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CONTROLLING OFFICER'S REPLY

DEVB(W)073

(Question Serial No. 0100)

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:

1. One of the important tasks of the Civil Engineering and Development Department is to ensure the safety of natural hillside catchments. Over the past 2 years, mitigation measures were implemented for 37 and 46 natural hillside catchments respectively. Please provide the total number of natural hillside catchments where mitigation measures have yet to be implemented, and outline the current policy. Furthermore, will a timetable for implementing these measures be established, and what are the estimated budget and human resources required?

2. Regarding “man-made slopes”, what is the current total number, and what are the respective figures for those where maintenance measures have and have not been implemented? What is the current policy in this regard? Furthermore, will a timetable for implementing these measures be established, and what are the estimated budget and human resources required?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 15)

Reply:

The consolidated reply to the question raised by the Member is as follows:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety system to improve slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for natural hillside catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong's capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

The numbers of man-made slopes and natural hillside catchments, and the arrangements for their treatment under the LPMitP, are as follows:

Man-made slopes: According to the GEO's Catalogue of Slopes, there are currently about 61 000 registered man-made slopes across Hong Kong, of which about 39 000 are government man-made slopes, about 16 000 are private man-made slopes, and about 6 000 involve mixed responsibilities. All man-made slopes recorded in the Catalogue of Slopes that were assessed as having relatively high potential impact (e.g. those located near residential areas, hospitals, schools, etc.) and some with moderate potential impact (e.g. those located near major infrastructures, frequently used roads, footpaths, etc.) were upgraded in earlier years. The current focus of the LPMitP is to continue addressing the remaining man-made slopes with moderate potential impact. As at 31 December 2025, the GEO has upgraded over approximately 6 900 government man-made slopes and completed safety-screening studies for approximately 6 700 private man-made slopes.

Natural hillside catchments: The GEO has identified about 3 300 natural hillside catchments with higher potential impacts should a landslide occur (e.g. those located near existing buildings or important transport corridors) and followed a risk-based approach to systematically implement the relevant risk mitigation works. Since 2010, the GEO has implemented risk mitigation works for about 520 natural hillside catchments under the LPMitP. The natural hillside catchments that have yet to implement risk mitigation works have also been prioritised based on their risk levels. The GEO will systematically commence the relevant works.

In response to major landslides triggered by extreme rainstorms in recent years, the GEO has enhanced the LPMitP based on the findings from systematic investigations and studies. The enhancement measures include:

- Placing emphasis on assessing landslide risks on slopes adjacent to sole vehicular access roads that have greater potential impacts on people's livelihood. Following a risk-based approach, these slopes will be systematically included in the LPMitP for study and upgrading works.
- In light of the potential downstream landslides arising from catchwater overflow during extreme rainfall events, particular attention will be given to man-made slopes adjacent to catchwaters that may pose risks to public safety.
- Identifying natural hillside catchments with geological and hydrological characteristics similar to those of the hillside above Yiu Hing Road in Shau Kei Wan, where a major landslide incident occurred in September 2023, and including them in the LPMitP for detailed investigation and follow-up actions.

To expedite the progress of the LPMitP and to align with the above enhancement measures, the GEO has revised its annual output targets. Starting in 2025, the new targets will be gradually increased over a 3-year period:

- (i) the number of government man-made slopes to be upgraded will increase from about 150 to about 200 per year;
- (ii) the number of private man-made slopes subject to safety-screening studies will increase from about 100 to about 130 per year; and
- (iii) the number of natural hillside catchments to implement risk mitigation works will increase from about 30 to about 40 per year.

The upgraded government man-made slopes and the measures implemented for natural hillside catchments upon completion of risk mitigation works will be handed over to other government departments for management and regular maintenance. The overall increase in the newly revised annual output targets is nearly 33%. The average annual expenditure will be progressively increased from about \$1,100 million to about \$1,500 million, reflecting the Government's corresponding increase in resources allocated to meet the higher workload and enhanced works standards.

The LPMitP is mainly implemented by the Landslip Preventive Measures Branch of the GEO. Its staff establishment comprises 1 Government Geotechnical Engineer, 3 Chief Geotechnical Engineers, approximately 50 professional staff, and 100 technical and clerical staff. The estimated works expenditure for the LPMitP in 2026-27 is \$1,388.86 million. In addition to the Landslip Preventive Measures Branch, staff from other divisions of the GEO are also involved in duties related to slope safety management. Since the staff concerned are concurrently responsible for other duties, the Government has not separately calculated the manpower, salaries, and other expenditures associated with slope safety management. The relevant manpower and resource arrangements can ensure the smooth implementation of the enhanced LPMitP and the continuous reduction of overall landslide risk according to the revised annual output targets, thereby responding to public concerns over slope safety under extreme weather conditions.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0430)

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. Regarding the development of the Northern Metropolis, given that the Civil Engineering and Development Department still has a significant number of ongoing development and construction projects, it is expected that the estimated expenditure would increase. However, why do the expenses and provisions for both 2025 and 2026 show a downward trend? In particular, the projected 7% decrease in 2026 compared to 2025 appears unreasonable. Please provide a detailed breakdown and explanation for this reduction.

2. It is stated in the Estimates that the Government's work includes continuing the planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West area. However, these studies are not highlighted under the "Matters Requiring Special Attention in 2026-27". Please provide a detailed explanation for this omission and provide the project's implementation timetable. Given that the project is an important source of land for promoting high-end modern industrial development and accommodating public fill materials, the Government should expedite its commencement.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 46)

Reply:

1. The estimated expenditure of the Civil Engineering and Development Department under Programme (3) "Provision of Land and Infrastructure" for 2026-27 is lower than the revised estimate for 2025-26 by approximately 7% (about \$71 million). This is mainly due to (i) savings of approximately \$44 million in the estimated personal emoluments resulting from the reduction of 60 civil service posts; and (ii) the decrease of approximately \$27 million in other estimated operating expenses. The aforementioned changes mainly involve the lapsing of time-limited posts and internal redeployment of resources, and will not undermine the Department's capacity to take forward the Northern Metropolis and other land supply initiatives. Under the "Productivity Enhancement Programme", the Department will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation,

internal redeployment, streamlining of work processes and application of technology. While the civil service is being further streamlined, the Department will continue to implement its various policies and initiatives under relevant programmes with better cost-effectiveness, including projects related to the Northern Metropolis.

2. In view of the large number of projects undertaken by the Civil Engineering and Development Department, we have not listed all of them in the “Matters Requiring Special Attention in 2026–27”.

The planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West area is underway. We plan to commence the detailed design of Lung Kwu Tan reclamation project in 2026-2027.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)075

(Question Serial No. 0910)

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 Environment and Ecology, Secretary for Development

Question:

It is observed that the public fill delivered to Taishan has increased substantially from 2024 to 2026, rising from 6.2 million tonnes to 12.5 million tonnes and 16 million tonnes as estimated. The Government has attributed this increase to the completion of major reclamation works in Hong Kong.

1. Please provide the details of major projects to be commenced in the next 3 years that can absorb fill materials, including their project names, implementation timetables and absorption capacities, so as to effectively reduce the amount of fill materials delivered to Taishan.
2. Has the Government implemented effective measures to increase the amount of useful public fill materials retained in Hong Kong for local reclamation? For instance, will the Government consider commencing some of the reclamation works for the Kau Yi Chau Artificial Islands to provide a long-term land reserve. In the past, Stage 2 of the Penny's Bay Reclamation utilised public fill materials, which obviated the need to expend substantial resources and expenses to purchase new land and achieved cost-effectiveness.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 47)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of these materials, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling.

On the aspect of reduction, we request the construction industry to enhance the planning, design and management of various engineering projects, striving to achieve on-site cut-and-fill balance as far as practicable to minimise the generation of public fill at source, thereby alleviating the pressure on existing public fill reception facilities.

Regarding beneficial reuse, suitable public fill is either directly reused in earthworks, reclamation projects, or transported to the 2 local fill banks for temporary storage for future reuse in suitable projects, thereby enabling the resources circulation.

With respect to recycling, we actively promote the reprocessing of suitable materials into usable construction materials, which not only enhances resource utilisation efficiency but also helps drive the industry towards sustainable development.

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 future economic and social development needs. Looking ahead to the coming years, the Government will progressively implement various projects, including the site formation works for San Tin Technopole that commenced in December 2024, the reclamation works at Area 132 in Tseung Kwan O for which funding approval from the Legislative Council is expected to be sought later in 2026, and the reclamation works at Area 137 in Tseung Kwan O and Lung Kwu Tan that are under planning, to increase land supply and thereby absorb substantial quantities of public fill. In alignment with the implementation schedules of various projects, the Government will actively utilise public fill in reclamation, site formation and earth filling projects. However, as the implementation programmes and construction arrangements of various projects will be continuously optimised as they progress, the demand for public fill will be adjusted subject to design and construction progress. It is therefore difficult to provide precise figures on the absorption capacity at this stage.

Overall, the Government always supports the reuse of public fill in suitable reclamation and mega development projects so as to enhancing the beneficial use of resources and cost effectiveness. The Government will also reduce generation through resource management measures and reuse public fill in suitable local projects. The surplus public fill will be delivered to the Mainland for reuse only when it cannot be absorbed locally.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)076

(Question Serial No. 0911)

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 Environment and Ecology, Secretary for Development

Question:

According to the Estimates, the Civil Engineering and Development Department (CEDD)'s estimated expenditure for 2026-27 is approximately 7% lower than the revised estimate for 2025-26. In this connection, will the Government inform this Committee:

1. Regarding the decrease in the 2026-27 estimate compared to the 2025-26 revised estimate, what are the major projects or work areas where expenditure has been reduced? Has this affected the Department's work in areas such as slope safety, geotechnical standards, marine works and land formation?

2. Please provide the number of CEDD projects undertaken by consultancy firms at the planning study, design, and construction stages for the past 3 years and the coming 2 years (estimated), to indicate whether there is a downward trend. If yes, has there been an assessment of the impact of the reduction in consultancy projects on the employment and operational pressures within the local engineering consultancy industry (especially for small and medium-sized consultancy firms)? Will measures be introduced in 2026-27 to support the consultancy industry, such as reviewing procurement policies to prevent unhealthy cut-throat competition (which may ultimately affect quality) arising from a shortage of projects relative to the number of firms, increasing the number of tenders for consultancy services, or expediting the payment process for consultancy fees?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 47)

Reply:

1. The estimated expenditure of the Civil Engineering and Development Department under Programme (3) "Provision of Land and Infrastructure" for 2026-27 is lower than the revised estimate for 2025-26 by approximately 7% (about \$71 million). This is mainly due to (i) savings of approximately \$44 million in the estimated personal emoluments resulting from the reduction of 60 civil service posts; and (ii) the decrease of approximately \$27 million in the estimated other operating expenses. The aforementioned changes mainly involve the lapsing of time-limited posts and internal redeployment of resources, and will not undermine the Department's capacity to

implement its various initiatives. Under the “Productivity Enhancement Programme”, the Department will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation, internal redeployment, streamlining of work processes and application of technology. While the civil service is being further streamlined, the Department will continue to implement its various policies and initiatives under relevant programmes with better cost-effectiveness, including slope safety, geotechnical works, marine works and land formation, etc.

2. The number of consultancy agreements awarded to consultancy firms by the Civil Engineering and Development Department for projects at the investigation/planning, design and construction stages over the past 3 years is tabulated below and categorised into 2 stages, namely the “Investigation/Planning Stage” and the “Design and Construction Stage”:

Year	The number of on-going consultancy agreements (By the 4th Quarter of the respective year)		
	Investigation/ Planning Stage	Design and Construction Stage	Total
2023	92	227	319
2024	80	233	313
2025	78	238	316

We expect that the total number of consultancy agreements in each of the coming 2 years will be comparable to the current level.

