 The total estimated cost of land acquisition and clearance for Site Formation and Infrastructure Works (Phase 1) of Tung Chung New Town Extension.
- Note 15 The total estimated cost of land acquisition and clearance for the Development of Lok Ma Chau Loop – Land Decontamination and Advance Engineering works.
- Note 16 The total estimated cost of land acquisition and clearance for the Development of Lok Ma Chau Loop – Main Works Package 1.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)113

(Question Serial No. 1525)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

As the proponent of the project “Technical Study on Partial Development of Fanling Golf Course Site - Feasibility Study” (the Project), the Civil Engineering and Development Department was requested by the Advisory Council on the Environment in August last year to provide further information on the environmental impact assessment (EIA) report of the Project. In this connection, will the Government inform this Committee of the following:

1. the expenditure involved in submitting the EIA report and its contents; and
2. the time required for providing further information and the expenditure involved.

Asked by: Hon LAI Tung-kwok (LegCo internal reference no.: 34)

Reply:

The scope of the “Technical Study on Partial Development of Fanling Golf Course Site - Feasibility Study” includes the conduct of environmental impact assessment (EIA) and other impact assessments (e.g. traffic, drainage, sewerage) as well as preparation of preliminary design of the associated engineering works. There is no separate breakdown on the consultancy fee for preparing the EIA report or any further information.

The statutory EIA process for the proposed public housing development on nine hectares of land east of Fan Kam Road in the Fanling Golf Course is underway. In response to the request of the Advisory Council on the Environment in August 2022, further information would be provided in due course.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)114

(Question Serial No. 1536)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

In August last year, the Civil Engineering and Development Department converted a section of approximately one-kilometre-long promenade between Central Pier 10 and west of the Hong Kong Convention and Exhibition Centre into a “shared path” for pedestrians and cyclists, and launched a 12-month trial scheme under which members of the public could use a mobile app to borrow bicycles free of charge at the bicycle stations at the shared path. In this connection, will the Government inform this Committee of:

1. the expenditure or the estimated expenditure of the trial scheme;
2. the employment mode of the staff responsible for the management of the two bicycle stations under the trial scheme;
3. the contractor responsible for the development of the mobile app, and the expenditure involved;
4. the total number of persons who have borrowed bicycles so far and the respective number of borrowers each month;
5. whether the numbers of accidents and complaints related to the trial scheme are recorded; if yes, the figures so far; if not, whether it will publish the relevant figures when reviewing the trial scheme in the future; and
6. whether the Government has any plans to extend the “shared path” to other parts of the Island North promenade in the near future.

Asked by: Hon LAI Tung-kwok (LegCo internal reference no.: 17)

Reply:

1. CEDD is undertaking a trial scheme on “*Incremental Implementation of Shared-use Cycle Tracks at Central to Wan Chai Waterfront – Feasibility Study*” (Trial Scheme) at an estimated cost of \$12.28 million, which covers the consultants’ lump sum fees for the study, associated site works and public relations activities to be conducted during the 12-month trial period. Atkins China Limited (the Consultants) have been appointed as consultants for the Trial Scheme.

2. The staff responsible for the management of the two bicycle stations are stationed on-site and deployed by the Consultants.
3. The Consultants are responsible for developing the mobile app to let the public borrow bicycles from the two bicycle stations, of which the expenditure is covered in the consultants' fees on lump sum basis. There is no breakdown cost for the development the mobile app in the lump sum fees.
4. The site trial of the shared path commenced on 29 August 2022. Up to 28 February 2023, the total number of persons who have borrowed bicycles from the two bicycle stations provided under the Trial Scheme is 16 090. The respective number of borrowers each month is listed below:

Month/year	<u>Number of Bicycle Borrowers</u>
August 2022	175
September 2022	2 097
October 2022	2 792
November 2022	2 403
December 2022	2 884
January 2023	3 128
February 2023	2 611
Total	16 090

5. Up to 28 February 2023, there were one accident and eight complaints related to the Trial Scheme recorded.
6. Upon completion of the Trial Scheme, the CEDD will review the data collected and the feedback from the public on the trial scheme to examine the feasibility of future incremental implementation of shared path along the promenade of northern shore of Hong Kong Island and other promenades.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(PL)115

(Question Serial No. 0790)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

It is stated that the Government will commence two studies in 2023-24, covering the areas of Lau Fau Shan/Tsim Bei Tsui/Pak Nai and Ma Tso Lung. In this connection, will the Government inform this committee of: the progress of the two studies and the anticipated completion dates; the time of entering consultation stage with stakeholders; the establishment and the expenditure involved for the studies.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 25)

Reply:

A feasibility study entitled "The Land Use Review Study for Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas – Feasibility Study" commenced in August 2022 and is expected to complete in 2024. During the study, we would keep close communication with stakeholders and the public, and collect their opinions about the development proposal. We target to consult relevant stakeholders on the preliminary land use proposal in the second half of 2023. The estimated expenditure of the study in 2023-24 is about \$35 million.

Another feasibility study entitled "Ma Tso Lung Area and Other Sites in Kwu Tung North New Development Area and North District – Feasibility Study" commenced in October 2022 for completion in late 2024. We will likewise keep close communication with stakeholders and the public, and collect their views during the study and the subsequent planning processes. The estimated expenditure of the study in 2023-24 is about \$20 million.

The staff overseeing the above two studies also undertake other duties. There is hence no separate breakdown for the emoluments of the staff involved.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(PL)116****(Question Serial No. 0882)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): ()Programme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)Director of Bureau: Secretary for DevelopmentQuestion:

1. The actual area of land formed by the Government in 2022 is 96.4 hectares. Please list out the anticipated use of the land;
2. The estimated area of land to be formed by the Government in 2023 is 105.3 hectares. Please list out the anticipated use of the land.

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 6)Reply:

1. Details of the land formed by the Civil Engineering and Development Department in 2022 are as follows:

Location of Project	Area of Land Formed in Hectare (Approx.)	Land Use
Chung Nga Road and Area 9, Tai Po	7.1	Road, open space and public residential development
Pok Fu Lam South	0.6	Public residential development
Hiu Ming Street, Kwun Tong	1.1	Public residential development
Tung Chung New Town Extension (Tung Chung East)	35.8	Road, open space, public residential development, private residential development, commercial-cum-residential development and Government, Institution or Community facilities

Location of Project	Area of Land Formed in Hectare (Approx.)	Land Use
Tung Chung New Town Extension (Tung Chung West)	2.5	Public residential development
Kai Tak Development	8.3	Public and private residential development, and comprehensive development area
Anderson Road Quarry	1.1	Commercial development
Agricultural Park in Kwu Tung South	7.5	Government, Institution or Community facilities and Agriculture
Kwu Tung North New Development Area	6.0	Public residential development and Government, Institution or Community facilities
Fanling North New Development Area	5.9	Public residential development and Government, Institution or Community facilities
Kong Nga Po	19.0	Government, Institution or Community facilities
Lok Ma Chau Loop	0.3	Government, Institution or Community facilities
Hung Shui Kiu/Ha Tsuen New Development Area	1.2	Village type development – Village Resite Area
Total	96.4	

2. Details of the land to be formed by the Civil Engineering and Development Department in 2023 are as follows:

Location of Project	Area of Land to be Formed in Hectare (Approx.)	Land Use
Tung Chung New Town Extension (Tung Chung East)	72.5	Road, open space, public residential development, private residential development, commercial development and Government, Institution or Community facilities
Tung Chung New Town Extension (Tung Chung West)	2.5	Public residential development
Pok Fu Lam South	0.3	Public residential development

Location of Project	Area of Land to be Formed in Hectare (Approx.)	Land Use
Pik Wan Road, Yau Tong	2.5	Public residential development and Government, Institution or Community facilities
Ying Yip Road, Tseung Kwan O	1.6	Public residential development
Wu Shan Road, Tuen Mun	2.0	Public residential development
Tuen Mun Area 54	1.7	Public residential development
Sham Shui Kok Drive in Lantau	0.8	Other Specified Uses (Columbarium)
Wang Chau, Yuen Long	2.6	Public residential development
Anderson Road Quarry	0.8	Government, Institution or Community facilities
Kwu Tung North New Development Area	5.1	Public residential development and Government, Institution or Community facilities
Fanling North New Development Area	3.0	Government, Institution or Community facilities and Road, Education
Kam Tin South, Yuen Long	9.9	Public residential development, Government, Institution or Community facilities
Total	105.3	

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)056

(Question Serial No. 2594)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

It is stated in "Matters Requiring Special Attention in 2023-24" that the Planning Department takes forward the detailed planning of Tung Chung New Town Extension, including provision of planning input to the Civil Engineering and Development Department (CEDD) and the Lands Department to facilitate timely implementation of the New Town Extension. Will the Government inform:

1) given that last year, the Government put forward the proposal to construct "two tunnels and one viaduct" on Lantau Island to connect Mui Wo with Siu Ho Wan and to connect Shek Pik with Tai O Road, etc., whether the Government will commence the detailed planning (including the aforesaid proposal) this year; if yes, the schedule, as well as the manpower and expenditure involved.

