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Controlling Officer : Director of Civil Engineering and Development

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CONTROLLING OFFICER'S REPLY

(Question Serial No. 2741)

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 3 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 3 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.: 35)

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 Development: site formation and infrastructure works commenced progressively since September 2019 for completion in 2026 Remaining Phase Development: site formation and infrastructure works commenced progressively since July 2024 for completion in 2031	612 (Note 3)	Nil	58	128 (Note 3)	87.6	28
Ma Tso Lung Development	Feasibility study commenced in October 2022 for completion in 2025.	55	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study

Proposed or Existing Development Planning (Note 1)	**(i)**	**(ii)** **(ha)**	**(iii)** **(ha)**	**(iv)** **(ha)** (Note 2)	**(v)** **(ha)**	**(vi)** **(ha)**	**(vii)** **(ha)**
Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA	First Phase development: site formation and infrastructure works commenced progressively since July 2020 for completion in 2025 Second Phase development: site formation and infrastructure works commenced progressively since June 2024 for substantial completion in 2030 (minor remaining works will be completed in 2032) Remaining Phase development: Subject to study findings of the investigation study for Lau Fau Shan	725 (part of the Remaining Phase development is covered by the development area of Lau Fau Shan)	Nil	Nil (Note 4)	54 (Note 4 & Note 5)	27 (Note 4)	7 (Note 4)
Lau Fau Shan	Investigation study commenced in July 2024 for completion in 2026	411 (Note 6)	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study

Proposed or Existing Development Planning (Note 1)	**(i)**	**(ii)** **(ha)**	**(iii)** **(ha)**	**(iv)** **(ha)** (Note 2)	**(v)** **(ha)**	**(vi)** **(ha)**	**(vii)** **(ha)**
Yuen Long South (YLS) NDA	First Phase Development: Site formation and infrastructure works commenced progressively since August 2022 for completion in 2028 Second Phase Development: Subject to approval of funding application, site formation and infrastructure works target to commence in Q3 2025 for completion in 2032 Full completion of YLS NDA project by 2038 (subject to review)	224	Nil	10 (Note 7)	10 (Note 7)	12 (Note 7)	5 (Note 7)
Site formation and infrastructure works for the Initial Sites at Kam Tin South	Advance works: commenced in 2018 and substantially completed in 2022 Phase 1 Works: commenced in mid-2021 for completion in 2026 Phase 2 Works: target to commence in mid-2025 for completion in about 1.5 years	20.3	Nil	Nil	Nil	5.9	4.8

Proposed or Existing Development Planning (Note 1)	**(i)**	**(ii)** **(ha)**	**(iii)** **(ha)**	**(iv)** **(ha)** (Note 2)	**(v)** **(ha)**	**(vi)** **(ha)**	**(vii)** **(ha)**
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands) (Note 8)	Sunny Bay: engineering feasibility study in progress Lung Kwu Tan and Tuen Mun West: planning and engineering study in progress Ma Liu Shui: Subject to further study Kau Yi Chau Artificial Islands: Subject to the progress of various studies of the project, as well as the priority and overall deployment of the Government's various land creation and infrastructure projects. There is no date fixed for the commencement of the works of Kau Yi Chau Artificial Islands at present.	Sunny Bay: about 60-100 Lung Kwu Tan: 210 Tuen Mun West: 175 Ma Liu Shui: Subject to further study Kau Yi Chau Artificial Islands: About 1 000	Sunny Bay: about 60-100 Lung Kwu Tan: about 145 Tuen Mun West: about 40 Ma Liu Shui: About 60 Kau Yi Chau Artificial Islands: About 1 000	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning (Note 1)	**(i)**	**(ii)** **(ha)**	**(iii)** **(ha)**	**(iv)** **(ha)** (Note 2)	**(v)** **(ha)**	**(vi)** **(ha)**	**(vii)** **(ha)**
Tung Chung New Town Extension (Note 9)	Reclamation: commenced in end 2017 and substantially completed in January 2023 Site formation and infrastructure works (First Phase): commenced progressively from mid-2021 for completion by phases from 2024 to 2028 Site formation and infrastructure works (Second Phase): funding application was approved in March 2025. Target to commence progressively from Q2 2025 for completion by phases from 2026 to 2030 Site formation and infrastructure works (Remaining Phase): detailed design in progress	250	130	Nil	12	4.5	0.7
Wang Chau Public Housing Development	Phase 1 Works: commenced in May 2020 and completed in end 2024 Remaining Phases: detailed design in progress	Phase 1 Works: 5.6 Remaining Phases: 12	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: Nil Remaining Phases: Nil	Phase 1 Works: 3.5 Remaining Phases: 2.2	Phase 1 Works: 0.1 Remaining Phases: 0.8

Proposed or Existing Development Planning (Note 1)	**(i)**	**(ii)** **(ha)**	**(iii)** **(ha)**	**(iv)** **(ha)** (Note 2)	**(v)** **(ha)**	**(vi)** **(ha)**	**(vii)** **(ha)**
Tuen Mun Area 54	All contracts commenced from 2011 to 2020 and completed in phases between 2016 and 2024	14.5	Nil	Nil	Nil	13.7	2.9
Partial Development of Fanling Golf Course Site (for Public Housing)	Review of development scale and layout of proposed public housing development in progress	9.5	Nil	Nil	Nil	Nil	Nil
San Tin Technopole	Phase 1 Stage 1 Works: site formation and infrastructure works commenced progressively since December 2024 for substantial completion in 2031 Phase 1 Stage 2 Works: detailed design in progress Phase 2 Works: detailed design commenced in February 2025	539	Nil	Nil	37.4 (Note 10)	27.4	9.5
New Territories North New Town	Planning and engineering study commenced in October 2021 for completion in 2026/2027	About 1 420	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	Subject to further study	Nil	Nil	Nil	Nil	Nil	Nil

Proposed or Existing Development Planning (Note 1)	**(i)**	**(ii)** **(ha)**	**(iii)** **(ha)**	**(iv)** **(ha)** (Note 2)	**(v)** **(ha)**	**(vi)** **(ha)**	**(vii)** **(ha)**
Ngau Tam Mei (NTM) NDA	Land use review and feasibility study commenced in November 2021 for completion in 2025	130 (Note 11)	Nil	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Development of the 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 2030	87.7	Nil	Nil	Nil	Nil	Nil
Development at Tseung Kwan O Area 137 and Development off Tseung Kwan O Area 132	Investigation study commenced in November 2023. If all procedures involved in land creation could be taken forward smoothly (i.e. statutory procedures and handling of public opinions could be completed on schedule, and funding for the works could be approved, etc.), we anticipate that, upon completion of the town planning and other necessary procedures, the related works can commence in phases starting from the end of 2025.	About 123	About 40	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	3 (about 360 m²)	1
Ma Tso Lung Development	Nil	Nil	Nil	Nil	Nil
HSK/HT NDA	Nil	Nil	Nil (Note 4)	1 (about 60 m²) (Note 4 and Note 12)	Nil (Note 4)
Lau Fau Shan	Subject to further study	Subject to further study	Subject to further study	Subject to further study	Subject to further study
YLS NDA	Nil	Nil	Nil	1 (about 175 m²) (Note 13)	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) (Note 8)	Subject to further study	Subject to further study	Subject to further study	Nil	Nil
Tung Chung New Town Extension (Note 9)	150	200 (Note 14)	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 (for Public Housing)	Nil	Nil	Nil	Nil	Nil
San Tin Technopole	92 (Note 15)	Nil	Nil	2 (about 340 m^2)	7
New Territories North New Town	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 120 ha at any one time, subject to further study (Note 16)	Nil	Nil	Nil
NTM NDA	Nil	Nil	Nil	Subject to further study	Subject to further study
Development of the Loop	Nil	Nil	Nil	Nil	Nil
Development at Tseung Kwan O Area 137 and Development off Tseung Kwan O Area 132	About 47	About 111 (Note 14 & Note 17)	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: Relevant information not yet available	First Phase: About $13,329.6 (Note 18) Remaining Phase: About $21,419.7 (Note 19)	15
Ma Tso Lung Development	Nil	Subject to further study	Subject to further study	Subject to further study
HSK/HT NDA	Nil (Note 4)	Relevant information not yet available	First Phase development: About $1,937.6 (Note 20) Second Phase development: About $29,733.5 (Note 21) Remaining Phase development: Subject to further study	12 (Note 4)
Lau Fau Shan	Subject to further study	Subject to further study	Subject to further study	Subject to further study
YLS NDA	2	Relevant information not yet available	First Phase Development: About $3,266.9 (Note 22) Second Phase Development: About $8,833.6 (Note 23) Third Phase Development: Subject to further study	12