Regarding project allocation, to assist small and medium-sized consultancy firms and optimise the use of human resources in the market, we will unbundle larger consultancy agreements as appropriate where feasible to provide more opportunities for them. We have also introduced a bonus score system in the tendering mechanism for suitable consultancy agreements to attract large companies to bid for relevant agreements in partnership with small and medium-sized firms, thereby increasing the opportunities for small and medium-sized consultancy firms to participate in major public works projects.

Regarding tender evaluation, we do not adopt “the lowest bid wins” as the assessment criterion. Apart from considering the tender prices, we will also examine tenderers’ technical competence and past performance. In general, tender evaluation of consultancy agreements comprises 2 parts. We will first assess the technical standard of consultancy proposals, then consider the tender prices submitted by tenderers. The weighting for the technical score generally accounts for more than 60% of the overall score. The consultancy firm with the highest combined score in technical and price assessments will be recommended for appointment. To prevent tenderers from winning the bids through submitting unreasonably low bids, we have put in place a mechanism and clear guidelines to evaluate and exclude unreasonably low bids, avoiding breaches of agreements and other risks resulting from insufficient project pricing.

Regarding the disbursement of consulting fees, at the initial stage of a consultancy agreement, we will make an advance payment equivalent to 10% of the total agreement value to the consultancy firms to help alleviate their cash flow pressure during the early phase of the agreement.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)077

(Question Serial No. 1354)

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 Programme mentions that technical advice and support will be provided to the West Kowloon Cultural District Authority (WKCDA) on the phased implementation of the West Kowloon Cultural District (WKCD) development. In this connection, please inform this Committee:

1. Of the specific matters and scope of support expected in the Department's collaboration with the WKCDA; and the estimated expenditure as well as the manpower establishment involved in the relevant work;
2. Regarding the remaining section of the WKCD waterfront promenade of approximately 800 metres, whether the Department has discussed the commencement of access connection works with the WKCDA; if yes, what are the specific scope of works, the construction costs involved, and the estimated completion timetable; and
3. Given that the WestK Quay was commissioned by the Department to be designed and constructed by the WKCDA, featuring the first public pier design in Hong Kong to adopt a mechanical lifting platform and telescopic gangway, whether the Government has considered applying the aforementioned new technology or design to the improvement works or future designs of other public piers; if yes, what are the details and the estimated expenditure?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 9)

Reply:

1. The Civil Engineering and Development Department (CEDD) is responsible for taking forward and implementing the public works projects in the West Kowloon Cultural District (WKCD), including the integrated basement and public infrastructure works entrusted to the West Kowloon Cultural District Authority (WKCDA), to tie in with the phased development of the WKCD. The CEDD has been working in close collaboration and communication with the WKCDA to monitor and review the implementation status of the entrusted works, covering progress, quality, site safety and contract administration, throughout the planning, design and construction stages. In addition, the CEDD is also responsible for conducting public consultation and statutory

procedures, as well as coordinating with various bureaux/departments, the WKCDA, interfacing parties, etc. Given the complexity and diversity of the projects involved, the above tasks are currently undertaken primarily by 19 multi-disciplinary professional/technical staff (Note 1). In terms of notional annual mid-point salary value (Note 2), the annual staff cost for the 19 posts is approximately \$24.3 million.

Note 1: Including 1 directorate officer, 17 professional grade officers and 1 technical officer. All the posts concerned are time-limited civil service posts. Among them, 3 professional grade posts are created up to March 2026.

Note 2: Operational expense refers to the annual staff cost in terms of notional annual mid-point salary value.

2. The remaining section of the waterfront promenade, measuring about 800 metres, has yet to be opened. About 140 metres of this section fall within the construction site of the WestK Performing Arts Centre, which the WKCDA expects to complete and open by 2027 in conjunction with the construction of the WestK Performing Arts Centre. The remaining 660 metres lie within the construction site of the integrated basement located between the WestK Performing Arts Centre and the Xiqu Centre, where the WKCDA's contractor is carrying out excavation works and has set up facilities at the waterfront for transporting the excavated soil by sea. Considering factors including the operation of construction site and public safety, it is not feasible to open this section of the promenade in advance. Nevertheless, the WKCDA has indicated that it will provide the timetable for opening the remaining 660 metres of promenade according to the progress of works and its development plan by the end of 2026.
3. The WestK Quay is located adjacent to the navigation route of high-speed crafts travelling to and from the China Ferry Terminal in Tsim Sha Tsui. Therefore, it is necessary to take effective measures to manage vessel berthing and passenger embarkation/disembarkation to prevent unregistered vessels from entering or remaining in the waters surrounding the WestK Quay, thereby ensuring the order of marine traffic and safety of passengers. In view of the above demands, the WestK Quay is currently managed and operated by a dedicated operation team, which assigns specific deckmen to operate the mechanical platform and retractable gangplank in alignment with the vessel berthing booking system. This facilitates effective management of vessel berthing and passenger embarkation/disembarkation, enhances pier operational efficiency and ensures the safety and smooth flow of marine traffic in the adjacent waterways. Whether the aforesaid design can be applied to other public piers depends primarily on the operational needs and considerations of the respective pier managing departments.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)078

(Question Serial No. 1298)

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 Civil Engineering and Development Department has commenced the detailed technical study for initiatives under the South Lantau Eco-recreation Corridor and continued the feasibility study on road network enhancement to South Lantau. In this connection, will the Government inform this Committee:

- (a) of the specific details;
- (b) of the respective estimated expenditures for the technical study on the South Lantau Eco-recreation Corridor and the feasibility study on the road network to South Lantau;
- (c) whether the Government has accessed the feasibility of developing high-end tourism; if yes, the details; if not, the reasons;
- (d) whether the Government has accessed the feasibility of introducing paragliding or ziplining; if yes, the details; if not, the reasons.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 32)

Reply:

The consolidated reply to the question raised by the Member is as follows:

The Civil Engineering and Development Department (CEDD) is studying the development of the "South Lantau Eco-recreation Corridor" (the Corridor), which aims to enhance the eco-recreation potential of the coastline areas of South Lantau (covering Cheung Sha, Shui Hau, Shek Pik and Pui O). Leveraging the rich natural ecological, historical and cultural resources in South Lantau, the Corridor aims to develop eco-recreation tourism and promote local economy. The CEDD is currently reviewing and analysing the suggestions and comments received from the market during the Expression of Interest exercise conducted between April and July last year, and is undertaking various thematic and technical studies based on the distinctiveness of each geographical condition and different development needs of Cheung Sha, Shui Hau, Shek Pik and Pui O. Subject to the nature and scale of the studies, the estimated expenditure for each study ranges from about \$8 million to \$25 million. The CEDD will take into account factors such as natural ecology, cultural conservation and local

characteristics in carrying out technical assessments to determine the overall direction of tourism development, assess the feasibility of individual project, and refine and enhance the development proposal for the Corridor. We plan to report on the study progress of the Corridor to the Legislative Council (LegCo) in the financial year of 2026-27.

In addition, the CEDD commenced the “Feasibility Study on Road Network Enhancement to South Lantau” in March 2023. The study examines ways to enhance traffic infrastructure to improve the connection between North and South Lantau, with a view to enhancing the resilience of the road network in South Lantau against emergencies. The approved project estimate for the study is approximately \$21.89 million. The study is in its final stage, and the Government will report the study progress to the LegCo in due course. Subject to the study findings, the Government will also commence the next stage of work as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)079

(Question Serial No. 3244)

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 amount of public fill to be delivered to the Mainland (Taishan) for beneficial reuse in 2026-27 is estimated to reach 16 million tonnes, representing an increase of 28% over 2025-26, and nearly a 1.6-fold increase compared to 2024-25. The Department explained that this is due to the substantial completion of major reclamation works in Hong Kong, leading to a reduction in the stockpiled capacities of existing fill banks. In this connection, will the Government inform this Committee:

1. What are the actual/estimated expenditures for delivering surplus fill to Taishan in 2024-25, 2025-26, and 2026-27? Is this the major reason for the sharp increase of 23.9% in the estimated expenditure under Programme (7) compared to the previous year? Is it expected that such expenditure will continue to rise in the coming years?
2. On the premise that the reclamation works for the Kau Yi Chau Artificial Islands will not commence for the time being, has the Government explored any innovative methods to better utilise surplus fill and reduce the relevant expenditures?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 39)

Reply:

1. In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of public fill, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling.

On the aspect of reduction, we request the construction industry to enhance the planning, design and management of various engineering projects, striving to achieve on-site cut-

and-fill balance as far as practicable to minimise the generation of public fill at source, thereby alleviating the pressure on existing public fill reception facilities.

Regarding beneficial reuse, suitable public fill is either directly reused in earth filling, reclamation projects, or transported to the 2 local fill banks for temporary storage for future reuse in suitable projects, thereby enabling the resources circulation of resources.

With respect to recycling, we actively promote the reprocessing of suitable materials into usable construction materials. We maintain close collaboration with local universities to keep abreast of developments in frontier technologies and to undertake a range of research and development projects. One such project involves recycling suitable hard materials from public fill into manufactured sand. This approach not only enhances resource utilisation efficiency but also helps drive the industry towards sustainable development. Only the portion that cannot be absorbed locally after the implementation of the above resource management measures would be transported to the Mainland for reuse.

The Government has been increasing land supply through reclamation, site formation or earth filling projects etc., which serve as the main outlets for absorbing a large amount of public fill. As many of Hong Kong's large-scale reclamation projects have largely been completed, and the capacity of existing fill banks is nearly saturated, coupled with the gradual release of land from the fill bank at Area 137 in Tseung Kwan O for long-term development, we anticipate that the quantity of surplus public fill requiring transportation to the Mainland for reuse will increase from 12.5 million tonnes in 2025 to 16 million tonnes in 2026, and the corresponding estimated expenditure will increase accordingly.

The expenditure on the management of construction and demolition materials for 2024-25 to 2026-27 is as follows:

Year	Expenditure (\$ billion)
2024-25	1.15 (Actual)
2025-26	1.69 (Revised Estimate)
2026-27	2.09 (Estimate)

The expenditure on the management of construction and demolition materials mainly includes the operation and maintenance costs of public fill reception facilities, the costs of transporting surplus public fill to the Mainland (Taishan, Guangdong Province) and supplying public fill stockpiled in fill banks for reuse in local projects, the relevant staff and administrative expenses, and the costs of providing required facilities for disposal of public fill at the disposal ground in the Mainland. The increase in the quantity of surplus fill transported to the Mainland is the main reason for the increase in the estimated expenditure for 2026-27 compared to the revised estimate for 2025-26.

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 future economic and social development needs. Looking ahead to the coming years, the Government will progressively implement various projects, including the site formation works for the San Tin Technopole that commenced in December 2024, the reclamation works at Area 132 in Tseung Kwan O for which funding approval will be sought from the Legislative Council later in 2026, as well as the proposed reclamation works at

Area 137 in Tseung Kwan O and Lung Kwu Tan etc., to increase land supply and thereby absorb substantial quantities of public fill. In alignment with the implementation schedules of various projects, the Government will actively utilise public fill in reclamation, site formation or earthworks projects. This will not only reduce the quantity of surplus public fill to be transported to the Mainland, but also help lower the expenditure on the management of construction and demolition materials. However, the actual quantity and the expenditure involved will depend on the progress of local projects.