2) whether the Government will construct a traffic and transport network linking North and South Lantau and looping around Lantau Island, with Tung Chung as the centre; if yes, the manpower and expenditure involved.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 18)

Reply:

1)
The Civil Engineering and Development Department (CEDD) completed the "Study on Traffic, Transport and Capacity to Receive Visitors for Lantau" (T&T Study) in June 2022 to review the traffic needs for road connection within Lantau and recommend improvement options under the overarching principle of "Development in the North; Conservation for the South".

The T&T Study recommended strengthening the traffic infrastructure in East and West Lantau respectively to improve the connection between North and South Lantau. The recommendations include:

East Lantau

- (i) construct a new road tunnel connecting Mui Wo in the south and the existing road/tunnel of Discovery Bay in the further north; or
- (ii) construct a new road tunnel directly connecting Mui Wo in the south and Siu Ho Wan in the north.

West Lantau

- (i) construct a new road tunnel connecting Shek Pik in the south and Tai O in the north; and/or
- (ii) provide a viaduct for improving parts of Keung Shan Road with lots of bends and are relatively steep in gradient and narrow, improving the connection between South Lantau and Tai O.

The T&T Study also recommended exploring the reuse and improvement of Old Tung Chung Road, which is in the middle part of Lantau.

The CEDD commenced the feasibility study on road network enhancement in Lantau in March this year to further explore the feasibility of the above recommendations and to select and prioritise the most suitable combination of options, with a view to taking forward the project as soon as possible. The study is expected to be completed in mid-2025. The Government has earmarked about \$24.88 million in the Capital Works Reserve Fund Block Allocations for the expenditure of this study.

Currently, this feasibility study is being overseen by the CEDD's departmental staff, as part of their overall duties. As such, we do not have a separate breakdown of the manpower and the remuneration of the staff involved solely for this work.

2)

Most of the southern part of Lantau is of nature conservation value and with road network of rural design. To conserve the tranquil environment of the southern part of Lantau and consider the road capacity of Lantau, roads in South Lantau (including Tung Chung Road, South Lantau Road and Keung Shan Road) are designated as closed roads at present. Access to these roads with vehicles requires a valid "Lantau Closed Road Permit".

Currently, the annual average daily traffic of roads in South Lantau are less than half of their design capacities. Considering that there being quite an extent of spare road capacities and the overarching planning principles of "Development in the North; Conservation for the South" of Lantau, there is insufficient justification for the time being from the traffic flow perspective to support constructing transport infrastructure other than the connection options between North and South Lantau as mentioned above or a road network round the island of Lantau.

Nonetheless, it is expected that the recommended options mentioned in Part (1) can considerably improve the connection between North and South Lantau. Therefore, we shall accord priority to the exploration and selection of a feasible and the most suitable combination of options at this stage with a view to taking them forward as soon as possible.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)057

(Question Serial No. 0168)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (5) Greening and Technical Services

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the management of Hong Kong's marine fill resources and mud disposal facilities, please advise on the following:

- (a) the annual sediment disposal volume for the past three years (2020-21 to 2022-23), as well as the names of the major sediment disposal projects (please list separately the locations for disposal of uncontaminated and contaminated sediment);
- (b) the details of the various locations for disposal of contaminated and uncontaminated sediment (including (i) the remaining capacity, (ii) the environmental monitoring results, and (iii) an overview of the operation) (to be tabulated);
- (c) whether the Government has any plans to provide more locations for disposal of contaminated and uncontaminated sediment;
- (d) whether the Government has estimated the annual sediment disposal volume in the coming three years, as well as the names of the major sediment disposal projects (please list separately the locations for disposal of uncontaminated and contaminated sediment).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 6)

Reply:

Through the Marine Fill Committee, the Civil Engineering and Development Department oversees the operation of marine disposal facilities for disposal of contaminated and uncontaminated sediment, and formulates strategies to ensure the provision of adequate marine disposal capacity.

- (a) The annual sediment disposal volume and the major sediment disposal projects in the past 3 years are tabulated as follows. The disposal locations are shown in (b) below.

Year	Sediment disposal volume (contaminated sediment)	Sediment disposal volume (uncontaminated sediment)	Major sediment disposal project
2020	About 0.65 million m ³	About 2.77 million m ³	Lamma Power Station Navigation Channel Improvement and general maintenance dredging works for navigation channels
2021	About 0.46 million m ³	About 0.56 million m ³	Hong Kong Offshore Liquefied Natural Gas Terminal and general maintenance dredging works for navigation channels
2022	About 0.2 million m ³	About 0.94 million m ³	Central Kowloon Route and general maintenance dredging works for navigation channels

- (b) The relevant details of the existing contaminated sediment and uncontaminated sediment disposal facilities are set out in the table below:

Facility	Location	Remaining Capacity	Environmental monitoring result	Current operation status
For disposal of contaminated sediment	To the east of Sha Chau	About 2.47 million m ³	The regular environmental monitoring result indicated that the facility had no unacceptable impact on the nearby environment.	Based on the current forecast, the facility may operate until 2027.
For disposal of uncontaminated sediment	To the south of Cheung Chau, to the east of Ninepin Group, to the east of Tung Lung Chau and to the south of Tsing Yi	About 44.5 million m ³ in total	The regular environmental monitoring result indicated that the facilities had no unacceptable impact on the nearby environment.	Based on the current forecast, the facilities may operate beyond 2032.

- (c) Based on the capacity, we anticipate that the existing contaminated sediment disposal facility located to the east of Sha Chau may operate until 2027. We are currently planning the provision of a new disposal facility in the waters to the west of Lamma Island, in a bid to continue to provide a facility for contaminated sediment disposal to meet the demand upon the exhaustion of the capacity of the only existing disposal facility.
- (d) Based on the current information, we anticipate that the annual sediment disposal volume will average about 0.5 million m³ for contaminated sediment and about 0.35 million m³ for uncontaminated sediment in the coming 3 years (from 2023 to 2025). The major sediment disposal projects will include various navigation channel improvement works and other dredging works. We will keep reviewing the estimated sediment disposal volume based on the latest information of sediment disposal projects to ensure the provision of adequate marine disposal capacity to meet the demand.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)058

(Question Serial No. 0173)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

In respect of marine pollution caused by marine works, please advise:

- (a) the existing mechanism for handling marine pollution caused by marine works;
- (b) the number of marine pollution incidents caused by marine works for each year over the past three years (2020-21 to 2022-23);
- (c) whether the Government has imposed any penalties on the responsible parties for the marine pollution incidents caused by marine works over the past three years (2020-21 to 2022-23) and the details;
- (d) regarding the impact of marine pollution caused by marine works on the fisheries industry, the compensation mechanism put in place by the Government. If there is such a mechanism, has the mechanism been activated over the past three years (2020-21 to 2022-23)?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 11)

Reply:

(a)

The Civil Engineering and Development Department (CEDD)'s contractors are required to carry out marine works in accordance with relevant laws and contractual provisions, while the CEDD will arrange resident site staff to supervise the contractors' works. For works classified as a designated project under the Environmental Impact Assessment Ordinance, the CEDD's contractors are required to carry out the works in accordance with the requirements stipulated in the Environmental Permit, including submission of an Environmental Management Plan and deployment of Competent Person to supervise the implementation of the Environmental Monitoring and Audit programme. In the occurrence of marine pollution caused by incidents happened during the course of works, the CEDD will immediately assess the pollution situation and take appropriate measures, including considering the need to suspend the works temporarily and supervising the contractors to implement appropriate remedial measures. If necessary, the CEDD will also inform relevant departments for coordination.

