

**For discussion  
on 23 February 2021**

**Legislative Council  
Panel on Development**

**Progress of Work by the Sustainable Lantau Office (SLO), and  
Staffing Proposals of SLO, Planning Department and  
Railway Development Office of Highways Department  
for Taking Forward and Implementation of Development and  
Conservation Projects related to Lantau**

**PURPOSE**

The paper aims to brief members on:

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- (a) the proposal of the Sustainable Lantau Office (SLO) of the Civil Engineering and Development Department (CEDD) to retain four supernumerary directorate posts, and create two supernumerary directorate posts up to 31 March 2025 to provide directorate support for the implementation of new and on-going development and conservation initiatives in Lantau (details at **Enclosure 1**);

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  - (b) the proposal of the Planning Department to create one supernumerary directorate post of Chief Town Planner up to 31 March 2025 to provide high-level steer for various strategic planning tasks for the sustainable development of Lantau (details at **Enclosure 2**);

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  - (c) the proposal of the Railway Development Office of the Highways Department to create one supernumerary directorate post of Chief Engineer up to 31 March 2025 to provide technical support for the planning and implementation of the proposed priority rail links and the possible rail links for the longer term under the “Studies related to Artificial Islands in the Central Waters” (details at **Enclosure 3**); and

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  - (d) the progress of work made by SLO of CEDD (details at **Enclosure 4**).

## **ADVICE SOUGHT**

2. Members are invited to comment on the above staffing proposals<sup>1</sup>. After soliciting Members' comments, we intend to submit the proposals to the Establishment Subcommittee for consideration and to the Finance Committee for approval at the soonest opportunity.

**Development Bureau  
Transport and Housing Bureau  
Civil Engineering and Development Department  
Highways Department  
Planning Department**

**February 2021**

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<sup>1</sup> The Government on 27 January 2021 submitted a paper (No. ECI(2020-21)8) to the Establishment Subcommittee of the Finance Committee, informing the Subcommittee of the proposed directorate posts to be put forward within the 2020-21 legislative session. Among which, the eight supernumerary directorate posts to be created / retained being proposed in this paper are included.

**Staffing Proposal of the Sustainable Lantau Office,  
Civil Engineering and Development Department**

**PROPOSAL**

We propose retaining/ creating the following supernumerary posts in the Sustainable Lantau Office (SLO) of the Civil Engineering and Development Department (CEDD):

- (a) retain four supernumerary posts, which will lapse on 1 April 2021, up to 31 March 2025 with effect from 1 April 2021 or upon approval by the Finance Committee (FC), whichever is later:
  - (i) one Principal Government Engineer (PGE) (D3) post designated as Head (Sustainable Lantau Office) (H(SLO));
  - (ii) one Government Town Planner (GTP) (D2) post designated as Deputy Head (Planning & Conservation) (DH(P&C));
  - (iii) two Chief Engineer (CE) (D1) posts designated as Chief Engineer/Lantau 2 (CE/L2) and Chief Engineer/Lantau 3 (CE/L3);
- (b) create two supernumerary posts up to 31 March 2025 with effect from 1 April 2021 or upon approval by the FC, whichever is later:
  - (i) one CE (D1) post to be designated as Chief Engineer/Lantau 4 (CE/L4); and
  - (ii) one Chief Town Planner (CTP) (D1) post to be designated as Chief Town Planner/Lantau,

to provide directorate support, steer, monitoring and implementation of new and on-going development and conservation initiatives in Lantau.

## JUSTIFICATIONS

### **Government's Commitment to the Promotion of Sustainable Development of Lantau**

2. The Government promulgated the Sustainable Lantau Blueprint (the Blueprint) in June 2017 to provide guidance to the long-term development of Lantau towards the direction of 'Development in the North, Conservation for the South', with a view to formulating proposals on development and conservation of Lantau in short, medium and long terms.

3. The 2018 Policy Address announced the Lantau Tomorrow Vision (LTV), enhancing the recommendations under the Blueprint. The Government is committed through five policy directions, namely increasing land supply; according priority to transport infrastructure; promoting economic development; enhancing environmental capacity; and increasing leisure and entertainment facilities, to implement the various large-scale and complex proposals under the LTV, so as to take forward the sustainable development of Lantau and even Hong Kong as a whole.

### **Work of SLO in the Coming Years**

4. Since its establishment on 1 December 2017, SLO has been carrying out the planning, assessment, design and implementation of various initiatives in Lantau in a well-prioritised, coordinated and integrated manner. These include (a) major development projects; (b) local improvement works; (c) conservation and recreation initiatives; (d) smart, green and resilient initiatives; and (e) public engagement, education and promotion activities. SLO has been reporting to the Panel on Development regularly on its work progress. **Enclosure 4** lists out the work progress of SLO since its last reporting to the Panel on Development in January 2020.

5. In the coming years, SLO will continue taking forward considerable number of exceptionally challenging tasks in full swing.

#### (a) Major Development Projects

6. SLO is pressing ahead with the implementation of the Tung Chung New Town Extension (TCNTE) (including reclamation, site formation and infrastructure works in Tung Chung) in phases. The whole

project will provide 62 100 housing units for a population of 184 000 and create 40 000 job opportunities. Currently, half of the 130-hectare reclamation works at Tung Chung East (TCE) have been completed, and the remaining works are expected to be completed in 2023. SLO is seeking the FC's funding approval for launching the First Phase Development of the project, with construction cost of about \$19.3 billion and expected to be completed in phases from 2024 to 2028. In addition, SLO is carrying out the detailed design of site formation works and infrastructure facilities for the remaining phases. The respective construction works are planned to be completed in 2030.

7. The FC approved in last December a sum of \$550 million for the Studies related to the Artificial Islands in the Central Waters (the Central Waters Study). SLO is inviting tenders for the related consultancy agreement in the anticipation of launching the study in mid 2021 for completion in end 2024/early 2025. The study involves development proposals of large scale, including artificial islands of about 1 000 hectares near Kau Yi Chau (KYC) Artificial Islands, and strategic roads and rail links connecting the proposed artificial islands with Hong Kong Island, Lantau and the coastal areas of Tuen Mun. The development proposals will bring about enormous public benefits to Hong Kong, including formation of new lands, increasing housing supply with public housing ratio targeted at 70%, optimising the overall transport network of Hong Kong and relieving the traffic congestion in the Northwest New Territories by linking up the roads and railways on Hong Kong Island, North Lantau and the coastal areas of Tuen Mun, developing a liveable and carbon-neutral community, boosting up the commercial development potential of North Lantau, and absorbing local public fill so as to avoid environmental issues arising from the cross-border delivery for reclamation.

8. Another major project responsible by SLO is Road P1 (Tai Ho – Sunny Bay Section), which is about 9.5 kilometres long. Based on the preliminary assessment, Road P1 (Tai Ho – Sunny Bay Section) will involve flyover, tunnel and reclamation works. To cope with the housing and economic developments in north Lantau, and to timely relieve the traffic pressure on the North Lantau Highway while enhancing the resilience of the transport network in north Lantau, we are seeking funding of \$130 million from the FC for the study on Road P1 (Tai Ho – Sunny Bay Section). Subject to the approval from the FC, the study will commence in 2021 Q2 for completion within 30 months. We will start the next stage of work afterwards, targeted for completion in 2030.

9. Besides, we will seek funding approval for the proposed Planning and Engineering Study on Sunny Bay Reclamation from the Public Works Sub-Committee and the FC in accordance with the established procedures. Subject to funding approval, SLO will commence the 30-month study, which will include conducting technical assessments and gauging public opinions in order to formulate detailed proposal of land uses and to ascertain the technical feasibility of the relevant works.

(b) Local Improvement Works

10. In the coming years, SLO will implement local improvement/revitalisation projects in Mui Wo, Tai O and Ma Wan Chung village in phases:

- (i) We are working on the detailed design for the facelifting proposal around Mui Wo Ferry Pier, which includes an entrance plaza, a waterfront promenade, reprovision of a cooked food market and provision of a cycle parking area and public transport interchange. We will seek resources and our target is to complete the related works in 2025.
- (ii) SLO is enhancing the local infrastructure of Tai O, together with the improvement of the local traffic and pedestrian circulation as well as the associated facilities. They include construction of two footbridges, enhancement of community and cultural event space, upgrading works to Yeung Hau Temple garden, construction of Shek Tsai Po promenade and improvements to local trails and supporting infrastructure. The design work is in progress. We will seek resources and our target is to complete the related works in 2025.
- (iii) SLO is seeking funding approval from the FC to take forward the construction of a coastal pedestrian access, provision of car parking facilities as well as the drainage and sewerage works in Ma Wan Chung, for completion in 2025 tentatively.

11. Besides, SLO is carrying out the Study on Traffic, Transport and Capacity to Receive Visitors for Lantau. The study examines the

conditions of major roads in South Lantau, including exploring the practical improvement measures with the relevant departments. In addition, the study also reviews the need for transport connection and investigates various feasible options, from an overall perspective of Lantau (including Mui Wo, Tung Chung and Tai O), to further improve the road network. The whole study is anticipated to be completed in the second half of 2021. SLO will follow up on the study findings with relevant departments, review and explore the implementation of the subsequent work.

### (c) Conservation and Recreation Initiatives

12. SLO has formulated a masterplan on conservation and recreation development for Lantau, providing a framework to guide and coordinate the conservation and recreation initiatives of Lantau. SLO will further explore and take forward the conservation and recreation initiatives in the coming years according to the framework.

13. To promote conservation of Lantau while engaging the community in conservation projects, the Government has obtained funding approval from the Legislative Council to set up a \$1 billion Lantau Conservation Fund (LCF) with a view to effectively taking forward conservation initiatives. In 2020, SLO actively prepared for the establishment of the LCF and its Advisory Committee (AC) to promote and implement conservation work. The LCF comprises two parts. Part A is dedicated to the provision of financial support to non-governmental organisations (NGOs) and private land owners to carry out conservation-related projects in Lantau (including “Conservation Management Agreement”, “Research”, and “Education and Engagement”). Part B is dedicated to finance local minor improvement works to be carried out by the Government to support the conservation of Lantau. SLO is responsible for the day-to-day administration of the LCF. Part A of the LCF has been opened for applications since December 2020 and the first batch of funded conservation projects is expected to commence in Q3 2021. Besides, the first batch of local improvement works under Part B will commence in the first half of 2021. SLO will monitor the funded projects and timely discuss with the AC regarding the operation of the LCF, including the timetable of commencing the next round of applications.

14. SLO is collecting ecological information of Lantau by phases to explore appropriate conservation initiatives. The ecological study for

Pui O, Shui Hau and Tai O is expected to be completed in the first half of 2021. SLO is preparing to initiate the ecological study for the second batch of sites, i.e. San Tau to Sham Wat, Yi O and Shap Long, which is expected to commence in Q2 2021. In addition, SLO is carrying out studies on the rural culture and history of the villages in Lantau by phases with a view to setting up a cultural and historical database, identifying priority sites for rural village revitalisation and formulating specific conservation measures. Upon completion of the relevant studies, SLO will review and implement appropriate ecological and cultural conservation measures as well as carry out promotion and education work.

15. With a view to enhancing conservation of the areas with ecological values in Lantau, SLO will continue collaborating with relevant bureaux/departments (B/Ds) and strive to adopt pragmatic measures to control landfilling and dumping of construction and demolition (C&D) waste in Lantau.

16. With respect to the provision of recreation facilities, SLO has formulated a comprehensive Lantau Trails and Recreation Plan, which includes the setting up of a Round-the-Lantau hiking trail network to connect various heritage, ecological and recreational hotspots. The network is to be formed by providing new trails to link up existing trails, restoring and improving existing trails. At the same time, provision of diversified leisure facilities along the trails to meet the needs of visitors of different age groups is planned. The relevant trail improvement works will be implemented by phases commencing from 2021. SLO is also undertaking studies and design work in respect of the expansion and enhancement of the cycle tracks network in Lantau. Upon completion of the design work in 2022, SLO would seek resources at the appropriate juncture for early implementation of the relevant works items.

17. SLO is preparing to commence the preliminary design work in mid 2021 for the implementation of sustainable and relatively low impact eco-recreation and education facilities along the catchwater between Pui O and Kau Ling Chung, and the area around Shek Pik Reservoir in South Lantau. After the completion of the preliminary design in 2023 tentatively, SLO will immediately kick start the subsequent detailed design for early implementation of the relevant eco-recreation and education items.



#### (d) Smart, Green and Resilient Initiatives

18. In the next few years, SLO will continue exploring different measures to shape a smart, green and resilient Lantau. During the planning and implementation of various initiatives, SLO will study the application of the latest technologies and provide infrastructure of high environmental standard to showcase the quality environment of Lantau for living, working and leisure. In particular, SLO will fully explore the adoption of various smart, green and resilient initiatives in the Central Waters Study.

19. The TCNTE will be the pilot trial for adopting the development concepts which are smart, green and resilient to environment and climate, and incorporating eco-shoreline in the reclamation at TCE to enhance biodiversity and promote coastal protection. In Tung Chung West (TCW), SLO will revitalise a channelised section of Tung Chung River and turn it into a river park for recreational purposes with a view to enhancing ecological environment. Also, adoption of a sustainable urban drainage system is proposed to control the amount and water quality of the surface runoff to be discharged into the stream for enhancing the environmental sustainability in the area. SLO will also implement district cooling system, water intelligent network, automatic meter reading system and common utility tunnels as well as install electric vehicle chargers at car parking facilities. We are seeking funding approval from the FC to carry out the relevant works, and it is expected that the respective works would be completed in phases from 2024 onwards.

20. SLO is studying the use of technological devices to track vehicles entering the closed roads in Lantau without a valid Lantau Closed Road Permit, so as to strengthen the control. It is anticipated that installation of the devices will be completed in 2023 followed by a one-year trial before handing over to the Transport Department and the Hong Kong Police Force for management and maintenance.

