

**NOTE FOR PUBLIC WORKS
SUBCOMMITTEE
OF FINANCE COMMITTEE**

**Supplementary information on
487CL -Tung Chung development phase 3A,
reclamation for areas 51, 52 (part) and 53 to 56**

INTRODUCTION

When Members discussed paper PWSC(98-99)50 on **487CL** - Tung Chung development phase 3A, reclamation for areas 51, 52 (part) and 53 to 56 at the Public Works Subcommittee meeting on 2 December 1998, the Administration undertook to provide supplementary information on the following aspects -

- (a) the projected employment opportunities within the new town upon full development by 2011; and
- (b) source of fill material for the reclamation

THE ADMINISTRATION'S RESPONSE

Employment Opportunities

2. As regards paragraph 1(a) above, the present project provides land predominantly for residential development at areas 54 to 56. We estimate that about 1 400 jobs will be created from the commercial and government/institution/community developments within the project boundary. Upon full development of the area by year 2011, we estimate that the Tung Chung and Tai Ho new town as a whole and the airport will provide about 127 600 jobs against a labour force of around 165 100 residing in the new town. In the planning of the new town, we have taken into account the demand for public transport arising from the residents who need to travel out of North Lantau to work. We will ensure that sufficient public transport facilities are provided for the residents.

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Source of Filling Material

3. As regards paragraph 1(b) above, there are in general three kinds of filling material for reclamation, namely public fill, land based fill and marine fill.

4. Public fill comes from inert construction and demolition material generated by the construction industry. The public fill will be collected at public filling barging points. It is a Government policy to make beneficial use of these materials as fill in our reclamation projects. For project **487CL**, the total amount of fill material required is about 6.2 million cubic metres, of which 1.4 million cubic metres will come from public fill. In some areas such as seawall foundations where, for technical reasons, public fill cannot be used, marine fill or land based fill will be used.

5. As regards land based fill, the contractor will be free to propose a source of fill. If the source is within Hong Kong, then its extraction will be subject to local environmental legislation such as the Noise Control Ordinance, the Water Pollution Ordinance and the Dumping at Sea Ordinance.

6. As regards marine fill, its source is usually natural sand deposits at the sea bottom and dredging of marine sand within Hong Kong waters is authorised by the Fill Management Committee (FMC). The committee allocates Marine Borrow Areas to projects, on the basis of development priorities, geographical consideration and the need to utilise the limited marine fill resources. Examples of Marine Borrow Areas are South Tsing Yi and West of Sulphur Channel for Container Terminal No. 9, East Lamma Channel for Penny's Bay Reclamation and West Po Toi for the Central Reclamation.

7. As the remaining useable marine sand resources within Hong Kong are reducing in quantity, they are insufficient for our future land formation programme. Therefore, the demand for marine sand has to be met by imported marine sand from outside sources such as from Zhuhai waters to the south of Hong Kong, off Nan'as in Shenzhen waters to the east of Hong Kong, and in relatively shallow waters to the north-west of Hong Kong in the inner Pearl River

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Estuary. In fact, sand has been supplied from these sources for reclamation projects in Hong Kong over the past few years. As the FMC does not allocate any Hong Kong marine borrow areas to this project, the contractor will need to import marine sand for the reclamation.

Planning, Environment and Lands Bureau
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