

**Legislative Council Panel on Development**

**Hung Shui Kiu New Development Area Planning and Engineering Study -  
Revised Recommended Outline Development Plan**

**Follow-up Actions to Meeting of  
the Panel on Development on 8 November 2016**

At the meeting on 8 November 2016, the Administration briefed the Panel on Development on the Revised Recommended Outline Development Plan (Revised RODP) of the Hung Shui Kiu (HSK) New Development Area (NDA) Planning and Engineering Study (the HSK NDA Study). In this connection, Members of the Panel requested the Administration to provide responses to the following issues (see “List of Follow-Up Actions” issued by the Panel Secretariat on 14 November 2016) -

Transportation and Connectivity

- (a) Regarding the concerns about the traffic impact of the population growth in the proposed NDA and the proposed removal of Tin Ying Road, whether the Administration would consider retaining Tin Ying Road to address public concerns (i.e. residents of Tin Shui Wai and the Yuen Long District Council had strongly objected to the removal of Tin Ying Road), and the measures to minimize the inconvenience arising from the removal of Tin Ying Road (such as how to enhance the accessibility of Tin Shui Wai Hospital).
- (b) Whether the enhancement of the signalling system of the West Rail Line ("WRL") could effectively solve the problem that only one train would be allowed inside the tunnel from Kam Sheung Road Station to Tsuen Wan Station.
- (c) How the carrying capacity of WRL could increase by 60% upon the commissioning of the "East-West Corridor".
- (d) Details of the Environmentally Friendly Transport Services ("EFTS") and whether the system would share the road surface with other vehicles, and the measures to avoid the situation that pedestrians and vehicles trod on the same path.

- (e) Whether the Administration would review the railway service between Tsuen Wan and Tuen Mun.

#### Provision of Various Facilities

- (f) The reasons for relocating the proposed Parking and Operational Facilities for EFTS and the San Wai Sewage Treatment Works.
- (g) How the Administration would make the NDA as the "Regional Economic and Civic Hub" for the North West New Territories ("NWNT").
- (h) Whether the Administration would consider the suggestion of establishing a dragon and lion dance cultural centre to realize local cultural characteristics.
- (i) Whether the Development Bureau, or the Food and Health Bureau, would ensure that public markets would be provided within the NDA.
- (j) With respect to the concerns on adequacy of provision of car parking spaces, (i) details of the planning standard for the provision of such spaces in residential developments in the NDA, including the standard for the areas near the railway station; and (ii) whether the Administration would consider the suggestion of providing car parking spaces near the railway station (i.e. the Park and Ride Scheme).

#### Handling of Brownfield Operations

- (k) Given that about 37 hectares ("ha") and 24 ha of land would be respectively reserved for modern logistics facilities, and port back-up, storage and workshop uses, (i) the time-table for releasing such land for the aforesaid purposes; (ii) the locations of the sites under (i) to be released at different times; (iii) the schedule for brownfield/logistics operators to move into the sites under (ii); and (iv) whether any space in HSK NDA would be available for relocating some of the brownfield operations from Wang Chau, Yuen Long.
- (l) Given that most brownfield operators had indicated that they chose to operate at the current locations because the rent was affordable, the reasons why the Administration considered that it was feasible to relocate these operators to new multi-storey buildings.

- (m) The area of unlawfully occupied land among the 202 ha of brownfield sites identified within the HSK NDA boundary.
- (n) Whether, why and how 24 ha of land reserved in the proposed NDA would be sufficient to accommodate the affected brownfield operations; if not sufficient, how the Administration would solve the problem.

#### Impact of the Proposed Development on Residents and Farmers

- (o) Rehousing arrangements for the affected residents.
- (p) Whether affected farmland would be provided in the open space in the proposed NDA similar to the arrangement for the development of Yuen Long South; if yes, the details.

#### Compensation to Affectees

- (q) A detailed breakdown of the number of households and business operators to be affected by the project, by the categories of: indigenous villagers, non-indigenous villagers, land owners, tenants, business operators, cases of unlawful occupation of government/agricultural land; the respective area of land/brownfield sites occupied by each category of occupants within the HSK NDA boundary; and the estimated monetary compensation to be offered by the Government to these occupants for land resumption and clearance.