#### (e) Public Engagement, Education and Promotion

21. Noting that stakeholders' active participation is of prime importance to the successful promotion of sustainable development, SLO has formed various expert groups to seek their advice on topics related to ecological conservation, cultural conservation, recreation, green transport and public relation strategies in conservation. SLO will carry on the efforts in collaboration with the relevant government departments and NGOs through various activities to increase the public awareness of conservation,

promote the relevant education work and community engagement activities. For example, SLO has engaged consultants to collect views of key stakeholders and the public for developing a revitalisation strategic plan for Tung O Ancient Trail and the nearby villages in Lantau. In the future, SLO will continue the effort to actively engage stakeholders and promote the work on sustainable development and conservation of Lantau.

### **Need for Continued and Additional Directorate Support**

22. The above-mentioned initiatives cover a wide spectrum of matters related to the planning, engineering, economic, housing, social, environmental, recreation as well as nature, ecological, rural, cultural and historical conservation aspects, etc. Timely materialisation of these initiatives is crucial to the sustainable development of Lantau and the whole territory as well. Throughout the process, high-level steer and direction from directorate officers with good leadership and organisation abilities would be imperative, in particular in the liaison with the senior management of various B/Ds for exploration, mapping out, taking forward and implementation of the relevant items and measures.

23. As mentioned above, substantial infrastructure works, studies of various types and a wide variety of conservation and recreation initiatives and activities are implemented concurrently and/or in phases. The work of SLO will be increasing, both in respect of quantity and complexity, in the coming few years. In this regard, SLO proposes retaining the four supernumerary directorate posts that will lapse on 1 April 2021 and creating two supernumerary directorate posts for about four years up to 31 March 2025. We will review the continued need of these posts beyond March 2025 in due course, taking into account the progress of the relevant projects and initiatives as well as the latest situation and development needs.

#### *Need for retention of a supernumerary PGE (D3) post to head SLO*

24. SLO is currently headed by a PGE (D3), designated as H(SLO), primarily in charge of the planning, assessment, design and implementation of various initiatives in a well prioritised, coordinated and integrated manner in Lantau, including major development projects; local improvement works; conservation and recreation initiatives; smart, green and resilient initiatives; and public engagement, education and promotion activities, in a bid to support the sustainable development of Lantau for Hong Kong's overall benefits. In the process, H(SLO) will liaise with the

senior management of various B/Ds and other stakeholders to appeal for their support and to resolve any strategic issues as well as to ensure the smooth implementation of various items according to the execution plans.

25. With a view to meeting the community's increased aspiration of sustainable development, and given the complexity and the nature of the work involved, continual steer from high level for review of the development and conservation strategies of Lantau as well as for implementation and monitoring of the related projects/initiatives mentioned above is essential. In this regard, we need to retain the supernumerary PGE post up to 31 March 2025 so as to provide continued steer and directive for taking forward the different studies, formulating various initiatives and overseeing their implementation.

26. The job description of the supernumerary PGE post (H(SLO)) proposed to be retained is at **Annex 1 to Enclosure 1**.

*Need for retention of a supernumerary GTP (D2) post in SLO*

27. At present, SLO is divided into two branches under H(SLO), namely the Works Branch and the Planning and Conservation Branch to handle development and conservation projects/initiatives respectively. The Works Branch is headed by a permanent directorate (D2) post designated as Deputy Head (Works) (DH(W)), who is primarily in charge of the planning, design and construction development projects in progress or in the pipeline. The Planning and Conservation Branch is headed by a GTP (D2), a supernumerary post designated as DH(P&C), who is primarily in charge of the steering, planning and implementing of conservation and recreation initiatives; local improvement works; smart, green and resilient initiatives; and public engagement, education and promotion activities to support the sustainable development of Lantau for Hong Kong's overall benefits.

28. Over the past few years, the Planning and Conservation Branch has already formulated comprehensive plans and specific initiatives for the overall conservation and recreation strategy of Lantau, and will progressively implement these plans and initiatives in the future. Taking into account the increased public aspiration for conservation of Lantau and a healthy living style, we anticipate that the work of the Planning and Conservation Branch would be heavy and complex in the coming few years. Therefore, we need to retain this supernumerary DH(P&C) post up to 31 March 2025 to ensure timely planning and

implementation of various conservation and recreation plans and initiatives.

29. The job descriptions of the existing permanent GE post (DH(W)) and the supernumerary GTP post (DH(P&C)) proposed to be retained are at **Annexes 2 and 3 to Enclosure 1** respectively.

*Need for retention of two supernumerary CE (D1) posts in SLO*

30. At present, CE/L1 and CE/L2, under DH(W) are handling the design and construction works of various development projects. CE/L3, working under DH(P&C), is attending to conservation and recreation initiatives. The duties of CE/L1, CE/L2 and CE/L3 are as follows:

- (a) CE/L1, currently a permanent directorate post, is primarily in charge of the design and implementation of the reclamation, site formation and infrastructure works at TCE of TCNTE, and the infrastructure works for the public housing development at Area 54 of Tung Chung<sup>1</sup>.
- (b) CE/L2, currently a supernumerary post proposed to be retained, is primarily in charge of the implementation of development projects and local improvement works in Lantau, which include site formation and infrastructure works in TCW of the TCNTE project, engineering study of Road P1 (Tai Ho – Sunny Bay Section), planning and engineering study on the Sunny Bay reclamation, improvement works at Tai O and Ma Wan Chung, and handling of the preparatory work, project programming and the related issues for the Central Waters Study.
- (c) CE/L3, currently a supernumerary post proposed to be retained, is primarily in charge of the local improvement works, conservation and recreation initiatives in Lantau, as well as smart, green and resilient measures. These include the review of the traffic and transport infrastructure network in Lantau and taking forward of the follow-up actions, local improvement works at Mui Wo, formulation and

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<sup>1</sup> The infrastructure works for public housing development at Area 54 of Tung Chung were substantially completed by end 2020. However, the subsequent work including giving steer to the completion of the defect rectification works and handling of the claim settlement will still be on-going in the coming few years.

implementation of a comprehensive Lantau Trails and Recreation Plan, and expansion and enhancement of the mountain bike trail networks in Lantau. CE/L3 is also responsible for providing support to the Lantau Development Advisory Committee and all the public engagement, education and promotion events and activities with the aim of gauging public views and pursuing sustainable development of Lantau.

31. The projects/initiatives under each CE mentioned above involve substantial work of a wide variety of natures, as well as statutory and administration procedures. Directorate support is requisite for the monitoring and smooth implementation of the scheduled projects/various initiatives as well as timely resolution of the complicated issues involved, such as technical feasibility, impact assessments, cost effectiveness, design, layout, and management, operation and maintenance matters. We need to retain the two supernumerary CE posts (CE/L2 and CE/L3), to ensure the existence of continued and adequate manpower at directorate level to lead the teams to tackle demanding and complicated tasks.

32. The job descriptions of the two supernumerary CE posts (CE/L2 and CE/L3) proposed to be retained together with the job description of the existing permanent post (CE/L1) are at **Annexes 4 to 6 to Enclosure 1**.

*Need for additional supernumerary CE (D1) post in SLO*

33. Being a mega project, the Central Waters Study involves the planning of land use and infrastructures for an area of about 1 000 hectares, and assessments on various aspects including finance, environment and traffic, etc. Comprehensive reviews are also required on the feasibility of adopting various smart, green and resilient initiatives. The process requires high-level coordination with various B/Ds and engagement with relevant experts and stakeholders at different stages. The Central Waters Study is expected to commence in mid-2021 for completion in 42 months in end 2024/early 2025. We propose creating a new supernumerary CE post up to 31 March 2025 to lead the new designated division formed with teams of multi-disciplinary professional staff redeployed within SLO to oversee the different tasks under the study. In view of the heavy workload of CE/L1, CE/L2 and CE/L3 as set out in paragraphs 30 to 31, the existing directorate officers are inadequate to cope with the substantial and complicated work of the mega Central Waters Study.

34. The proposed CE/L4 will oversee and manage the Central Waters Study and subsequently formulate an implementation strategy for public discussion with a view to building consensus. The job description of the additional supernumerary CE post (CE/L4) proposed to be created is at **Annex 7 to Enclosure 1**.

*Need for additional supernumerary CTP (D1) post in SLO*

35. SLO has formulated a masterplan, which sets out guidance and direction for the future conservation and recreation initiatives in Lantau. The feasibility of individual proposals therein is to be explored and studied with a view to materialising the conservation work. The proposed CTP would lead a team of multi-disciplinary staff with knowledge and experience in conservation to take forward and implement various nature and cultural conservation initiatives and the associated land use planning tasks. These include coordination and formulation of conservation strategy of Lantau according to the masterplan, steering the consultants to conduct the ecological and cultural related studies and establishing the relevant database(s), as well as the subsequent implementation of the ecological and cultural conservation projects and initiatives. Also, the CTP will continue collaborating with the relevant B/Ds to tackle landfilling and fly-tipping activities through different pragmatic measures.

36. The LCF and its AC were formed in October 2020. A secretariat team headed by a Chief Executive Officer has also been set up to assist the AC in vetting applications submitted by NGOs, monitor projects funded by the LCF and the daily operation of the LCF. The funded conservation projects involve a variety of issues, including nature and cultural conservation, land use study, community engagement, promotion and education, finance, project management, and relevant rural improvement works. Therefore, co-ordination and planning will be required for the diversified tasks above. Besides, these conservation projects are intertwined with new and on-going projects, either in planning or development projects, as well as the conservation initiatives of Lantau. They may have long-lasting influence on the holistic planning and conservation strategies for Lantau. Therefore, in implementing the conservation initiatives and projects under the masterplan and the LCF, there is a need to balance and comprehensively consider matters of different professions. The overall land use planning needs to be well-coordinated such that individual works items can be rationalised and

implemented in an effective manner. To achieve that, it will give rise to complex and heavy work.

37. At present, the planning and implementation of conservation initiatives are mainly spearheaded by a GTP (D2) (designated DH(P&C)) and executed by CE/L3, both are supernumerary posts. The current manpower at directorate level are unable to cope with the heavy workload involved. The proposed CTP post should possess knowledge and work experience in land use planning, which are different from the professional knowledge possessed by other directorate professional grade officers in CEDD (CE, Chief Geotechnical Engineer, Chief Landscape Architect, Chief Land Surveyor). We therefore propose creating a supernumerary CTP post up to 31 March 2025, responsible for the planning and implementation of various conservation initiatives in Lantau (including the implementation of ecological and cultural related studies and its subsequent conservation tasks), and the steering of the operation and implementation of LCF.

38. The job description of the additional supernumerary CTP post (CTP/L) proposed to be created is at **Annex 8 to Enclosure 1**.

### **Organisation Chart**

39. The existing and proposed organisation chart of SLO after retention of the supernumerary directorate posts of one PGE (D3), one GTP (D2) and two CEs (D1), as well as the creation of supernumerary directorate posts of one CEs (D1) and one CTP (D1) as detailed above is at **Annex 9 to Enclosure 1**. The organisation chart of CEDD after the retention and creation of the posts as detailed above is at **Annex 10 to Enclosure 1**.

### **NON-DIRECTORATE SUPPORT**

40. In addition to the directorate posts above, there are 140 non-directorate posts in SLO, including permanent/time-limited posts, professional/technical and general grades, to support the daily operation of SLO. We will review the manpower level of SLO in due course and seek additional resource if needed.

## ALTERNATIVES CONSIDERED

41. Currently, there are only two permanent directorate officers, i.e. DH(W) and CE/L1, in SLO. Given the nature and workload of the undergoing and new projects/initiatives detailed in paragraphs 6 to 21, it is infeasible for the two existing permanent directorate officers to take up all the tasks under SLO.

42. We have critically assessed the redeployment of other existing directorate officers within CEDD to undertake the necessary tasks. However, they have already been fully engaged in the large number of new and on-going development projects, including the Kai Tak Development, West Kowloon Cultural District Government Infrastructure Project; Tseung Kwan O-Lam Tin Tunnel; Cross Bay Link in Tseung Kwan O; Anderson Road Quarries Development; new development areas at Kwu Tung North/ Fanling North, Hung Shui Kiu and Yuen Long South; and the development of Lok Ma Chau Loop, etc. It is operationally not feasible for them to take up the tasks from the proposed posts without affecting their current duties. For the Geotechnical Engineering Office, the directorate officers are not from the Engineer grade; and they need to take forward geotechnical engineering work and provide related services, rendering them not possible to take up the tasks of SLO in addition to their own. As such, re-deploying them to SLO is not feasible. Similar to CEDD, all directorate officers in the Planning Department (PlanD) are already fully occupied with their existing portfolios, and therefore re-deploying PlanD directorate officers to SLO is not possible. **Annex 11 to Enclosure 1** shows the schedule of responsibility of the other PGE and CE posts in CEDD. It is noteworthy that to take forward the relevant initiatives, the GTP and CTP need to possess skillsets that are different from those of the existing directorate professional grade officers at CEDD.

43. The different development projects, conservation and recreation initiatives as well as the newly set up LCF will all bring about heavy workload. If the six proposed directorate supernumerary posts cannot be retained or created, SLO will not have adequate directorate staff to cope with the current operational needs. Therefore, there is a genuine and pressing need to retain and create the proposed directorate posts.



## FINANCIAL IMPLICATIONS

44. The proposed retention and creation of the six directorate supernumerary posts involve an additional staff cost in terms of notional annual salary cost at mid-point of \$12,628,800 as briefly depicted below –

<b>Directorate posts</b>	<b>Notional annual salary cost at mid-point (\$)</b>	<b>No. of Posts</b>
PGE (D3)	2,650,800	1
GTP (D2)	2,283,600	1
CE (D1)	5,770,800	3
CTP (D1)	1,923,600	1
<b>Total</b>	<b>12,628,800</b>	<b>6</b>

45. The additional full annual average staff cost, including salaries and staff on-cost, is about \$17,405,000. CEDD has earmarked sufficient funding provision to meet the cost above.