Proposed or Existing Development Planning	**(xiii)** **(no.)**	**(xiv)** **(no.)**	**(xv)** **($ million)**	**(xvi)** **(no.)**
Site formation and infrastructure works for the Initial Sites at Kam Tin South	Nil	Relevant information not yet available	Advance works: About $19.7 (Note 24) Phase 1 works: About $2,042.2 (Note 25) Phase 2 works: About $126.9 (Note 26)	25
Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands (Note 8)	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 9)	Nil	Site formation and infrastructure (First Phase): Nil Site formation and infrastructure (Second Phase): Nil Site formation and infrastructure (Remaining Phase) (relevant works not yet commenced): Subject to further study	Site formation and infrastructure works (First Phase): About $1,381.7 (Note 27) Site formation and infrastructure works (Second Phase): About $1,094.2 (Note 28) Site formation and infrastructure works (Remaining Phase) (relevant works not yet commenced): Subject to further study	Nil

Proposed or Existing Development Planning	**(xiii)** **(no.)**	**(xiv)** **(no.)**	**(xv)** **($ million)**	**(xvi)** **(no.)**
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 $434.3 (Note 29) Remaining Phases: Subject to further study	Phase 1 Works: Nil Remaining Phases: Nil
Tuen Mun Area 54	Nil	Nil	About $1,807 (subject to finalisation)	Nil
Partial Development of Fanling Golf Course Site (for Public Housing)	Nil	Nil	Nil	1
San Tin Technopole	2	Subject to survey	About $42,603.8 (Note 30)	9
New Territories North New Town	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 NDA	Subject to further study	Subject to further study	Subject to further study	Subject to further study
Development of the Loop	Nil	Nil	Land Decontamination and Advance Engineering Works: $0.57 (Note 31) Main Works Package 1: $297.3 (Note 32)	Nil

Proposed or Existing Development Planning	**(xiii)** **(no.)**	**(xiv)** **(no.)**	**(xv)** **($ million)**	**(xvi)** **(no.)**
Development at Tseung Kwan O Area 137 and Development off Tseung Kwan O Area 132	Nil	Nil	Subject to further study	Nil

Note 1 The Northern Metropolis (NM) covers a number of on-going new development areas/ development projects including KTN/FLN, HSK/HT, Lau Fau Shan, YLS, NTM, San Tin Technopole, the Loop, New Territories North New Town, Ma Tso Lung, sites at Kam Tin South, and partial development of Fanling Golf Course site, the relevant information of which has been given in the tables above.

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 The figure in column (ii) refers to the total area of the planning zones in the KTN and FLN Outline Zoning Plans, while the figure in column (v) refers to the total area of the "Green Belt" zones designated within the relevant Outline Zoning Plans.

Note 4 This is subject to findings of the investigation study for Lau Fau Shan.

Note 5 This is the total area of "Green Belt" zones according to the Outline Development Plan No. D/HSK/2 of HSK and HT.

Note 6 This is the total development area under the investigation study for Lau Fau Shan covering part of area under the Remaining Phase development of HSK/HT NDA.

Note 7 This is subject to the outcome of the intensification review for YLS Third Phase Development.

Note 8 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 9 The information does not include Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities artificial island.

Note 10 This is the total area of "Green Belt" zones according to the San Tin Technopole Outline Zoning Plans.

Note 11 This is the total area including total development area of 127 ha and green belt zones of 3 ha.

Note 12 There are 2 vegetable marketing co-operative societies/vegetable depots in the HSK/HT NDA. According to the Revised Recommended Outline Development Plan, 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 13 There were originally 1 vegetable marketing co-operative society and 1 vegetable depot in the YLS NDA. According to the Planning Department's site visit in August 2017, the vegetable depot had already moved out of the NDA.

Note 14 Certain fishing grounds anticipated to be temporarily lost are also among those anticipated to be permanently lost.

Note 15 This is the area of fish ponds affected by the San Tin Technopole development, comprising active fish ponds, non-active fish ponds, and abandoned fish ponds.

Note 16 The facility will be developed by phases with a total plan area of about 235 ha.

Note 17 This is the projected total area of temporary loss of fishing grounds due to the proposed reclamation and road works.

Note 18 The total estimated cost of land acquisition and clearance for the First Phase development of KTN/FLN NDA.

Note 19 The total estimated cost of land acquisition and clearance for the Remaining Phase Development of KTN/FLN NDA

Note 20 The total estimated cost of land acquisition and clearance for the First Phase development of HSK/HT NDA.

Note 21 The total estimated cost of land acquisition and clearance for the Second Phase development of HSK/HT NDA.

Note 22 The total estimated cost of land acquisition and clearance for the First Phase development of YLS NDA.

Note 23 The total estimated cost of land acquisition and clearance for the Second Phase development of YLS NDA.

Note 24 The total estimated cost of land acquisition and clearance for the advance works of Kam Tin South Development.

Note 25 The total estimated cost of land acquisition and clearance for the First Phase of Kam Tin South Development.

Note 26 The total estimated cost of land acquisition and clearance for the Second Phase of Kam Tin South Development.

Note 27 The total estimated cost of land acquisition and clearance for Site Formation and Infrastructure Works (First Phase) of Tung Chung New Town Extension.

Note 28 The total estimated cost of land acquisition and clearance for Site Formation and Infrastructure Works (Second Phase) of Tung Chung New Town Extension.

Note 29 The total estimated cost of land acquisition and clearance for Wang Chau public housing development.

Note 30 The total estimated cost of land acquisition and clearance for the San Tin Technopole

Note 31 The total estimated cost of land acquisition and clearance for the Development of the Loop – Land Decontamination and Advance Engineering works.

Note 32 The total estimated cost of land acquisition and clearance for the Development of the Loop – Main Works Package 1.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3132)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (000) Operational Expenses

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:

The revised provision for 2024-25 is 24.6% lower than the original provision, while the estimate for 2025-26 is 68.2% higher than the revised provision for 2024-25, mainly due to the increased provision for handling of surplus public fill. Please provide the difference between the estimated amount of surplus public fill to be handled in 2025-26 and 2024-25, and justify the increase in the estimate.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 20)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government manages the public fill arising from various types of construction works through a multi-pronged approach, including controlling and managing through reducing generation, proper reuse and recycling. On the aspect of reduction, we request the construction industry to minimise the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects to lessen the burden on the existing public fill reception facilities. Regarding proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or sent to the 2 fill banks for temporary storage for later reuse. With respect to recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above management measures, only the surplus public fill would be delivered to Taishan in the Guangdong Province for disposal.

The revised provision for the 2024-25 financial year is lower than the original provision, mainly due to our efforts to increase the public fill reception capacity at the fill banks starting from early 2024 through enhancements to the fill bank configuration as well as the optimised reuse of public fill at local projects according to their actual circumstances. As a result, the quantity of public fill that needed to be delivered to the Mainland was reduced from the

original estimate of 11 million tonnes to 6.2 million tonnes, leading to a reduction in the relevant expenditures.