2. The Government has been supporting innovative development, continuously collaborating with local universities on multiple research and development projects to explore recycling public fill into useful construction materials. These initiatives include sorting and recycling suitable hard materials from public fill into manufactured sand for reclamation, studying the use of public fill as final cover for landfills, and implementing a pilot scheme to produce eco-bricks using public fill. The Government will continue to monitor advancements in frontier technology, maintain close communication with university research teams, and continuously explore other feasible options for recycling public fill.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)080

(Question Serial No. 0305)

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 Bureau has been implementing the “Pier Improvement Programme” (PIP) since 2017. Regarding the progress of the Programme, please inform the Committee of the following:

- (a) As of the end of February 2026, which pier improvement works have been completed? Please tabulate the names of the projects, the estimated expenditures, the actual expenditures incurred, the estimated duration of works, the actual duration of works, and the details of the enhancements;
- (b) Please tabulate the names of the PIP projects to be completed, the commencement dates of the planning and design work, the latest progress of the works, the scheduled completion dates, the estimated expenditures, and the details of the pier enhancements;
- (c) Has the Government estimated which projects will need or are expected to apply for funding from the Legislative Council, and what is the relevant timetable?
- (d) Given the increasing popularity of the “Visiting Scheme to Outlying Islands” and the limited capacity of some piers, does the Government have any plans to set up a third phase of the Programme to further improve pier facilities in the rural areas so as to provide better ancillary tourist facilities? If yes, what are the details? If not, what are the reasons?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 13)

Reply:

The Government launched the policy initiative of “Pier Improvement Programme” (PIP) in 2017, aiming to upgrade the structural safety and facilities of a number of existing public piers at remote areas in the New Territories and outlying islands, with a view to enhancing accessibility of some outing destination and natural heritage and meeting the basic needs of local villagers relying on boats as their main transportation mode and fishermen’s operation. The enhancements mainly include provision of berthing spaces with sufficient length and water depth, provision of barrier-free facilities such as floating platforms or ramps to facilitate boarding and alighting of passengers in need, provision of ancillary facilities such as roof covers, lighting systems, solar panels, and Wi-Fi devices, and improvement to the structural condition of piers.

(a) As at the end of February 2026, the expenditure and duration of works of the completed pier improvement projects are tabulated below:

Completed Pier Improvement Project	Estimated and Actual Expenditure (\$ million)	Estimated and Actual Duration of Works
Pak Kok Pier on Lamma Island	72.4 (Approved estimate) 62.4 (Actual expenditure)	30 months (Estimated) 30 months (Actual)
Kau Sai Village Pier	77.8 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 36 months (Actual)
Lai Chi Chong Pier	108.8 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 46 months (Actual)
Sham Chung Pier	111.9 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 39 months (Actual)
Leung Shuen Wan Pier	88.3 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 39 months (Actual)
Yi O Pier	128.5 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 36 months (Actual)
Shek Tsai Wan Pier at Ma Wan	57.5 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 34 months (Actual)
Sam Mun Tsai Village Pier	110.8 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 39 months (Actual)
Ma Wan Chung Pier	45.8 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 40 months (Actual)
Ma Liu Shui Ferry Pier	40.3 (Approved estimate) (Actual expenditure to be confirmed)	18 months (Estimated) 18 months (Actual)

Note: The actual expenditures for some of the completed projects are yet to be confirmed, mainly because the relevant works contracts are still at the finalisation stage, pending the completion of final account settlement procedures.

(b) The works progress, expected completion dates and estimated expenditures of PIP projects to be completed are tabulated below:

Pier Improvement Project	Commencement Date of the Planning and Design Work	Latest Works Progress and Expected Completion Date	Estimated Expenditure (\$ million)
Yung Shue Wan Public Pier	November 2017	Under construction, expected to be completed in 2026	157.40 (Approved estimate) (Actual expenditure to be confirmed)
Tai O Public Pier	May 2021		15.72 (Approved estimate) (Actual expenditure to be confirmed)
Sai Wan Jetty on Cheung Chau			30.85 (Approved estimate) (Actual expenditure to be confirmed)
Ma Nam Wat Pier	February 2022	Under construction, expected to be completed in 2027	45.97 (Approved estimate) (Actual expenditure to be confirmed)
Yung Shue O Jetty			31.20 (Approved estimate) (Actual expenditure to be confirmed)
Lai Chi Wo Pier	June 2018	Detailed design completed	Pending (Note 1)
Tung Ping Chau Public Pier			
Yim Tin Tsai Pier	February 2022	Detailed design in progress	Pending (Note 2)
Ap Chau Public Pier	May 2021		
Peng Chau Public Pier			
Sok Kwu Wan Pier No. 2			
Man Kok Tsui Pier			
Tap Mun Pier	August 2023	Investigation and preliminary design in progress	

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

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

- (c) & (d) Since the launch of the PIP, among the 23 public piers under Phases 1 and 2 of the PIP, 10 piers have been completed and opened for public use. For the 5 piers currently under construction, works are expected to be completed progressively from 2026 to 2027. The remaining 8 piers are currently at the investigation and design stage. Subject to the priority and overall deployment of various government public works projects, the Government will submit funding application to the Legislative Council for individual pier projects as needed in a timely manner and will strive to complete the remaining piers under Phases 1 and 2 of the PIP. There is no plan to implement new projects in 2026-27.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)081

(Question Serial No. 0650)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Development

Question:

Regarding the matter of “overseeing the implementation of improvement and expansion of mountain bike trail networks in South Lantau and the cycle track network in the New Territories”, will the Government inform this Committee:

(1) Regarding the Tuen Mun to So Kwun Wat and So Kwun Wat to Ting Kau sections of the cycle track project, the Government has adjusted the project progress due to policy developments and public finance considerations. What is the latest estimated implementation programme of the relevant project?

(2) When does the Government expect to complete and link up the entire 82-kilometre cycle track network in the New Territories?

Asked by: Hon LAM Chun-sing (LegCo internal reference no.: 11)

Reply:

The consolidated reply to the question raised by the Member is as follows:

The Government has been implementing the cycle track network in the New Territories in phases to provide a cycle track connecting New Territories East and New Territories West for leisure and recreational purposes. The cycle track spans approximately 63-kilometre, including the section between Ma On Shan and Tuen Mun, the Tsuen Wan waterfront section and the Sam Mun Tsai waterfront section in Tai Po, which have been opened for public use by phases.

The Government is committed to ensuring that its expenditure on infrastructure works remains at a financially sustainable level and will continuously review the priority of works projects under planning to adjust the works schedules in a timely manner for more effective use of public resources. Regarding the cycle track section between Tsuen Wan and Tuen Mun, the Government has suspended the implementation of its related projects at this stage and will review the implementation timetables of these projects in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)082

(Question Serial No. 0061)

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:

The Estimates of the Budget mentioned that the Civil Engineering and Development Department will continue to explore ways to use technology to improve risk assessment capabilities and conduct systematic investigations on major landslide incidents triggered by extreme rainstorms. The provision for this Programme in 2026-27 is approximately \$468 million. Please inform this Committee:

- (1) How much funding has the Government earmarked for the research and development or procurement of new slope monitoring technologies in 2026-27?
- (2) Regarding the frequent occurrence of extreme rainstorms in recent years, will the Government raise the standard of works under the existing Landslip Prevention and Mitigation Programme? If yes, what is the expected increase in the cost of works? If not, what are the reasons?
- (3) Currently, how many natural hillside catchments in Hong Kong have been identified as high-risk but have yet to undergo mitigation measures? How will the Government prevent accidents on high-risk hillside catchments?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 29)

Reply:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety management system to improve slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for

natural hillside catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong’s capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

(1) For 2026-27, we have earmarked approximately \$11.4 million from the Capital Works Reserve Fund Block Allocations specifically for the research and development, testing, and procurement of new technologies for slope monitoring and risk assessment. The key focus of the relevant works is to enhance the capabilities in rapid inspection and early warning over large areas, particularly before and after adverse weather events. The major tasks include:

- Wider application of automated drone technology: This entails the wider use of automated drone systems equipped with Light Detection and Ranging scanners and high-resolution cameras for asset monitoring and emergency management, such as conducting large-scale inspections on natural hillside catchments after heavy rainfall, assisting in routine maintenance and inspections of man-made slopes, and enabling safer and faster inspections of slope conditions before and after adverse weather events. This technology also enables us to collect data from remote or affected locations and identify new landslide locations more rapidly through utilising artificial intelligence to compare images, thereby supporting the planning of necessary responses.
- Research and development of remote sensing technology for slope deformation monitoring: This entails the trial use of remote sensing technology for monitoring and data collection, enabling round-the-clock real-time surveillance and data updates. This facilitates faster detection and assessment of unusual conditions of natural hillside catchments, thereby supporting early identification of potential risks and the planning of necessary responses.

The above innovative technologies will be used in conjunction with existing inspection and maintenance systems to enhance overall response and early warning capabilities.

(2) The GEO has been reviewing the prevailing standard for slope works to continuously strengthen slope resilience against adverse weather. For instance, the design requirements for drainage systems for man-made slopes have been optimised to minimise the impact of significant rainfall on slopes during extreme rainfall events. In addition, the GEO has enhanced the LPMitP based on findings from systematic investigations and studies. The enhancement measures include:

- Placing emphasis on assessing landslide risks on slopes adjacent to sole vehicular access roads that have greater potential impacts on people’s livelihood.

Following a risk-based approach, these slopes will be systematically included in the LPMitP for study and upgrading works.

- In light of the potential downstream landslides arising from catchwater overflow during extreme rainfall events, particular attention will be given to man-made slopes adjacent to catchwaters that may pose risks to public safety.
- Identifying natural hillside catchments with geological and hydrological characteristics similar to those of the hillside above Yiu Hing Road in Shau Kei Wan, where a major landslide incident occurred in September 2023, and including them in the LPMitP for detailed investigation and follow-up actions.

To expedite the progress of the LPMitP and to align with the above enhancement measures, the GEO has revised its annual output targets. Starting in 2025, the new targets will be gradually increased over a 3-year period:

- (i) the number of government man-made slopes to be upgraded will increase from about 150 to about 200 per year;
- (ii) the number of private man-made slopes subject to safety-screening studies will increase from about 100 to about 130 per year; and
- (iii) the number of natural hillside catchments to implement risk mitigation works will increase from about 30 to about 40 per year.

The overall increase in the newly revised annual output targets is nearly 33%. The average annual expenditure will be progressively increased from about \$1,100 million to about \$1,500 million, reflecting the Government's corresponding increase in resources allocated to meet the increased workload and enhanced works standards.

- (3) Natural hillside catchments posing potential impacts refer to those that could affect nearby existing facilities should a landslide occur. However, this does not imply that the natural hillside catchments are inherently unstable or would pose immediate danger. At present, the GEO has identified about 3 300 natural hillside catchments with higher potential impacts should a landslide occur (e.g. those located near existing buildings or important transport corridors) and followed a risk-based approach to systematically implement the relevant risk mitigation works under the LPMitP. Since 2010, the GEO has implemented risk mitigation works for about 520 natural hillside catchments under the LPMitP. The natural hillside catchments that have yet to implement risk mitigation works have also been prioritised based on their risk levels. The GEO will systematically commence the relevant works. As mentioned in (2), the GEO has also enhanced the LPMitP and revised its annual output targets, including further addressing landslide risks on natural hillside catchments. The GEO will continue to leverage technology and explore the use of remote sensing and drone technologies for extensive monitoring of natural hillside catchments, with the aim of keeping landslide risks at a controlled level.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)083

(Question Serial No. 0214)

Head: (33) Civil Engineering and Development Department

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

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

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

Director of Bureau: Not specified

Question:

It is expected that there will be a net decrease of 84 posts in the Civil Engineering and Development Department in 2026-27, 60 of which fall under Programme (3). However, several indicators relevant to infrastructure works show notable growth. Will the Government please inform this Committee:

1. The indicator for “road constructed/widened for development” under Programme (3) is projected to increase by 65% from the actual 9 757 metres in 2025 to the estimated 16 157 metres in 2026. Despite this substantial increase in workload, why is there a net reduction of 60 posts under this Programme? Will such a reduction affect the monitoring quality of works contracts and site safety?
2. Given the reduction in internal staffing and the simultaneous surge in expenses on contract maintenance by over \$400 million, is the Department shifting monitoring and management functions, which were originally handled internally, to external consultants or contractors? Please provide a breakdown of the specific allocation of the \$400 million increase.