**Development Bureau  
Civil Engineering and Development Department**

**February 2021**

**Proposed Job Description of  
Head (Sustainable Lantau Office)  
[Supernumerary Post Proposed to be Retained]**

**Rank** : Principal Government Engineer (D3)

**Responsible to** : Director of Civil Engineering and Development

**Major Duties and Responsibilities –**

Head (Sustainable Lantau Office) is in charge of leading the Sustainable Lantau Office (SLO), on the planning, assessment, design and implementation of various initiatives in Lantau in a well-prioritised, coordinated and integrated manner, including major development projects; local improvement works; conservation and recreation initiatives; smart, green and resilient initiatives; and public engagement, education and promotion activities, in a bid to support the sustainable development of Lantau for Hong Kong's overall benefits. The major duties are –

1. to administer, steer and manage SLO in the implementation of development and conservation projects in Lantau to promote the sustainable development of Lantau;
2. to plan, manage and implement different projects in the development and conservation programmes to tie in with the Government's programme plans, policy objectives and planned infrastructure targets;
3. to administer Public Works Programme items and arrange for completing all the associated administrative and statutory procedures;
4. to monitor the budget and expenditure of Public Works Programme projects as well as oversee financial control matters;
5. to provide steer and guidance for the staff of SLO and maintain close liaison with the counterparts and senior officials in policy bureaux and other departments in order to maintain close coordination and resolve important issues;

6. to steer the consultancy and contract management work and monitor the progress of different consultancy studies and contract works; and
7. to oversee district administration matters for Lantau and the outlying islands nearby.

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**Proposed Job Description of  
Deputy Head (Works)  
[Existing Permanent Post]**

**Rank** : Government Engineer (D2)

**Responsible to** : Head (Sustainable Lantau Office)

**Major Duties and Responsibilities<sup>1</sup> –**

Deputy Head (Works) is in charge of the effective operation of the Sustainable Lantau Office (SLO) in the implementation and coordination of development projects currently or soon under planning, design and construction, to promote the sustainable development of Lantau. He/ she oversees the resource planning, contract administration and financial control matters for development projects (e.g. the Tung Chung New Town Extension, Road P1, Sunny Bay Reclamation<sup>1</sup>, the Studies related to Artificial Islands in the Central Waters<sup>1</sup> under the Lantau Tomorrow Vision, as well as improvement works at Tai O and Ma Wan Chung). The major duties are –

1. to assist the Head (Sustainable Lantau Office) in overseeing and directing the development projects in SLO;
2. to supervise project cost control, including resource allocation, project estimates and expenditure control;
3. to carry out the statutory and administrative procedures for securing project delivery and funding of development projects;
4. to supervise the selection, appointment and management of consultants and contractors;
5. to oversee all conservation initiatives and environmental issues related to development projects;
6. to manage all staff matters, including planning, office organisation, allocation of resources, establishment, personnel, training and career development;

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<sup>1</sup> Since the Finance Committee's approval on 19 July 2017 for the staffing proposal, SLO has adjusted the duties and responsibilities of the directorate officers with regard to the changes in the quantity and complexity of the workload.

7. to oversee district administration matters for north Lantau and the outlying islands nearby; and
8. to oversee the work of the Chief Engineers under his/ her purview.

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**Proposed Job Description of  
Deputy Head (Planning & Conservation)  
[Supernumerary Post Proposed to be Retained]**

**Rank** : Government Town Planner (D2)

**Responsible to** : Head (Sustainable Lantau Office)

**Major Duties and Responsibilities<sup>2</sup> –**

Deputy Head (Planning & Conservation) is in charge of leading the Planning and Conservation Branch of the Sustainable Lantau Office (SLO). He/ She is primarily in charge of the steering, planning and implementation of conservation and recreation initiatives; local improvement works; smart, green and resilient initiatives as well as public engagement, education and promotion activities to support the sustainable development of Lantau for Hong Kong's overall benefits. He/she also advises on the planning, conservation and environmental matters in relation to development projects. The major duties are –

1. to assist the Head (Sustainable Lantau Office) in supervising the planning and conservation issues in SLO;
2. to oversee the formulation of the different development strategies for the sustainable development of Lantau;
3. to oversee and steer all conservation, leisure and recreation initiatives, environmental issues and local improvement works<sup>2</sup> related to the sustainable development of Lantau<sup>2</sup>;
4. to oversee the public engagement, education and promotion events for the sustainable development of Lantau<sup>2</sup>;
5. to supervise the selection, appointment and management (planning phase) of the consultants and contractors;
6. to oversee the support for the Lantau Development Advisory Committee<sup>2</sup>;

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<sup>2</sup> Since the Finance Committee's approval on 19 July 2017 for the staffing proposal, SLO has adjusted the duties and responsibilities of the directorate officers with regard to the changes in the quantity and complexity of the workload.

7. to oversee district administration matters for south Lantau<sup>2</sup>; and
8. to oversee the work of Chief Engineer/Lantau 3, Chief Town Planner/Lantau under his/ her purview.

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**Proposed Job Description of  
Chief Engineer/Lantau 1  
[Existing Permanent Post]**

**Rank** : Chief Engineer (D1)

**Responsible to** : Deputy Head (Works)

**Major Duties and Responsibilities<sup>3</sup> –**

Chief Engineer/Lantau 1 is primarily in charge of carrying out the design work as well as implementing the reclamation, site formation and infrastructure works at Tung Chung East of Tung Chung New Town Extension, and the infrastructure works for the Public Housing Development at Area 54 of Tung Chung. The major duties are –

1. to execute the strategies and policies formulated by the policy bureaux in respect of the Lantau development and conservation projects;
2. to effectively control the projects undertaken by his/ her division;
3. to oversee the implementation of the statutory and administrative procedures including the Environmental Impact Assessment Ordinance procedures, gazetals under the relevant Ordinances, public consultation, seeking of funding, financial control and estimates, commissioning of consultancies, tendering of consultancy agreements and contract administration;
4. to supervise the selection and appointment of consultants, including attendance at the Engineering and Associated Consultants Selection Board meetings;
5. to manage consultants engaged in projects including overseeing progress of studies and works, provision of guidance to consultants, assessment and reporting of consultants' recommendations and resolution of important issues;

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<sup>3</sup> Since the Finance Committee's approval on 19 July 2017 for the staffing proposal, SLO has adjusted the duties and responsibilities of the directorate officers with regard to the changes in the quantity and complexity of the workload.



6. to coordinate district administration matters for Tung Chung and the outlying islands nearby;
7. to lead and supervise the works division under him/her; and
8. to chair/ attend meetings to ensure the smooth delivery of studies and works.

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**Proposed Job Description of  
Chief Engineer/Lantau 2  
[Supernumerary Post Proposed to be Retained]**

**Rank** : Chief Engineer (D1)

**Responsible to** : Deputy Head (Works)

**Major Duties and Responsibilities<sup>4</sup> –**

Chief Engineer/Lantau 2 is primarily in charge of taking forward development projects and local improvement works in Lantau. His/ Her major duties include the site formation and infrastructure works in Tung Chung West of the Tung Chung New Town Extension project<sup>4</sup>, the engineering study of Road P1 (Tai Ho – Sunny Bay Section), the planning and engineering study on the Sunny Bay Reclamation<sup>4</sup> and the improvement works at Tai O and Ma Wan Chung<sup>4</sup>. The major duties are –

1. to execute the strategies and policies formulated by the policy bureaux in respect of the Lantau development and conservation projects;
2. to effectively control the projects undertaken by his/ her division;
3. to oversee the implementation of statutory and administrative procedures including the Environmental Impact Assessment Ordinance procedures, gazettals under the relevant Ordinances, public consultation, seeking of funding, financial control and estimates, commissioning of consultancies, tendering of consultancy agreements and contract administration;
4. to supervise the selection and appointment of consultants, including attendance at the Engineering and Associated Consultants Selection Board meetings;

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<sup>4</sup> Since the Finance Committee's approval on 19 July 2017 for the staffing proposal, SLO has adjusted the duties and responsibilities of the directorate officers with regard to the changes in the quantity and complexity of the workload.

5. to manage consultants engaged in the projects including overseeing progress of studies and works, provision of guidance to consultants, assessment and reporting of consultants' recommendations and resolution of important issues;
6. to coordinate district administration matters for north Lantau (except Tung Chung)<sup>4</sup>;
7. to lead and supervise the works division under him/ her; and
8. to chair/ attend meetings to ensure the smooth delivery of studies and works.

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**Proposed Job Description of  
Chief Engineer/Lantau 3  
[Supernumerary Post Proposed to be Retained]**

**Rank** : Chief Engineer (D1)

**Responsible to** : Deputy Head (Planning & Conservation)

**Major Duties and Responsibilities<sup>5</sup> –**

Chief Engineer/Lantau 3 is primarily in charge of taking forward local improvement works, conservation and recreation initiatives in Lantau, and smart, green and resilient measures. These include the review of the traffic and transport infrastructure network in Lantau and taking forward of the follow-up actions, the improvement works at Mui Wo<sup>5</sup>, the formulation and implementation of a comprehensive Lantau Trails and Recreation Plan, and the expansion and enhancement of the mountain bike trail networks<sup>5</sup> in Lantau. The major duties are –

1. to execute the strategies and policies formulated by the policy bureaux in respect of the Lantau development and conservation projects;
2. to effectively control the projects undertaken by his/ her division;
3. to oversee the implementation of statutory and administrative procedures including the Environmental Impact Assessment Ordinance procedures, gazettals under the relevant Ordinances, public consultation, seeking of funding, financial control and estimates, commissioning of consultancies, tendering of consultancy agreements and contract administration;
4. to supervise the selection and appointment of consultants, including attendance at the Engineering and Associated Consultants Selection Board meetings;

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<sup>5</sup> Since the Finance Committee's approval on 19 July 2017 for the staffing proposal, SLO has adjusted the duties and responsibilities of the directorate officers with regard to the changes in the quantity and complexity of the workload.

5. to manage consultants engaged in the projects including overseeing progress of studies and works, provision of guidance to consultants, assessment and reporting of consultants' recommendations and resolution of important issues;
6. to coordinate the support for the Lantau Development Advisory Committee<sup>5</sup>;
7. to lead and supervise the public engagement, education and promotion activities for the sustainable development of Lantau<sup>5</sup>;
8. to coordinate district administration matters for south Lantau<sup>5</sup>;
9. to lead and supervise the works division under him/ her; and
10. to chair/ attend meetings to ensure the smooth delivery of studies and works.

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**Proposed Job Description of  
Chief Engineer/Lantau 4  
[Supernumerary Post Proposed to be Created]**

**Rank** : Chief Engineer (D1)

**Responsible to** : Deputy Head (Works)

**Major Duties and Responsibilities –**

Chief Engineer/Lantau 4, under the Works Branch of SLO, is primarily in charge of supervising and managing the Studies related to the Artificial Islands in the Central Waters –

1. to execute the strategies and policies formulated by the policy bureaux in respect of the Lantau development and conservation projects;
2. to effectively control the projects undertaken by his/ her division;
3. to oversee the implementation of statutory and administrative procedures including the Environmental Impact Assessment Ordinance procedures, gazettals under the relevant Ordinances, public consultation, financial control and estimates, commissioning of consultancies, tendering of site investigation contracts and contract administration;
4. to supervise the selection and appointment of consultants, including attendance at the Engineering and Associated Consultants Selection Board meetings;
5. to manage consultants engaged in the projects including overseeing progress of studies and works, provision of guidance to consultants, assessment and reporting of consultants' recommendations and resolution of important issues;
6. to lead and supervise the works division under him/ her; and

7. to chair/ attend meetings to ensure the smooth delivery of studies and works.

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**Proposed Job Description of  
Chief Town Planner/Lantau  
[Supernumerary Post Proposed to be Created]**

**Rank** : Chief Town Planner (D1)

**Responsible to** : Deputy Head (Planning & Conservation)

**Major Duties and Responsibilities –**

Chief Town Planner/Lantau is primarily in charge of planning the conservation and recreation strategies and initiatives for Lantau, including formulating and updating the Lantau Conservation and Recreation Masterplan, taking forward and implementing various nature and cultural conservation initiatives for Lantau (including taking forward ecological and cultural related studies and the subsequent conservation work) and steering the operation and implementation of the \$1 billion Lantau Conservation Fund (LCF). The major duties are –

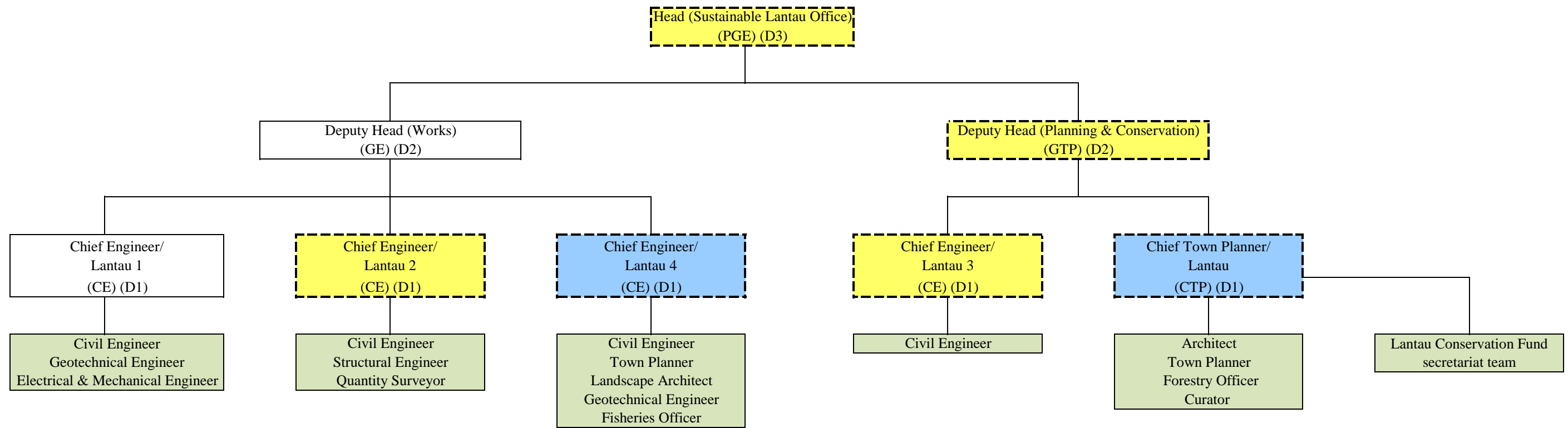
1. to execute the strategies and policies formulated by the policy bureaux in respect of the Lantau development and conservation projects;
2. to effectively control the projects undertaken by his/ her division;
3. to oversee the implementation of statutory and administrative procedures including public consultation, seeking of funding, financial control and estimates, commissioning of consultancies, tendering of works contracts and contract administration;
4. to supervise the selection and appointment of consultants, including attendance at the Engineering and Associated Consultants Selection Board meetings;
5. to oversee the operation of the LCF, and coordinate and oversee the implementation of approved LCF projects;



6. to supervise the formulation of land use strategy in relation to conservation and recreation to achieve the target of sustainable development of Lantau;
7. to oversee environmental issues related to the sustainable development of Lantau;
8. to lead and supervise a team of multi-disciplinary officers under him/her;
9. to oversee the secretariat team of the LCF; and
10. to chair/ attend meetings to ensure the smooth delivery of studies and initiatives.