The Government has been creating land through reclamation projects, which have taken up a primary role in reusing a large amount of public fill. Given that several major reclamation projects in Hong Kong have been substantially completed and the storage capacity of the existing fill banks is close to saturation, as well as the fact that the Tseung Kwan O Fill Bank needs to gradually release land for long-term development, after assessing the public fill output from various projects in Hong Kong in 2025, we anticipate an increase in the quantity of surplus public fill that needs to be delivered to the Mainland from 6.2 million tonnes in 2024 to 16 million tonnes in 2025.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0085)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): Not specified

Programme: (4) Slope Safety and Geotechnical Standards

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

Director of Bureau: Secretary for Development

Question:

Regarding slope maintenance, please advise on the following:

1. the expenditure of the Civil Engineering and Development Department (CEDD) on slope maintenance in Hong Kong in the past 3 years, and the respective proportions of the relevant work and expenses in residential and non-residential areas;

2. the number of slopes in Hong Kong on the CEDD's maintenance watch list, and the estimated maintenance cost of these slopes.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 1)

Reply:

Currently, the "Catalogue of Slopes" maintained by the Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) contains a total of about 61 000 registered man-made slopes. Amongst these slopes, the maintenance of about 45 000 government man-made slopes is mainly carried out by 7 government departments (namely the Agriculture, Fisheries and Conservation Department, the Lands Department, the Highways Department, the Architectural Services Department, the Drainage Services Department, the Housing Department and the Water Supplies Department), depending on the slopes and the departments' jurisdiction or facilities. According to the "Guide to Slope Maintenance" published by the GEO, relevant government departments will regularly conduct routine maintenance inspections for the slopes under their purview and engage geotechnical engineers to conduct inspections regularly to ensure proper maintenance of the slopes. Relevant government departments respectively spent a total of about $750 million, $900 million and $850 million on slope maintenance over the past 3 years (2022 to 2024) with a cumulative total of about $2.5 billion, and the estimated expenditure on slope maintenance in 2025 is about $900 million. Since the relevant work is a part of the overall work of the responsible government departments, we do not have a breakdown of the expenditure on slope maintenance work in residential and non-residential areas.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1362)

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:

The feasibility study on road network enhancement to South Lantau commenced in March 2023 for anticipated completion in mid-2025 to improve the road connection between North Lantau and South Lantau, and the resilience of the road network in emergency situations. Will the Government please inform this Committee of the following:

1) the study on East Lantau includes the construction of a new road tunnel connecting Mui Wo and the existing roads/tunnels of Discovery Bay; or the construction of a new road tunnel directly connecting Mui Wo and Siu Ho Wan. Is there a preliminary cost estimate for the above 2 projects?
2) the study on West Lantau includes the construction of a new road tunnel connecting Shek Pik and Tai O; and/or the provision of viaducts to improve some sections of Keung Shan Road, which have many bends and are relatively steep and narrow, to improve the connection between South Lantau and Tai O. Is there a preliminary cost estimate for the above 2 projects?
3) the estimated time for the announcement of the study results, and the long-term benefits of the relevant works for Lantau.

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 36)

Reply:

The Civil Engineering and Development Department commenced the "Feasibility Study on Road Network Enhancement to South Lantau" in March 2023 to study the enhancement of traffic infrastructure to improve the road connection between North and South Lantau, with a view to improving the resilience of the road network in South Lantau under emergency situations. Since the commencement of the study, the study team has not only reviewed the existing traffic network and the planned traffic and transport projects of Lantau, but also conducted a desk-top study and site visits to understand the development constraints. In addition, the study team is exploring various alignment options for the eastern and western parts of Lantau, and conducting preliminary assessments on the technical feasibility of the various alignments and their impacts on the environment and traffic. The study team will

continue the assessment on various aspects such as environment and ecology, technical feasibility, construction costs and social impacts, etc., and the collection of comments and suggestions from relevant departments on the preliminary alignment options. The whole study is anticipated to be completed in 2025. Since there is no concrete project design at this stage, we cannot provide a cost estimate for the aforementioned proposal.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2086)

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:

The provision for 2025-26 is $787.9 million (68.2%) higher than the revised provision for 2024-25, mainly due to the increased provision for handling of surplus public fill. In this connection, will the Government inform this Committee of the following:

1. over the past 2 years, (i) the expenditure on the management of public fill, (ii) the quantity of construction waste generated locally, (iii) the quantity of public fill reused locally, (iv) the quantity of surplus public fill delivered to the Mainland, (v) the net increase/decrease of year-end quantity of public fill stored in local fill banks and (vi) the quantity of construction waste disposed of at landfills;
2. for the next 2 years, the estimated (i) expenditure on management of public fill, (ii) quantity of construction waste generated locally, (iii) quantity of public fill reused locally, (iv) quantity of surplus public fill delivered to the Mainland, (v) net increase/decrease of year-end quantity of public fill stored in local fill banks, and (vi) quantity of construction waste disposed of at landfills.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 36)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government manages the public fill arising from various types of construction works through a multi-pronged approach, including controlling and managing through reducing generation, proper reuse and recycling. On the aspect of reduction, we request the construction industry to minimise the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects to lessen the burden on existing public fill reception facilities. Regarding proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or sent to the 2 fill banks for temporary storage for later reuse. With respect to recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above

management measures, only the surplus public fill would be delivered to Taishan in the Guangdong Province for disposal.

1. Over the past 2 years, the quantities of public fill handled and the expenditures incurred are tabulated below:

   (i) The expenditures on the management of public fill in the past 2 financial years are tabulated below:

Financial year	Expenditure on the management of public fill ($million)
2023-24	1,077 (Actual)
2024-25	1,155 (Revised estimate)

   (ii) to (iv) The quantities of construction waste generated locally, public fill reused locally, surplus public fill delivered to the Mainland, net increase/decrease of year-end quantity of public fill stored in local fill banks and the quantities of construction waste disposed of at landfills in the past 2 years are tabulated below:

Year	Quantity of construction waste generated locally		Quantity of public fill reused locally* (million tonnes)	Quantity of surplus public fill delivered to the Mainland (million tonnes)	Net increase/decrease of year-end quantity of public fill stored in local fill banks (million tonnes)
	Construction waste comprising entirely of inert construction waste (or public fill) (million tonnes)	Quantity of construction waste disposed of at landfills# (million tonnes)			
2023	15	1.6	7.6	2.5	4.9 (Increased from 2022)
2024	16.8^	1.7^	7.4^	6.2^	3.2^ (Increased from 2023)

In accordance with the requirement of the Waste Disposal (Designated Waste Disposal Facility) Regulation (Cap. 354L), in general, construction waste comprising entirely of inert construction waste (or public fill) shall be delivered to public fill reception facilities for storage and later reuse, and shall not be disposed of at landfills. Construction waste containing more than 50% by weight of inert construction waste shall be delivered to sorting facilities for handling. The remaining construction waste containing not more than 50% by weight of inert construction waste can be delivered to landfills directly. The handling of the construction waste disposed of at landfills is not included in the 2025-26 estimated expenditure of Programme (7) Management of Construction and Demolition Materials.

* Including the quantities of public fill reused/recycled in local construction projects and from local fill banks.

^ Provisional actual figure subject to adjustment.

2. The Government has been closely monitoring the generation of and the demand for public fill, and has requested relevant departments to provide estimated quantities of public fill generation or demand during the planning and design stages of major projects. The amount of public fill generated locally will vary depending on the quantity and type of projects. We roughly anticipate that the construction industry will generate an average of about 15 million tonnes of public fill annually in the next few years, which is similar to the current situation. The Government will continue to implement control and management measures to reduce public fill generation and reuse public fill in suitable local construction projects. Only the surplus public fill will be delivered to the Mainland for reuse, and the actual quantity and the associated expenditure are dependent on the progress of the local construction projects. The estimated expenditure on management of public fill in 2025-26 will be $1.9432 billion.

   As for the amount of construction waste disposed of at landfills, since it is subject to the number of public and private construction works (including small-scale works such as home renovations and shop demolitions), as well as the effect of business cycle, it is therefore difficult to provide an accurate forecast of the future trend. If there is an increase in number of small-scale works such as home renovations and shop demolitions, the amount of construction waste disposed of at landfills will also increase.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3256)

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:

The development plan for the artificial islands in the Central Waters was not mentioned in the Budget, and it has been claimed that the construction date of the artificial islands will be postponed. Will the Government inform this Committee of the following:

1. the current expenditure involved in the preliminary study on the artificial islands in the Central Waters;
2. the estimated increase in the relevant costs in each of the next 3 years;
3. if the Government decides to suspend the project of artificial islands in the Central Waters, the costs saved by the Government in (i) preliminary study, (ii) construction and (iii) staff establishment.