(b), (c) and (d)

Regarding the impact of marine pollution caused by marine works on the fisheries industry, the affected parties are entitled to claim against the relevant project office taking forward the marine works for follow-up actions. In the past 3 years (2020-21 to 2022-23), there was no marine pollution incidents caused by marine works under the CEDD's purview.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)059****(Question Serial No. 0983)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (000) Operational ExpensesProgramme: Not specifiedControlling Officer: Director of Civil Engineering and Development (Michael H S FONG)Director of Bureau: Secretary for DevelopmentQuestion:

The establishment ceiling 2023-24 rises from 2 023 non-directorate posts as at 31 March 2023 to 2 047 posts as at 31 March 2024, representing an increase of 24 posts. Will the Government inform this committee of the anticipated increase of establishment and expenditure in 2023-24?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 17)Reply:

In 2023-24, 46 new non-directorate posts will be created in the Civil Engineering and Development Department, while 22 non-directorate posts will be deleted or lapsed in the same year. Therefore, the net increase of non-directorate posts in 2023-24 is 24.

A breakdown of the 46 new non-directorate posts to be created in 2023-24 by their rank and number of post is tabulated below-

Rank	Number of Post
Senior Engineer	12
Senior Geotechnical Engineer	1
Engineer/Assistant Engineer	17
Geotechnical Engineer/Assistant Geotechnical Engineer	3
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	2
Building Services Engineer/Assistant Building Services Engineer	1
Landscape Architect/Assistant Landscape Architect	1
Field Officer I	1

Senior Technical Officer	1
Technical Officer/Technical Officer Trainee	2
Survey Officer/Survey Officer Trainee	1
Senior Executive Officer	1
Executive Officer I	1
Personal Secretary II	1
Assistant Clerical Officer	1
Total:	46

The annual staff cost for the net increase of the 24 posts is \$37.27 million in terms of notional annual mid-point salary value.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)060

(Question Serial No. 0266)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision and Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the continuous monitoring of the implementation of conservation and development initiatives and projects set out in the Sustainable Lantau Blueprint and the Lantau Tomorrow Vision, please advise this Committee of the following:

1. the details of the conservation and development initiatives and projects implemented over the past three years, including the plans and expenditures incurred;
2. the details of the conservation and development initiatives and projects to be implemented in the coming year, including the plans and estimated expenditure;
3. the establishment, plan implementation and estimated expenditure of the Sustainable Lantau Office since its establishment and in the coming year;
4. the details of the implementation of the initiatives and projects of the Lantau Conservation Fund over the past three years, including the plans and expenditures incurred;
5. the details of the implementation of the initiatives and projects of the Lantau Conservation Fund in the coming year, including the plans and estimated expenditure.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 26)

Reply:

1, 2, 4 and 5

The Sustainable Lantau Office (SLO) of the Civil Engineering and Development Department (CEDD) is implementing the conservation and development initiatives and projects set out in the Sustainable Lantau Blueprint and the Lantau Tomorrow Vision in a well-prioritised manner. The development and conservation (including the Lantau Conservation Fund) work undertaken by the SLO over the past 3 years (2020-21 to 2022-23) and in the coming year (2023-24) are tabulated as below:

Development Projects

Tung Chung New Town Extension

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	We are implementing the Tung Chung New Town Extension project in phases. The progress of the Tung Chung East reclamation works is good and the works will be substantially completed in the first quarter of 2023. The first phase of the site formation and infrastructure works, including Ma Wan Chung improvement works, first phase of River Park construction, and various smart, green and resilient measures, have commenced in phases since mid-2021.	9,910.864
In the Coming Year	We will continue with the first phase of the site formation and infrastructure works. For the remaining phase, the detailed design is in progress and is expected to be completed in the coming year at the earliest.	1,875.641

Kau Yi Chau Artificial Islands (KYCAI)

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	The Study on the Artificial Islands in the Central Waters commenced in June 2021. It mainly comprises a planning and engineering study on the KYCAI and a technical feasibility study on strategic road and rail links connecting the artificial islands. We have formulated preliminary proposals for the KYCAI on 4 aspects, i.e. reclamation extent, broad land use, strategic transport infrastructure and possible financing options, and we are conducting public engagement activities to collect and listen to public views.	249.472
In the Coming Year	We will further develop the preliminary proposals. We aim to commence the statutory process of environmental impact assessment in 2023 and apply for funding for detailed design and ground investigation in early 2024.	142.369

Engineering Study on Road P1 (Tai Ho – Sunny Bay Section)

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	The engineering study for Road P1 (Tai Ho - Sunny Bay Section) commenced in June 2021.	55.755
In the Coming Year	The study is anticipated to be completed by end 2023.	13.594

Study related to Sunny Bay Reclamation

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	We are reviewing the timetable for the planning and engineering study.	-
In the Coming Year	Under the preliminary proposals for the KYCAI announced in late 2022, part of the Sunny Bay reclamation area will be reserved for the depot of the proposed Hong Kong Island West - Hung Shui Kiu Rail Link. In order to facilitate the early commissioning of the railway, we plan to commence the engineering feasibility study on Sunny Bay reclamation in the second quarter of 2023.	24.090 Note 2

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

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	We completed the “Study on Traffic, Transport and Capacity to Receive Visitors for Lantau” (T&T Study) in June 2022.	1.221
In the Coming Year	-	-

Feasibility Study on Road Network Enhancement to South Lantau

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	The T&T Study recommended strengthening the traffic infrastructure in East and West Lantau respectively to improve the connection between North and South Lantau. We commenced the feasibility study on road network enhancement to South Lantau in March 2023, to further explore the feasibility of the above recommendations and to select and prioritise the most suitable combination of options with a view to taking forward the project as soon as possible.	-
In the Coming Year	We will continue to conduct the above feasibility study and target to complete the study in mid-2025.	11.740 Note 2

Conservation Initiatives

Lantau Conservation Fund

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	<p>The Government set up the \$1 billion Lantau Conservation Fund (LCF) and the LCF Advisory Committee in 2020 to promote and implement conservation work of Lantau and to carry out Minor Local Improvement Works (MLIW) in villages and communities to support conservation initiatives. Half of the LCF (\$500 million) is dedicated to providing financial support to eligible non-governmental organisations (NGOs), charitable organisations, tertiary education institutions, etc. to collaborate with local communities and landowners to take forward 3 types of “conservation and related projects” in Lantau, including “Research Project”, “Education & Engagement Project” and “Conservation Management Agreement Project”. The other half of the fund (\$500 million) is dedicated to MLIWs on government land in Lantau to support conservation.</p> <p>For the 2 rounds of applications in year 2020-21 and 2021-22, the LCF approved a total of 31 conservation projects (including 19 Research Projects, 9 Education & Engagement Projects and 3 Conservation Management Agreement Projects), involving a total amount of about \$88 million. The approved projects have been progressively commenced since 2021.</p> <p>The third round of applications for “Research Project” and “Education & Engagement Project” for year 2022-23 closed on 28 February 2023, while the application for "Conservation Management Agreement Project" closed on 31 March 2023.</p> <p>Since December 2020, a total of 9 projects of MLIWs from 3 batches have been funded, involving a total amount of about \$69 million. The approved projects have commenced since 2021, of which 3 projects have been completed while the rest are still in progress.</p>	36.538
In the Coming Year	We expect to announce the results of the third round LCF applications in the early 4th quarter of 2023.	43.793