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 4)

Reply:

1. The length of “road constructed/widened for development” in a particular year represents the actual amount of road works completed in various projects during that year. The length of roads completed varies each year depending on the phasing arrangements and the actual progress of different projects during the construction period, and does not necessarily have a direct correlation with the number of posts under the establishment for that year.

Regarding the difference in the length of roads completed in 2025 and the estimated length of roads to be completed in 2026, the estimated length of “road constructed/widened for development” in 2026 is approximately 16 157 metres,

exceeding the 9 757 metres in 2025. This is mainly due to the fact that approximately 4 000 metres of road works under Fanling North New Development Area project and approximately 3 400 metres of major road works under Trunk Road T2 project are scheduled for progressive completion in 2026. The relevant projects are major infrastructure projects that commenced years ago. Their construction peaks and completion dates depend on the project programmes, which are separate considerations from the establishment adjustments for 2026-27. In view of the above arrangements and measures, the Department expects that the establishment adjustments will not affect the overall progress, monitoring quality, or site safety of the projects.

Among the net decrease of 84 posts in 2026-27, 60 posts fall under Programme (3). Most of them are time-limited posts to be deleted upon expiry of the duration for which the posts are created or upon completion of the development or infrastructure projects concerned. The remaining posts are streamlined through internal redeployment of resources and optimisation of workflow after internal review of distribution of responsibilities and service demand. The Civil Engineering and Development Department (CEDD) will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation, internal redeployment, streamlining of work processes and application of technology. While the civil service is being further streamlined, the Department will continue to implement its various policies and initiatives under relevant programmes with better cost-effectiveness. The CEDD will also actively adopt innovative technologies and digital applications, such as the “Digital Works Supervision System”, “Smart Site Safety System” and “Integrated Capital Works Platform” to handle site inspection records, site safety and quality monitoring data, and project progress reports in an electronic and real-time manner. This will shorten the time required for data integration and follow-up actions, thereby enhancing the planning and supervision efficiency of public works projects.

2. The increase in the CEDD’s estimate for contract maintenance in 2026-27 is primarily for handling surplus public fill, rather than shifting the Department’s monitoring and management functions, which were originally handled internally, to external consultants or contractors. In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of these materials, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling. Only the portion that cannot be absorbed locally after the implementation of the above resource management measures would be transported to the Mainland for reuse.

The Government has been increasing land supply through reclamation, site formation or earth filling projects etc., which serve as the main outlets for absorbing a large amount of public fill. As many of Hong Kong’s large-scale reclamation projects have largely been completed, and the capacity of existing fill banks is nearly saturated, coupled with the gradual release of land from the fill bank at Area 137 in Tseung Kwan O for long-term development, we anticipate that the quantity of surplus public fill requiring transportation to the Mainland for reuse will increase from 12.5 million tonnes in 2025 to 16 million tonnes in 2026. To meet the relevant needs, the estimated expenditure is expected to increase by approximately \$400 million, mainly for the following aspects:

- Shipping and logistics costs for transporting surplus public fill to the Mainland; and
- Construction and management expenses related to setting up disposal facilities in the Mainland.

The relevant supervision and management will continue to be undertaken by the Department. The Department will continuously review and adjust the relevant estimates and contractual arrangements based on actual amount of public fill generated, the operational condition of fill banks, and arrangements for the reuse of public fill to ensure proper handling of public fill and prudent use of public funds.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)084

(Question Serial No. 0215)

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 Environment and Ecology, Secretary for Development

Question:

With regard to Programme (7) Management of Construction and Demolition Materials, the provision for 2026-27 is considerably higher than the revised provision for the previous year by \$403.2 million (+23.9%). This is mainly due to the increase in fill materials delivered to the Mainland for reuse from 12.5 million tonnes to 16 million tonnes. In view of the saturation of local fill banks and high cross-boundary delivery costs, will the Government inform this Committee whether dedicated funds have been earmarked in 2026-27 to support the innovation and technology sector in researching the upcycling of public fill materials into high-value construction materials, thereby realising “waste-to-energy” and reducing disposal expenses paid to the Mainland?

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 5)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of public fill, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling.

On the aspect of reduction, we request the construction industry to enhance the planning, design and management of various engineering projects, striving to achieve on-site cut-and-fill balance as far as practicable to minimise the generation of public fill at source, thereby alleviating the pressure on existing public fill reception facilities.

Regarding beneficial reuse, suitable public fill is either directly reused in earth filling, reclamation projects, or transported to the 2 local fill banks for temporary storage for future reuse in suitable projects, thereby enabling the resources circulation.

With respect to recycling, we actively promote the reprocessing of suitable materials into usable construction materials, which not only enhances resource utilisation efficiency but also helps drive the industry towards sustainable development.

In fact, the Government has been increasing land supply through reclamation, site formation or earth filling projects, which serve as the main outlets for absorbing a large amount of public fill. Only the portion that cannot be absorbed locally after the implementation of the above resource management measures would be transported to the Mainland for reuse. Looking ahead, we will continue to reduce generation through management and control measures and reuse public fill in suitable local projects, including the timely implementation of reclamation projects.

The Government has also been supporting innovative development, continuously collaborating with local universities on multiple research and development projects to explore recycling public fill into useful construction materials. These initiatives include sorting and recycling suitable hard materials from public fill into manufactured sand for reclamation, studying the use of public fill as final cover for landfills, and implementing a pilot scheme to produce eco-bricks using public fill etc. The relevant expenditure has been included in the estimate for the management of construction and demolition materials. The Government will continue to monitor advancements in frontier technology, maintain close communication with university research teams, and continuously explore other feasible options for recycling public fill.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)085

(Question Serial No. 0504)

Head: (33) Civil Engineering and Development Department

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

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:

In September 2023, a severe landslide occurred on Yiu Hing Road in Shau Kei Wan. In addition to affecting residential premises, the road was closed for several months for slope restoration works. In January this year, the Office of The Ombudsman (the Office) issued a direct investigation operation report on the Government's work on landslide prevention and mitigation and management of government slopes, proposing several recommendations to relevant departments, including the Civil Engineering and Development Department (CEDD). In this regard, will the Government inform this Committee:

- (a) The current number of man-made slopes, upgraded natural hillside catchments and natural hillside catchments yet to be upgraded in Hong Kong that are managed by the CEDD and other government departments (with a breakdown by District Council district);
- (b) The staff establishment for slope management within the Department, and the respective expenditures on salaries, operation, equipment, and materials in the past 3 years and 2026-27 as projected;
- (c) The number of operations and locations involved in the 24-hour landslide emergency services provided by the Department over the past 3 years (with a breakdown by District Council district);
- (d) According to the Government press release on 8 January this year, the Ombudsman stated that during the Office's investigation, the CEDD proactively proposed improvement measures, including increasing the annual targets of the Landslip Prevention and Mitigation Programme (LPMitP) progressively within 3 years from 2025 (the number of natural hillside catchments for risk mitigation works increased from 30 to 40 and that of government man-made slopes for upgrading works increased from 150 to 200). The CEDD has also identified 3 natural hillside catchments with similar geological conditions as Yiu Hing Road, Shau Kei Wan, for assessment and risk mitigation works. In addition, the Department will prioritise man-made slopes with greater potential impact on people's livelihood and include them in the LPMitP for upgrading works. However, according to the figures currently provided by the Department, only 156 slope features are planned to be upgraded and landscaped in 2026, an approximately 3% increase from the 151 slope features in 2025. What are the reasons? What is the geographical distribution of these 156 slope features (with a breakdown by District Council district)? What are the plans to increase the number of upgraded government man-made slopes?

(e) Regarding the improvement measures mentioned in (d), what is the geographical distribution of the 3 natural hillside catchments with similar geological conditions as Yiu Hing Road, Shau Kei Wan?

(f) Regarding the improvement measures mentioned in (d), how many “man-made slopes with greater potential impact on people’s livelihood” does the Department plan to include in the LPMitP each year? Apart from the sole vehicular access, what other factors will be considered?

(g) the CEDD plans to fully roll out the Smart Slope Catalogue and commission the AI Landslip Warning System within this year. What are the estimated additional staff establishment involved in the management of these systems, and the respective expenditures on salaries, operation and equipment in 2026-27?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 28)

Reply:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety system to enhance slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for natural hillside catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong’s capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

(a) According to the GEO’s Catalogue of Slopes, there are currently about 61 000 registered man-made slopes across Hong Kong, of which about 39 000 are government man-made slopes, about 16 000 are private man-made slopes, and about 6 000 involve mixed responsibilities.

Regarding natural hillside catchments, the GEO has identified about 3 300 natural hillside catchments with higher potential impacts should a landslide occur (e.g. those located near existing buildings or important transport corridors) and followed a risk-based approach to systematically implement the relevant risk mitigation works. Since 2010, the GEO has implemented risk mitigation works for about 520 natural hillside catchments under the LPMitP. The natural hillside catchments that have yet to implement risk mitigation works have also been prioritised based on their risk levels. The GEO will systematically commence the relevant works.

The breakdown of government man-made slopes, natural hillside catchments with risk mitigation works implemented and natural hillside catchments pending risk mitigation works, by District Council district, is tabulated below:

District Council	Man-made slopes managed by government departments	Natural hillside catchments with risk mitigation measures implemented	Natural hillside catchments pending risk mitigation measures
Central and Western	2 093	36	84
Wan Chai	1 479	20	91
Eastern	1 314	34	54
Southern	2 743	82	178
Yau Tsim Mong	302	3	1
Sham Shui Po	802	1	16
Kowloon City	544	1	10
Wong Tai Sin	593	6	22
Kwun Tong	1 067	4	35
Tsuen Wan	3 533	28	178
Kwai Tsing	2 047	34	104
Tuen Mun	3 632	20	172
Yuen Long	3 408	8	355
North	4 266	20	218
Tai Po	3 155	25	273
Sha Tin	4 263	37	271
Sai Kung	4 690	37	187
Islands	4 620	125	488
Total	44 551	521	2 737

- (b) The LPMitP is mainly implemented by the Landslip Preventive Measures Branch of the GEO. Its staff establishment comprises 1 Government Geotechnical Engineer, 3 Chief Geotechnical Engineers, approximately 50 professional staff, and 100 technical and clerical staff. The works expenditures on the LPMitP in the past 3 years were \$1,056.58 million in 2023-24, \$1,320.2 million in 2024-25, and \$1,338.31 million in 2025-26. The estimated works expenditure for 2026-27 is \$1,388.86 million. In addition to the Landslip Preventive Measures Branch, staff from other divisions of the GEO are also involved in duties related to slope safety management. Since the staff concerned are concurrently responsible for other duties, the Government has not separately calculated the manpower, salaries and other expenditures associated with slope safety management.