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 42)

Reply:

At its meeting in 2020, the Finance Committee of the Legislative Council approved a funding of $550.4 million for the ongoing planning and engineering study on the KYCAI (i.e. PWP Item No. 768CL "Studies related to artificial islands in the Central Waters") to engage consultants to carry out the relevant study. Up to the end of the 2024-25 financial year, the expenditure for the above study is about $400 million. The remaining work of the study, including the Environmental Impact Assessment (EIA) for the strategic roads and other technical assessments, etc., is being undertaken in accordance with the terms of the consultancy agreement. The Civil Engineering and Development Department (CEDD) will use the remaining balance of the approved funding to cover these ongoing tasks.

In addition, the Government has initiated the following 3 small-scale studies, targeting specific engineering aspects, through the Block Allocations under the Capital Works Reserve Fund in 2024, each with a total funding of approximately $30 million:

(i) Hong Kong Island West - Kau Yi Chau Link - advance design and ground investigation;
(ii) Northeast Lantau - Kau Yi Chau Link - advance design and ground investigation; and
(iii) Marine ground investigation works for re-provisioning of deep draft anchorage area at Kellett Bank and adjoining areas

Up to the end of the 2024-25 financial year, the total expenditure for the above 3 small-scale items is about $20 million.

The forecast of total expenditure for the above items is about $76 million in 2025-26. We will estimate the expenditure for subsequent financial years in light of the actual progress of the study in a timely manner. It is anticipated that the aforementioned studies in progress can be completed within the approved funding, and no additional funding will be required.

The KYCAI project is at the preliminary planning and study stage. The Government has reviewed the competing priorities of various projects and considered that the pace to take forward the KYCAI project could be slowed down. Although there is no concrete timetable for the commencement of works for the KYCAI project, we will still prudently carry out the necessary preparatory work at the study stage so that the reclamation works of the KYCAI project can commence as quickly as possible at the appropriate time in the future. Therefore, we will continue to complete the study in progress to provide an important and useful basis for future deployment. In this regard, the CEDD submitted the first completed EIA report for the reclamation for KYCAI to the Environmental Protection Department (EPD) at the end of last year. The EPD subsequently informed the CEDD of the suitability of the EIA report for public inspection. In light of the latest priority of various public works projects being taken forward by the Government, there are different possibilities for the implementation strategy and timetable for the reclamation works of the KYCAI project. In this connection, we are reviewing and fine-tuning the relevant background information and project description in the EIA report, aiming to convey a precise message to the public. We will submit the EIA report with the updated background information and project description incorporated to the EPD as soon as possible, and will make the report available for public inspection in a timely manner in accordance with the requirements of the EIA Ordinance.

The Government will formulate the project implementation strategy according to the progress of studies, as well as the priority and overall deployment of the Government's various land creation and infrastructure projects.

In addition, there is insufficient information at this stage to accurately estimate the construction cost of the project since the study is still in progress. As for the staff establishment, the staff of the CEDD will be responsible for overseeing the aforementioned study. As the staff concerned will also be responsible for other tasks of the department, we are unable to provide a separate breakdown for the cost of staff establishment involved in the study.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1941)

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:

(1) What is the progress of the development of the 48 Strategic Cavern Areas in the territory which are available for development and the expenditure involved? Which of these projects have significant achievement? What are the economic benefits of implementing the cavern development projects and releasing the original sites for redevelopment?

(2) In developing caverns, what are the criteria for the Government to decide to relocate a facility into a cavern; will priority be given to relocating obnoxious public facilities into caverns so as to minimise the impact on the community while enhancing the development potential of the original site, or will the need for land reclamation be reduced?

(3) What are the advantages and cost differences of cavern development compared to the development of underground space in urban areas and land reclamation; and whether cavern development is cost-effective and economically viable for Hong Kong in the long term?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 27)

Reply:

(1) 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 taking forward 5 projects for relocating/accommodating suitable public facilities into SCVAs, with a view to releasing existing land for housing or other beneficial uses. These public facilities include sewage treatment works, fresh water/salt water service reservoirs, material testing laboratories and archives centre.

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

Relocation / Accommodation Projects of Public Facilities into Caverns	Project Details and Estimated Expenditure	Latest Project Progress and Benefits of Released Land
(1) Projects under construction		
1. Sha Tin Sewage Treatment Works	Relocation of the sewage treatment works to the caverns at Nui Po Shan, A Kung Kok, Sha Tin (SCVA No. 20). The approved project estimate for Stage 1 works, including site preparation and tunnel construction works, is $2.0775 billion (in money-of-the-day (MOD) prices). The approved project estimate for Stage 2 works, including main caverns construction and upstream sewerage works, is $14.0765 billion (in MOD prices). The approved project estimate for Stage 3 works, including the ancillary buildings of the sewage treatment works, cavern ventilation system works, etc., is $3.1238 billion (in MOD prices). The proposed project estimate for the remaining works, including construction and installation of sewage treatment facilities, decommissioning and demolition of the existing sewage treatment works, is $15.6484 billion (in MOD prices) (pending review).	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 and Stage 3 works commenced in July 2021 and August 2023 respectively. Consultation with the Legislative Council Panel on Development on the remaining works was held on 15 July 2024. Subject to funding approval of the remaining works by the Finance Committee, the relevant works will commence as soon as possible. The target is to release the existing site of about 28 hectares in 2031 for other beneficial uses.

Relocation / Accommodation Projects of Public Facilities into Caverns	Project Details and Estimated Expenditure	Latest Project Progress and Benefits of Released Land
2. Diamond Hill Fresh Water and Salt Water Service Reservoirs	The approved project estimate for the relocation of the service reservoirs to the caverns to the south of Lion Rock (SCVA No. 26) is $2.3342 billion (in MOD prices).	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.
3. Public Works Central Laboratory (PWCL) 4. Archives Centre (AC)	The total approved project estimate for the relocation of the PWCL and accommodation of the AC in the caverns at Anderson Road Quarry (SCVA No. 28) is $4.93 billion (in MOD prices).	The works commenced in July 2023, with a target to release the existing site of the PWCL and the adjoining land of about 0.8 hectares in total in mid-2027, for housing and recreational facilities. The whole project is planned for completion in the third quarter of 2028.
(2) Project to be constructed		
5. Victoria Public Mortuary	The approved project estimate for the project to relocate the public mortuary to the site at the western end of Victoria Road is $1.2091 billion (in MOD prices), which includes approximately $55.6 million for slope and cavern enhancement works in connection with the provision of Modular Refrigerated Mortuary Units (MRMUs) in an existing cavern (SCVA No. 41) located at the southeast of the site.	The funding application was approved by the Finance Committee on 21 March this year. The works are anticipated to commence in the third quarter of this year, with a target for completion by the first quarter of 2030. After the reprovisioning of the Victoria Public Mortuary, about 0.1 hectare of land at the existing site of the public mortuary, together with the adjoining land, will be used for the provision of a waterfront promenade and open space.

(2) & (3)

Before implementing the relocation of public facilities in caverns, the Government will consider various factors, such as the existing site conditions, overall planning and development needs of the neighbouring community, potential land uses, relocation timeframe and departments' consent, merits and constraints brought about by the relocation of these facilities, etc., and conduct analysis and assessments in terms of environmental benefits and cost-effectiveness, etc.

In terms of environmental benefits, relocating facilities that are incompatible with land uses nearby can improve the urban layout and community environment. In terms of cost-effectiveness, the Government will propose preliminary planning assumptions in relation to the land use of the released site to roughly estimate the development potential and potential value of the concerned site. The expanded land resources could help meet public needs and bring benefits to the society.

In view of the potentially higher costs and longer implementation time for cavern development and that the actual development cost and effectiveness depend on the scale of the project and the complexity of the relevant facilities, the Government will carefully consider the uniqueness of individual projects and compare the economic benefits of different options, including development of underground space and reclamation, to identify projects which achieve cost effectiveness and social benefits and ascertain the feasibility of implementing the projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0483)

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 the "Matters Requiring Special Attention in 2025-26" that the Development Bureau will continue to steer the relevant study on road network enhancement to South Lantau. In this connection, please inform this Committee of the following:

(1) the expenditure involved and the progress of the study, as well as the expected time for the publication of the study results;

(2) Tung Chung Road is the only road that links North and South Lantau, and South Lantau Road is the only road connecting various places of South Lantau. The Government is committed to developing the South Lantau Eco-recreation Corridor, and any traffic incidents in this area will affect its tourist receiving capability. In addition, all roads in South Lantau are closed roads and motorists who wish to access the closed roads are required to hold a valid Lantau Closed Road Permit. The "Driving on Lantau Island" Scheme is only available on Mondays to Fridays with a daily quota of 50, which may reduce visitation momentum. Does the Government have any short to medium term measures to promote tourism in South Lantau? If yes, the details; if not, the reasons.