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Existing and Proposed Organisation Chart of the Sustainable Lantau Office  
of Civil Engineering and Development Department

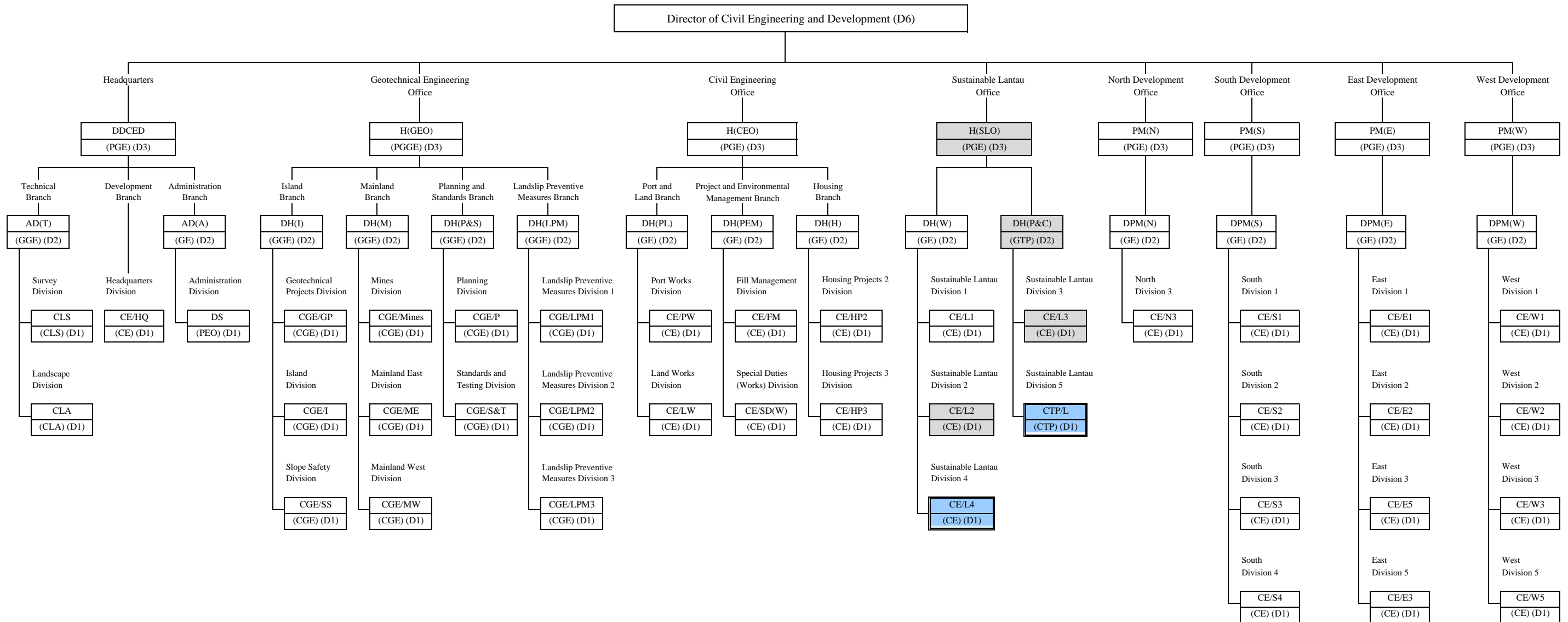


**Legend**

CE - Chief Engineer  
 GE - Government Engineer  
 CTP - Chief Town Planner  
 GTP - Government Town Planner  
 PGE - Principal Government Engineer

Supernumerary post proposed to be retained  
 Supernumerary post proposed to be created  
 Non-directorate professional staff

**Proposed Organisation Chart of Civil Engineering and Development Department**



**Legend**

- AD - Assistant Director
- CE - Chief Engineer
- CGE - Chief Geotechnical Engineer
- CLA - Chief Landscape Architect
- CLS - Chief Land Surveyor
- CTP - Chief Town Planner
- DS - Departmental Secretary
- DDCED - Deputy Director of Civil Engineering and Development
- DH - Deputy Head of Office

- DPM - Deputy Project Manager
- GE - Government Engineer
- GGE - Government Geotechnical Engineer
- GTP - Government Town Planner
- H - Head of Office
- PEO - Principal Executive Officer
- PGE - Principal Government Engineer
- PGGE - Principal Government Geotechnical Engineer
- PM - Project Manager

- Supernumerary posts proposed to be retained
- Supernumerary post proposed to be created

**Key Portfolios of the Other Principal Government Engineer and Chief Engineer Posts  
in the Civil Engineering and Development Department**

All the other Principal Government Engineer and Chief Engineer posts in Civil Engineering and Development Department (CEDD) are fully engaged in their respective duties. It is operationally not possible for them to take up the additional tasks without adversely affecting the discharge of their current duties.

**Civil Engineering Office**

2. **Head (Civil Engineering Office)** is responsible for the overall administration and management of the Civil Engineering Office, comprising a headquarters unit, the Port and Land Branch, the Project and Environmental Management Branch and the Housing Branch, including six works divisions.

3. **Chief Engineer/Special Duties (Works)** is responsible for the planning, design and construction of the Anderson Road Development, decontamination works for a site at Kennedy Town, and site formation and infrastructure works for housing sites at Pik Wan Road, Shek Pai Street, Hiu Ming Street, Yan Wing Street, Lin Cheung Road, Fung Tak Road, near Cheung Shan Estate and Tsing Yi Road West; and provision of technical support to Steering Committee on Implementation of Hong Kong Disneyland and Ocean Park Redevelopment Committee on further expansion of the theme parks; and co-ordination of maintenance issues in Penny's Bay Development Area.

4. **Chief Engineer/Port Works** is responsible for implementing the near-shore reclamation at Lung Kwu Tan, and re-planning of Tuen Mun West; planning and engineering studies for the near-shore reclamations at the seafront of Sai Kung Sewage Treatment Works; technical studies for climate change; development of a bathing beach at Lung Mei; feasibility study on Cheung Chau Ferry Pier improvement; maintenance of public marine facilities including piers, ferry terminals, seawalls, breakwaters, typhoon shelters and fairways; implementation of smart pier initiatives and eco-shoreline project; and providing advisory services for marine works.

5. **Chief Engineer/Land Works** is responsible for the planning, design and construction of the site formation and infrastructure works for public housing developments in Tuen Mun Area 54; the site formation for development of the columbarium and crematorium facilities in Sandy Ridge; site formation for development of columbarium in Siu Ho Wan and Yuen Long; road improvement works for development of columbarium in Wo Hop Shek; construction of a subway to support columbarium development in Shek Mun; the footbridge widening and bus layby extension in the vicinity of MTR Fanling Station; and the New Territories (NT) Greening Master Plans covering nine NT Districts and the Islands District. He/She also oversees the administration and management of CEDD Landscape Term Contract.

6. **Chief Engineer/Fill Management** is responsible for the strategic planning and management of construction and demolition materials, marine disposal for contaminated and uncontaminated sediments; design and operation of public fill reception facilities including two barging points and two fill banks, mud pits for contaminated sediments and construction waste sorting facilities; and liaison with the Mainland authorities for the cross-boundary disposal of inert construction and demolition materials and dredged sediments. He/She is also responsible for the overall management of the Dredging Works at Kwai Tsing Container Basin and its Approaching Channel; issuance of Sand Removal Permits and related issues, and providing secretarial support to the Public Fill Committee and Marine Fill Committee.

7. **Chief Engineer/Housing Projects 2** is responsible for conducting and implementing a number of studies, site formation and infrastructure projects to support housing developments at Hong Po Road, San Hing Road, Tin Wah Road, Long Bin, Tan Kwai Tsuen South Fresh Water Service Reservoir, Wang Chau Phase 1, Tuen Mun Central, near Chai Wan Swimming Pool and Mui Wo. He/She is also responsible for leading his/her team to consult Rural Committees, District Councils and local organisations/committees so as to foster close communication with stakeholders and ensure timely delivery of relevant infrastructure projects.

8. **Chief Engineer/Housing Projects 3** is responsible for conducting and implementing a number of studies, site formation and infrastructure projects to support public housing developments at Pok Fu Lam South, Wang Chau Remaining Phases at Yuen Long, Kowloon East, Pak Tin Extension and Chak On Road South at Sham Shui Po, Choi Shun Street at Sheung Shui, Cheung Man Road at Chai Wan and Ching Hong Road

North at Tsing Yi. He/She is also responsible for leading his/her team to consult District Councils, Rural Committees and local organisations/committees so as to foster close communication with stakeholders and ensure timely delivery of the relevant site formation and infrastructure projects.

### **North Development Office**

9. **Project Manager (North)** is responsible for administering, supervising and managing the North Development Office covering implementation of development projects mainly in the North, Tai Po and Sha Tin Districts.

10. **Chief Engineer/North 3** is responsible for the overall administration, planning, design and construction supervision of works packages serving the First Phase of KTN/FLN NDA, as well as the development projects in Tai Po District. He/She is also responsible for the works-related district administration matters of the Tai Po District.

### **East Development Office**

11. **Project Manager (East)** is responsible for administering, supervising and managing the East Development Office covering implementation of development projects mainly in the Sai Kung District and east Kowloon, and liaison on projects in the Sai Kung, Wong Tai Sin, Kwun Tong and Kowloon City Districts.

12. **Chief Engineer/East 1** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the infrastructure works for the Sai Kung area and Tseung Kwan O (TKO) New Town, including the TKO-Lam Tin Tunnel, Cross Bay Link and infrastructure works for TKO Stage 1 Landfill Site. He/She is also responsible for the works-related district administration matters of the Sai Kung District.

13. **Chief Engineer/East 2** is responsible for the overall administration, planning, design and construction supervision of works packages, with major focus on the development of the Anderson Road Quarry site, the development of TKO Area 137 and Sai Kung Town improvement works. He/She is also responsible for the works-related district administration matters of the Kwun Tong District.

14. **Chief Engineer/East 3** is responsible for the overall administration, design and construction supervision of works packages in Kai Tak Development (KTD) with major focus on the infrastructure at former north and south apron including Trunk Road T2 and Cha Kwo Ling Tunnel, and the reconstruction and upgrading of Kai Tak Nullah. He/She is also responsible for the works-related district administration matters of the Wong Tai Sin District.

15. **Chief Engineer/East 5** is responsible for the overall administration, planning, design and construction supervision of works packages in KTD with major focus on the infrastructure at ex-runway, application of public creatives and urban design controls, further improvement works on water quality in addition to co-ordination of major interfacing projects, government buildings and open space in KTD.

### **South Development Office**

16. **Project Manager (South)** is responsible for administering, supervising and managing the South Development Office covering implementation of development projects mainly in Hong Kong Island and west Kowloon, and liaison on projects in Hong Kong Island, Sham Shui Po and Yau Tsim Mong Districts.

17. **Chief Engineer/South 1** is responsible for the overall administration, planning, design and construction supervision of works packages in Kowloon, with major focus on the infrastructure and site formation works for ex-Cha Kwo Ling Kaolin Mine Site development, pedestrian linkage projects for Kwun Tong Town Centre redevelopment, and three footbridges at Sham Mong Road. He/She is also responsible for the works-related district administration matters of the Sham Shui Po District.

18. **Chief Engineer/South 2** is responsible for the overall administration, planning and implementation of works packages in West Kowloon, with major focus on design and construction of integrated basement and government infrastructure works for the West Kowloon Cultural District, in addition to co-ordination of major interfacing projects. He/She is also responsible for the works-related district administration matters of the Yau Tsim Mong District.

19. **Chief Engineer/South 3** is responsible for the overall administration, planning, design and construction supervision of works

packages on Hong Kong Island, with major focus on the Central Reclamation Phase III, Wan Chai Development Phase II (WDII) Contract C3, construction of additional floors at Central Piers Nos. 4, 5 and 6, reassembly of Queen's Pier, housing sites at Braemar Hill, boardwalk under the Island Eastern Corridor. He/She is also responsible for the works-related district administration matters of the Central & Western and Eastern Districts.

20. **Chief Engineer/South 4** is responsible for the overall administration, planning, design and construction supervision of works packages on Hong Kong Island, with major focus on WDII Contracts C1, C2 and C4 and the site formation at Ka Wai Man Road Phase 2. He/She is also responsible for overseeing interfacing issues among WDII, Central-Wan Chai Bypass and the Shatin to Central Link and the works-related district administration matters of the Wan Chai and Southern Districts.

### **West Development Office**

21. **Project Manager (West)** is responsible for administering, supervising and managing the West Development Office covering implementation of development projects mainly in the Yuen Long, Tuen Mun, Tsuen Wan and Kwai Tsing Districts, as well as the New Territories Cycle Track Network Project.