- (c) The GEO provides a year-round 24-hour landslide emergency service that offers immediate professional geotechnical advice to rescue teams, slope maintenance departments, and other relevant government departments, assisting them in formulating emergency action plans. The number of operations and the distribution of locations involved in the Department's landslide emergency service over the past 3 years are tabulated below:

Table (1): Number of operations and distribution of locations involved in the landslide emergency service (by District Council district)

	District Council district	2023	2024	2025
1	Central and Western	17	6	12
2	Wan Chai	30	8	15
3	Eastern	37	6	12
4	Southern	69	17	23
5	Yau Tsim Mong	1	0	0
6	Sham Shui Po	8	0	5
7	Kowloon City	4	2	0
8	Wong Tai Sin	6	1	2
9	Kwun Tong	5	4	9
10	Tsuen Wan	17	6	14
11	Tuen Mun	2	5	11
12	Yuen Long	15	7	7
13	North	55	7	15
14	Tai Po	31	12	16
15	Sai Kung	26	52	28
16	Sha Tin	68	5	18
17	Kwai Tsing	9	2	2
18	Islands	66	15	57
Total		466	155	246

- (d) In response to major landslides triggered by extreme rainstorms in recent years, the GEO has enhanced the LPMitP based on the findings from systematic investigations and studies. The enhancement measures include:

- Placing emphasis on assessing the landslide risks on slopes adjacent to sole vehicular access roads that have greater potential impacts on people's livelihood. Following a risk-based approach, these slopes will be systematically included in the LPMitP for study and upgrading works.
- In light of the potential downstream landslides arising from catchwater overflow during extreme rainfall events, particular attention will be given to man-made slopes adjacent to catchwaters that may pose risks to public safety.
- Identifying natural hillside catchments with geological and hydrological characteristics similar to those of the hillside above Yiu Hing Road in Shau Kei Wan, where a major landslide incident occurred in September 2023, and including them in the LPMitP for detailed investigation and follow-up actions.

To expedite the progress of the LPMitP and to align with the above enhancement measures, the GEO has revised its annual output targets. Starting in 2025, the new targets will be gradually increased over a 3-year period:

- (i) the number of government man-made slopes to be upgraded will increase from about 150 to about 200 per year;
- (ii) the number of private man-made slopes subject to safety-screening studies will increase from about 100 to about 130 per year; and
- (iii) the number of natural hillside catchments to implement risk mitigation works will increase from about 30 to about 40 per year.

Regarding government man-made slopes, in view of the increased annual output targets of the LPMitP, the GEO has correspondingly increased the number of government man-made slopes to be included in the LPMitP for study and upgrading works since 2025. The relevant works require completion of investigation and design before commencement, and investigation, design and construction typically take about 3 to 5 years. Therefore, the projects scheduled for completion in 2026 mainly reflect those that commenced studies at an earlier stage. With the projects added in recent years progressively completing investigation and design and entering the construction stage, the CEDD expects to increase the annual number of government man-made slopes upgraded to about 200 by 2028 as planned.

The distribution of government man-made slopes expected to complete upgrading works in 2026 is tabulated below:

District Council	Number of Slopes
Central and Western	6
Wan Chai	4
Eastern	4
Southern	16
Yau Tsim Mong	5
Sham Shui Po	1
Kowloon City	2
Wong Tai Sin	2
Kwun Tong	5
Tsuen Wan	14
Kwai Tsing	18
Tuen Mun	3
Yuen Long	4
North	11
Tai Po	10
Sha Tin	21
Sai Kung	15
Islands	15
Total	156

- (e) During the extreme rainstorm in September 2023, the stream course and catchwater above the natural hillside catchment on Yiu Hing Road in Shau Kei Wan overflowed. As a

result, a large volume of rainwater surged into the downstream channel and infiltrated the hillside along its distinctive rock joints, leading to a continuous build-up of water pressure within the hillside, progressively reducing its stability and eventually triggering a landslide. The GEO has identified 3 other natural hillside catchments with geological features and hydrological conditions similar to those of the hillside above Yiu Hing Road in Shau Kei Wan. These natural hillside catchments are located near Jardine's Lookout and Violet Hill in Tai Tam Country Park, and on Beacon Hill near Tai Wo Ping. The GEO has included these 3 natural hillside catchments in the LPMitP for further action.

- (f) The CEDD expects that, of the about 200 government man-made slopes to be upgraded each year under the LPMitP, about 50 are slopes with higher potential impact on people's livelihood. In selecting these slopes and setting priorities, in addition to considering whether the slopes are adjacent to sole vehicular access roads, an integrated assessment will be conducted taking into account factors such as the current condition of the slopes and the impact on daily commute of the public should a landslide occur (e.g. traffic obstruction, estimated time required for repair works, and affected population). This enables resources to be concentrated on slopes where landslides would have a greater impact on people's livelihood.
- (g) The GEO will progressively implement the Smart Slope Catalogue (SSC) in 2026, extending the existing Catalogue of Slopes to cover natural hillside catchments that may affect existing facilities. The database will be expanded by systematically integrating data such as records of prevention and mitigation works, maintenance, rainfall, landslides and related complaints. The GEO will also leverage artificial intelligence and big data analytics to enhance the efficiency of slope safety management and monitoring, including determining the priority of prevention and mitigation works, selecting slopes for maintenance audits, and optimising the landslide warning system. The total development cost of the SSC is about \$5 million. The SSC will be developed on the foundation of the existing IT system. The completed system will be operated by existing government staff, with the additional duties absorbed through reorganising and optimising current workflows, thereby incurring no additional staff establishment or recurrent expenditure.

In addition, the GEO has accurately identified the key attributes resulting in landslides through integrating the rainfall data, man-made slope information, and landslide records in Hong Kong from past years and applying machine learning and big data analytics. Through model training and data optimisation, the accuracy of predicting the number of reported landslides during heavy rainstorms has been enhanced, thereby improving the accuracy of risk assessment, enabling real-time and dynamic risk monitoring, and optimising the issuance mechanism of Landslip Warnings. The GEO tested the landslide prediction model in the 2025 wet season, and plans to fully adopt the AI-Landslip Warning System (AI-LWS) in the 2026 wet season. The AI-LWS is entirely developed and managed by the GEO's in-house team, incurring no additional staff establishment or expenditures on salaries, operation and equipment.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)086

(Question Serial No. 1490)

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:

Extreme high temperature and rainfall events are becoming increasingly frequent. It is mentioned in the “Matters Requiring Special Attention” that the Department will “continue to explore ways to use technology to improve risk assessment capabilities, conduct systematic investigations and studies on major landslide incidents triggered by extreme rainstorms”, and “continue to build community resilience against landslide disasters”. In this connection, please inform this Committee:

- a) How does the Bureau use the latest technologies, including AI technologies, to improve risk assessment capabilities in relevant aspects?
- b) Of the expenditures or costs incurred in the application of relevant technologies in recent years?
- c) Of the number of systematic investigations and studies mentioned; and the key findings or research outcomes of the investigations conducted in recent years;
- d) Community resilience against landslide disasters is believed to encompass public crisis awareness and ability to identify potential problems. What are the Government’s specific publicity and educational initiatives in this regard? Has the Government established corresponding KPIs to evaluate the effectiveness of these initiatives?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 33)

Reply:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety system to improve slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for natural hillside

catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong’s capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

- a) The GEO has accurately identified the key attributes resulting in landslides through integrating the rainfall data, man-made slope information, and landslide records in Hong Kong from past years and applying machine learning and big data analytics. Through model training and data optimisation, the accuracy of predicting the number of reported landslides during heavy rainstorms has been enhanced, thereby improving the accuracy of risk assessment, enabling real-time and dynamic risk monitoring, and optimising the issuance mechanism of Landslip Warnings. The GEO tested the landslide prediction model in the 2025 wet season, and plans to fully adopt the AI-Landslip Warning System (AI-LWS) in the 2026 wet season.

In addition, the GEO will progressively implement the Smart Slope Catalogue (SSC) in 2026, extending the existing Catalogue of Slopes to cover natural hillside catchments that affect existing facilities. The database will be expanded by systematically integrating data such as records of prevention and mitigation works, maintenance, rainfall, landslides and related complaints. The GEO will also leverage artificial intelligence and big data analytics to enhance the efficiency of slope safety management and monitoring, including determining the priority of prevention and mitigation works, selecting slopes for maintenance audits, and optimising the landslip warning system.

- b) The AI-LWS is entirely developed and managed by the GEO’s in-house team, incurring no additional staff establishment or expenditures on salaries, operation and equipment. The total development cost of the SSC is about \$5 million. The SSC will be developed on the foundation of the existing IT system. The completed system will be operated by existing government staff, with the additional duties absorbed through reorganising and optimising current workflows, thereby incurring no additional staff establishment or recurrent expenditure.
- c) The “systematic landslide investigation” is a core component of the LPMitP. The scope of the investigation includes examining and screening the reported landslides each year to select cases requiring follow-up actions for in-depth studies, so as to document the failure and relevant background information, establish the probable causes, and identify the necessary follow-up actions. The investigation also continuously reviews the performance of the Government’s slope safety system to enhance the understanding of the causes and mechanisms of landslides in Hong Kong.

The systematic investigations conducted by the GEO on major landslide incidents triggered by heavy rainstorms in recent years revealed that many landslides were caused by overflow from streams, catchwaters, or drainage channels. In light of these findings,

the CEDD has formulated enhancement measures to continuously strengthen slope resilience against extreme weather. These measures include placing greater emphasis on the analysis of upstream catchments and overflow paths in the relevant design guidelines, as well as refining the design, construction and maintenance practices for slope and associated drainage facilities, with particular attention to addressing overflow from catchwaters and channels.

The findings of investigations and studies over the years have been compiled into GEO Reports and Publications, which are uploaded to the CEDD website in a timely manner for public access.

- d) To raise public awareness of disaster prevention and risk mitigation, the GEO carries out various publicity and educational campaigns, such as talks, roving exhibitions, community visits and TV Announcements in the Public Interest (APIs), to help the public understand the signs of landslide and landslide self-help tips. During heavy rainfalls, the GEO, in conjunction with the Hong Kong Observatory, will issue Landslip Warnings or Special Landslip Advisories when necessary to remind the public of the landslide risks and to advise them to stay away from slopes.

The GEO has been conducting an annual territory-wide survey since 1997 to review public awareness of disaster prevention and risk mitigation regarding landslide. Results from surveys conducted in recent years indicate that over 95% of respondents are aware of the Landslip Warning, with most understanding the necessary precautionary measures to be taken when the warning is in force. Furthermore, about 80% of respondents were satisfied with Hong Kong's slope safety performance.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)087

(Question Serial No. 0776)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Development

Question:

Regarding the implementation of improvement and expansion of the cycle track network in the New Territories, please inform this Committee:

1. Please provide the total length of cycle tracks in Yuen Long District over the past 3 years (i.e. 2023 to 2025, or based on the latest available data) with a breakdown by District Council district. Does the Government have plans to carry out expansion works for the cycle track network in the district to facilitate commuting by residents? If yes, please provide the details (including the scope of works and the estimated timetable) and the budget involved in the project. If not, has the Government conducted or planned to conduct studies on such expansion works? If yes, please provide the details and the expenditures involved;

2. Has the Government planned to conduct or conducted studies on increasing public bicycle parking spaces (such as smart parking spaces or designated parking areas for shared bicycles) in Yuen Long town centre, Tin Shui Wai, the vicinity of Yuen Long/Tin Shui Wai MTR stations, and Hung Shui Kui/Yuen Long South New Development Areas? If yes, please provide the estimated increase in number, the priority locations, the timetable, and the budget. If not, please explain the reasons and indicate whether the Government has collected data on citizens' demand for parking spaces through the "HKeMobility" mobile application or other mechanisms to dynamically optimise the layout of parking spaces and promote relevant progress; and

3. Given that Hung Shui Kui/Ha Tsuen and Yuen Long South New Development Areas are proactively implementing the smart and green mass transit system (including the Green Transit Corridor integrated with cycle tracks), does the Government have plans to add or expand designated cycle tracks/shared cycling paths within the system? If yes, please provide details on the length of the relevant sections, the estimated timetable, the connection details with the existing cycle track network in the New Territories, and details of the estimated budget and expenditure involved. If not, please explain the reasons and indicate whether there are alternative measures to enhance cycling accessibility within the district.