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 7)

Reply:

(1) The Civil Engineering and Development Department commenced the "Feasibility Study on Road Network Enhancement to South Lantau" in March 2023, with an estimated study fee of about $17.5 million. Since the commencement of the study, the study team has not only reviewed the existing traffic network and the planned traffic and transport projects of Lantau, but also conducted a desk-top study and site visits to understand the development constraints. In addition, the study team is exploring various alignment options for the eastern and western parts of Lantau, and conducting preliminary assessments on the technical feasibility of the various alignments and their impacts on the environment and traffic. The study team will continue the assessment on various aspects such as environment and ecology, technical feasibility, construction costs and social impacts, etc., and the collection of comments and suggestions from relevant departments

on the preliminary alignment options. The whole study is anticipated to be completed in 2025.

(2) Under the planning intention of South Lantau as a nature conservation area, visitors to South Lantau will mainly use public transport services. To support the development of the South Lantau Eco-recreation Corridor, the Government plans to enhance the land and water transport infrastructure and supporting facilities, including the proposed construction of a new pier at Cheung Sha. Additionally, the Government proposes to enhance public transport links and ancillary facilities to and from different attractions in South Lantau, including the provision of additional parking spaces and the construction of new pedestrian walkways to connect major attractions and facilities.

At this stage, the Government has no plan to further adjust the road closure and permit issuance arrangements in Lantau. The Government will continue to review the permit arrangements in the light of the planning for South Lantau, and the implementation of various enhancement measures, etc.

On 2 April 2025, the Government invited the market to submit an expression of interest for the proposals of the South Lantau Eco-recreation Corridor, in which the views of the market on the development of the South Lantau Eco-recreation Corridor will be gauged.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1098)

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:

The provision for 2025-26 under this Programme is $1,024.2 million, which is considerably lower than the revised provision for 2024-25 by 11.1%. According to the Controlling Officer's explanation, the change is mainly due to the decreased provision for operating expenses and a net decrease of 30 posts in 2025-26. In this connection, will the Government inform this Committee of:

(a) the ranks and responsibilities of the posts to be reduced in 2025-26;
(b) the justification for reduction of staffing provision in 2025-26; and
(c) the impacts of reduction of staffing provision on the work under this Programme and the measures to mitigate the impacts?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 19)

Reply:

(a) Under this Programme, 32 existing posts in the Civil Engineering and Development Department (CEDD) will be deleted in 2025-26, while 2 new time-limited posts for a period of 3 years will be created in the same year. Therefore, the net decrease of posts in 2025-26 under this Programme is 30. A breakdown of the 32 posts to be deleted under this Programme by their ranks and responsibilities is tabulated below:

Responsibilities	Rank	Number of Post
Responsible for Multiple Projects involving Provision of Land and Infrastructures	Principal Government Engineer	1
	Government Town Planner	1
	Chief Engineer	2
	Chief Town Planner	1
	Senior Engineer	2
	Senior Architect	1
	Engineer/Assistant Engineer	8
	Geotechnical Engineer/Assistant Geotechnical Engineer	1
	Architect/Assistant Architect	2
	Technical Officer/Technical Officer Trainee (Civil)	1
	Personal Secretary II	3
	Clerical Assistant	1
Land Sharing Pilot Scheme	Senior Engineer	1
	Engineer/Assistant Engineer	2
General Support in Headquarters	Clerical Assistant	1
	Workman II	4
	Total:	**32**

(b) & (c)

Among the above posts, most of them are to be deleted upon expiry of the duration for which the posts are created or upon completion of the jobs concerned. The CEDD will enhance efficiency through management measures and digitalisation, re-prioritisation and internal redeployment of work, streamlining of work processes, and capitalising on technology solutions to continue to implement various policies and initiatives under this Programme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1099)

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:

The revised provision for 2024-25 under this Programme is $1,155.3 million, which is considerably lower than the original provision for 2024-25 by 24.6%. In this connection, will the Government inform this Committee of the reason for the decrease in revised provision for 2024-25?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 20)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government manages the public fill arising from various types of construction works through a multi-pronged approach, including controlling and managing through reducing generation, proper reuse and recycling. On the aspect of reduction, we request the construction industry to minimise the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects to lessen the burden on the existing public fill reception facilities. Regarding proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or sent to the 2 fill banks for temporary storage for later reuse. With respect to recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above management measures, only the surplus public fill would be delivered to Taishan in the Guangdong Province for disposal.

The revised provision for the 2024-25 financial year is lower than the original provision, mainly due to our efforts to increase the public fill reception capacity at the fill banks starting from early 2024 through enhancements to the fill bank configuration as well as the optimised reuse of public fill at local projects according to their actual circumstances. As a result, the quantity of public fill that needed to be delivered to the Mainland was reduced from the original estimate of 11 million tonnes to 6.2 million tonnes, leading to a reduction in the relevant expenditures.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1100)

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:

The provision for 2025-26 under this Programme is $1,943.2 million, which is considerably higher than the revised provision for 2024-25 by 68.2%. According to the Controlling Officer's explanation, the change is mainly due to increased provision for handling of surplus public fill. As mentioned in the key performance indicators, the public fill delivered to the Mainland for beneficial reuse will be increased from 6.2 million tonnes in 2024 to 16 million tonnes in 2025. In this connection, will the Government inform this Committee of:

(a) the details of the local receiving capacity of existing fill banks in 2023 and 2024;
(b) the measures to maximise reuse of the public fill in local projects;
(c) the provision for 2025-26 in handling of surplus public fill; and
(d) the basis on which the estimation for 2025-26 in (c) is made?

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

Reply:

(a)&(b)

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government manages the public fill arising from various types of construction works through a multi-pronged approach, including controlling and managing through reducing generation, proper reuse and recycling. On the aspect of reduction, we request the construction industry to minimise the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects to lessen the burden on the existing public fill reception facilities. Regarding proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or sent to the 2 fill banks for temporary storage for later reuse. With respect to recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above management measures, only surplus public fill would be delivered to Taishan in the Guangdong Province for disposal.

Over the past 2 years, the public fill receiving capacity of existing fill banks is tabulated below:

Year	Total storage capacity of local fill banks at the end of the year (million tonnes)
2023	23.5
2024	28*

* Following the enhancements to the fill bank configuration starting from early 2024, the total storage capacity of fill banks has been increased.

(c)&(d)

The Government has been creating land through reclamation projects, which have taken up a primary role in reusing a large amount of public fill. Given that several major reclamation projects in Hong Kong have been substantially completed and the storage capacity of the existing fill banks is close to saturation, as well as the fact that the Tseung Kwan O Fill Bank needs to gradually release land for long-term development, after assessing the public fill output from various projects in Hong Kong in 2025, we anticipate an increase in the quantity of surplus public fill that needs to be delivered to the Mainland from 6.2 million tonnes in 2024 to 16 million tonnes in 2025. As a result, the estimated expenditure in 2025-26 increases to $1,943.2 million, which will be primarily used for the operation and maintenance of public fill reception facilities, supply of public fill stockpiled in the fill banks to local projects for reuse, provision of required facilities for disposal of public fill at the disposal ground in the Mainland, delivery of surplus public fill to the Mainland, the associated staff and administrative arrangement, etc.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2044)

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 indicated in the Estimates of the Civil Engineering and Development Department (CEDD) that it has continued the engineering study on Sunny Bay reclamation. On the same occasion in 2024, the CEDD stated that a feasibility study on Sunny Bay reclamation had commenced in May 2023 for completion in mid-2025 to ascertain the extent of reclamation required and its technical feasibility. It also stated that once the extent of the reclamation has been ascertained, the Government will explore the provision of various recreational and entertainment facilities on the Sunny Bay reclamation site, including a multi-purpose venue and a motor racing circuit. However, the latest Budget has not mentioned Sunny Bay reclamation at all. In this connection, will the Government inform this Committee of the estimated timetable for the publication of the study report?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 31)

Reply:

The engineering feasibility study for Sunny Bay reclamation is in progress. In the course of the study, we are prudently planning the extent of reclamation taking into account different technical and environmental factors, including the results of ground investigation, the interfaces with the proposed projects in the vicinity, the re-provisioning needs of different operators as well as the compatibility of accommodating other industry activities. The engineering feasibility study is anticipated to be completed in 2025-26.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2045)

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:

The Government reported to the Legislative Council in 2024 on the recommendations of the study on the South Lantau Eco-recreation Corridor, with a view to developing South Lantau into an integrated Asian tourism resort. Lantau Island is strategically located given its proximity to the Hong Kong International Airport and the Hong Kong-Zhuhai-Macao Bridge. It also offers a variety of tourism activities, both active and passive, attracting tourists who love exciting activities and adventure, while at the same time providing leisure and tranquil resorts and hotels to attract high-end travellers, making Lantau Island a new engine for Hong Kong's tourism in the future.