Other Conservation Initiatives

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	<p>We completed the Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas in 2021 and the cultural and historical studies of Northwest Lantau in December 2022.</p> <p>In 2020, we commenced a study on the application of technology for identifying vehicles without valid closed road permits entering the Lantau closed roads. The on-site installation of the devices started in May 2022.</p> <p>We collaborate with other government departments and NGOs to promote public education and engagement activities to raise public awareness of the conservation of Lantau.</p>	12.790
In the Coming Year	<p>We anticipate to complete the “Ecological Surveys and Studies for San Tau to Sham Wat, Yi O and Shap Long - Feasibility Study” and the cultural and historical studies of Southeast Lantau in June 2023.</p> <p>We anticipate the on-site installation of the devices identifying vehicles without valid closed road permits will be completed in the second quarter of 2023, followed by a field trial for at least 1 year.</p> <p>We will continue to collaborate with other government departments and NGOs to promote public education and engagement activities to raise public awareness of the conservation of Lantau.</p>	3.275

Recreation Initiatives

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	We have been taking forward the sustainable leisure and recreation initiatives under the Lantau Trails and Recreation Plan. The 2 investigation studies for the provision of eco-recreation and conservation measures in South Lantau commenced in late 2021. The second phase of works for Mountain Bike Trail Networks in South Lantau, trails improvement at the section between Po Chue Tam and Fu Shan in Tai O, and Ngong Ping hiking trail as well as supporting facilities were substantially completed in the end of 2022.	58.685
In the Coming Year	We anticipate that the 2 investigation studies for the provision of eco-recreation and conservation measures in South Lantau will be completed by end 2023. The associated detailed design will commence in 2024. We anticipate that the detailed design for the remaining phase of works for Mountain Bike Trail Networks in South Lantau and the improvement works for the remaining sections of the Round-the-Lantau Route will be completed by end 2023 for completing the connection of the 100-kilometre long Round-the-Lantau Route. The detailed design and study for the provision of supporting facilities along the Round-the-Lantau Route will commence in 2024.	45.571

Local Improvement Works

Improvement Works at Mui Wo

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	We have completed the detailed design of Phase 2 Stage 2 works and are seeking funding approval from the Legislative Council.	13.995
In the Coming Year	Phase 2 Stage 2 works are expected to commence in mid-2023.	54.277 Note 2

Improvement Works at Tai O

	Programme / Progress	Expenditure Incurred / Estimated Expenditure (million) Note 1
Over the Past 3 Years	We have completed the detailed design of Phase 2 Stage 2 works. The relevant funding application for the works was approved by the Finance Committee on 17 March 2023.	4.038
In the Coming Year	Phase 2 Stage 2 works are expected to commence in the second quarter of 2023. We are carrying out the design of Phase 3 works.	93.347

Note 1 : Expenditure Incurred was the actual expenditure over the past 3 years (2020-21 to 2022-23). Estimated expenditure is the forecast estimate for the coming year (2023-24).

Note 2 : Subject to funding approval of the Finance Committee

3. As of end March 2023, the establishment of the SLO comprises 8 directorate staff (including 6 supernumerary directorate posts up to 31 March 2025), 73 professional staff with the support of 55 technical grade and general grade staff of the CEDD. In 2023-24, there are no new posts for creation in the SLO and the expenditure forecast of the personal emoluments of the office in-house staff is about \$127 million. We will review the arrangement for these posts in due course, taking into account the progress of the relevant projects and initiatives as well as the latest situation and development needs.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)061

(Question Serial No. 2411)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the “preparation of the engineering study for Ma Liu Shui reclamation”, will the Government advise on the following:

1. the estimated expenditure for the abovementioned study and its percentage of the total expenditure of the project;
2. whether the Government has conducted further assessment on the potential impact of reclamation on the environment, ecology, landscape and visual, drainage, hydraulic performance of Shing Mun River, traffic and transport infrastructure, etc, after the completion of the “Study on Technical Issues Related to Potential Reclamation Site at Ma Liu Shui” in 2017. If yes, the details and the schedule; if not, the reasons;
3. the expenditure and budget involved in improving the ancillary transport facilities in the vicinity of the Ma Liu Shui reclamation project in accordance with the infrastructure-led principle;
4. whether local groups and the public will be consulted on the abovementioned works. If yes, the details and the estimated expenditure; if not, the reasons.

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 20)

Reply:

The Civil Engineering and Development Department commissioned the “Engineering Study for Ma Liu Shui Reclamation” (the Study) in July 2022. The Study mainly covers the preliminary design of the reclamation works, studies on the environment, marine ecology and marine traffic, etc, as well as preliminary site investigation works, and will take into account the relevant information in the “Study on Technical Issues Related to Potential Reclamation Site at Ma Liu Shui” completed in 2017. The approved project estimate for the Study is about \$41.75 million.

In the meantime, the Innovation, Technology and Industry Bureau has engaged the Hong Kong Science and Technology Parks Corporation to carry out the “Preliminary Planning

Study for Land Development and Preliminary Engineering Feasibility Study” in early 2023, covering the study of the site development and supporting infrastructure, including preliminary traffic impact assessment, of the land released by the Ma Liu Shui Reclamation Project and the Relocation of Sha Tin Sewage Treatment Works to Caverns.

The two studies are expected to be completed within 2024 and will formulate recommendations on the required infrastructure will be made at that time.

The Government will, based on the findings of the two studies, carry out consultation in due course. The relevant costs have been included in the consultancy agreements and we are unable to provide the required figures as there is no separate breakdown of such costs under the consultancy agreements.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)062

(Question Serial No. 2413)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the pilot planning and engineering study on development of selected Strategic Cavern Areas, will the Government advise on the following:

1. the progress and the expenditure involved in the development of the 48 Strategic Cavern Areas (SCVAs) in the territory which are available for development; the projects among which that have significant achievement; the total amount of expenditure saved or revenue generated for the Government;
2. the land uses of the various development plans and the area of land that can be developed;
3. the estimated expenditure and cost effectiveness of the various development plans;
4. whether the Government will regularly review or assess other potential cavern areas, and the budget involved.

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 23)

Reply:

(1), (2) & (3)

The Cavern Master Plan (CMP) promulgated by the Government in 2017 identified 48 potential sites for cavern development (namely Strategic Cavern Areas (SCVAs)) in Hong Kong. The CMP provides a broad strategic planning framework for the reference of government departments and public and private organisations to identify suitable SCVAs for accommodating their facilities in pursuing their projects.

The Government is proactively taking forward a number of projects for relocating/accommodating suitable public facilities into caverns, with a view to releasing land for housing and other beneficial uses. Located in 6 SCVAs, these facilities include sewage treatment works, fresh water/salt water service reservoirs, store, material testing laboratory and archives centre, etc. Apart from creating additional space and opening up land resources by releasing existing sites of the facilities, cavern development also brings other benefits to the community, such as improving the urban setting and community environment through

relocating facilities that are incompatible with the surrounding land uses. Such benefits to the environment and community, development cost and other factors will be taken into account when assessing the benefits of cavern development.

The latest progress, land use and land area, and estimated expenditure of the cavern development projects are tabulated as follows:

Relocation / Accommodation Projects of Public Facilities into Caverns	Project Details and Estimated Expenditure	Latest Progress, Land Use and Land Area of the Released Land
(1) Projects under construction		
Sha Tin Sewage Treatment Works	<p>Relocation of the sewage treatment works to the caverns at Nui Po Shan, A Kung Kok, Sha Tin (SCVA No. 20)</p> <p>The approved project estimate of Stage 1 works, including site preparation and tunnel construction works, is \$2.0775 billion (in money-of-the-day (MOD) prices).</p> <p>The approved project estimate of Stage 2 works, including main caverns construction and upstream sewerage works, is \$14.0765 billion (in MOD prices).</p>	<p>The construction works are being carried out in phases. Stage 1 works commenced in 2019 and were completed in 2022 as scheduled. Stage 2 works have been commenced progressively since July 2021.</p> <p>The construction works in the next stage involves the ancillary buildings of the sewage treatment works and works of the cavern ventilation system. We plan to seek funding approval from the Finance Committee in 2023 to commence the works. We will continue to take forward the construction works of the remaining stages and seek funding approval from the Finance Committee for relevant works in a timely manner. The target is to release the existing site of 28 hectares for innovation and technology development.</p>
Diamond Hill Fresh Water and Salt Water Service Reservoirs	Relocation of the service reservoirs to the caverns to the south of Lion Rock (SCVA No. 26)	The works commenced in December 2022, with a target to release the existing site of about 4 hectares in the second half of 2027 for development of housing and community facilities.