Asked by: Hon YIU Ming (LegCo internal reference no.: 17)

Reply:

In consultation with the Transport and Logistics Bureau, the Transport Department (TD) and other relevant departments, the reply is as follows:

- (1) and (3) It is the Government's policy to foster a "bicycle-friendly" environment where road safety considerations and circumstances permit by adding cycle tracks and related facilities in new development areas (NDAs) and new towns as well as improving existing facilities, with a view to facilitating the public use of bicycles for recreational or short-distance commuting purposes, thereby reducing the use of mechanised transport.

Over the past 3 years (from 2023 to 2025), the total length of cycle tracks in the Yuen Long District remained at about 55 kilometres (km). Under the NDA projects of the District, the Government has planned to extend the cycle track network, including cycle tracks designed in conjunction with the Green Transit Corridor [Note 1]. The relevant details are as follows:

Project [Note 2]	Length of Cycle Track	Current Status	Anticipated Timetable for Completion
Development of the Loop – Western Connection Road	about 2 km	Under construction	2027
First Phase Development of Yuen Long South NDA	about 2.2 km	Under construction	2028
Second Phase Development of Yuen Long South NDA	about 9.9 km	Partly under construction / partly at tendering stage	2032
Second Phase Development of Hung Shui Kiu/Ha Tsuen NDA	about 15 km	Under construction	2030
San Tin Technopole Phase 1 Stage 1 [Note 3]	about 8 km	Under construction	2031

- (2) Regarding bicycle parking spaces, to tie in with the planning of NDAs and new towns, in addition to providing an appropriate number of public bicycle parking spaces alongside cycle tracks, the TD is studying to include bicycle parking spaces as ancillary facilities within land uses and require suitable new development projects to provide sufficient bicycle parking spaces according to their land use and scale, further fostering a "bicycle-friendly" environment. The TD will also maintain communication with relevant local stakeholders (including the District Council) to understand the local demand for bicycle parking spaces.

At present, the design of “HKeMobility” does not feature a function to collect data regarding user demand for bicycle parking spaces. The TD plans to provide about 160 additional public bicycle parking spaces in Yuen Long Town Centre, Tin Shui Wai, and near the railway stations in the Yuen Long District in the coming years. The estimates and expenditures will be included in the relevant project estimates under respective departments.

Regarding the NDAs in the Yuen Long District, the planned number of bicycle parking spaces and the anticipated timetable for completion are as follows:

Project [Note 2]	Number of Bicycle Parking Spaces	Anticipated Timetable for Completion
First Phase Development of Yuen Long South NDA	about 200	2028
Second Phase Development of Yuen Long South NDA	about 1 000	2032
Second Phase Development of Hung Shui Kiu/Ha Tsuen NDA	about 2 200	2030
San Tin Technopole Phase 1 Stage 1 [Note 3]	about 500	2031

The Government will continue to monitor the usage of bicycle parking spaces, and conduct reviews and provide additional bicycle parking spaces in a timely manner.

Note 1: The Hung Shui Kiu/Ha Tsuen NDA has planned a Green Transit Corridor comprising a mass transit system, pedestrian walkways and cycle tracks to promote green mobility and low-carbon commuting.

Note 2: There is no separate breakdown for the estimates and expenditures of the relevant works. The relevant expenditures have been included in the overall estimates on infrastructure works projects.

Note 3: Regarding San Tin Technopole Phase 1 Stage 1, 3 works contracts have already commenced, while the remaining contracts will commence progressively.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)088

(Question Serial No. 0739)

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 main responsibilities of the Development Bureau in the current year include “steering the implementation of the Pier Improvement Programme (PIP)”. In this connection, please inform this Committee:

1. Please tabulate the names of the Phase 1 and Phase 2 PIP projects that are under construction or at the planning/design stage, the commencement dates of the planning and design work, the latest progress of the works, the estimated expenditure and the actual expenditure incurred;

Names of the Pier Projects	Commencement Date of the Planning and Design Work	Latest Works Progress	Estimated and Actual Expenditures

2. What is the composition of the Committee on Piers in terms of bureaux and departments? Has the Committee reviewed and planned the implementation strategy for the next phase? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 26)

Reply:

1. The works progress of PIP projects that are under construction or at the planning/design stage are tabulated below:

Pier Improvement Project	Commencement Date of the Planning and Design Work	Latest Works Progress	Estimated and Actual Expenditures (\$ million)
Yung Shue Wan Public Pier	November 2017	Under construction, expected to be completed in 2026	157.40 (Approved estimate) (Actual expenditure to be confirmed)
Tai O Public Pier	May 2021		15.72 (Approved estimate) (Actual expenditure to be confirmed)
Sai Wan Jetty on Cheung Chau			30.85 (Approved estimate) (Actual expenditure to be confirmed)
Ma Nam Wat Pier	February 2022	Under construction, expected to be completed in 2027	45.97 (Approved estimate) (Actual expenditure to be confirmed)
Yung Shue O Jetty			31.20 (Approved estimate) (Actual expenditure to be confirmed)
Lai Chi Wo Pier	June 2018	Detailed design completed	Pending (Note 1)
Tung Ping Chau Public Pier			
Yim Tin Tsai Pier	February 2022	Detailed design in progress	Pending (Note 2)
Ap Chau Public Pier	May 2021		
Peng Chau Public Pier			
Sok Kwu Wan Pier No. 2			
Man Kok Tsui Pier			
Tap Mun Pier	August 2023	Investigation and preliminary design in progress	

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

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

2. The Committee on Piers is an inter-bureau and inter-departmental committee established and spearheaded by the Development Bureau (DEVB). In addition to the DEVB, committee members comprise the Agriculture, Fisheries and Conservation Department, the Environment and Ecology Bureau, the Environmental Protection Department, the Home

Affairs Department, the Civil Engineering and Development Department, the Tourism Commission, and the Transport Department. Representatives from the Transport and Logistics Bureau, the Financial Services and the Treasury Bureau, the Planning Department, and the Marine Department will also be invited to advise the Committee on an ad hoc basis when needed.

Since the launch of the PIP, among the 23 public piers under Phases 1 and 2 of the PIP, 10 piers have been completed and opened for public use. For the 5 piers currently under construction, works are expected to be completed progressively from 2026 to 2027. The remaining 8 piers are currently at the investigation and design stage. Subject to the priority and overall deployment of various government public works projects, the Government will submit funding application to the Legislative Council for individual pier projects as needed in a timely manner and will strive to complete the remaining piers under Phases 1 and 2 of the PIP. There is no plan to implement new projects in 2026-27.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)127

(Question Serial No.3689)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Development

Question:

Regarding the further enhancement of the accessibility of the West Kowloon Cultural District (WKCD) and the review of the cost-effectiveness of the relevant public funds, will the Government inform this Committee of the actual expenditure incurred in the past on infrastructure works for enhancing accessibility, such as those involving roads, footbridges, and public transport interchanges in the vicinity of the WKCD?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 28)

Reply:

The Civil Engineering and Development Department (CEDD) is committed to taking forward and implementing the public works projects in the West Kowloon Cultural District (WKCD), including the integrated basement and public infrastructure works, to tie in with the WKCD development. To enhance the accessibility of the WKCD, the CEDD has completed the following infrastructure works in phases:

- (1) Museum Drive connecting M+, the Art Park and the Hong Kong Palace Museum and the lay-by on Austin Road West;
- (2) The pedestrian linkage system connecting the Xiqu Centre in the WKCD and MTR Austin Station;
- (3) Beautification works for the existing pedestrian subway across the junction of Austin Road West and Canton Road;
- (4) Artist Square Bridge linking the Artist Square in the WKCD, the footpath to the south of Austin Road West and the existing developments above MTR Kowloon Station; and
- (5) The Southern Landing Facility (now renamed as WestK Quay) and associated seawall modification works.

As at the end of March 2026, the actual expenditure incurred on the above works is approximately \$700 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)128

(Question Serial No.3334)

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, 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 3 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.: 60)

Reply:

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

- (a) The annual 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
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
2025	About 0.35 million m ³	About 0.24 million m ³	Kwai Tsing Container Terminals 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 1.69 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 2028.
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 43.7 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 2035.

- (c) In order to cope with the demand for disposal of marine sediment in a sustainable manner, we are currently considering various options, including planning a new contaminated sediment disposal facility in the waters to the west of Lamma Island and studying the feasibility of mixing contaminated sediment with other materials for proper treatment. This would enable its reuse in earth filling and reclamation projects, or as construction materials.

- (d) Based on the current information, we anticipate that the average annual disposal volume of contaminated and uncontaminated sediment in the coming 3 years (from 2026 to 2028) will be about 0.44 million m³ and 0.92 million m³ respectively, mainly generated from navigation channel improvement works and other dredging works. We will keep reviewing the estimated sediment disposal volume based on the latest progress and scale of various sediment disposal projects to ensure that the marine disposal facilities have adequate capacity to meet the demand.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)129

(Question Serial No.3336)

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 and the respective processing times;
- (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 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?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 62)

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 (2023-24 to 2025-26), there were no marine pollution incidents caused by marine works under the CEDD's purview.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)130

(Question Serial No.3698)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Development

Question:

Regarding the ancillary facilities of public piers, please inform this Committee of the following:

- (a) If the "Pier Improvement Programme" involves improvements of ancillary facilities such as roof covers of piers, catering facilities, landing facilities and toilets, please provide a breakdown of the expenditures and works details by facility category.
- (b) To optimise the use of piers, are there any plans to introduce social capital to participate in the operation of piers and enhance pier facilities? If yes, what are the plans? If not, what are the reasons?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 15)

Reply:

- (a) The Government launched the policy initiative of "Pier Improvement Programme" (PIP) in 2017, aiming to upgrade the structural safety and facilities of a number of existing public piers at remote areas in the New Territories and outlying islands, with a view to enhancing accessibility of some outing destination and natural heritage and meeting the basic needs of local villagers relying on boats as their main transportation mode and fishermen's operation. The works generally include reconstruction of existing piers or construction of new piers nearby to provide more berthing spaces with sufficient length and water depth, provision of barrier-free facilities such as floating platforms or ramps to facilitate boarding and alighting of passengers in need, provision of ancillary facilities such as roof covers, lighting systems, solar panels, and Wi-Fi devices, as well as improvement to the condition of pier structures. As the relevant ancillary facilities are an integral part of the overall pier improvement works, we are unable to provide a detailed breakdown of the expenditure for individual facilities.
- (b) The Civil Engineering and Development Department has been responsible for the construction and maintenance of public piers under its purview in accordance with the requirements of relevant policy bureaux and departments. After consulting the

relevant policy bureaux, there is currently no plan to introduce social capital participation in the operation of piers and enhancement of pier facilities.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)131

(Question Serial No.3388)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (803) Lantau Conversation Fund

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:

According to the “non-recurrent expenditure” section, the approved commitment for the Lantau Conservation Fund (item 803) is \$500 million. However, the accumulated expenditure as of 31 March 2025 is \$76.85 million only, and the revised estimated expenditure for 2025-26 is approximately \$29.18 million only, leaving a balance of almost \$400 million. Please inform this Committee:

- (1) How many projects has the Lantau Conservation Fund approved so far? Has the funding been allocated and used according to the original schedule? Is there a specific timetable for annual funding allocations?
- (2) Will the Department review the current application threshold, vetting and approval procedures and funding mechanism of the Fund to attract more stakeholders to participate in the conservation work of Lantau Island?
- (3) What are the specific publicity initiatives or themes for the coming year to accelerate the implementation of high-quality ecological and cultural conservation projects?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 40)

Reply:

- (1) The Government set up a \$1 billion Lantau Conservation Fund (LCF) and the LCF Advisory Committee (LCFAC) in 2020 to promote and implement conservation work in Lantau, and to carry out minor local improvement works in villages and communities to support conservation initiatives. Half of the LCF's financial resources (the approved commitment of \$500 million) will be used for financial support to eligible non-governmental organisations, charitable organisations, tertiary education institutions, etc., to collaborate with local communities and landowners in taking forward 3 types of “conservation and related projects” in Lantau, namely “Research (RE) Project”, “Education & Engagement (EE) Project” and “Conservation Management Agreement (CMA) Project”, with a view to taking forward conservation initiatives related to the nature and culture of Lantau.