At present, the two-lane two-way Tung Chung Road is the only road connecting North and South Lantau, and the two-lane two-way South Lantau Road is the only road connecting Mui Wo and Shek Pik. The Civil Engineering and Development Department has indicated that it is conducting a feasibility study on road network enhancement to South Lantau to develop the traffic infrastructure improving the road connection between the North and South Lantau.

In this connection, will the Government inform this Committee whether it has estimated the feasibility of constructing a new road tunnel connecting Discovery Bay and Mui Wo to link North and South Lantau, and the relevant costs; if yes, the details and the relevant costs; if not, the reasons.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 32)

Reply:

Given the designation of South Lantau as a nature conservation area by the relevant government departments, the roads on South Lantau have been designated as 24-hour closed roads since the 1970s to control the number of vehicles entering South Lantau.

The Civil Engineering and Development Department commenced the "Feasibility Study on Road Network Enhancement to South Lantau" in March 2023 to study the enhancement of

traffic infrastructure to improve the road connection between North and South Lantau, with a view to improving the resilience of the road network in South Lantau under emergency situations. The feasibility study covers the following road network enhancement options in East and West Lantau:

East Lantau

(1) Construct a new road tunnel connecting Mui Wo and existing road/tunnel of Discovery Bay; or
(2) Construct a new road tunnel directly connecting Mui Wo and Siu Ho Wan.

West Lantau

(1) Construct a new road tunnel connecting Shek Pik in the south and Tai O in the north; and/or
(2) Provide viaducts for improving parts of Keung Shan Road which are steep in gradient and narrow with many bends, thus improving the connection between South Lantau and Tai O.

Since the commencement of the study, the study team has not only reviewed the existing traffic network and the planned traffic and transport projects of Lantau, but also conducted a desk-top study and site visits to understand the development constraints. In addition, the study team is exploring various alignment options for the aforementioned proposals in the eastern and western parts of Lantau, and conducting preliminary assessments on the technical feasibility of the various alignments and their impacts on the environment and traffic. The study team will continue the assessment on various aspects such as environment and ecology, technical feasibility, construction costs and social impacts, etc., and the collection of comments and suggestions from relevant departments on the preliminary alignment options. The whole study is anticipated to be completed in 2025. Since there is no concrete project design at this stage, we cannot provide a cost estimate for the aforementioned proposal.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3114)

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:

With regard to the management of construction and demotion materials, the provision for 2025-26 is considerably higher than the revised provision for 2024-25 by 68.2%, mainly due to the increased provision for handling of surplus public fill. The higher estimated figure in 2025 is due to the fact that more deliveries of surplus public fill materials to Taishan are expected as a result of the diminished local receiving capacity attributable to the substantial completion of major reclamation works in Hong Kong and the land of existing fill banks gradually being surrendered for development thus reducing the temporary stockpiled capacities of existing fill banks. During 2025-26, the Civil Engineering and Development Department will continue to implement the cross-boundary delivery of surplus public fill to the Mainland for beneficial reuse. In this connection, will the Government inform this Committee of:

(a) the quantity of public fill used in various major reclamation works in Hong Kong over the past 5 years, and the quantity of fill prepared for the relevant works;
(b) the reclamation projects to be implemented in Hong Kong in the next 5 years, and the estimated quantity of public fill required;
(c) the cost of delivering surplus public fill to Taishan;
(d) whether it has reviewed the feasibility and cost of using other abandoned land or islands in Hong Kong for stockpiling public fill? If yes, the details; if not, the reasons.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 39)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government manages the public fill arising from various types of construction works through a multi-pronged approach, including controlling and managing through reducing generation, proper reuse and recycling. On the aspect of reduction, we request the construction industry to minimise the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects to lessen the burden on the existing public fill reception facilities.

Regarding proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or sent to the 2 fill banks for temporary storage for later reuse. With respect to recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above management measures, only the surplus public fill would be delivered to Taishan in the Guangdong Province for disposal.

(a) The quantities of public fill used in major reclamation works in Hong Kong and the quantities of public fill supplied by local fill banks for the relevant reclamation works over the past 5 years are tabulated below:

Year	**Quantity of public fill used in major reclamation works in Hong Kong (Hong Kong International Airport Three-Runway System, Tung Chung New Town Extension and Integrated Waste Management Facilities in Shek Kwu Chau) over the past 5 years (million tonnes)**	**Quantity of public fill supplied by local fill banks for reclamation works in Hong Kong* (million tonnes)**
2020	59	12.8
2021	13.3	4.8
2022	4.1	2.3
2023	4.1	2.3
2024	2.9	2

* Figures do not include the quantity of public fill that has been directly delivered to reclamation projects without temporary storage at public fill reception facilities.

(b)&(d)

The Government will continue to create land in a resolute and persistent manner, so that a steady and continuous land supply for Hong Kong can be maintained to meet the needs of future economic and livelihood development. In fact, the Government has been creating land through reclamation projects, which have taken up a primary role in reusing a large amount of public fill. Looking ahead, we will continue to implement control and management measures to reduce public fill generation and reuse public fill in suitable local construction projects, including timely implementation of planned reclamation projects. Only the surplus public fill will be delivered to the Mainland for reuse. The Government will from time to time review its management strategies for handling public fill, including the provision of public fill handling facilities, and make timely adjustments as necessary.

(c) The expenditure for management of public fill mainly includes the operation and maintenance of public fill reception facilities, supply of public fill stockpiled in the fill banks to local projects for reuse, provision of required facilities for disposal of public fill at the disposal ground in the Mainland, delivery of surplus public fill to the Mainland, associated staff costs and administrative arrangement, etc. As the supply of public fill stockpiled in the fill banks to local projects for reuse and the delivery of surplus public fill to the Mainland are both undertaken by a single contractor, there is no cost breakdown of individual operations in the contract.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2696)

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:

1. What is the current progress of the planning and engineering study on the Kau Yi Chau Artificial Islands (KYCAI)?
2. What is the specific work to be carried out in 2025-26 in relation to the KYCAI?
3. What is the expenditure incurred so far in relation to the KYCAI? Please list the related expenditure.

Asked by: Hon WONG Chun-sek, Edmund (LegCo internal reference no.: 50)

Reply:

1. & 2.

The KYCAI project is at the preliminary planning and study stage. The Government has reviewed the priority of various projects and considered that the pace to take forward the KYCAI project could be slowed down. Although there is currently no concrete timetable for the implementation of the KYCAI project, we will still prudently carry out the necessary preparatory work at the study stage so that the reclamation works of the KYCAI project can commence as quickly as possible at an appropriate time in the future. Therefore, we will complete the remaining work of the study, including the Environmental Impact Assessment (EIA) and essential items already commenced with approved funding, to provide an important and useful basis for future deployment.