Relocation / Accommodation Projects of Public Facilities into Caverns	Project Details and Estimated Expenditure	Latest Progress, Land Use and Land Area of the Released Land
	The approved project estimate is \$2.3342 billion (in MOD prices).	
(2) Project seeking funding approval from the Legislative Council		
Victoria Public Mortuary	<p>Relocation of the public mortuary to the site at the western end of Victoria Road, and provision of ancillary facilities for the Department of Health at the existing cavern to the southeast of the site for storage of emergency supplies and personal protective equipment (SCVA No. 41)</p> <p>The estimated cost of the proposed project is \$890 million (in MOD prices).</p>	The Panel on Health Services was consulted on 13 May 2022. The works are targeted to commence in 2023.
(3) Project under investigation and design		
Public Works Central Laboratory	<p>Relocation of the laboratory to the caverns at Anderson Road Quarry (SCVA No. 28)</p> <p>The consultancy fee for the investigation, design and construction of the Public Works Central Laboratory and Archives Centre is \$60 million in total.</p>	<p>The investigation and design have been substantially completed. The project cost is being estimated. It is targeted to seek funding approval from the Legislative Council in 2023 for commencement of the works.</p> <p>The existing site and the adjoining land of about 0.8 hectares in total will be released after the construction works for housing and recreational facilities.</p>
Archives Centre	Accommodation of the Archives Centre inside the caverns at Anderson	The investigation and design have been substantially completed. The project cost is

Relocation / Accommodation Projects of Public Facilities into Caverns	Project Details and Estimated Expenditure	Latest Progress, Land Use and Land Area of the Released Land
	<p>Road Quarry (SCVA No. 28) for storage of archives.</p> <p>The consultancy fee for the investigation, design and construction of the Public Works Central Laboratory and the Archives Centre is \$60 million in total.</p>	<p>being estimated. It is targeted to seek funding approval from the Legislative Council in 2023 for commencement of the works.</p>
<p>Tsuen Wan No. 2 Fresh Water Service Reservoir</p>	<p>Relocation of the service reservoir to the caverns at Smugglers' Ridge, Kwai Chung (SCVA No. 16).</p> <p>The consultancy fee for the investigation, design and construction is \$23.86 million.</p>	<p>The investigation, design and cost estimation of the project commenced in June 2022.</p> <p>The existing site and the adjoining land of about 6.4 hectares in total will be released after the construction works for housing and community facilities.</p>
<p>Yau Tong Group Fresh Water and Salt Water Service Reservoirs</p>	<p>Relocation of the service reservoirs to the caverns at Chiu Keng Wan Shan, Yau Tong (SCVA No. 30)</p> <p>The consultancy fee for the investigation, design and construction is \$23.8 million.</p>	<p>The investigation, design and cost estimation of the project commenced in June 2022.</p> <p>The existing site and the adjoining land of about 6 hectares in total will be released after the construction works for housing and community facilities.</p>

(4)

We are currently conducting the “Pilot Planning and Engineering Study on Development of Selected Strategic Cavern Areas” which includes an assessment of relocating/accommodating various kinds of facilities within selected SCVAs, as well as a review of the existing CMP and the planning of new SCVAs to facilitate the long-term development of Hong Kong. The consultancy fee of the study is about \$20.8 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)063

(Question Serial No. 1649)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

According to the key performance measures relating to management of construction and demolition materials, the public fill delivered to the Mainland for beneficial reuse will be increased from 1.9 million tonnes in 2022 to 7 million tonnes in 2023. Will the Government inform this Committee of the reason for this 268% increase?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 21)

Reply:

The local construction industry annually generates a large quantity of public fill. While part of the public fill is transferred to the local construction sites as appropriate for direct reuse, the rest is delivered to public fill reception facilities (including 2 temporary fill banks) for interim storage and future reuse in reclamation or earth filling projects. As local reuse could not fully absorb all the public fill generated in Hong Kong, coupled with the fact that the capacities of temporary fill banks are limited, the Government has been delivering part of the surplus public fill to Taishan in the Guangdong Province for disposal since 2007 under the bilateral co-operation agreement.

In 2022, a number of large-scale local reclamation projects (including the Three-runway System of the Hong Kong International Airport, Tung Chung New Town Extension and the Integrated Waste Management Facilities in Shek Kwu Chau) were undergoing reclamation operation and absorbing part of the public fill generated locally, and the quantity of surplus public fill delivered to the Mainland was about 1.9 million tonnes. In 2023, taking into account that the local reclamation projects would gradually be completed and the local reclamation projects under planning (including the Kau Yi Chau Artificial Islands) will only commence progressively from end 2025 the earliest, the estimated quantity of surplus public fill to be delivered to the Mainland will be increased to about 7 million tonnes.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)064

(Question Serial No. 1650)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Under this Programme, the provision for 2023-24 is 1,333.9 million, which is considerably higher than the revised provision for 2022-23 by 68.1%. According to the Controlling Officer's explanation, the percentage change is "due to the increased provision for filling of vacancies, salary increments and handling of surplus public fill". In this connection, will the Government inform this Committee of the breakdown of items under this Programme, the respective revised provision for 2022-23 and provision for 2023-24 of each item, and the reason for the significant increase in provision?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 22)

Reply:

The financial provision for Programme (7) mainly includes the operation and maintenance costs of public fill reception facilities, costs for the delivery of surplus public fill to the Mainland and supply of the public fill stockpiled in fill banks to local projects for reuse, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill at disposal sites. As the delivery of surplus public fill to the Mainland and the supply of the public fill stockpiled in fill banks to local projects for reuse are both undertaken by a single contractor, there is no breakdown of the costs for individual operations in the contract. The increase of the financial provision for 2023-24 from the revised provision for 2022-23 by 68.1% is mainly due to the increase in the estimated quantity of surplus public fill to be delivered to the Mainland.

In 2022, a number of large-scale local reclamation projects (including the Three-runway System of the Hong Kong International Airport, Tung Chung New Town Extension and the Integrated Waste Management Facilities in Shek Kwu Chau) were undergoing reclamation operation and absorbing part of the public fill generated locally, and the quantity of surplus public fill delivered to the Mainland was about 1.9 million tonnes. In 2023, taking into account that the local reclamation projects would gradually be completed and the local

reclamation projects under planning (including the Kau Yi Chau Artificial Islands) will only commence progressively from end 2025 the earliest, the estimated quantity of surplus public fill to be delivered to the Mainland will be increased to about 7 million tonnes.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)065

(Question Serial No. 0564)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure,
(7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

1. The Civil Engineering and Development Department (CEDD) states that it will capitalise on the tourism strength of the Lei Yue Mun area and continue the construction of a public landing facility and related marine works in the area. Does it include the revitalisation of the ex-Lei Yue Mun Quarry site and the improvement of the wave facilities near Ma Wan Tsuen at Lei Yue Mun Hoi Pong Road East? If not, what are the reasons?
2. The Civil Engineering and Development Department (CEDD) estimates that the amount of public fill to be delivered to the Mainland for beneficial reuse in 2023 will be 7 million tonnes, which is 7 times of the amount in 2021. What are the reasons and the relevant expenditure?
3. It is estimated that the expenditure for "Management of Construction and Demolition Materials" in 2023-24 will be 1.33 billion, representing an increase of 68% over the revised estimate for 2022-23. Is it mainly due to the substantial increase in both the amount of public fill to be delivered to the Mainland and the relevant expenditure? Does the Department anticipate that the relevant expenditure will remain at a relatively high level in the coming years, or even increase further?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 23)

Reply:

1.
The Government has been pursuing the Lei Yue Mun (LYM) Waterfront Enhancement Project (the Project) with a view to further improving the facilities along the LYM waterfront and its connectivity to enhance the attractiveness of LYM as a popular tourist attraction. The Civil Engineering and Development Department (CEDD) and the Architectural Services Department are commissioned by the Tourism Commission to implement the Project in which CEDD is responsible for the construction of a public landing facility, a breakwater to reduce wave impact to the berthing vessels at the landing facility and the improvement works to an

existing viewing platform and a lookout point. The scope of the Project does not include the ex-Lei Yue Mun quarry site which is more than 500m away from the public landing facility.