By the end of 2025, the LCF had received a total of 262 applications for “conservation and related projects” in the 5 rounds of applications. Among them, a total of 59 projects were funded, involving over \$160 million.

Each approved project lasts for 2 to 3 years and covers a wide range of themes under natural and cultural conservation, including habitats, birds, marine and riverine species, amphibians, Fung Shui Woods, mangroves, rural traditions, history and culture. The projects involve various locations across Lantau.

The LCFAC is responsible for assessing project applications and monitoring the progress of the approved projects. The South Development and Sustainable Lantau Office (SSLO) under the Civil Engineering and Development Department serves as the LCF Secretariat, overseeing the daily administration of the LCF and reporting the progress of the approved projects to the LCFAC. Grants are disbursed in instalments in accordance with the disbursement timetable and the actual progress of the projects.

- (2) Applications must be result-oriented with an emphasis on the overall benefits towards achieving conservation objectives. The LCFAC conducts a detailed and rigorous assessment to every project application against these 4 criteria:
 - (a) overall benefits in achieving conservation purpose;
 - (b) quality of project proposal;
 - (c) capability of the applicant organisation/project team; and
 - (d) quality of budget.

No quota is set for the annual funding. Applicant organisations are required to provide quantitative and qualitative performance indicators when submitting their applications. The LCF Secretariat will monitor the projects against the preset objectives and expected outcomes. Funded organisations are required to submit regular progress reports on the implementation, benefits, and achievements of their projects. In 2025, the LCFAC conducted a detailed review on the operation of the LCF and enhanced the internal assessment mechanism by giving special consideration to 2 factors, namely “revenue generation/seeking sponsorships”, in the project assessment, so as to encourage applicant organisations to improve the quality of budget in their project proposals. Moreover, the Guide to Application was updated to encourage project applications for smaller scale as pilot or baseline studies, with the aim of attracting more stakeholders to participate in Lantau conservation.

- (3) The LCF Secretariat disseminates information through the LCF website, including the Guide to Application, information of approved projects and reports of completed projects. The website also features an “Event Calendar” providing information on project activities. In addition, the Tung Chung Community Liaison Centre under the SSLO features a permanent venue for showcasing the achievements of the approved projects and hosting activities related to the projects.

To expedite the implementation of high-quality projects, the SSLO has established a liaison and support team to provide ongoing assistance to interested applicants in understanding the objectives and application requirements of the LCF, thereby improving the quality of application proposals.

Furthermore, the LCF Secretariat holds briefing sessions prior to application opening in the 4th quarter each year to introduce the application procedures to interested organisations, groups and members of the local community. For instance, the briefing session held prior to the 6th round of application in November 2025 attracted over 110 participants. During the briefing session, the Secretariat explained the key considerations of the LCFAC in assessing applications and invited 3 funded project teams to share their experiences in preparing applications and implementing projects, with the aim of helping applicants establish clear conservation objectives and develop practical and high-quality project proposals. The presentation slides from the briefing session have been uploaded to the LCF website for public reference.

With the assistance of the support team and experience sharing mentioned above, the quality of project applications is expected to be enhanced, thereby facilitating the smoother and more efficient implementation of approved conservation projects.

The LCF opened the 6th round of application in late December 2025. The deadline for applications for RE and EE projects was 27 February 2026, while that for CMA projects was 31 March 2026. The assessment results are expected to be announced between the 3rd quarter and early 4th quarter of 2026.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2008)

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:

Under Programme (3) Provision of Land and Infrastructure of the Civil Engineering and Development Department, the policy aim is to provide land and supporting infrastructure for development, with the development of the Northern Metropolis (NM) being the top priority. The estimated expenditure for Programme (3) in 2026-27 represents a decrease of 7% compared to the revised estimate for 2025-26. However, the targets for the area of land to be formed and the length of roads to be constructed or widened for development during the year have increased by 30% and 66% respectively over the previous year. In this connection, will the Government inform this Committee:

1. Of the major reasons for the decrease in expenditure, and whether it is related to the adoption of public-private partnership (PPP) models, such as the "large-scale land disposal" model, where certain tasks are delegated to the private market;
2. Among the indicators for area of land formed and road construction listed under Programme (3), how many will be implemented through PPP models such as the "large-scale land disposal" model and entrusted to the private market?
3. Given the reduction in relevant government expenditure and the delegation of departmental tasks to the private market, how the Government will ensure that the provision of land and infrastructure for the development of the NM does not decline in terms of quality, quantity, and speed?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 24)

Reply:

1. The estimated expenditure of the Civil Engineering and Development Department (CEDD) under Programme (3) "Provision of Land and Infrastructure" for 2026-27 is lower than the revised estimate for 2025-26 by approximately 7% (about \$71 million). This is mainly due to (i) savings of approximately \$44 million in the estimated personal emoluments resulting from the reduction of 60 civil service posts; and (ii) the decrease

of approximately \$27 million in other estimated operating expenses. The aforementioned changes mainly involve the lapsing of time-limited posts and the overall internal redeployment of resources. They are unrelated to the tasks associated with the “large-scale land disposal” model. Under the “Productivity Enhancement Programme”, the Department will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation, internal redeployment, streamlining of work processes and application of technology. While the civil service is being further streamlined, the Department will continue to implement its various policies and initiatives under relevant programmes with better cost-effectiveness, including the provision of land and infrastructure, as well as providing technical support to the Development Bureau for the implementation of “large-scale land disposal” projects in the Northern Metropolis (NM).

2. The area of land to be formed and the length of roads to be constructed or widened for development in 2026-27 listed, as listed under Programme (3), primarily involve land development and infrastructure projects undertaken by the Department. The “large-scale land disposal” model is not involved.
3. The NM is a new engine for Hong Kong’s future development, and the Government is accelerating its advancement. Regarding the public works projects undertaken by the CEDD, project teams will actively adopt innovative technologies and advanced construction technologies to reduce manpower demand and enhance productivity. They will also continue to implement the established arrangements for monitoring project management, quality, and progress to ensure that the relevant works comply with technical specifications and contractual requirements.

To further accelerate the development of the NM, the Government will continue to adopt innovative and diverse models that better integrate a proactive Government with an efficient market. Developers awarded projects will be responsible for land formation and infrastructure works for all sites within the pilot areas for large-scale land disposal. The Government will stipulate the specifications and completion deadlines for the designated works (such as parks) in the relevant land leases to ensure the quality of the works and their timely completion.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2396)

Head: (33) Civil Engineering and Development Department

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

Programme: Not specified

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

Director of Bureau: Secretary for Development

Question:

As of March 2026, what is the total actual expenditure incurred for the works in the Northern Metropolis? What is the estimated expenditure to be allocated for land formation and infrastructure in 2026-27? Please list the major projects that are expected to be completed within the said financial year.

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 19)

Reply:

Regarding the land development projects undertaken by the Civil Engineering and Development Department in the New Development Areas (NDAs) of the Northern Metropolis (NM), the total expenditures (as at 31 March 2026) and the estimated expenditures for 2026-27 are as follows:

NDA	Site Formation and Infrastructure Project	Total Expenditure (as at 31 March 2026) (Note)	Estimated expenditure for 2026-27
Kwu Tung North/Fanling North	First Phase Development (PWP Item Nos. 7747CL and 7759CL)	\$13,814 million	\$856 million
	Remaining Phase Development (PWP Item No. 7828CL)	\$1,617.3 million	\$3,972.1 million
Hung Shui Kiu/Ha Tsuen	First Phase Development (PWP Item Nos. 7845CL(Part) and 7796CL)	\$928 million	\$40.78 million

NDA	Site Formation and Infrastructure Project	Total Expenditure (as at 31 March 2026) (Note)	Estimated expenditure for 2026-27
	Second Phase Development (PWP Item Nos. 7787CL and 7829CL)	\$1,542.9 million	\$3,016 million
Yuen Long South	First Phase Development (PWP Item Nos. 7817CL and 7872CL(Part))	\$3,237.3 million	\$1,509.8 million
	Second Phase Development (PWP Item No. 7906CL)	\$44.97 million	\$450 million
Hong Kong Park of the Hetao Shenzhen - Hong Kong Science and Technology Innovation Co-operation Zone	Land Decontamination and Advance Engineering Works (PWP Item No. 7748CL)	\$505.7 million	\$6.002 million
	Main Works Package 1 (PWP Item No. 7856CL)	\$4,678.4 million	\$1,385.6 million
San Tin Technopole	Phase 1 Stage 1 Works - Site Formation and Engineering Infrastructure (PWP Item No. 7899CL)	\$399.4 million	\$1,316.4 million

Note: The expenditure involved for 2025-26 is the revised estimate in the 2026-27 Budget.

Among the above projects, part of the site formation and engineering infrastructure works for the First Phase Development of Kwu Tung North/Fanling North NDA (PWP Item No. 7759CL), the site formation and engineering infrastructure works for the First Phase Development of Hung Shui Kiu/Ha Tsuen NDA (PWP Item Nos. 7845CL(Part) and 7796CL), and the land decontamination and advance engineering works for the Hong Kong Park of Hetao Shenzhen - Hong Kong Science and Technology Innovation Co-operation Zone (PWP Item No. 7748CL) were substantially completed in or before 2025-26 and are undergoing account finalisation. The remaining part of the site formation and engineering infrastructure works for the First Phase Development of Kwu Tung North/Fanling North NDA (PWP Item No. 7747CL) is expected to be substantially completed in 2026-27. The remaining projects will continue to be carried out in 2026-27.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3329)

<u>Head:</u>	(33) Civil Engineering and Development Department
<u>Subhead (No. & title):</u>	(-) Not specified
<u>Programme:</u>	(3) Provision of Land and Infrastructure
<u>Controlling Officer:</u>	Director of Civil Engineering and Development (Michael H S FONG)
<u>Director of Bureau:</u>	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																
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.: 55)

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) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
Kwu Tung North/Fanling North (KTN/FLN) New Development Area (NDA)	<p>First Phase Development: site formation and infrastructure works commenced progressively since September 2019 for completion in 2026.</p> <p>Remaining Phase Development: site formation and infrastructure works commenced progressively since July 2024 for completion in 2031.</p>	612 (Note 3)	Nil	58	128 (Note 3)	87.6	28
Ma Tso Lung Development	Feasibility study commenced in October 2022 for completion in 2026.	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) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA	<p>First Phase development: site formation and infrastructure works commenced progressively since July 2020 and completed in 2025.</p> <p>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).</p> <p>Remaining Phase development: Subject to study findings of the investigation study for Lau Fau Shan.</p>	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) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
Yuen Long South (YLS) NDA	<p>First Phase Development: site formation and infrastructure works commenced progressively since August 2022 for completion in 2028.</p> <p>Second Phase Development: site formation and infrastructure works commenced progressively since September 2025 for completion in 2032.</p> <p>Third Phase Development: subject to the outcome of the intensification review.</p>	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	<p>Advance works: commenced in 2018 and substantially completed in 2022.</p> <p>Phase 1 Works: commenced in mid-2021 for completion in 2026.</p> <p>Phase 2 Works: commenced in mid-2025 for completion in about 1.5 years.</p>	20.3	Nil	Nil	Nil	5.9	4.8