#### Other Concerns

- (r) Noting that under the Revised Recommended Outline Development Plan, the development of HSK NDA would create about 150 000 new employment opportunities in NWNT, whether the Commerce and Economic Development Bureau would formulate relevant industry policy to facilitate the realization of such opportunities.
- (s) Analysis on various aspects of the proposed NDA in terms of economic and dynamic development, potential development, financial studies, comparison of costs and benefits.

This note sets out the Administration's responses to the above issues.

## **Transportation and Connectivity**

### Item (a) - Tin Ying Road

2. The existing Tin Ying Road is a dual-two-lane road built next to the Tin Shui Wai (TSW) River Channel on elevated embankments and is a main source of noise and air pollution to nearby residents in the future Hung Shui Kiu (HSK) New Development Area (NDA) as well as in the existing TSW. The embankment design of Tin Ying Road also poses an obstacle to the future residents of HSK NDA in accessing the riverbank of the TSW River Channel which is proposed to be converted into a riverside promenade serving residents in both TSW and HSK NDA. Likewise it also poses an obstacle to residents of TSW in accessing various facilities in HSK NDA. Keeping the existing Tin Ying Road as it is would significantly reduce the development potential of HSK NDA and adversely affect the connectivity and integration between TSW and HSK NDA, thus undermining a major planning objective of HSK NDA to connect and integrate with TSW New Town.

3. To cater for the future development and to improve integration of the surrounding areas including TSW, a section of Tin Ying Road will be replanned under the proposed traffic network in the NDA as, first, a Green Transit Corridor (GTC) along the riverside similar in alignment to the existing Tin Ying Road but without the embankment, and second, a widened Ping Ha Road to a dual-two lane carriageway to serve as a major distributor road with improvements such as underpasses and roundabouts at junctions to minimise obstruction to traffic flow for both HSK NDA and northern part of TSW, as well as other newly planned roads in HSK NDA. The GTC along the alignment of Tin Yin Road would provide pedestrian walkway, cycle track as well as space for operating Environmentally Friendly Transport Services (EFTS), which would be rail-based or road based green public transport, that would be able to serve residents in both HSK NDA and western and northern parts of TSW. It is estimated in the traffic impact assessment for the revised traffic network that the travel time from Yuen Long Highway to the northern part of TSW would not be significantly affected, while both the GTC and road network could achieve a more effective performance in serving the residents of both HSK NDA and TSW. The noise and air pollution impacts to nearby residents in both HSK NDA and TSW would also be reduced as a result of the revised traffic network.

4. The revised traffic network would also have the benefit of allowing the riverbank of the existing TSW River Channel to be revitalized into a much more vibrant riverside promenade serving the community on both sides of the river. Apart from the pedestrian walkway and cycle tracks to be provided as part of the GTC along the riverside promenade, the pedestrian connectivity between TSW and HSK NDA across the river would also be improved with additional footbridges connecting between the two sides. This would allow a much better integration between TSW and HSK NDA, and make the commercial and community services in HSK NDA on the west bank of the TSW River Channel much more accessible to TSW residents. With all these improvements, the River Channel will become a landscape and passive recreation resource that can be shared by TSW residents as well as future residents of HSK NDA.

5. Currently, there are bus routes using Tin Ying Road to connect the northern part of TSW and the existing TSW Station. It is assessed that the functions of the existing Tin Ying Road as a connection between the northern part of TSW and the TSW Station could be maintained through the provision of EFTS running along the original alignment of Tin Ying Road, the widened Ping Ha Road and other newly planned roads with no significant impact on travelling time given the aforementioned improvements. We appreciate the concerns of the residents and District Council Members about the road replacement for its impact on existing traffic circulation, especially the impact on the length of bus journeys and travelling time of TSW residents. We have investigated the feasibility of replacing Tin Ying Road by a tunnel at the same location, but this was found not feasible due to various land constraints, including the TSW River Channel, underground utilities (sewage and drinking water pipes), allowable road gradients and the current road connections. We will thus focus on reducing the travelling time between the northern part of TSW and TSW Station in the detailed design of the revised traffic network. In particular, it is estimated that the new widened Ping Ha Road, running in parallel with existing Tin Ying Road, after widening with the avoidance of signalized junctions and crossings, the travelling time by buses would not be significantly affected and the increase if any would be about two minutes. Moreover, we will investigate the feasibility of allowing electric buses to use the GTC along the alignment of Tin Yin Road, which would provide a convenient public transport connection for residents on both sides of the river.