22. **Chief Engineer/West 1** is responsible for the overall administration, planning and supervision of the planning and engineering study for the housing sites at Yuen Long South, the feasibility study for the traffic improvement scheme for Kam Sheung Road and the preliminary technical review on potential sites in Yuen Long Areas 13 and 14 for housing development, as well as the overall administration, planning, design and construction supervision of the site formation and infrastructure projects for Yuen Long South and Kam Tin South Developments. He/She is also responsible for the works-related district administration matters of the Yuen Long District (excluding the San Tin/Lok Ma Chau areas).

23. **Chief Engineer/West 2** is responsible for the overall administration, planning and supervision of the technical study for the potential sites for relocation of wholesale markets and for other industrial uses in North West Tsing Yi, as well as the overall administration, planning, design and construction supervision of the New Territories Cycle Track Network projects. He/She is also responsible for the works-related district administration matters of the Tsuen Wan and Kwai Tsing Districts.



24. **Chief Engineer/West 3** is responsible for the overall administration, planning and supervision of the feasibility studies for the environmentally-friendly transport services in Hung Shui Kiu (HSK) NDA and adjacent areas, fostering a pedestrian and bicycle-friendly environment in HSK NDA and Yuen Long South Development, the study for river revitalisation and flood attenuation facilities for HSK NDA, the urban and green design study for the future town centre and the district commercial node in HSK NDA, as well as the preliminary land use study for Lam Tei Quarry and the adjoining areas. He/She is also responsible for the works-related district administration matters of the Tuen Mun District.

25. **Chief Engineer/West 5** is responsible for the overall administration, planning, design and construction supervision of the infrastructure and associated works under the Lok Ma Chau Loop development project. He/She is also responsible for the works-related district administration matters of the San Tin/Lok Ma Chau areas.

### **CEDD Headquarters**

26. **Deputy Director of Civil Engineering and Development** heads the Headquarters of CEDD and is responsible for the overall management of the Department and the administration of the Headquarters, comprising the Administration Branch, Technical Branch and Development Branch.

27. **Chief Engineer/Headquarters** is responsible for the overall administration and management of the Development Branch, comprising the Planning Unit and Town Planning Unit. He/She oversees the Department's commitment to land formation, land supply and road development; assists in formulating departmental strategies and co-ordinating inputs over planning related issues; oversees the Department's project delivery and expenditure under the Public Works Programme and Capital Works Reserve Fund (CWRF); and vets applications for funding under CWRF Block Votes, undertaking of projects, employment of consultants, entrustment of works and increase in consultancy fees.

**Staffing Proposal for the Territorial Planning Division,  
Planning Department**

**PROPOSAL**

We propose creating a supernumerary Chief Town Planner (CTP) (D1) post in the Planning Department (PlanD) up to 31 March 2025 with effect from 1 April 2021 or with immediate effect upon approval of the Finance Committee (FC), whichever is later, to provide high-level steer to various strategic planning tasks arising from the sustainable development of Lantau and to dovetail the territorial development strategy and various long-term strategic initiatives/targets of the Government which are related to land development.

**JUSTIFICATIONS**

**Government's Commitment to the Promotion of Sustainable  
Development of Lantau**

2. The Government promulgated the Sustainable Lantau Blueprint (the Blueprint) in June 2017 to provide guidance to the long-term development of Lantau towards the direction of "Development in the North; Conservation for the South", with a view to formulating proposals on development and conservation of Lantau in the short, medium and long terms.

3. The 2018 Policy Address announced the Lantau Tomorrow Vision (LTV), enhancing the recommendations under the Blueprint. The Government is committed through five policy directions, namely increasing land supply; according priority to transport infrastructure; promoting economic development; enhancing environmental capacity; and increasing leisure and entertainment facilities, to implement the various large-scale and complex proposals under the LTV, so as to take forward the sustainable development of Lantau and even Hong Kong as a whole.

4. To follow up on the Blueprint and LTV, a number of development and conservation initiatives/projects, covering a wide spectrum of economic, housing, social, environmental, recreation matters as well as rural, nature, cultural heritage conservation, etc., are being spearheaded by the Sustainable Lantau Office (SLO) of the Civil Engineering and Development Department (CEDD). A number of them, in particular the

major development projects (including the proposals on artificial islands in the Central Waters and the Sunny Bay Reclamation), would require considerable inputs from the Planning Department (PlanD). The major tasks of which are summarised in paragraphs 5 to 8 below.

5. One of the key initiatives of the LTV is to commence planning and engineering (P&E) study on phased reclamation for the formation of artificial islands in the Central Waters (the Central Waters Study). PlanD and CEDD will jointly commission the Central Waters Study. With FC's funding approval of about \$550 million obtained in December last year, tender is currently being invited for the consultancy agreement. The study is envisaged to commence in the middle of this year for completion in end 2024/early 2025. The study involves major development proposals, including the artificial islands of about 1 000 hectares near Kau Yi Chau (KYC) Artificial Islands and the strategic roads and rails that connect the Hong Kong Island, the proposed artificial islands, Lantau and the coastal areas of Tuen Mun.

6. The development proposal will bring long-term public benefit to Hong Kong, including the creation of new lands, increase in housing supply, improvement in the overall transport network of Hong Kong and solving the traffic congestion problem in the Northwest New Territories through connecting Hong Kong Island, North Lantau and the coastal areas of Tuen Mun by roads and rails, developing a near carbon neutral liveable community and enhancing the economic development potential of North Lantau. Subject to the findings of detailed studies, it is estimated that the KYC Artificial Islands are capable of providing about 150 000 to 260 000 housing units, in which 70% are public housing. Besides, the KYC Artificial Islands will support the development of the third Core Business District (CBD3), providing some 200 000 diversified employment opportunities, which would help address the existing spatial imbalance in home-job distribution in the territory.

7. The Central Waters Study aims at adopting a vision-driven and forward-looking approach to develop a smart, green, resilient (SGR) and near carbon neutral liveable community and establishing the CBD3 on the KYC Artificial Islands. The proposed CTP is required to steer the foremost planning part of this highly complex study, liaise with relevant bureaux/departments (B/Ds) on the contentious issues, and engage the public during the study process for forging a consensus on the way forward upon the conclusion of the study. Apart from the technical milestones, the steer of the proposed CTP on the following key initiatives is particularly important in the study process:

- (a) SGR and innovative place-making measures – the proposed CTP will steer and lead a series of studies and research for applying visionary and the latest planning and innovative measures in the KYC Artificial Islands, thereby advancing sustainability, SGR and place-making concepts, and developing a vibrant and diverse CBD3, as well as a liveable community;
- (b) Near carbon neutral liveable community – the 2020 Policy Address pledges to strive to achieve carbon neutrality before 2050. The proposed CTP will steer studies for wider application of renewable energy, energy efficient design and technologies, green transport and advanced recycling and waste management measures at the KYC Artificial Islands to achieve a near carbon neutral liveable community;
- (c) Design competition – in response to the views and suggestions from various professional institutes, the proposed CTP together with CEDD’s colleagues will jointly steer and host design competition to solicit innovative ideas on the planning and design of a sustainable and liveable community with SGR initiatives/concepts. Subject to the findings of technical assessments, the winning entries will be appropriately incorporated into the final recommendations of the study;
- (d) Public engagement – the study has raised concerns from different stakeholders over various matters ever since its inception. Apart from the conventional public engagement exercise, the study team will need to continuously assimilate views of various sectors and share the vision and overall benefits of the future KYC Artificial Islands with the community through different engagement avenues during the course of the study. The proposed CTP will lead colleagues to formulate public engagement strategy, modes and timetable, as well as to follow up the views collected; and
- (e) Recommended Outline Development Plan (RODP) – an important deliverable of the study is the preparation of a RODP setting out the proposed land uses and related development parameters for the future KYC Artificial Islands. Throughout the study process, the proposed CTP is obliged to closely steer the consultants and work together with B/Ds to ensure the RODP will be fully justified and adequately supported by comprehensive assessments and deliberations. A solid RODP could provide a sound basis for drawing up the statutory

outline zoning plan under the subsequent statutory plan-making process.

8. Apart from the above, PlanD and CEDD are jointly undertaking the preparation work for the P&E Study on Sunny Bay Reclamation, and funding application for the proposed study will be submitted to the Public Works Subcommittee and the FC according to the established procedure. Subject to funding approval, CEDD and PlanD will jointly embark on a 30-month study. The respective planning tasks include formulating detailed land use proposals, conducting technical assessments and soliciting public views.

### **Dovetailing the Territorial Development Strategy and Long-term Strategic Initiatives/Targets of the Government related to Land Development**

9. Land development is closely related to various long-term strategic initiatives/targets of the Government. As such, a directorate officer with strong leadership and organisation skill is required within PlanD to dovetail the territorial development strategy and various related long-term strategic initiatives/targets, such as long-term railway and road developments, climate action plan and target of carbon neutrality, and take complementary planning action in order to achieve better results.

### **Need for Creating a New Supernumerary CTP Post and a Dedicated Section to Handle the Relevant Tasks**

10. Currently, PlanD has assigned the Strategic Planning (SP) Section and the Studies and Research (SR) Section under the Territorial Planning Division (T-Division) to undertake some of the relevant tasks, including the preparation work for the Central Waters Study and the Sunny Bay Reclamation Study, and the related planning analyses and infrastructure projects, as well as the provision of planning advice to various strategic initiatives of the Government (such as enhancing walkability in Hong Kong, Hong Kong's Climate Action Plan 2030+ and Biodiversity Strategy and Action Plan).

11. Both the SP Section and SR Section are under the T-Division headed by Assistant Director of Planning/Territorial. The SP Section is headed by Chief Town Planner/Strategic Planning (CTP/SP) who is responsible for overseeing the study of Hong Kong 2030+ and two related consultancy services on strategic environmental assessment and sustainability assessment. Hong Kong 2030+ is envisaged to complete in

2021, and will be followed by a series of actions to take forward the individual proposals. Follow-up actions on some proposals have already commenced, including two consultancy studies on active design for healthier lifestyle and reimagining public space in Hong Kong. Besides, as part of the Government's responses to the Report of the Task Force on Land Supply, the SP Section is tasked to coordinate the assessment of land demand and supply for housing, economic uses, community and recreational facilities on a regular basis. As such, another consultancy study for updating the land requirement for market-driven economic uses has also commenced in early January 2021. Furthermore, CTP/SP is also responsible for keeping in view the regional planning for the Guangdong-Hong Kong-Macao Greater Bay Area and taking charge of the preparation of the territorial population and employment data.

12. The SR Section is headed by Chief Town Planner/Studies and Research (CTP/SR) who is responsible for overseeing various in-house and consultancy topical/ thematic studies, including the P&E study on New Territories North (NTN) San Tin/Lok Ma Chau Development Node and the P&E study on the Remaining Phase of NTN which is expected to commence this year, the review of brownfield sites outside New Development Areas and known individual development projects with relatively higher potential for public housing development, and the pilot study on underground space development in selected strategic urban areas. CTP/SR will also be in charge of managing the proposed P&E Study on Lung Kwu Tan Reclamation and the Re-planning of Tuen Mun West Area. Besides, CTP/SR needs to provide support to the work of the Harbourfront Commission and a proposed science park/industrial estate development near Liantang/Heung Yuen Wai Boundary Control Point, as well as providing planning advice on various studies and reviews conducted by other departments.

13. Currently CTP/SP and CTP/SR are each supervising seven teams. High-level supervision and management are required in the diversified complicated tasks mentioned above. It is genuinely insufficient to have the works shouldered by only two CTPs. In this regard, there is an imminent need to increase manpower at the directorate level to cope with the on-going tasks as well as the heavy workload newly arisen following the commencement of studies on the reclamation proposals. We have taken the opportunity to review the duties and workload of the SP and SR Sections. We propose the creation of a new Studies and Research 2 (SR2) Section under the T-Division for redistributing the duties among the SP Section, SR Section (to be renamed as Studies and Research 1 Section) and the new SR2 Section.

14. The new SR2 Section, headed by the proposed Chief Town Planner (D1) designated as Chief Town Planner/Studies and Research 2 (CTP/SR2), will handle the new and re-allocated tasks mentioned in paragraphs 5 to 9 and paragraph 10 above respectively, including providing high-level steer to various strategic planning tasks arising from sustainable development of Lantau and dovetailing the territorial development strategy and various long-term strategic initiatives/targets of the Government related to land development. As these tasks are complex and significant and involve various B/Ds, a dedicated Section headed by a directorate officer is required to handle these tasks. This could not only provide high-level steer for effective and efficient discharge of tasks, but also help ensure more effective dialogue with the stakeholders and holistic planning assessments on individual proposals with a view to maximising their strategic benefits in the overall territorial context under a visionary perspective. The Central Waters Study is estimated to commence in the middle of this year for completion in end 2024/early 2025. Therefore, we propose creating a supernumerary CTP post up to 31 March 2025 with effect from 1 April 2021 or with immediate effect upon approval of the FC, whichever is later, to provide high-level steer.

15. The proposed job description of the proposed new supernumerary CTP post is at **Annex 1 to Enclosure 2**.

16. The existing and proposed organisation chart of PlanD is at **Annex 2 to Enclosure 2**. The duties of the existing directorate officers in PlanD may be subject to redistribution or reshuffling to meet operational needs and enhance administrative effectiveness with regard to the ever-changing circumstances.