The Civil Engineering and Development Department (CEDD) submitted the first completed EIA report for the reclamation for KYCAI to the Environmental Protection Department (EPD) at the end of last year. The EPD subsequently informed the CEDD of the suitability of the EIA report for public inspection. In light of the latest priority of various public works projects being taken forward by the Government, there are different possibilities for the implementation strategy and timetable for the reclamation works of the KYCAI project. In this connection, we are reviewing and fine-tuning the relevant background information and project description in the EIA report, aiming to convey a precise message to the public. We will submit the EIA report with the updated background information and project description incorporated to the EPD as soon as

possible, and will make the report available for public inspection in a timely manner in accordance with the requirements of the EIA Ordinance. The Government will formulate the project implementation strategy according to the progress of the studies, as well as the priority and overall deployment of the Government's various land creation and infrastructure projects.

3. At its meeting in 2020, the Finance Committee of the Legislative Council approved a funding of $550.4 million for the ongoing planning and engineering study on the KYCAI (i.e. PWP Item No. 768CL "Studies related to artificial islands in the Central Waters") to engage consultants to carry out the relevant study. Up to the end of the 2024-25 financial year, the expenditure for the above study is about $400 million. The remaining work of the study, including the EIA for the strategic roads and other technical assessments, etc., is being undertaken in accordance with the terms of the consultancy agreement. The CEDD will use the remaining balance of the approved funding to cover these ongoing tasks.

   In addition, the Government has initiated the following 3 small-scale studies, targeting specific engineering aspects, through the Block Allocations under the Capital Works Reserve Fund in 2024, each with a total funding of approximately $30 million:

   (i) Hong Kong Island West - Kau Yi Chau Link - advance design and ground investigation;
   (ii) Northeast Lantau - Kau Yi Chau Link - advance design and ground investigation; and
   (iii) Marine ground investigation works for re-provisioning of deep draft anchorage area at Kellett Bank and adjoining areas

   Up to the end of the 2024-25 financial year, the total expenditure for the above 3 small-scale items is about $20 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0574)

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:

The financial provision has been increasing in recent years. The increase in expenditure is mainly due to the substantial increase in public fill materials delivered to the Mainland (e.g. Taishan) for reuse.

In this regard, this Committee raised the issue of exploring temporary storage sites in Hong Kong last year. The financial provision for 2025-26 is 68.2% higher than the revised provision for 2024-25. In this connection, please inform this Committee: despite the substantial completion of major reclamation works in Hong Kong, there is still a need for reclamation in the long term, therefore, whether the Government will identify new suitable temporary storage sites for fill materials for reuse in future local projects.

Asked by: Hon YIM Kong (LegCo internal reference no.: 33)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government manages the public fill arising from various types of construction works through a multi-pronged approach, including controlling and managing through reducing generation, proper reuse and recycling. On the aspect of reduction, we request the construction industry to minimise the generation of public fill at source and achieve cut-and-fill balance as far as practicable through proper planning, design and management in projects to lessen the burden on the existing public fill reception facilities. Regarding proper reuse, the generated public fill is either delivered to earth filling and reclamation projects for direct reuse, or sent to the 2 fill banks for temporary storage for later reuse. With respect to recycling, we carry out sorting of the public fill and suitable hard materials are recycled as construction materials. After implementation of the above management measures, only the surplus public fill would be delivered to Taishan in the Guangdong Province for disposal.

We keep reviewing the demand for public fill reception facilities based on the anticipated quantity of public fill to be generated or absorbed by future large-scale construction projects and scrutinise the public fill management plans of project proponents at the planning and design stages to ensure that in their work plans, the construction waste is minimised and the public fill is reused and recycled as far as practicable. Only the surplus public fill will be delivered to the Mainland for reuse, and the actual quantity and the associated expenditure are dependent on the progress of the local construction projects. In addition, the Government will continue to create land in a resolute and persistent manner, so that a steady and continuous land supply for Hong Kong can be maintained to meet the needs of future economic and livelihood development. In fact, the Government has been creating land through reclamation projects, which have taken up a primary role in reusing a large amount of public fill. Looking ahead, we will continue to implement control and management measures to reduce public fill generation and reuse public fill in suitable local construction projects, including timely implementation of planned reclamation projects. Only the surplus public fill will be delivered to the Mainland for reuse. The Government will from time to time review its management strategies for handling public fill, including the provision of public fill handling facilities, and make timely adjustments as necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2566)

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:

The "Matters Requiring Special Attention in 2025-26" mentioned by the Development Bureau includes "continue to oversee the implementation of the Pier Improvement Programme". In this connection, please inform this Committee of the following:

1. please tabulate the titles of the Phase 1 and Phase 2 Pier Improvement Programme (PIP) projects, the commencement dates of the planning and design work, the latest progress of the works, the estimated expenditure and the actual expenditure incurred;

Title of PIP Project	Commencement Date of the Planning and Design Work	Latest Works Progress	Estimated and Actual Expenditure

2. whether the Government has estimated which projects need to or will seek funding approval from the Legislative Council, and the relevant timetable;
3. whether the Government has any plans to set up a third phase of the programme to further improve the pier facilities in the rural areas so as to provide better supporting facilities for eco-tourism; if yes, the details; if not, the reasons.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 38)

Reply:

1. Works progress of the 10 public piers under Phase 1 of the Pier Improvement Programme (PIP):

Title of PIP Project	Commencement Date of the Planning and Design Work	Latest Works Progress	Estimated and Actual Expenditure ($million)
Pak Kok Pier, Lamma Island	July 2017	Commissioned in November 2022	72.4 (Approved estimate) 62.4 (Actual expenditure)
Kau Sai Village Pier	November 2017	Commissioned in September 2024	77.8 (Approved estimate) (Actual expenditure to be confirmed)
Lai Chi Chong Pier		Under construction, expected to be completed in 2025	108.8 (Approved estimate) (Actual expenditure to be confirmed)
Sham Chung Pier			111.9 (Approved estimate) (Actual expenditure to be confirmed)
Leung Shuen Wan Pier			88.3 (Approved estimate) (Actual expenditure to be confirmed)
Yi O Pier			128.5 (Approved estimate) (Actual expenditure to be confirmed)
Shek Tsai Wan Pier, Ma Wan			57.5 (Approved estimate) (Actual expenditure to be confirmed)
Yung Shue Wan Public Pier		Under construction, expected to be completed in 2026	157.4 (Approved estimate) (Actual expenditure to be confirmed)
Lai Chi Wo Pier	June 2018	Detailed design completed	Pending (Note 1)
Tung Ping Chau Public Pier			

Note 1: The implementation schedule will be subject to the priority and overall deployment of the Government's various infrastructural and public works projects. There is no specific timetable at this moment, and the project cost estimate cannot be provided.

Works progress of the 13 public piers under Phase 2 of the PIP:

Title of PIP Project	Commencement Date of the Planning and Design Work	Latest Works Progress	Estimated and Actual Expenditure ($million)
Sam Mun Tsai Village Pier	November 2017	Under construction, expected to be completed in 2025	110.8 (Approved estimate) (Actual expenditure to be confirmed)
Ma Wan Chung Pier			45.8 (Approved estimate) (Actual expenditure to be confirmed)
Ma Liu Shui Ferry Pier	February 2022		40.3 (Approved estimate) (Actual expenditure to be confirmed)
Tai O Public Pier	May 2021	Under construction, expected to be completed in 2026	15.7 (Approved estimate) (Actual expenditure to be confirmed)
Sai Wan Jetty, Cheung Chau			30.9 (Approved estimate) (Actual expenditure to be confirmed)
Ma Nam Wat Pier	February 2022	Detailed design in progress	Pending (Note 2)
Yung Shue O Jetties			
Yim Tin Tsai Pier			
Ap Chau Public Pier	May 2021		
Peng Chau Public Pier			
Sok Kwu Wan Pier No. 2			
Man Kok Tsui Pier		Feasibility study in progress	
Tap Mun Pier	August 2023	Investigation and preliminary design in progress	

Note 2: These piers are still under investigation and preliminary / detailed design.

2&3.

Since the launch of the PIP in 2017, 2 piers has been rebuilt, and the 11 piers under construction are expected to be completed in phases from 2025 to 2026. The remaining 10 piers are currently at the investigation and design stage. Upon completion of the detailed design, we will apply to the Legislative Council for funding for individual pier projects as needed based on the priority and overall deployment of the government's various infrastructure and public works projects. We will review and plan the implementation strategy for the next phase of the PIP with the Committee on Piers, which comprises representatives from various policy bureaux and departments.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3780)

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 3 years (2022-23 to 2024-25), 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.: 70)

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 that the marine disposal facilities have adequate capacity.