Proposed or Existing Development Planning (Note 1)	(i)	(ii) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
<p>Reclamation outside Victoria Harbour (Sunny Bay, Lung Kwu Tan and Tuen Mun West, Ma Liu Shui, Kau Yi Chau Artificial Islands) (Note 8)</p>	<p>Sunny Bay: the Government proposed utilising part of the Sunny Bay reclamation area to accommodate depot facilities for the railway related to the Kau Yi Chau project. As the development of the Kau Yi Chau project has slowed down, the Government has not yet formulated a timetable for the implementation of the Sunny Bay reclamation project.</p> <p>Lung Kwu Tan and Tuen Mun West: planning and engineering study in progress.</p> <p>Ma Liu Shui: Subject to further study.</p> <p>Kau Yi Chau Artificial Islands: After reviewing the priority of various projects, the Government has decided to slow down the development of the Kau Yi Chau project. Therefore, no timetable has been formulated for the implementation of the Kau Yi Chau project.</p>	<p>Sunny Bay: about 60-100</p> <p>Lung Kwu Tan: about 179</p> <p>Tuen Mun West: about 122</p> <p>Ma Liu Shui: subject to further study</p> <p>Kau Yi Chau Artificial Islands: about 1 000</p>	<p>Sunny Bay: about 60-100</p> <p>Lung Kwu Tan: about 145</p> <p>Tuen Mun West: about 45</p> <p>Ma Liu Shui: about 60</p> <p>Kau Yi Chau Artificial Islands: about 1 000</p>	<p>Nil</p>	<p>Nil</p>	<p>Nil</p> <p>Lung Kwu Tan: subject to further study</p>	<p>Nil</p>

Proposed or Existing Development Planning (Note 1)	(i)	(ii) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
Tung Chung New Town Extension (Note 9)	<p>Reclamation: commenced in end 2017 and substantially completed in January 2023.</p> <p>Site formation and infrastructure works (First Phase): commenced progressively from mid-2021 for completion by phases from 2024 to 2028.</p> <p>Site formation and infrastructure works (Second Phase): commenced progressively from April 2025 for completion by phases from 2026 to 2030.</p> <p>Site formation and infrastructure works (Remaining Phase): detailed design in progress.</p>	250	130	Nil	12	4.5	0.7
Wang Chau Public Housing Development	<p>Phase 1 Works: commenced in May 2020 and completed in end 2024.</p> <p>Remaining Phases: the implementation timetable is under review.</p>	Phase 1 Works: 5.6	Phase 1 Works: Nil	Phase 1 Works: Nil	Phase 1 Works: Nil	Phase 1 Works: 3.5	Phase 1 Works: 0.1

Proposed or Existing Development Planning (Note 1)	(i)	(ii) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
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	<p>Phase 1 Stage 1 Works: site formation and infrastructure works commenced progressively since December 2024 for substantial completion in 2031.</p> <p>Phase 1 Stage 2 and Phase 2 Works: detailed design in progress. We plan to seek funding approval from the Finance Committee of the Legislative Council in 2026-27 for the commencement of the site formation and infrastructure works under the Phase 1 Stage 2 development.</p>	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 the 1st quarter of 2028.	<p>Priority Development Area: about 226</p> <p>Remaining Phases: about 1 194</p>	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) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
Contaminated Sediment Disposal Facility to the West of Lamma Island	Phase 1 works: the proposed works would commence after the funding approval by the Finance Committee of the Legislative Council. Target is to complete the works by 2038. Remaining phase works: subject to further study.	Nil	Nil	Nil	Nil	Nil	Nil
Ngau Tam Mei (NTM) NDA	Land use review and feasibility study commenced in November 2021 for completion in 2026. Detailed design commenced in September 2025. We plan to seek funding approval from the Finance Committee of the Legislative Council in 2026-27 for the commencement of the relevant site formation and infrastructure works.	130 (Note 11)	Nil	Nil	Nil	14.9	5.7

Proposed or Existing Development Planning (Note 1)	(i)	(ii) (hectare (ha))	(iii) (ha)	(iv) (ha) (Note 2)	(v) (ha)	(vi) (ha)	(vii) (ha)
Hong Kong Park of the Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone (Hetao Co-operation Zone)	Land Decontamination and Advance Engineering Works: commenced in June 2018 and completed in end 2021. Main Works Package 1 and the relevant infrastructure works: commenced in July 2021 for completion in 2031.	87.7	Nil	Nil	Nil	Nil	Nil
Development at Tseung Kwan O Area 137 and Development off Tseung Kwan O Area 132	Some of the advance preparatory works in Tseung Kwan O (TKO) Area 137 commenced in end of 2025. Investigation and design of the developments at TKO Area 137 and off TKO Area 132 are underway.	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 m ²)	1
Ma Tso Lung Development	Nil	Nil	Nil	Nil	Nil
HSK/HT NDA	Nil	Nil	Nil (Note 4)	1 (About 60 m ²) (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 m ²) (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 Lung Kwu Tan: About 170	Subject to further study Lung Kwu Tan: About 240 (Note 14)	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	Phase 1 Works: Nil	Phase 1 Works: Nil	Phase 1 Works: Nil	Phase 1 Works: Nil
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

Proposed or Existing Development Planning	(viii) (ha)	(ix) (ha)	(x) (ha)	(xi) (no.)	(xii) (no.)
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	Phase 1 works: about 65 Remaining phase works: subject to further study (Note 16)	Nil	Nil	Nil
NTM NDA	Nil	Nil	Nil	Nil	Nil
Hetao Co-operation Zone	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 \$13,310.9 (Note 18) Remaining Phase: about \$20,838.8 (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 \$1,932.9 (Note 20) Second Phase development: about \$29,614.3 (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 \$3,242.9 (Note 22) Second Phase Development: about \$8,820.4 (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	Phase 1 Works: Nil	Phase 1 Works: about \$434.3 (Note 29)	Phase 1 Works: Nil
Partial Development of Fanling Golf Course Site (for Public Housing)	Nil	Nil	Nil	1
San Tin Technopole	2	Subject to survey	Phase 1 Development: about \$27,540.3 (Note 30) Phase 2 Development: about \$11,217.9 (Note 31)	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	1	Subject to further study	Subject to further study	Subject to further study
Hetao Co-operation Zone	Nil	Nil	Land Decontamination and Advance Engineering Works: \$0.57 (Note 32) Main Works Package 1: \$297.3 (Note 33)	Nil
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 new development areas including KTN/FLN, HSK/HT, Lau Fau Shan, YLS, NTM, San Tin Technopole, the Loop, New Territories North New Town and Ma Tso Lung. The relevant information of which has been given in the tables above. In addition, Au Tau is the latest new development area in the NM. The relevant land use is still under review.
- 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 San Tin Technopole Phase 1.

- Note 31 The total estimated cost of land acquisition and clearance for San Tin Technopole Phase 2.
- Note 32 The total estimated cost of land acquisition and clearance for the Development of the Hetao Co-operation Zone – Land Decontamination and Advance Engineering works.
- Note 33 The total estimated cost of land acquisition and clearance for the Development of the Hetao Co-operation Zone – Main Works Package 1.

- End -

CONTROLLING OFFICER'S REPLY

CSTB201

(Question Serial No. 1999)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): ()

Programme: (1) Tourism and Recreational Development, (2) Port and Marine Facilities, (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Culture, Sports and Tourism

Question:

The construction and maintenance of piers and landing facilities not only facilitate the use by local residents but also help promote tourism development, offering visitors a more convenient, diversified, and high-quality experience. In this connection, will the Government inform this Committee:

1. Regarding the project of construction of Tai Shue Wan Pier mentioned in Programme (1), what are the construction programme and preliminary cost estimate? How will the Government ensure that its design and management align with tourism facilities such as the Ocean Park and nearby hotels?

2. Regarding the design, construction and maintenance of piers mentioned in Programme (2), please list the respective piers and landing facilities that will undergo or complete construction and renovation in the next 3 years. Beyond ensuring essential functions of the piers and maintaining existing facilities, will the Government further enhance the standards of their design and facilities to promote tourism?

3. Regarding the project of expansion of Aberdeen Typhoon Shelter mentioned in Programme (3), what are the construction programme and scope of works? Will the relevant investigation and design study be carried out by the Department in-house or commissioned to external consultants? Apart from providing the basic functions of typhoon shelter, will the Government further enhance the design standard and provisions of facilities to promote tourism?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 14)

Reply:

1 & 3. The Government commissioned consultants to commence the investigation and design study for the expansion of Aberdeen Typhoon Shelter in 2022. The proposed scope of works primarily comprises:

- (1) construction of 2 breakwaters to the south of the existing Aberdeen Typhoon Shelter, with provision of public landing facilities and open space at the proposed eastern breakwater;
- (2) construction of a pedestrian walkway connecting the proposed eastern breakwater to Ocean Drive in Tai Shue Wan and associated vessel impact protection system;
- (3) modification and conversion of the existing breakwater near Ocean Drive into a breakwater cum open space;
- (4) shortening and modification of the existing breakwater on the eastern side of Ap Lei Chau; and
- (5) construction of a wave wall in the form of a floating breakwater at Aberdeen Channel near the tombolo between Yuk Kwai Shan and Ap Lei Pai.

The Government gazette for the proposed works was approved on 3 October 2025 in accordance with the Foreshore and Sea-bed (Reclamation) Ordinance and the Roads (Works, Use and Compensation) Ordinance and tender for the relevant works was invited on 28 November 2025. We plan to seek the Legislative Council's funding approval in 2026 and commence works for completion within around four years upon obtaining funding approval.

Apart from providing its primary function as a typhoon shelter, given that the proposed expansion area of the Aberdeen Typhoon Shelter is adjacent to the Water World Ocean Park and nearby resort hotels, offering stunning views of the Aberdeen Channel, we propose to create an open space at the new eastern breakwater and construct a pedestrian walkway connecting the new open space and public landing facilities to the promenade alongside the Water World Ocean Park. The open space at the new eastern breakwater would feature harbour steps, guardrails, shelters, viewing platforms, photo spot installations and thematic lighting installations, etc., transforming the new eastern breakwater into a new landmark in the Southern District.

In addition, the 2024 and 2025 Policy Addresses announced the initiative of promoting prime yacht tourism, with plans to invite the market to construct and operate marinas at 3 locations, including the expansion area of the Aberdeen Typhoon Shelter. The Government hopes to seize the opportunity presented by this expansion to utilise part of the expanded waterbody for the market to develop marinas and better leverage market forces to promote yacht tourism. The proposed marinas would connect to the rich blue-green resources in the Southern District and create synergies with nearby developments, including Ocean Park and the in-park hotels, increasing the appeal of the area to both local and overseas visitors.

2. We are currently carrying out works for public landing facilities at Aberdeen South Typhoon Shelter near Ap Lei Chau Praya Road, and 5 piers under the Pier Improvement Programme, including Tai O Public Pier on Lantau, Yung Shue Wan Public Pier on Lamma Island, Sai Wan Jetty on Cheung Chau, Yung Shue O Jetties in Tai Po and Ma Nam Wat Pier in Sai Kung. The relevant works are expected to be completed progressively from 2026 to 2027. The works generally include reconstruction of existing piers or construction of new piers nearby to provide more berthing spaces with sufficient

water depth, provision of barrier-free facilities such as floating platforms or ramps to facilitate boarding and alighting of passengers in need, provision of ancillary facilities such as roof covers, lighting systems, solar panels, and Wi-Fi devices, etc. These will facilitate travel for local villagers, fishermen and tourists, and improve accessibility to remote outing destination and natural heritage.

- End -