### **Non-directorate Support**

17. The proposed CTP/SR2, if approved, will be underpinned by four dedicated teams with each headed by a Senior Town Planner (STP). It is proposed that the new section will comprise 27 non-directorate posts, including 22 internally redeployed and 5 new non-directorate posts<sup>1</sup>, providing professional, technical and clerical/ secretarial support to the SR2 Section. Two teams will be redeployed from the SP Section, one team from the SR Section and another new team will be formed subsequently. The

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<sup>1</sup> The proposed internal redeployment of 22 non-directorate posts includes 10 professional grade posts (three STP posts and seven Town Planner/Assistant Town Planner (TP/ATP) posts), nine technical grade posts and three general grade posts. Five new non-directorate posts include three professional grade posts (one STP post and two TP/ATP posts), one technical grade post and one general grade post.

four teams will be responsible for different duties with their main duties as follows: (1) to manage the Central Waters Study and participate in the overall planning and urban design of the KYC Artificial Islands; (2) to conduct planning and research on SGR and near carbon neutral development, CBD3 and the transport infrastructure; (3) to organise design competition and public engagement activities, and to manage other planning tasks related to Lantau, including the Sunny Bay Reclamation Study and other related planning analyses and infrastructure projects; and (4) to coordinate planning tasks pertinent to the territorial development strategy and various long-term strategic initiatives/targets of the Government which are related to land development.

## **ALTERNATIVES CONSIDERED**

18. The existing 16 CTPs in PlanD (details of their duties at **Annex 3 to Enclosure 2**) are already fully committed to their existing work schedules and cannot effectively take up the duties and responsibility of the proposed CTP/SR2, rendering internal redeployment impossible.

## **FINANCIAL IMPLICATIONS**

19. The proposed supernumerary CTP post will require an additional notional annual salary at mid-point of \$1,923,600. The additional full annual average staff cost, including salaries and staff on-cost, is about \$2,710,000.

20. The 5 new non-directorate posts mentioned in paragraph 17 above will require an additional notional annual salary at mid-point of \$3,911,250. The additional full annual average staff cost, including salaries and staff on-cost, is about \$6,015,000.

21. We have included sufficient provision to meet the above staff cost.

**Development Bureau  
Planning Department**

**February 2021**



**Proposed Job Description of  
Chief Town Planner/Studies and Research 2  
[Proposed New Supernumerary Post]**

**Rank** : Chief Town Planner (D1)

**Responsible to** : Assistant Director/Territorial

**Main Duties and Responsibility –**

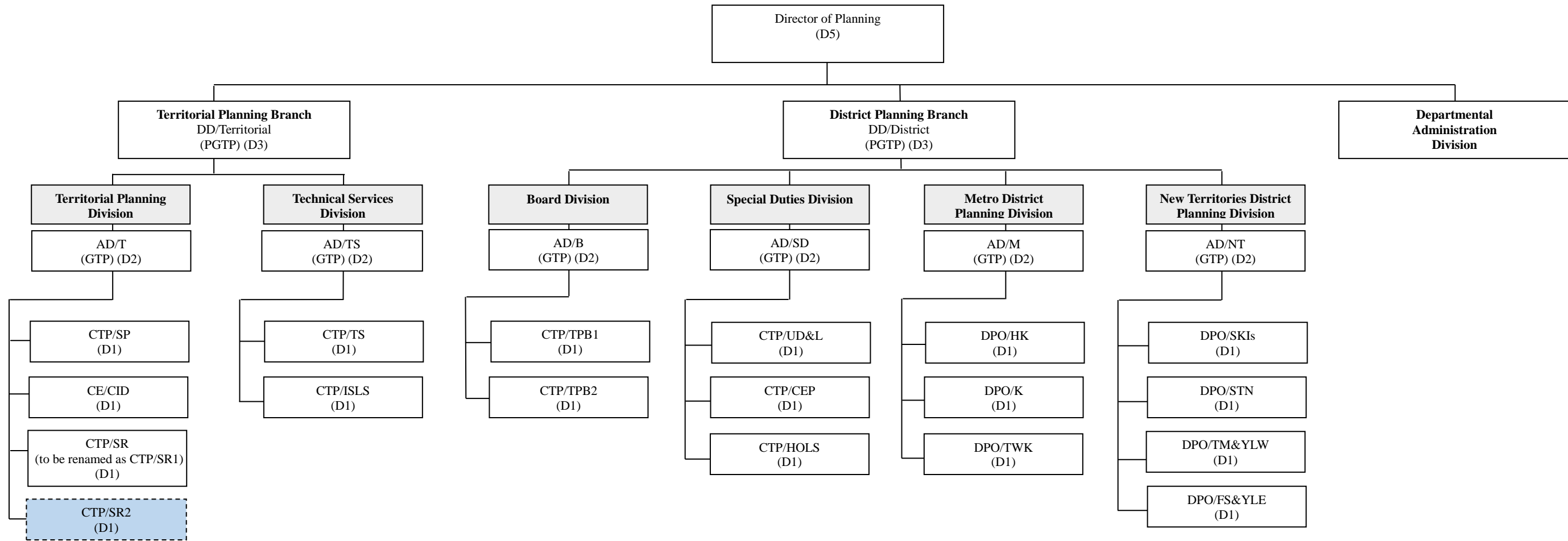
Chief Town Planner/Studies and Research 2 is in charge of providing high-level steer to various strategic planning tasks arising from the sustainable development of Lantau and dovetailing the territorial development strategy and various long-term strategic initiatives/ targets of the Government which are related to land development. The major duties are –

1. to steer the Studies related to Artificial Islands in the Central Waters and the studies on its supporting infrastructure, which cover the following major duties:
  - (a) to formulate the proposed land uses and related development parameters for the future Kau Yi Chau Artificial Islands;
  - (b) to steer and organise design competition to solicit innovative ideas on the planning and design of sustainable and liveable community with smart, green and resilient (SGR) initiatives/concepts;
  - (c) to steer the study team to formulate public engagement strategy, modes and timetable as well as to follow up the views collected; and
  - (d) to formulate various planning and development directions, in order to facilitate the development of a SGR and near carbon neutral liveable community, and the third core business district;

2. to manage other studies related to Lantau, including the Sunny Bay Reclamation Study and the related planning analyses and infrastructure projects;
3. to dovetail the territorial development strategy and various long term strategic initiatives/ targets closely related to land development, such as long-term rail and road developments, climate action plan and carbon neutral target, and take complementary action;
4. to chair/ attend various meetings, including soliciting views from the Legislative Council, relevant District Councils, and/ or other relevant stakeholders to ensure the smooth completion of each study and initiative; and
5. to supervise the day-to-day operation of the subject teams, including distribution of work, allocation of responsibilities, setting work priorities and monitoring work progress.

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Existing and Proposed Organisation Chart of Planning Department



**Legend**

- |        |   |   |      |   |                                   |         |   |                           |
|--------|---|---|------|---|-----------------------------------|---------|---|---------------------------|
| AD     | - | Assistant Director of Planning              | HOLS | - | Housing, and Office Land Supply   | T       | - | Territorial               |
| B      | - | Board                                       | ISLS | - | Information Systems & Land Supply | TM&YLNW | - | Tuen Mun & Yuen Long West |
| CE     | - | Chief Engineer                              | K    | - | Kowloon                           | TPB     | - | Town Planning Board       |
| CEP    | - | Central Enforcement & Prosecution           | M    | - | Metro                             | TS      | - | Technical Services        |
| CID    | - | Cross-Boundary Infrastructure & Development | NT   | - | New Territories                   | TWK     | - | Tsuen Wan & West Kowloon  |
| CTP    | - | Chief Town Planner                          | PGTP | - | Principal Government Town Planner | UD&L    | - | Urban Design & Landscape  |
| DD     | - | Deputy Director of Planning                 | SD   | - | Special Duties                    |         |   |                           |
| DPO    | - | District Planning Officer                   | SKIs | - | Sai Kung & Islands                |         |   |                           |
| FS&YLE | - | Fanling, Sheung Shui & Yuen Long East       | SP   | - | Strategic Planning                |         |   |                           |
| GTP    | - | Government Town Planner                     | SR   | - | Studies & Research                |         |   |                           |
| HK     | - | Hong Kong                                   | STN  | - | Sha Tin, Tai Po & North           |         |   |                           |
- New supernumerary post proposed to be created

**Key Portfolios of the Other Chief Town Planner Posts  
in the Planning Department**

**Board Division**

The two **existing Chief Town Planners (CTPs)/Town Planning Board (TPB) (i.e. CTP/TPB1 and CTP/TPB2)** are fully engaged in co-ordinating and vetting submissions to the Town Planning Board (TPB), Planning Committees (PCs) and providing secretariat services to TPB/PCs. Each CTP is leading a professional team in the Board Division set up on a geographical basis and their main duties include –

- (a) preparing submissions to the Executive Council in relation to approval of draft plans and reference back of approved plans for amendment in accordance with the provisions of the Town Planning Ordinance (Cap. 131) (the Ordinance);
- (b) co-ordinating and vetting submissions to TPB/PCs and providing secretariat services to TPB/PCs including overseeing logistic arrangements; supervising the preparation of agenda and minutes, publication of statutory plans, release of information/decisions to the media/public; taking follow-up actions required by TPB/PCs; and monitoring the submission of new/amendment plans and representations/comments/further representations to TPB for consideration;
- (c) monitoring the operation of the statutory planning system to ensure consistency in practice and liaising with the Department of Justice on legal matters related to the operation of the system; and providing advice on statutory planning matters to various District Planning Offices; and
- (d) overseeing the handling of town planning appeal cases.

**Special Duties Division**

2. The Special Duties Division tenders support to special planning tasks, urban design and landscape matters, and conducts work on

enforcement and prosecution against unauthorised developments in the rural New Territories. We have critically examined the existing workload of the three CTPs in the division as outlined below and considered that they cannot be redeployed to take up the responsibilities of CTP/SR2 –

- (a) **CTP/Urban Design and Landscape** is responsible for overseeing the urban design and landscape inputs on submissions under the Ordinance and Environmental Impact Assessment Ordinance (Cap. 499), other urban design, visual impact and landscape matters arising from planning and development proposals, studies, housing sites and amendments to statutory plans; and providing in-house support on air ventilation assessment matters. He/She also oversees topical urban design studies and the overall management of term consultancies on air ventilation assessment.
- (b) **CTP/Central Enforcement and Prosecution** is responsible for overseeing the investigation, enforcement and prosecution of unauthorised development cases under the Ordinance; formulating district enforcement strategies and guidelines; supervising the enforcement and reinstatement action against unauthorised developments and handling complaints and enquiries on enforcement matters.
- (c) **CTP/Housing and Office Land Supply** is responsible for overseeing the co-ordination of planning work related to housing, commercial and industrial land supply; formulating rezoning programme for new development sites; carrying out regular land use reviews to identify suitable sites for development purpose; reservation/de-reservation of Government, Institution or Community sites to ensure their optimal use; and undertaking relevant planning studies and assessments if required.

### **District Planning Officers (DPOs) in the Metro District Planning Division and New Territories District Planning Division**

3. The seven DPOs (pitched at CTP rank) under the two divisions oversee matters concerning forward planning, design and layouts, development control, land use reviews, planning studies and implementation of developments in their respective districts; the preparation and processing for approval of departmental plans and Planning Briefs for public housing

and private sector comprehensive development/redevelopment projects; the preparation, updating and amendment of statutory plans; the reviews of statutory plans to incorporate development restrictions or other requirements; the provision of planning inputs and advice in respect of urban renewal projects and other developments as well as planning appeals and judicial reviews; the management of district planning consultancy studies; and the preparation of papers and reports on representations/comments/further representations to statutory plans, planning applications, etc. In discharging these duties, DPOs perform a pivotal role to ensure quality and efficiency, and take an active part in the meetings of the TPB, District Councils and other ad hoc meetings. They are already fully occupied with a wide spectrum of work which is subject to statutory time limits.

### **Territorial Planning Division**

4. The Territorial Planning Division undertakes territorial and strategic planning including conducting thematic planning studies of territorial and cross-boundary significance. A lot of manpower resources have been devoted to the undertaking of tasks relating to the ongoing review of the territorial development strategy, viz. Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030. Hence, the two existing CTPs, i.e. **CTP/Strategic Planning and CTP/Studies and Research** cannot be redeployed to take up the duties of CTP/SR2. The major areas of responsibilities of these two officers are set out in paragraphs 11 and 12 of **Enclosure 2**.

### **Technical Services Division**

5. The Technical Services Division is responsible for providing professional/technical administration services, dissemination of planning information, co-ordination of grade management and training matters, promotion of community relations, formulation and revision of planning standards and guidelines, formulation of departmental information technology (IT) strategy, and assessment and forecast of territorial land supply. As the two CTPs are fully engaged in the following tasks, they have no spare capacity to take up additional responsibilities –

- (a) **CTP/Technical Services** is responsible for overseeing the preparation and updating of the planning manual, practice notes,

technical circulars and technical matters relating to consultancies; implementation of training activities and co-ordination of grade management issues; release of planning information; managing the Planning Enquiry Counters and the Mobile Exhibition Centre; handling of public enquiries, complaints and referral cases of the Ombudsman and the Privacy Commissioner for Personal Data, etc; implementation of outreach programme and publicity activities; formulation of departmental community relations programmes; and management of the City Gallery. The officer undertakes the formulation and revision of the Hong Kong Planning Standards and Guidelines. He/She also provides planning input to studies on cavern development in Hong Kong and underground space development in the urban areas.

- (b) **CTP/Information Systems and Land Supply** is responsible for preparation of the Departmental IT Plan; implementation of IT projects; preparation of funding bids and tender documents for IT projects; maintenance and enhancement of the existing Computer-Aided-Design, remote sensing, digital photogrammetry, satellite positioning, Geographical Information Systems (GIS), and office automation systems; conducting research on customising remote sensing, GIS, multimedia and 3D simulation technologies to assist in the carrying out of land-use planning tasks; updating the Map on Land Utilisation in Hong Kong; and application of IT in land supply related exercises. Some major IT systems managed and maintained by the officer include the 3D Planning and Design System (3DPDS), the Electronic Planning Application Submission System (EPASS), the Core Planning Data Hub, the Geoinfo OneStop 2 (GOS2), the Statutory Planning Portal 2, Public Participation GIS for e-Engagement, the Planning Submissions Workflow and Monitoring System, Unmanned Aerial Systems, Mobile Computing and Site Information System (MOCSIS) and Aerial Photograph Information System. Major IT projects currently being undertaken include the development of the Integrated Site Survey Information System (revamp of MOCSIS), the Enhancement of the EPASS for Adoption of “iAMSmart”, the Planning Enforcement and Prosecution System, the Government, Institution and Community Sites Database (GIS-embedded), and the Planning and Development Related Information Portal (integration of the GOS2 with the 3DPDS). The CTP is heavily involved in supervising multi-disciplinary IT experts and planning

professionals in these IT projects to ensure that the planning objectives could be met in an integrated manner.