6. For the access to the TSW Hospital, the consultants of the hospital project

have found that the existing road network can cope with the operation of the TSW hospital and therefore new road facilities including connections to Tin Ying Road are not required for its future operation.

#### Item (d) - EFTS

7. In order to build a green living, working and business environment in the HSK NDA, we encourage the use of mass transit and have planned a dedicated GTC to develop EFTS going through the main development areas, including commercial, residential, logistics, enterprise and technology quarters of the NDA, and connecting to the proposed HSK Station and the existing West Rail TSW Station to provide rapid intra-district transport service, serving the need both for commuting between these nodes for work or services, as well as for travelling outside HSK NDA. There may also be scope to extend the EFTS to the Yuen Long South Development and to enhance the transport connectivity to the adjacent TSW, Tuen Mun and Yuen Long New Towns, in particular the northern part of TSW. It is our aim to provide green transport services with sufficient capacity to serve the residents of HSK NDA as well as nearby areas.

8. We have scheduled to commission a feasibility study on EFTS in mid-2017 to explore the feasibility of specific green transport modes, including rail-based and road-based transport systems, for implementation in the HSK NDA and adjacent areas, and the most preferable alignment. In the design of the alignment, we will minimize the crossing of the EFTS with other road systems, including roads, cycle tracks and pedestrian walkways, to enhance the transport efficiency. We will also investigate the feasibility of allowing other green public transport services (e.g. electric buses) to share the use of some sections, such as the original alignment of Tin Ying Road, of the GTC. All these proposals are subject to detailed technical assessment and discussions with relevant bureaux / departments to ascertain their feasibility. The public will also be consulted in the course of the study on EFTS. No conclusion is made at this stage.

#### Items (b), (c) and (e) - West Rail Services

9. For the capacity of the West Rail in the future, reference can be made to the paper (LC Paper No. CB(4)1306/14-15(04)) submitted by the Transport and Housing Bureau (THB) to the Panel on Transport on 17 July 2015 regarding the “Planning of Transport Infrastructure in Northwest New Territories”. The construction of Shatin

to Central Link will bring opportunities for service improvement. Through the Shatin to Central Link, Ma On Shan Line will be connected to Tuen Mun, from Tai Wai through Hung Hom to Tuen Mun direct, forming an “East West Corridor”. To alleviate the existing crowdedness of the WRL, the number of train compartments of the WRL has been gradually increased from 7-car to 8-car starting from January 2016. The passenger carrying capacity will be increased by at least 14% after all WRL trains are operated with 8-car. With consideration of the facilities along the “East-West Corridor” such as the fire safety requirements at tunnel sections and the length of platforms etc., we currently estimate that the “East-West Corridor” can ultimately reach an hourly frequency of 28 at each direction, with 8-car trains. On this basis, the carrying capacity of the WRL will increase by 60% over the 7-car trains operating in 2015 at an hourly frequency of about 20. In the long term, the Government will timely commence studies on improving the carrying capacity of the railways in the NWNT beyond 2031, to cope with the traffic demands.

10. For issues related to the West Rail Tai Lam Tunnel and improvement of railway service between Tsuen Wan and Tuen Mun, Transport and Housing Bureau (THB) is preparing the requested information and will submit for Members’ reference in due course.

### **Provision of Various Facilities**

#### Item (f) – EFTS Depot and San Wai Sewage Treatment Works

11. Further technical assessment indicates that locating the EFTS depot for parking of EFTS vehicles at a more central location of the system could achieve higher efficiency in terms of operation. Hence under the Revised RODP, the proposed EFTS depot originally located at the southern tip of the NDA has been incorporated into a logistics facilities site in the north as a joint development. This arrangement also enhances land use efficiency as this would release the original site for a multi-storey Government facilities building. In this connection, a site has been reserved at the northern part of NDA to support the operation of the EFTS system with parking for emergency vehicles, control rooms, offices and other associated supporting facilities.

12. The general site locations of San Wai Sewage Treatment Works (STW) and the adjoining HSK STW have remained unchanged although the site of the HSK STW

has been re-configured to improve the configuration and size of the nearby logistics facility sites.