In addition, the consultants appointed by the CEDD identified 26 coastal low-lying or windy residential areas with higher risks, including Ma Wan Tsuen, Lei Yue Mun, for implementation of improvement works and management measures in the “Study of Coastal Hazards under Climate Change and Extreme Weather and Formulation of Improvement Measures - Feasibility Study” (the Study). Considering factors including the geography condition of Ma Wan Tsuen, site constraints, cost-effectiveness, impact on navigation channels, environment and society, etc, the Study concluded that more pragmatic options including installation of flood barriers at suitable places behind the coastline to cut off water pathway towards inland and installation of demountable flood barriers at buildings frontages, together with management measures such as early alert system and opening of temporary shelters, shall be adopted to safeguard public safety.

2. and 3.

The local construction industry annually generates a large quantity of public fill. While part of the public fill is transferred to the construction sites as appropriate for direct reuse, the rest is delivered to the temporary public fill reception facilities (including 2 temporary fill banks) for interim storage and future reuse in reclamation or earth filling projects. As local reuse could not absorb all the public fill generated in Hong Kong, coupled with the fact that the capacities of temporary fill banks are limited, the Government has been delivering surplus public fill to Taishan in the Guangdong Province for disposal since 2007 under the bilateral co-operation agreement.

In 2021, a number of large-scale local reclamation projects (including the Three-runway System of the Hong Kong International Airport, Tung Chung New Town Extension and the Integrated Waste Management Facilities in Shek Kwu Chau) were undergoing reclamation operation and absorbing a large quantity of public fill. Hence, only about 1 million tonnes of public fill was delivered to the Mainland in 2021. However, in 2023, as these reclamation projects would gradually be completed, the estimated quantity of surplus public fill to be delivered to the Mainland will be about 7 million tonnes. Since the local reclamation projects under planning (including the Kau Yi Chau Artificial Islands) will only commence progressively from end 2025 the earliest, it is anticipated that we will have to deliver more public fill to the Mainland in the next few years and the estimated expenditure will also be higher.

The Government’s expenditure on the management of public fill mainly includes the operation and maintenance costs of public fill reception facilities, cost for the delivery of surplus public fill to the Mainland and for the supply of the public fill stockpiled in fill banks to local projects for reuse, associated staff costs and administrative expenses, as well as costs for the provision of required facilities for disposal of public fill at disposal sites.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)066

(Question Serial No. 2312)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

For the sustainable development of Lantau Island, please provide in tabular form the Government's proposed implementation schedule (by year and quarter) for items 1-3 below. If there is no such schedule for individual items, please explain why.

	Commencement and completion time of consultancy studies to be commenced/commenced	Estimated time of the Government's announcement to the public and the Legislative Council	Estimated time of Government funding and statutory procedures
1) Implementation of sustainable leisure and recreation initiatives in Shek Pik and adjoining areas			
2) Implementation of South Lantau Eco-recreation Corridor initiatives			
3) Development of about 1 000 hectares of the "green belt" sites in the southern part of Lantau for eco-tourism or recreation			

Reply:

	Commencement and completion time of consultancy studies to be commenced/commenced	Estimated time of the Government's announcement to the public and the Legislative Council	Estimated time of Government funding and statutory procedures
1) Implementation of sustainable leisure and recreation initiatives in Shek Pik and adjoining areas	The Sustainable Lantau Office (SLO) of the Civil Engineering and Development Department formulated the Lantau Conservation and Recreation Masterplan and the Lantau Trails and Recreation Plan in 2020, and has been carrying out studies and implementing the proposals in phases.	It is anticipated that public consultation with relevant stakeholders on the preliminary proposals from the “Sustainable Leisure and Recreation Initiatives in Shek Pik and Adjoining Areas – Investigation” and the “Initiatives for South Lantau Eco-recreation Corridor – Investigation” will be conducted in the second half of 2023 with a view to enhancing the proposals and formulating the implementation schedule (including timetable for funding application and relevant statutory procedures).	
2) Implementation of South Lantau Eco-recreation Corridor initiatives	<p>The SLO commenced the “Sustainable Leisure and Recreation Initiatives in Shek Pik and Adjoining Areas – Investigation” and the “Initiatives for South Lantau Eco-recreation Corridor – Investigation” in August 2021 and November 2021 respectively, covering about 300 hectares of “Green Belt” sites of South Lantau, to explore the feasibility of providing leisure, recreational and eco-education facilities which are sustainable and with less environmental impact, with a view to enhancing vibrancy and diversity of the area.</p> <p>The above two studies also explore suitable sites in Lantau, including the use of “Green Belt” sites for camping, caravans and</p>	Besides, the SLO has been regularly reporting the progress to the Legislative Council Panel on Development since 2017 and will keep reporting the progress of the above projects in the upcoming reports.	
3) Development of about 1 000 hectares of the “green belt” sites in the southern part of Lantau for eco-tourism or recreation			

	<p>glamping, so as to allow visitors to enjoy and appreciate the natural and cultural resources in Lantau. It is anticipated that the two studies will be completed in the end of 2023.</p> <p>In addition, the SLO will continue to review the feasibility of using the remaining 700 hectares of “Green Belt” sites in other locations in South Lantau (including Mui Wo, Pui O Au, Tai O, Yi O, Ngong Ping, Luk Wu and Keung Shan) to provide sustainable leisure and recreational facilities and promote eco-tourism. The programmes will be implemented as and when ready.</p>	
--	---	--

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)082

(Question Serial No. 3535)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the voices in the community saying that reclamation projects were “against State policy”, the Development Bureau subsequently clarified that reclamation is not prohibited under the “國務院關於加強濱海濕地保護-嚴格管控圍填海的通知” published by the State Council in 2018, but a more stringent system for approving reclamation projects is established instead. Please provide the estimated expenditure and manpower to disseminate and explain correct information to the public during the development of Kau Yi Chau Artificial Islands.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 16)

Reply:

In 2018, the State Council issued the “國務院關於加強濱海濕地保護-嚴格管控圍填海的通知” (the Notice) to provinces, autonomous regions, municipality governments, State Council ministries and organisations directly under State Council. Although the Notice does not cover the Hong Kong Special Administrative Region (HKSAR), we would like to point out that the Notice does not prohibit reclamation, but to establish a more stringent approval system for reclamation projects and allow major national strategic projects to carry out reclamation works. Since the Notice has come into effect, there are reclamation projects in the Mainland that have been undergone stringent review and approved. In other words, the claim that Kau Yi Chau reclamation project’s “against State’s policy” is not substantiated. In fact, the HKSAR Government has been reporting the development of Hong Kong to the Central Government from time to time, including the progress of the Kau Yi Chau Artificial Islands project. This project is to be carried out within Hong Kong territory, and the HKSAR Government is responsible for the relevant planning, assessment and implementation arrangements. Both local and overseas experts have been invited to give advice during the process.

We will continue to disseminate information to the public regarding the development of Kau Yi Chau Artificial Islands and clarify in a timely manner inaccurate or incomplete information circulating in the community. This is part of the overall duties of the relevant government officers and the study team. Therefore, we are unable to provide a breakdown of the related expenditures and manpower arrangements involved in this area of work.