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**Staffing Proposal of the Railway Development Office (RDO),  
Highways Department (HyD)**

**PROPOSAL**

We propose creating one supernumerary Chief Engineer (CE) (D1) post up to 31 March 2025 with effect from 1 April 2021 or with immediate effect upon approval of the Finance Committee (FC), whichever is later, to be designated as Chief Engineer/Railway Development 2-3 (CE/RD2-3) to provide technical support for the planning and implementation of the proposed priority rail links and the possible rail links for the longer term under the “Studies related to artificial islands in the Central Waters” (the Central Waters Study).

**JUSTIFICATIONS**

**Railway Development under Lantau Tomorrow Vision**

2. The Chief Executive has announced the Lantau Tomorrow Vision (LTV) in the 2018 Policy Address. The LTV spanning two to three decades has proposed various initiatives to increase land supply thereby alleviating the acute shortage of land in the medium-to-long term in Hong Kong. One of the key initiatives of the LTV is to commence studies on the phased reclamation for the formation of artificial islands in the Central Waters. The artificial islands will be supported by a comprehensive network of strategic roads and rails that connects the Hong Kong Island, Lantau and the coastal areas of Tuen Mun, benefiting not only the artificial islands but also the Northwest New Territories as well as the territory as a whole.

3. The Sustainable Lantau Office (SLO) of Civil Engineering and Development Department (CEDD) has obtained funding approval from the FC of Legislative Council (LegCo) on 4 December 2020 to conduct the Central Waters Study. The transport infrastructure study under the Central Waters Study will cover (i) an area-wide transport study covering the priority rail links as well as the possible rail links for longer term, connecting Hong Kong Island, the proposed artificial islands in the Central Waters, Lantau and coastal areas of Tuen Mun; and (ii) an engineering feasibility study of the proposed priority rail links connecting Hong Kong

Island, the Kau Yi Chau Artificial Islands, Northeast Lantau and coastal areas of Tuen Mun (Priority Rail Links).

4. The proposed Priority Rail Links as well as the possible rail links for longer term are mega-scale railway infrastructure projects with substantial engineering works. Their design and construction are very challenging. For instance, as the proposed rail links will have several cross-harbour railway sections, it will involve complicated engineering design and needs to resolve various technical challenges. As the proposed rail links will connect to the existing railway and planned railways, it will also involve technical problems on interfacing works. Furthermore, as the planning and implementation of the proposed rail links will be taken forward in tandem with the land developments along its route alignment, it calls for close coordination with various bureaux and departments in order to integrate the proposed rail links with the proposed reclamation and other infrastructure works in association with land developments. Hence, the RDO of HyD is required to provide extensive technical inputs to the Central Waters Study.

5. In addition, the RDO commenced the “Strategic Study on Railways beyond 2030” upon obtaining funding approval from the FC of LegCo in end 2020. While the focus of the “Strategic Study on Railways beyond 2030” is on the railways other than those to be studied under the Central Waters Study, their study scopes do not overlap. The RDO is required to coordinate the railway planning data on both studies and examine the study findings and the proposals of railway schemes, with a view to formulating a comprehensive railway development strategy of Hong Kong in a coordinated manner.

## **Need for Additional Directorate Support**

### *Need for One Supernumerary CE (D1) Post in the RDO*

6. In view that the proposed Priority Rail Links as well as the possible rail links for longer term are mega-scale, technically complicated and having implications to the planning of territorial railway developments in future, a Chief Engineer (D1) is needed to steer and coordinate the associated study. The Central Waters Study will commence in mid 2021 for completion in 42 months, i.e. to be completed by end 2024/early 2025. Hence, we propose creating a supernumerary CE post in the RDO of HyD (entitled CE/RD2-3) up to 31 March 2025, with effect from 1 April 2021 or

with immediate effect upon approval of the FC, whichever is later, to lead a new dedicated division to be established with the support of non-directorate professional staff through internal redeployment within the RDO to provide technical inputs to the area-wide transport study and the engineering feasibility study of the proposed Priority Rail Links under the Central Waters Study.

7. This proposed supernumerary CE post will not only provide the required expertise for taking forward the Central Waters Study but will also be responsible for coordinating the proposed rail links and other related existing and planned railway projects holistically, with a view to coordinating strategic railway planning, integrating the corresponding design and formulating appropriate implementation strategies. The proposed CE/RD2-3 will provide steer in the following key areas:

- (a) ***Coordinating planning parameters and examining performance of railway network*** – When conducting the area-wide transport study under the Central Waters Study, CEDD’s consultant is required to set up a computer transport model to assess the patronage of the proposed Priority Rail Links as well as the possible rail links for longer term taking into account the existing railway network and the committed railway projects. CE/RD2-3 is required to review the transport assessments of various relevant studies and the railway schemes of railway development strategies, consolidate and determine the appropriate parameters for railway transport modelling, which forms the basis of assessing the appropriateness of the input parameters for the model of various railway schemes proposed by the consultant and providing necessary steer in the modelling process to verify the reasonableness of the consultant’s assessment on patronage. CE/RD2-3 is also required to examine the respective assessment of the entire railway network performance in Hong Kong under the Central Waters Study and the “Strategic Study on Railways beyond 2030” in order to ensure the compatibility of planning parameters and give a consistent picture of the performance of the entire railway network in Hong Kong.
- (b) ***Examining proposed scheme*** – When conducting the engineering study to ascertain the feasibility of the proposed Priority Rail Links under the Central Waters Study, CE/RD2-3 is required to verify the validity of assessment methodology

and results of various alignment options and station locations. Regarding the proposed railway scheme of Priority Rail Links recommended by the consultant, CE/RD2-3 is required to verify the reasonableness of the consultant's assessment on engineering feasibility, transport demand, operation and maintenance requirements, and land requirement for the associated railway facilities.

- (c) ***Examining economic and financial performance*** – CE/RD2-3 will also examine the economic and financial performance of the proposed Priority Rail Links. Making reference to the relevant data of completed railway projects and the proposed railway projects, CE/RD2-3 will examine the consultant's preliminary construction cost estimates, operational revenues and expenditures, as well as verify the validity of the methodology and examine the assessment results of the economic and financial analysis; and will also provide expert advice on the project procurement and financial arrangements proposed by the consultant.
- (d) ***Coordinating interfacing works*** – The proposed rail links will have several station interchanges with the existing and planned railways. Apart from providing technical support under the engineering feasibility study to resolve technical problems on interfacing works, CE/RD2-3 is required to provide expert advice to the consultant on the phasing and implementation programme for the proposed rail links taking account of the latest project status of other railway projects in order to provide assistance in formulating the implementation strategy

8. The job descriptions of the proposed CE/RD2-3 are at **Annex 1 to Enclosure 3**.

*Support by non-directorate officers*

9. The RDO of HyD will internally redeploy 6 non-directorate posts<sup>1</sup> to support the proposed CE/RD2-3 post in the course of the Central Waters Study. We will review and increase the manpower resources in a

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<sup>1</sup> To internally redeploy 6 non-directorate posts, including 4 professional grade posts (1 Senior Engineer post and 3 Engineer/Assistant Engineer posts), 1 technical grade post and 1 general grade post.

timely manner through internal re-deployment or post creation as the proposed Priority Rail Links proceed to implementation stage.

10. The existing and proposed organisation chart of the RDO of HyD after creation of the proposed CE/RD2-3 is at **Annex 2 to Enclosure 3**.

## **ALTERNATIVES CONSIDERED**

11. We have critically examined the possible redeployment of other existing CEs within HyD to take up the work of the proposed post. As other existing CEs are already fully engaged in their respective work schedules (including vast amount of initiatives and on-going railway and road projects), it is operationally not practicable for them to take up the tasks without adversely affecting the discharge of their current duties. The key portfolio of the existing CEs of HyD and our assessment of the possibility for them to take up additional responsibilities are detailed at **Annex 3 to Enclosure 3**.

12. In the light of the upcoming workload in different divisions of HyD, we consider that the proposed creation of the supernumerary directorate post is the only viable arrangement to ensure adequate dedicated staffing support in HyD to provide technical inputs for the planning and implementation of the proposed Priority Rail Links as well as the possible rail links for longer term.

## **FINANCIAL IMPLICATIONS**

13. The proposed creation of the supernumerary CE (D1) post will bring about an additional staff cost in terms of notional annual salary cost at mid-point of \$1,923,600. The additional full annual average staff cost, including salaries and staff on-cost, is about \$2,623,000.

14. HyD has reserved available funding to support the above staff cost.

**Transport and Housing Bureau  
Highways Department**

**February 2021**

**Proposed Job Description of  
Chief Engineer/Railway Development 2-3  
[Supernumerary Post Proposed to be Created]**

**Rank** : Chief Engineer (D1)

**Responsible to** : Government Engineer / Railway Development (2)

**Major Duties and Responsibilities –**

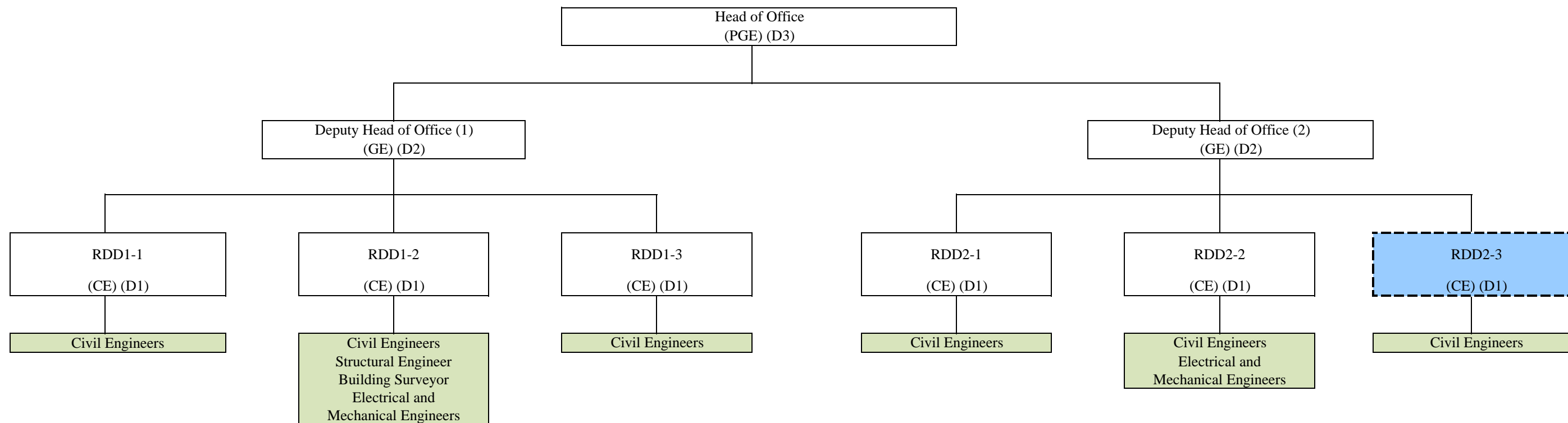
Chief Engineer/Railway Development 2-3 is primarily in charge of providing technical support for the planning and implementation of the proposed priority rail links and the possible rail links for the longer term under the Studies related to Artificial Islands in the Central Waters (the Central Waters Study). The major duties are –

1. to provide technical support to the area-wide transport study and the engineering feasibility study of the proposed Priority Rail Links undertaken by the Civil Engineering and Development Department's the Central Waters Study, including examining the consultant's assessment of the performance of the railway network, the proposed engineering schemes, the analysis of the economic and financial performance and the proposal of implementation strategy;
2. to examine the assessment of the performance of the entire railway network in Hong Kong under the Central Waters Study, aiming to ensure the compatibility of the planning parameters and the assessment results of the Strategic Study on Railways beyond 2030;
3. to coordinate the planning and implementation of the proposed railway projects under the Central Waters Study and other railway projects to ensure compatibility;
4. to assist the policy bureaux in formulating the implementation strategy of the proposed Priority Rail Links;

5. to administer route protection for the proposed priority rail links and the possible rail links for the longer term recommended by the Central Waters Study;
6. to assist the policy bureaux in handling district administration matters related to the proposed priority rail links and the possible rail links for the longer term recommended by the Central Waters Study;
7. To lead and supervise the division under him/ her; and
8. To chair/ attend meetings to ensure the smooth delivery of studies.

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**Existing and Proposed Organisation Chart of  
the Railway Development Office of Highways Department**



**Legend**

CE - Chief Engineer  
 GE - Government Engineer  
 PGE - Principal Government Engineer

 New supernumerary post proposed to be created

 Non-directorate professional staff



### **Key Portfolios of the Other Chief Engineer Posts in the Highways Department**

All the Chief Engineers (CEs) in the Highways Department (HyD) are fully engaged in their respective duties. Director of Highways (DHy) has assessed their current and anticipated workloads, and concluded that they have no spare capacity to take up additional duties. It is operationally not practicable for them to take up additional tasks without adversely affecting the discharge of their current duties. The distribution and major duties of each CE are as follows –

#### **Headquarters and Regional Offices**

2. At the Headquarters (HQs), there are four CEs to manage eight divisions and 11 units. As regards the Regional Offices (i.e. Urban and the New Territories), each office is supported by two CEs.