#### Item (g) - Regional Economic and Civic Hub

13. The HSK NDA is strategically located in the NWNT and well served by the strategic highway network connecting to the Hong Kong International Airport, the urban areas, other parts of Hong Kong and Shenzhen. Its connectivity will be further greatly enhanced by the Tuen Mun-Chek Lap Kok Link linking Tuen Mun to the Hong Kong-Zhuhai-Macao Bridge Boundary Crossing Facilities Artificial Island and onward to the Airport, the proposed Tuen Mun Western Bypass currently under planning, as well as the future Route 11 which is being explored as a possible further strategic highway linkage between NWNT and Lantau. Capitalizing on the strategic location, the HSK NDA is positioned as the “Regional Economic and Civic Hub” for the NWNT. It is planned as a new generation new town for supporting the social and economic development of Hong Kong.

14. Adhering to the planning principles for creating a sustainable, people-oriented and balanced community, the HSK NDA is planned to be a desirable place to live, work, learn and play for the Hong Kong people. It offers development spaces for various residential, commercial, government, institution or community (GIC), logistics and industrial uses. The wide range of land uses will help HSK NDA to be developed as a “Regional Economic and Civic Hub”, and create 150,000 new employment opportunities of different types and nature for the residents in HSK as well as the neighbouring areas. In this regard, the NDA is planned with a substantial amount of spaces for commercial and special industrial uses to form a critical mass of economic development. According to the Revised RODP, the commercial GFA will be about 2 million m<sup>2</sup> whereas the industrial and special industrial uses GFA about 4.3 million m<sup>2</sup>. The planned spatial distribution of the economic land uses allows flexibility to respond to changing economic circumstances and market requirements. The planning of the NDA will also include the provision of various “Government, Institution or Community” (“GIC”) or civic facilities..

15. In planning the GIC facilities for the HSK NDA, we have reviewed the provision, with reference to the “Hong Kong Planning Standards and Guidelines” and advice from various government departments. We have also taken into consideration the needs of surrounding area such as TSW New Town and the proposed Yuen Long South development. The planned facilities would not only serve the needs of the



future population of the HSK NDA, but also the residents of TSW, Tuen Mun, Yuen Long New Towns and the Yuen Long South development under planning. On a regional and district basis, a civic hub comprising performance venue, government offices, magistracy, community hall, post office, youth facilities and higher education institute is planned to form part of the “Regional Economic and Civic Hub” near the proposed HSK Station. A hospital is planned around the “District Commercial Node” near the existing TSW Station to provide public health and medical services to the district. A “Local Service Core” is added at the northern part of the NDA to provide local support for the future residents and the TSW neighbourhood in response to suggestions received from the public during the public engagement. It comprises a commercial development and a proposed GIC complex (including community hall, clinic and refuse collection point). There are also other GIC facilities provided in different parts of the NDA, including sports ground, sports centres, schools, community hall, markets, clinics, police station, fire station and other social facilities.

#### Item (h) - Dragon and Lion Dance Cultural Centre

16. In consideration of the comments collected during the Stage 3 Community Engagement, we have expanded the “Government” (“G”) zone near the proposed HSK Station on the Revised RODP to include a greater variety of civic facilities, including a performance venue. Besides, a number of “Government” sites are reserved on the Revised RODP to cater for future needs, including local cultural facilities. The suggestion of establishing a dragon and lion dance cultural centre is noted and could be further studied in the detailed design stage in consultation with concerned bureaux/departments.

#### Item (i) - Public Market

17. Relevant bureaux and departments, including the Food and Health Bureau, have been involved in planning for various government, institution and community facilities including markets in the NDA. To cater for the daily needs of the future residents and the surrounding population, there would be six markets including three proposed ones in the NDA. These include a public market of reasonably large size to be provided on a “Government” site with a convenient and easily accessible location to serve not only the NDA itself but also the adjoining TSW New Town. The specific location of this market is being further considered.

### Item (j) - Parking Provision

18. The provision of car parking spaces in the HSK NDA would be made in accordance with the “Hong Kong Planning Standard and Guidelines” as well as the specific locations of the developments. Furthermore, to promote park-and-ride, three new Public Transport Interchanges (PTIs) are planned on the Revised RODP, with two of them located around the proposed HSK Station. Public car parking spaces would be required at the three commercial and commercial/residential development sites where three PTIs are located.

