

**Panel on Development**

**List of follow-up actions**  
(Position as at 18 November 2016)

<b>Subject (Responsible Bureau/Office)</b>	<b>Date of meeting</b>	<b>Follow-up actions required</b>	<b>Administration's response</b>
<p>1. Proposed enactment of an Exemption Regulation and addition of three new trade divisions under the Construction Workers Registration Ordinance (Cap. 583) (Development Bureau)</p>	<p>8 November 2016</p>	<p>The Administration was requested to provide the following information:</p> <p>(a) the rationale for exempting emergency construction work from the "designated workers for designated skills" requirement under the proposed Exemption Regulation;</p> <p>(b) the party/parties (i.e. the contractor, the sub-contractor, etc.) to be responsible for industrial casualties related to emergency construction work, and whether the proposed Exemption Regulation or the Construction Workers Registration Ordinance (Cap. 583) ("CWRO") would clearly stipulate the details about such responsibilities; if yes, the details;</p>	<p>Administration's response awaited</p>

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		<p>(c) regarding the trade tests to evaluate the level of trade skills of construction workers, whether the Construction Industry Council ("CIC") would consider combining the tests for trade divisions of similar nature, instead of requiring construction workers to take these tests one by one; and</p> <p>(d) details about the publicity and promotional activities (including the work plan for such activities and the itemized expenditures incurred) to be launched by CIC for implementing the requirements under CWRO to be effective from 1 April 2017.</p>	
<p>2. Hung Shui Kiu New Development Area Planning and Engineering Study — Revised Recommended Outline Development Plan (Development Bureau)</p>	<p>8 November 2016</p>	<p>The Administration was requested to provide the following information in respect of the proposed Hung Shui Kiu ("HSK") New Development Area ("NDA"):</p> <p><u>Connectivity</u></p> <p>(a) regarding the concerns about the traffic impact of the population growth in the proposed NDA and the proposed removal</p>	<p>Administration's response awaited</p>

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		<p>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);</p> <p>(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;</p> <p>(c) how the carrying capacity of WRL could increase by 60% upon the commissioning of the "East-West Corridor";</p> <p>(d) details of the Environmentally Friendly Transport Services ("EFTS") and whether the system would share the road</p>	

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		<p>surface with other vehicles, and the measures to avoid the situation that pedestrians and vehicles trod on the same path;</p> <p>(e) whether the Administration would review the railway service between Tsuen Wan and Tuen Mun;</p> <p><u>Provision of various facilities</u></p> <p>(f) the reasons for relocating the proposed Parking and Operational Facilities for EFTS and the San Wai Sewage Treatment Works;</p> <p>(g) how the Administration would make the proposed NDA the "Regional Economic and Civic Hub" for the North West New Territories ("NWNT");</p> <p>(h) whether the Administration would consider the suggestion of establishing a dragon and lion dance cultural centre to realize local cultural characteristics;</p>	

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		<p>(i) whether the Development Bureau, or the Food and Health Bureau, would ensure that public markets would be provided within the proposed NDA;</p> <p>(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 proposed 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);</p> <p><u>Handling of brownfield operations</u></p> <p>(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</p>	

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		<p>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;</p> <p>(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;</p> <p>(m) the area of unlawfully occupied land among the 202 ha of brownfield sites identified within the HSK NDA boundary;</p> <p>(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;</p>	

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		<p><u>Impact of the proposed development on residents and farmers</u></p> <p>(o) rehousing arrangements for the affected residents;</p> <p>(p) whether the open space in the proposed NDA would be available for relocation of affected farmland, similar to the arrangement for the development of Yuen Long South; if yes, the details;</p> <p><u>Compensation to affectees</u></p> <p>(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</p>	

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		<p>occupants for land resumption and clearance;</p> <p><u>Other concerns</u></p> <p>(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; and</p> <p>(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.</p>	