(a) The annual sediment disposal volume of contaminated and uncontaminated sediment 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
2022	About 0.20 million m^3	About 0.94 million m^3	Central Kowloon Route and general maintenance dredging works for navigation channels
2023	About 0.29 million m^3	About 0.38 million m^3	Central Kowloon Route and general maintenance dredging works for navigation channels
2024	About 0.14 million m^3	About 0.18 million m^3	Yuen Long Effluent Polishing Plant and general maintenance dredging works for navigation channels

(b) 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 2.04 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 43.94 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 2034.

(c) In order to cope with the demand for disposal of marine sediment in a sustainable manner, we are currently considering a number of options, including planning a new contaminated sediment disposal facility in the waters to the west of Lamma Island and studying the feasibility of treatment method by mixing contaminated sediment with other materials for reuse in backfilling and reclamation projects, as construction material.

(d) Based on the current information, we anticipate that the average annual sediment disposal volume of contaminated and uncontaminated sediment in the coming 3 years (from 2025 to 2027) will be about 0.54 million m3 and 0.53 million m3 respectively. 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 that the marine disposal facilities have adequate capacity to meet the demand.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3781)

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 3 years (2022-23 to 2024-25);

(c) whether the Government has imposed any penalties on the responsible parties for the marine pollution incidents caused by marine works over the past 3 years (2022-23 to 2024-25) 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 3 years (2022-23 to 2024-25)?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 71)

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 the submission of an Environmental Management Plan and deployment of Competent Person to implement 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. In addition, the contractors' performance will be reflected in their regular Contractor Performance

Reports, affecting the contractors' chances of being awarded public works contracts in the future. If necessary, the CEDD will also provide information to assist the relevant law enforcement agencies in conducting investigations and carrying out the necessary follow-up work.

(b), (c) and (d)

Regarding the impact of marine pollution caused by marine works on the fisheries industry, the affected parties may lodge claims against the relevant project office taking forward the marine works as follow-up actions. In the past 3 years (2022-23 to 2024-25), there were no marine pollution incidents caused by marine works under the CEDD's purview.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3978)

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 Transport and Logistics

Question:

In recent years, several residential buildings have been completed and occupied in Yuen Long, including Long Tin Court in Long Bin and other on-going public housing projects, and it is expected that the population in the district will increase significantly. In addition, several development projects in Yuen Long South and Hung Shui Kiu will also significantly increase the population flow and traffic pressure in the district. In this connection, will the Government inform this Committee of the following:

Regarding the aforementioned public housing development projects in Long Bin, residents who will move in later will have to walk about 20 minutes to go to MTR station, and most of the road sections are in an open environment. What specific arrangements and improvement plans does the Government have to improve the "walkability" of this route?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 19)

Reply:

To support the Long Bin public housing development, the Civil Engineering and Development Department will improve and enhance the existing footpaths and cycle tracks along Long Tin Road and the Ping Shan section of Castle Peak Road, and construct 3 covered footbridges to connect with neighbouring areas, including a footbridge across the Ping Shan section of Castle Peak Road, which will enable residents to travel conveniently to the Ping Shan Light Rail Transit Station for connections to the Tuen Ma Line Yuen Long Station or Tin Shui Wai Station. Furthermore, there will be a public transport interchange at the Long Bin public housing development to provide direct franchised bus services to Tuen Mun, Sham Shui Po and Yau Tsim Mong districts. The Transport Department will also plan other transport services according to local development and needs to meet the travel requirements of residents. The relevant works are in progress and are anticipated to be completed starting from the fourth quarter of 2025, in time for public use upon the intake of the public housing development at Long Bin Phase 1 (i.e. "Long Tin Court") in 2026.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3782)

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 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 (2022- 23 to 2024-25), and when these works were carried out;
(c) the staffing and expenditure for the above works in the past 3 years (2022- 23 to 2024-25) and the estimated staffing and expenditure in 2025-26.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 72)

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 3 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 the CEDD on maintaining public piers and landing facilities in the past 3 years (2022-23 to 2024-25) was about $44 million. The estimated expenditure for 2025-26 is $18 million. As for staffing, there are about 3 professional staff and 14 technical staff of the CEDD to handle the maintenance of these facilities. The staffing and expenditure for the maintenance of the piers at the 2 aforementioned wholesale fish markets are provided and funded by the FMO.

Annex

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)		
			2022-23	2023-24	2024-25
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	✓	✓	✓
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)		
			2022-23	2023-24	2024-25
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)		
			2022-23	2023-24	2024-25
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)		
			2022-23	2023-24	2024-25
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)		
			2022-23	2023-24	2024-25
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	Ap Lei Chau Landing No. 6	Southern	N/A(i)	-	✓
154	Lee Nam Road Landing	Southern	✓	✓	✓
155	Po Chong Wan Landing No. 1	Southern	✓	✓	✓
156	Shek Pai Wan Landing No. 1	Southern	✓	✓	✓
157	Shek Pai Wan Landing No. 2	Southern	✓	✓	✓
158	Shek Pai Wan Landing No. 3	Southern	✓	✓	✓
159	Shum Wan Landing No. 1	Southern	✓	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2022-23	2023-24	2024-25
160	Temporary Landing Facility at Tai Shue Wan	Southern	–	–	–
161	Ha Wai Landing	Tai Po	✓	✓	✓
162	Long Harbour Wan Tsai Landing	Tai Po	✓	✓	✓
163	Pak Shek Kok Landing	Tai Po	✓	–	✓
164	Shuen Wan Breakwater Landing No. 1	Tai Po	✓	✓	–
165	Shuen Wan Breakwater Landing No. 2	Tai Po	✓	✓	✓
166	Tai Mei Tuk Landing	Tai Po	✓	✓	✓
167	Tai Po Area 27 Landing	Tai Po	✓	✓	✓
168	Tai Po Industrial Area Landing	Tai Po	✓	✓	✓
169	Ma Wan Pak Lam Road Landing	Tsuen Wan	✓	✓	✓
170	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	✓	✓	✓
171	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	✓	✓	✓
172	Tuen Mun Area 27 Breakwater Public Landing Facility	Tuen Mun	✓	–	✓
173	Tuen Mun Area 27 Landing No. 1	Tuen Mun	✓	✓	✓
174	Tuen Mun Area 27 Landing No. 2	Tuen Mun	✓	✓	✓
175	Tuen Mun Area 40 Landing	Tuen Mun	✓	✓	✓
176	Tuen Mun Area 44 Landing No. 2	Tuen Mun	✓	✓	✓
177	Causeway Bay Typhoon Shelter Landing No. 7	Wan Chai	✓	✓	✓
178	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	✓	✓	✓
179	East Coast Park Precinct Landing No. 1	Wan Chai	✓	✓	✓
180	East Coast Park Precinct Landing No. 2	Wan Chai	–	–	✓
181	East Coast Park Precinct Landing No. 3	Wan Chai	–	–	✓
182	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	✓	✓	✓
183	Wan Chai Bypass Landing No. 1	Wan Chai	✓	✓	✓
184	Wan Chai Bypass Landing No. 2	Wan Chai	✓	✓	✓
185	Wan Chai Bypass Landing No. 3	Wan Chai	✓	✓	✓
186	Wan Chai Bypass Landing No. 4	Wan Chai	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2022-23	2023-24	2024-25
187	Wan Chai Bypass Landing No. 5	Wan Chai	✓	✓	✓
188	Wan Chai Bypass Landing No. 6	Wan Chai	✓	✓	✓
189	Tai Kok Tsui Landing	Yau Tsim Mong	✓	✓	✓
190	Tsim Sha Tsui Landing No. 1	Yau Tsim Mong	✓	✓	✓
191	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	✓	✓	✓
192	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	✓	✓	✓
193	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	✓	✓	✓
194	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	✓	✓	✓
195	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	✓	✓	✓
196	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	✓	✓	✓
197	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	✓	✓	✓

Remarks:

(i) The CEDD is responsible for maintenance of this newly constructed landing facility starting from 2023-24.

- End -