### **Handling of Brownfield Operations**

#### Item (k) – Development Programme for Logistics and Re-accommodation of Brownfield Operations

19. The land reserved in HSK NDA for logistics facilities (37 ha) and for port back-up, storage and workshop uses (24 ha) are annotated as “Other Specified Uses (Logistic Facility)” and “Other Specified Uses (Port Back Up, Storage and Workshop Uses)” in the Revised RODP and they are located in the northwestern part of the HSK NDA. The locations are shown in the attachment to the Information Digest published in September 2016. Part of the developments for port back-up, storage and workshop uses are proposed to be implemented as part of Stage 1 development. Subject to the smooth completion of the necessary statutory procedures and resources availability, Stage 1 development is tentatively scheduled to commence in 2022 for completion in 2025. Other developments will be implemented progressively under the subsequent stages of the HSK NDA project. The whole HSK NDA project is expected to be completed by 2037/38.

20. The Government would explore feasible measures to accommodate some of the brownfield operations through land efficient means such as multi-storey buildings (MSBs), taking HSK NDA as a pilot case. To this end, the Civil Engineering and Development Department (CEDD) has commissioned MSBs feasibility studies to tie in with the development projects of HSK NDA and Yuen Long South, which are large-scale medium to long-term development projects involving vast extent of brownfield sites. The studies will explore the feasibility of consolidating brownfield operations into MSBs, including technical and financial assessments as well as studying the mode of operation and management such as the types of brownfield operations that could be accommodated in the MSBs. The

consolidation of a large number of brownfield operations into MSBs involves consideration of the associated technical feasibility, financial viability and management model, which are complex and warrants careful examination and extensive consultation with the relevant stakeholders. The MSBs studies are targeted for completion in around mid-2018. It is thus premature to assess or decide whether brownfield operations from other parts of the NT could be accommodated in the MSBs in the pilot study.

#### Items (l) and (n) – Feasibility of MSB Developments and Sufficiency of Land Reservation

21. One of the major objectives of HSK NDA is to transform the vast extent of fallow agricultural land being used for brownfield operations into optimal uses. It is our aim to improve land utilisation by exploring feasible measures to accommodate brownfield operations through land efficient means such as MSBs. The feasibility studies by CEDD on the MSBs for brownfield operations will cover the conceptual design, planning, engineering, environmental and financial assessments, and explore possible mode of operation and management of the proposed MSBs. Relevant stakeholders, including existing operators, trade representatives and locals, will be consulted during the feasibility studies in order to understand their operational needs and listen to their views. Apart from MSBs, we also would not rule out the possibility and need for accommodating certain operations which could not be practically feasible to move into MSBs on suitable open-air sites with provision of proper infrastructure and segregation from sensitive receivers. We would also explore other sites in the nearby areas which may be suitable for accommodating brownfield operations.

#### Item (m) – Unlawful Land Occupation by Brownfield Sites

22. The brownfield survey carried out as part of the HSK NDA Study primarily aims at gathering information on the operations of the affected brownfield sites, to serve as inputs for formulating the planning and implementation of the NDA. Whether the affected brownfield sites involve unlawful occupation of government land was not a material consideration in the preparation of RODP. Meanwhile, the Administration will continue its land control and enforcement actions. In particular, if unlawful occupation of government land is found, the Lands Department will take land control action pursuant to the Land (Miscellaneous Provisions) Ordinance (Cap. 28).

## **Impacts on Residents and Farmers**

### Item (o) – Rehousing Arrangements

23. The planning of the HSK NDA has endeavoured to minimise the impact on the existing community as far as possible. However, since the whole area of the HSK NDA is occupied by scattered and intermingled land uses including brownfield sites, abandoned and some active farmland, squatters and other unauthorized but tolerated structures, existing traditional village clusters, developed residential clusters, industrial buildings, etc., comprehensive planning is required to release suitable land for development through proper layout and infrastructure upgrading. It is thus unavoidable that some existing establishments including squatters and other tolerated structures and some farmland would be affected due to their locations in areas required for land development or infrastructures. It is preliminarily estimated that about 1,600 households, mostly living in squatters and other tolerated structures, would be affected. To address the rehousing needs of the eligible clearances, a local rehousing site to the west of Hung Fuk Estate has been reserved on the Revised RODP. The Government is working on the details of compensation and rehousing arrangements for the HSK NDA, and will announce the packages in due course.