- End -

CONTROLLING OFFICER'S REPLY

TLB007

(Question Serial No. 3088)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding piers, please advise on the following:

- (a) the number and the locations of piers (please provide a list by district) for various kinds of fishing vessels in Hong Kong;
- (b) which of the aforementioned piers had undergone maintenance in the past 3 years (2020-21 to 2022-23), and when these works were carried out;
- (c) the staffing and expenditure for the above works in the past 3 years (2020-21 to 2022-23) and the estimated staffing and expenditure in 2023-24.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 54)

Reply:

(a) and (b)

Fishing vessels may use over 190 public piers and landing facilities which are situated all over Hong Kong. The Civil Engineering and Development Department (CEDD) regularly inspects these public piers and landing facilities and carries out maintenance works as necessary. The locations and maintenance records of these public piers and landing facilities in the past three years are set out at **Annex**. In addition, fishing vessels may use the piers at Aberdeen Wholesale Fish Market and Cheung Sha Wan Wholesale Fish Market managed and maintained by the Fish Marketing Organization (FMO).

(c)

The total expenditure of CEDD on maintaining public piers and landing facilities in the past three years (2020-21 to 2022-23) was about \$45 million. The estimated expenditure for 2023-24 is \$16 million. As for staffing, around three professional and 15 technical in-house members of staff of CEDD handle the maintenance work of these facilities. The staffing and expenditure for the maintenance of the piers at the two aforementioned wholesale fish markets are provided and funded by FMO.

Public Piers and Landing Facilities
Managed by the Civil Engineering and Development Department

(a) Public Piers

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
1	Central Pier No. 9	Central & Western	✓	✓	✓
2	Central Pier No. 10	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	Eastern	✓	✓	✓
4	Cheung Chau Public Pier	Islands	✓	✓	✓
5	Chi Ma Wan Pier	Islands	✓	✓	✓
6	Lo Tik Wan Pier	Islands	✓	✓	✓
7	Luk Chau Tsuen Pier	Islands	✓	✓	✓
8	Pak Kok Pier	Islands	N/A ⁽ⁱⁱ⁾	N/A ⁽ⁱⁱ⁾	✓
9	Peng Chau Public Pier	Islands	✓	✓	✓
10	Po Toi Public Pier	Islands	✓	✓	✓
11	Sai Wan Jetty	Islands	✓	✓	✓
12	Sha Lo Wan Pier	Islands	✓	✓	✓
13	Sok Kwu Wan Pier No. 2	Islands	✓	✓	✓
14	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
15	Tai Lei Island Pier	Islands	✓	✓	✓
16	Tai O Public Pier	Islands	✓	✓	✓
17	Tai Shui Hang Pier	Islands	✓	✓	✓
18	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
19	Tung Chung Public Pier	Islands	✓	✓	✓
20	Yung Shue Wan Development Pier	Islands	✓	✓	✓
21	Yung Shue Wan Public Pier	Islands	✓	✓	✓
22	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
23	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
24	Ap Chau Public Pier	North	✓	✓	✓
25	Kat O Chau Pier	North	✓	✓	✓
26	Sha Tau Kok Public Pier	North	✓	✓	✓
27	Hap Mun Bay Public Pier	Sai Kung	–	✓	✓
28	Joss House Bay Public Pier	Sai Kung	✓	✓	✓
29	Pak A Pier	Sai Kung	✓	✓	–
30	Pak Sha Wan Pier No. 2	Sai Kung	✓	✓	✓
31	Po Toi O Pier No. 2	Sai Kung	✓	–	–

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
32	Sai Kung New Public Pier	Sai Kung	✓	✓	✓
33	Sai Kung Public Pier	Sai Kung	✓	✓	✓
34	Sha Kiu Public Pier	Sai Kung	–	–	–
35	Sharp Island Pier	Sai Kung	–	✓	–
36	Tai Tau Chau Pier	Sai Kung	✓	–	–
37	Tiu Keng Leng Pier	Sai Kung	✓	–	–
38	Tso Wo Hang Pier	Sai Kung	✓	✓	✓
39	Tung Lung Chau (North) Pier	Sai Kung	✓	✓	✓
40	Tung Lung Chau Public Pier	Sai Kung	✓	✓	✓
41	Yim Tin Tsai Pier	Sai Kung	✓	✓	✓
42	Ma Liu Shui Ferry Pier	Sha Tin	✓	✓	✓
43	Wu Kai Sha Pier	Sha Tin	✓	✓	✓
44	Blake Pier at Stanley	Southern	✓	✓	✓
45	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
46	Tai Tam Bay Pier	Southern	✓	✓	✓
47	Chek Keng Pier	Tai Po	–	✓	✓
48	Kei Ling Ha Hoi Pier	Tai Po	–	✓	✓
49	Ko Lau Wan Public Pier	Tai Po	✓	✓	✓
50	Lai Chi Chong Pier	Tai Po	✓	–	–
51	Sam Mun Tsai Village Pier	Tai Po	✓	–	–
52	Sham Chung Pier	Tai Po	–	–	✓
53	Tai Mei Tuk Pier No. 1	Tai Po	✓	✓	–
54	Tai Mei Tuk Pier No. 2	Tai Po	–	✓	–
55	Tai Po Railway Pier	Tai Po	✓	✓	✓
56	Tap Mun Pier	Tai Po	✓	✓	✓
57	Tung Ping Chau Public Pier	Tai Po	✓	✓	✓
58	Wong Shek Public Pier	Tai Po	✓	✓	✓
59	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
60	Sham Tseng Public Pier	Tsuen Wan	✓	✓	✓
61	Tai Pai Tsui Pier	Tsuen Wan	✓	✓	✓
62	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	✓	✓	✓
63	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	✓	✓	✓
64	Yau Kom Tau Pier	Tsuen Wan	✓	✓	✓
65	Kadoorie Pier	Tuen Mun	✓	✓	✓
66	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