### Item (p) – Arrangements for Farming Activities

24. The planning of the HSK NDA has endeavoured to minimise the impact on existing agricultural operations as far as possible. However, about 7 ha of existing farmland would unavoidably be affected due to their locations in areas required for land development or infrastructures. To assist the farmers affected by the project, the Government will adopt the special agricultural land rehabilitation scheme by providing proactive and priority assistance in matching of farmers and agricultural land owners. Currently, a major cluster of abandoned agricultural land zoned “Agriculture” in the Lau Fau Shan area immediately adjacent to the NDA is found suitable for rehabilitation. The Agricultural, Fisheries and Conservation Department will verify whether the applicants under the special agricultural land rehabilitation scheme are genuine farmers.

25. During the Stage 3 Community Engagement, we have also received public comments expressing aspirations for experiencing farming activities. In this regard, community farming and farmers’ markets would be designated in the Regional Park, “District Open Space” and “Amenity” areas. These facilities will help the promotion

of community farming by providing spaces to the public to experience farming and for local farmers to sell their produce.

#### Item (q) – Compensation to Affectees

26. According to the HSK NDA Study, it is estimated that about 1,500 structures mostly tolerated structures involving residents would be affected. It is estimated that this would involve about 1,600 households. At this planning stage, we do not have the detailed breakdown of the status of the affected structures and the detailed information of the households involved. The actual number of the affected household and detailed breakdown of the status of the affected structures would be available only after the freezing survey which would be conducted at a later stage.

27. Under the HSK NDA Study, the existing brownfield operators within the HSK NDA have been invited to participate in a questionnaire survey. A summary of survey findings reflecting the current situation of brownfield operations in HSK NDA has been attached to LC Paper No. CB(1)51/16-17(05). About 190 ha fell within the HSK NDA project and would be affected by the works of the project. The brownfield operations identified within the HSK NDA boundary could be broadly classified into nine main categories. In terms of area occupied, container storage occupied the largest area (26%), followed by warehouses (23%), logistics operations (15%) and open storage (14%). At this planning stage, we do not have the detailed breakdown of the land status of the brownfield sites and the detailed information of the brownfield operators involved. Again, the actual number of affected business operations and their details relevant to clearance and compensation would be subject to the freezing survey to be conducted at a later stage.

28. The Government is working on the details of compensation and rehousing arrangements for the HSK NDA, and will announce the packages in due course.

#### **Others**

#### Item (r) - Liaison with Other Bureaux and Government Departments

29. A variety of job opportunities will be provided in HSK NDA, which span across a wide spectrum of sectors and cater for labour force of different educational attributes and skills. Amongst the 150,000 job opportunities, some of them will be generated from government and institution related facilities such as government

offices, hospital and higher education institute. The others will be generated through private development or investment on various economic land uses. To gradually meet the target of 150,000 job opportunities, land parcels of appropriate size and configuration were drawn up to meet needs of different economic land uses. Land supply will be considered in tandem with the provision of infrastructure during the formulation of detailed implementation programme to facilitate the implementation process.

30. All relevant bureaux and departments have been involved in planning for various economic land uses in the NDA. While the detailed implementation mechanism for the 24 ha port back-up, storage and workshop use, the 13 ha industrial sites, the 37 ha logistics facilities and the 9ha enterprise and technology park will have to be worked out in the next stage, close communication among different bureaux/ departments, including the THB and the Innovation and Technology Bureau, will be maintained to set aside land for development in stages, so as to provide land and space for economic activities that contribute towards meeting the target of creating 150,000 job opportunities.

#### Item (s) - Economic and Financial Analyses

31. The Hung Shui Kiu New Development Area Planning and Engineering (P&E) Study is still underway. Further to firming up the “Revised Recommended Outline Development Plan” (already promulgated on 5 September 2016), the consultants are in the course of finalising the various technical assessments and preparing the Final Report of the P&E Study, which will include the findings of various analyses and assessments. After completion of the Final Report, the Government will in the usual manner arrange for the Executive Summary to be uploaded to the study website and to make the Final Report (with the removal of sensitive information if necessary) available at the Planning Enquiry Counters of Planning Department for public inspection. We can arrange for copies of the relevant documents when available to be sent to the Secretariat of the Panel on Development.

**Development Bureau**

**Planning Department**

**Civil Engineering and Development Department**

**December 2016**