(b) Public Landing Facilities

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
67	Central Landing No. 10	Central & Western	✓	✓	✓
68	Sai Ning Street Landing No. 1	Central & Western	–	✓	✓
69	Sai Ning Street Landing No. 2	Central & Western	–	✓	✓
70	Sheung Wan Landing No. 1	Central & Western	–	✓	✓
71	Sheung Wan Landing No. 2	Central & Western	–	✓	✓
72	Western PCWA Landing No. 1	Central & Western	–	✓	✓
73	Chai Wan Cargo Handling Basin Landing	Eastern	–	✓	✓
74	Quarry Bay Park Landing No. 1	Eastern	–	✓	✓
75	Shau Kei Wan Typhoon Shelter Landing No. 1	Eastern	✓	✓	✓
76	Shau Kei Wan Typhoon Shelter Landing No. 2	Eastern	✓	✓	✓
77	Shau Kei Wan Typhoon Shelter Landing No. 3	Eastern	–	✓	✓
78	Shau Kei Wan Typhoon Shelter Landing No. 4	Eastern	–	✓	✓
79	Shau Kei Wan Typhoon Shelter Landing No. 5	Eastern	–	✓	✓
80	Shau Kei Wan Typhoon Shelter Landing No. 6	Eastern	–	✓	✓
81	Shau Kei Wan Typhoon Shelter Landing No. 7	Eastern	–	✓	✓
82	Shau Kei Wan Typhoon Shelter Landing No. 10	Eastern	–	✓	✓
83	Siu Sai Wan Landing No. 1	Eastern	–	✓	✓
84	Siu Sai Wan Landing No. 2	Eastern	–	✓	✓
85	Cheung Chau Complex Landing	Islands	–	✓	✓
86	Mui Wo Landing No. 1	Islands	–	✓	✓
87	Mui Wo Landing No. 2	Islands	–	✓	✓
88	Mui Wo Landing No. 3	Islands	–	✓	✓
89	Pak She Praya Road Landing	Islands	–	✓	✓
90	Peng Chau Landing No. 1	Islands	–	✓	✓
91	Peng Chau Landing No. 2	Islands	–	✓	✓
92	Peng Chau Landing No. 3	Islands	–	✓	✓
93	Peng Chau Landing No. 4	Islands	–	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
94	Peng Chau Landing No. 5	Islands	–	✓	✓
95	Peng Chau Landing No. 6	Islands	–	✓	✓
96	Peng Chau Landing No. 7	Islands	–	✓	✓
97	Peng Chau Landing No. 8	Islands	–	✓	✓
98	Peng Chau Landing No. 9	Islands	–	✓	✓
99	Praya Street Landing	Islands	–	✓	✓
100	Sai Wan Landing	Islands	✓	✓	✓
101	Tai A Chau Landing No. 1	Islands	–	✓	–
102	Tai A Chau Landing No. 2	Islands	–	✓	–
103	Tai A Chau Landing No. 3	Islands	–	✓	–
104	Tai Hing Tai Road Landing No. 1	Islands	–	✓	✓
105	Tai Hing Tai Road Landing No. 2	Islands	–	✓	–
106	Tai O Promenade Landing No. 1	Islands	✓	–	–
107	Tai O Promenade Landing No. 2	Islands	✓	–	–
108	Tung Chung Development Seawall Landing No. 1	Islands	–	✓	✓
109	Hung Hom Landing No. 8	Kowloon City	–	✓	✓
110	Kai Tak Landing No. 1	Kowloon City	–	✓	–
111	Kai Tak Landing No. 2	Kowloon City	–	✓	–
112	King Wan Street Landing	Kowloon City	–	✓	✓
113	Kwei Chow Street Landing No. 1	Kowloon City	–	–	✓
114	Kwei Chow Street Landing No. 2	Kowloon City	–	–	✓
115	Tai Wan Shan Landing	Kowloon City	–	✓	✓
116	Runway Park Pier Landing No. 1	Kowloon City	–	✓	✓
117	Runway Park Pier Landing No. 2	Kowloon City	–	✓	✓
118	Sam Ka Tsuen Landing No. 1	Kwun Tong	–	✓	✓
119	Sam Ka Tsuen Landing No. 2	Kwun Tong	–	✓	✓
120	Sam Ka Tsuen Landing No. 3	Kwun Tong	–	✓	✓
121	Sha Tau Kok Landing No. 1	North	–	✓	✓
122	Sha Tau Kok Landing No. 2	North	–	✓	✓
123	Sai Kung Town Landing No. 1	Sai Kung	–	✓	✓
124	Sai Kung Town Landing No. 2	Sai Kung	–	✓	✓
125	Sai Kung Town Landing No. 3	Sai Kung	–	✓	✓
126	Sai Kung Town Landing No. 5	Sai Kung	–	✓	✓
127	Sha Ha Landing No. 1	Sai Kung	–	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
128	Sha Ha Landing No. 2	Sai Kung	–	✓	✓
129	Sha Ha Landing No. 3	Sai Kung	–	✓	✓
130	Sha Ha Landing No. 4	Sai Kung	–	✓	✓
131	Tseung Kwan O South Landing	Sai Kung	✓	✓	✓
132	Tui Min Hoi Landing No. 1	Sai Kung	–	✓	✓
133	Tui Min Hoi Landing No. 2	Sai Kung	–	✓	✓
134	Ma Liu Shui Landing No. 1	Sha Tin	–	✓	✓
135	Ma Liu Shui Landing No. 2	Sha Tin	–	✓	✓
136	Ma Liu Shui Landing No. 3	Sha Tin	–	✓	✓
137	Shatin Area 77 Landing	Sha Tin	–	✓	✓
138	Tai Shui Hang Landing	Sha Tin	–	✓	–
139	Cheung Sha Wan Landing No. 3	Sham Shui Po	–	✓	✓
140	Aberdeen Praya Road Landing No. 1	Southern	✓	✓	✓
141	Aberdeen Praya Road Landing No. 2	Southern	–	✓	✓
142	Aberdeen Praya Road Landing No. 3	Southern	✓	✓	✓
143	Aberdeen Praya Road Landing No. 4	Southern	✓	✓	✓
144	Aberdeen Praya Road Landing No. 5	Southern	✓	✓	✓
145	Aberdeen Praya Road Landing No. 6	Southern	–	✓	✓
146	Aberdeen Praya Road Landing No. 7	Southern	✓	✓	✓
147	Aberdeen Wholesale Fish Market Landing No. 3	Southern	–	✓	✓
148	Ap Lei Chau Landing No. 1	Southern	–	✓	✓
149	Ap Lei Chau Landing No. 2	Southern	✓	✓	✓
150	Ap Lei Chau Landing No. 3	Southern	✓	✓	✓
151	Ap Lei Chau Landing No. 4	Southern	–	✓	✓
152	Ap Lei Chau Landing No. 5	Southern	–	✓	✓
153	Lee Nam Road Landing	Southern	✓	✓	✓
154	Po Chong Wan Landing No. 1	Southern	–	✓	✓
155	Shek Pai Wan Landing No. 1	Southern	✓	✓	✓
156	Shek Pai Wan Landing No. 2	Southern	–	✓	✓
157	Shek Pai Wan Landing No. 3	Southern	✓	✓	✓
158	Shum Wan Landing No. 1	Southern	✓	✓	✓
159	Temporary Landing Facility at Tai Shue Wan	Southern	N/A ⁽ⁱⁱ⁾	N/A ⁽ⁱⁱ⁾	-

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
160	Ha Wai Landing	Tai Po	–	✓	✓
161	Long Harbour Wan Tsai Landing	Tai Po	–	✓	✓
162	Pak Shek Kok Landing	Tai Po	✓	✓	✓
163	Shuen Wan Breakwater Landing No. 1	Tai Po	–	✓	✓
164	Shuen Wan Breakwater Landing No. 2	Tai Po	–	✓	✓
165	Tai Mei Tuk Landing	Tai Po	–	✓	✓
166	Tai Po Area 27 Landing	Tai Po	–	✓	✓
167	Tai Po Industrial Area Landing	Tai Po	–	✓	✓
168	Ma Wan Pak Lam Road Landing	Tsuen Wan	–	✓	✓
169	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	–	✓	✓
170	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	–	✓	✓
171	Tuen Mun Area 27 Breakwater Public Landing Facility	Tuen Mun	N/A ⁽ⁱ⁾	✓	✓
172	Tuen Mun Area 27 Landing No. 1	Tuen Mun	–	✓	✓
173	Tuen Mun Area 27 Landing No. 2	Tuen Mun	–	✓	✓
174	Tuen Mun Area 40 Landing	Tuen Mun	–	✓	✓
175	Tuen Mun Area 44 Landing No. 2	Tuen Mun	–	✓	✓
176	Causeway Bay Typhoon Shelter Landing No. 7	Wan Chai	✓	✓	✓
177	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	–	✓	✓
178	East Coast Park Precinct Landing No. 1	Wan Chai	N/A ⁽ⁱ⁾	–	✓
179	Hing Fat Street Landing No. 1	Wan Chai	N/A ⁽ⁱ⁾	–	–
180	Hing Fat Street Landing No. 2	Wan Chai	N/A ⁽ⁱⁱ⁾	N/A ⁽ⁱⁱ⁾	–
181	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	–	✓	✓
182	Wan Chai Bypass Landing No. 1	Wan Chai	–	✓	✓
183	Wan Chai Bypass Landing No. 2	Wan Chai	–	✓	✓
184	Wan Chai Bypass Landing No. 3	Wan Chai	–	✓	✓
185	Wan Chai Bypass Landing No. 4	Wan Chai	–	✓	✓
186	Wan Chai Bypass Landing No. 5	Wan Chai	–	✓	✓
187	Wan Chai Bypass Landing No. 6	Wan Chai	–	✓	✓
188	Tai Kok Tsui Landing	Yau Tsim Mong	–	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2020-21	2021-22	2022-23
189	Tsim Sha Tsui Landing No. 1	Yau Tsim Mong	–	✓	✓
190	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	–	✓	✓
191	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	–	✓	✓
192	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	–	✓	✓
193	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	–	✓	✓
194	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	✓	✓	✓
195	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	✓	✓	✓
196	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	✓	✓	✓

Remarks:

- (i) CEDD is responsible for maintenance of this newly constructed landing facility starting from 2021-22.
- (ii) CEDD is responsible for maintenance of this newly constructed pier/landing facility starting from 2022-23.

- End -