3. The four CEs at the HQs are fully occupied with the following work –

- (a) **Chief Highway Engineer/Works (CHE/Works)** is responsible for overseeing the implementation of small to medium-sized highway capital works projects in the territory, including the construction of footbridges and carrying out improvement works for cycle track networks in new towns, etc., which require CHE/Works's attention in determining the project scope, steering public consultation process, approving documents for the relevant statutory procedures, administering the tendering process and approving tender documents as well as managing and administering contracts. Furthermore, CHE/Works is also responsible for overseeing the implementation work of several large-scale projects, including the flyover from Kwai Tsing Interchange upramp to Kwai Chung Road, upgrading of remaining sections of Kam Tin Road and Lam Kam Road, improvement works for Fan Kam Road, as well as the road network in West Kowloon Reclamation Development, etc. At present, CHE/Works is managing about 50 projects under planning, design or construction.

- (b) **Chief Highway Engineer/Bridges and Structures (CHE/B&S)** is responsible for design and standard setting for bridges and highway structures, providing comments and technical advice on public and private developments/projects involving highway structures, supervising structural design for in-house highway projects, and providing structurally-related technical support for on-going construction works. Furthermore, CHE/B&S supervises the maintenance of highway facilities within Tsing Ma Control Area and Tsing Sha Control Area<sup>1</sup> .
- (c) **Chief Engineer/Lighting** provides professional services and advice on all matters relating to the policies, design, planning and construction of public lighting provision as well as the maintenance and administration of 240 000 units of road lighting in the territory. Besides, he is studying and reviewing the standard and latest technologies for road lighting, including the implementation of the Light Emission Diode (LED) Public Lighting Replacement Programme to reduce energy consumption and greenhouse gas emission. He is now taking forward the replacement of road lights in the vicinity of some MTR stations with street-lighting decorations to enhance the streetscape, and working in collaboration with the District Offices to plan for the installation works of road lights in village areas.
- (d) **Chief Highway Engineer/Research and Development** is responsible for conducting researches and formulating specifications and standards for upgrading highway design, construction, maintenance and material, and timely updating the relevant parameters and application of technology to enhance safety of road works. He also oversees the work of Research and Development Division in formulating and reviewing the departmental information technology strategies, overseeing the coordination and operation of the control mechanisms for road excavation works, supervising the work

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<sup>1</sup> Highway facilities within the two Control Areas comprise four long span cable-supported bridges, four dual three-lane tunnels, one dual two-lane tunnel, viaducts, roads and roadside slopes, all located along strategic routes linking to the Airport. Due to the special structural designs of the long span cable-supported bridges within the two Control Areas, close monitoring of their wear and tear is required. Apart from the regular repairs of the bridge deck surfacing, the essential structural elements of require frequent inspection and maintenance.

of the central audit team on inspection of road excavation works, supervising the management of all asphalt suppliers for public works, and promoting the incorporation of innovative technology in highway engineering specifications and standards.

4. As regards the two Regional Offices (each supported by two CEs), they are responsible for the district administration of highway infrastructure and maintenance works in their respective geographic area. They provide comments on public and private developments affecting public roads; handle the associated gazettal process for new highway projects and deal with objections by members of public; and plan, design and supervise maintenance and improvement works for about 6 000 km of road lanes, 4 670 highways structures and 12 500 roadside slopes. Moreover, they oversee the processing of road excavation permits, resolve road opening co-ordination matters with relevant departments and organisations, and monitor the excavation work of utility undertakings. In the light of these on-going and heavy duties, and to ensure the safety of the highway networks, the directorate officers concerned cannot be spared or redeployed for taking up additional duties.

### **Major Works Project Management Office**

5. There are six CEs in Major Works Project Management Office (MWPMO) who are fully occupied with the following work –

- (a) **Chief Engineer 1/Major Works (CE1/MW)** is mainly responsible for taking forward three of the construction contracts under the Central Kowloon Route (CKR) project, Widening of the Western Section of Lin Ma Hang (LMH) Road, and Widening of Eastern Section of LMH Road which is now in its detailed design stage. The three CKR construction contracts overseen by CE1/MW include (1) Kai Tak West contract; (2) Kai Tak East contract; and (3) Buildings, Electrical and Mechanical Works contract. As for the Widening of the Western and Eastern Sections of LMH Road, the works implementation is rather complicated due to its close vicinity to adjacent private developments and part of the widening works falls within the category of Designated Projects under the Environmental Impact Assessment Ordinance (Cap. 499). The works contracts mentioned above

have mostly adopted the New Engineering Contract (NEC)<sup>2</sup> form with different options, CE1/MW is therefore heavily engaged in contract management and do not have any spare capacity to take on additional duties.

- (b) **Chief Engineer 2/Major Works (CE2/MW)** is mainly responsible for taking forward the other three construction contracts under the CKR project, including (1) Yau Ma Tei (YMT) East contract; (2) YMT West contract; and (3) Central Tunnel contract. The works involve re-provision of several community facilities along the tunnel alignment including YMT Specialist Clinic Extension, YMT Jade Hawker Bazaar and YMT Public Library and demolition of the YMT Multi-Storey Car Park. Besides, the works require implementation of substantial traffic diversion arrangement on major roads such as Lin Cheung Road under the YMT West Contract. CE2/MW is also responsible for maintaining close liaison with other Government Departments and handle substantial public consultation work to ensure smooth implementation of the construction works. CE2/MW is also involved in contract management intensively. Also, CE2/MW is responsible for the construction of noise enclosures at Gascoigne Road Flyover project and will not have any spare capacity to take on additional duties.
  
- (c) **Chief Engineer 3/Major Works (CE3/MW)** is mainly responsible for overseeing the Widening of the Fanling Highway and needs to closely monitor the progress of works, including the ongoing installation of traffic control and surveillance system and account finalization of the main works contract. CE3/MW is also responsible for various noise barrier retrofitting projects for existing roads. Besides, CE3/MW is responsible for managing and taking forward the Lion Rock Tunnel improvement works, which requires examination of various viable tunnel rehabilitation and improvement schemes, assessment of the impacts on

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<sup>2</sup> Unlike conventional contract, the NEC form emphasizes mutual trust and cooperation between the contracting parties, and collaboration in risk management. It enhances the efficiency in contract management. The contract form is applicable to different types of engineering contracts, including construction contracts, maintenance contracts and consultancy contracts. It also provides various payment options that suit different needs, such as priced contracts and target contracts etc.

transport, environment, country park, water supply, drainage and public utilities, conducting public consultation and coordinating with other departments. The workload is extremely heavy and CE3/MW will not have any spare capacity to take on additional duties.

- (d) **Chief Engineer 4/Major Works (CE4/MW)** is mainly responsible for taking forward the Central–Wan Chai Bypass and Island Eastern Corridor Link project (CWB) and following up the remaining tasks related to the construction works contracts, contract variation and account finalisation following the commissioning of the CWB. Besides, CE4/MW has to ensure the operation of the project complies with the conditions as set out in Environmental Permit, and coordinate with relevant departments and tunnel operators in respect of tunnel management, operation and maintenance until the completion of the outstanding works. CE4/MW is also responsible for taking forward the widening of Castle Peak Road – Castle Peak Bay. As the location of the works site is in close proximity to schools and residential estates, road closures associated with the construction works have to be carried out in stages so as to maintain traffic as far as practicable. Retaining walls and noise barriers are also needed to be constructed in stages for residential estates along the road. In order to take forward these projects smoothly, dedicated effort of CE4/MW is required and it is therefore not practicable for him to take up further duties.
- (e) **Chief Engineer 5/Major Works (CE5/MW)** is mainly responsible for the planning and implementation of a number of medium to large-scale infrastructure projects, including the Hiram’s Highway Improvement Stage 1 and Stage 2 projects. CE5/MW needs to closely monitor the works progress of the Stage 1 project to ensure timely completion. As for the Stage 2 project, CE5/MW is handling the objections in accordance with the statutory procedures, so as to duly handle and address public concerns. Moreover, CE5/MW is heavily involved in the planning, design and implementation of the Widening of Tsuen Wan Road and the Improvement Works at Tsuen Tsing Interchange. In view that the road sections associated with this project are in close proximity to numerous residential developments, the project will be a complicated one and

requires CE5/MW to involve heavily in handling issues of public concern. In addition, CE5/MW is also responsible for administering “Feasibility Study on Route 11 (between Yuen Long and North Lantau)”, holding public consultation and coordinating with other departments for this project. The relevant workload will be inevitably heavy given the scale, high complexity as well as tight schedule of the project. Therefore, CE5/MW will not have any spare capacity to take on additional duties.

- (f) **Chief Engineer 6/Major Works (CE6/MW)** is mainly responsible for following up on the Route 11 (between Yuen Long and North Lantau) project, including seeking funding from the Legislative Council for the next stage of investigation, formulating the investigation details and tendering. During the investigation stage, CE6/MW needs to review the findings of the feasibility study, conduct various impact assessments and further optimise the design. In addition, CE/MW6 is also responsible for the engineering studies and other associated work for the Ysing Yi - Lantau Link and Widening of Yuen Long Highway (between Lam Tei and Tong Yan San Tsuen). As the project is of mega scale and extremely complicated with a tight delivery schedule, the workload will be very heavy. Therefore, CE6/MW will not have any spare capacity to take on additional duties.

## **Railway Development Office**

6. At the Railway Development Office (RDO), there are five CEs overseeing the planning, design and implementation of railway projects, including the related re-provisioning and enabling works, public infrastructure works and station improvement works, and overseeing the work of the MTR Corporation Limited (MTRCL) in these aspects. While the Shatin to Central Link (SCL) is at the critical stage of construction, the RDO has to focus attention in monitoring the MTRCL on the implementation of the project. On the other hand, Tung Chung Line Extension, Tuen Mun South Extension and Northern Link (and Kwu Tung Station) projects proceeded to the detailed planning and design stage in 2020. These three projects will soon enter into construction stages while the other railway projects recommended in the Railway Development

Strategy 2014 (RDS-2014) will also progressively enter into the detailed planning, design and construction stages in the coming few years.

7. The five CEs are fully occupied with the following work –
  - (a) **Chief Engineer/Railway Development 1-1 (CE/RD1-1)** is responsible for overseeing the planning and design of the Northern Link (NOL) (and Kwu Tung Station) and will be heavily engaged in the management of detailed planning and design of the NOL, such as handling complex interface and technical issues, acquisition of land and gazettal procedures etc. These tasks require liaison, coordination and decision making at directorate and managerial level. Furthermore, CE/RD1-1 is responsible for the project management of Hung Hom Station and Admiralty Station under the SCL project, which includes monitoring of the works programme and progress, handling of vesting drawings and inventories, conducting patronage estimation, and providing technical support for the financial assessment of the concession agreement for the SCL project. CE/RD1-1 is also responsible for monitoring the capital works cost of the South Island Line (East) and Kwun Tong Line Extension projects.
  - (b) **Chief Engineer/Railway Development 1-2 (CE/RD1-2)** is responsible for the planning and implementation of the North South Corridor of the SCL project (except the project management of Hung Hom Station and Admiralty Station), which extends the existing East Rail Line across the Victoria Harbour to Admiralty via the Wan Chai North Area. The Cross Harbour Section of SCL is extremely challenging as the SCL tunnel needs to be constructed within a congested workspace under a very tight construction schedule. Resolution of the complex interface and technical problems require efforts of a directorate officer. CE/RD1-2 is also responsible for the management of the consultancy for monitoring and verification of the construction of the SCL project.

- (c) **Chief Engineer/Railway Development 1-3<sup>3</sup> (CE/RD1-3)** is responsible for the planning, construction and commissioning of the East West Corridor (EWC) of the SCL project and the preparation work for commissioning of the Tuen Ma Line (Kai Tak Station to Hung Hom Station), which involve extensive testing and commissioning, coordination of statutory inspections by respective authorities, supervision of trial operations to be conducted by MTRCL, and account finalization work. Apart from the SCL project, CE/RD1-3 is charged with the responsibility to oversee Tuen Mun South Extension (TMS) project and manage the associated detailed planning and design, reprovisioning works, land acquisition and gazettal procedures etc. Furthermore, CE/RD1-3 is also responsible for managing the Consultants in conducting the “Strategic Study on Railways beyond 2030” and the “Feasibility Study on Segregating Light Rail and Other Road Users at Selected Busy Junctions”. He also administers a computerised railway transport model, maintains a comprehensive database of transport statistics, and collates key planning and land use information to generate forecasts on rail patronage for different railway network configuration. CE/RD1-3 is also required to oversee numerous station improvement works proposed by the MTRCL related to railway operation.
- (d) **Chief Engineer/Railway Development 2-1 (CE/RD2-1)** is responsible for administering the Entrustment Agreement of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project signed between the Government and the MTRCL. CE/RD2-1 is required to oversee the remaining works being conducted by the MTRCL, and to review the finalisation of project accounts of the XRL project by the MTRCL. Besides, CE/RD2-1 is responsible for overseeing the planning of East Kowloon Line, North Island Line and Siu Ho Wan Station; and managing a consultancy study for reviewing the monitoring and control strategies for new railway projects. The duties of CE/RD2-1 involve complex project management and technical issues, which

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<sup>3</sup> It is a supernumerary post created on 1 April 2009 with the approval of the Finance Committee to be retained until 31 March 2022.



require liaisons, coordination and decision making at directorate level.

- (e) **Chief Engineer/Railway Development 2-2 (CE/RD2-2)** is responsible for overseeing the planning and design of the Hung Shui Kiu Station and South Island Line (West), which will involve complex interface and technical issues in connection with developments in the vicinity. CE/RD2-2 will also be actively engaged in the management of detailed planning and design of TCL Extension project. The management of the above projects requires the participation and supervision of professional directorate officers. CE/RD2-2 is also responsible for examining all development proposals put forward by public and private organisations near the existing and planned railway lines so as to ensure that the railway lines will not be adversely affected. CE/RD2-2 also takes part in various planning and development studies, such as the development on Lantau Island, in Fanling North, Kwu Tung North, New Territories North, Hung Shui Kiu, Tseung Kwan O and Wah Fu Estate, and provide comments from the perspective of railway development.

8. To conclude, the CEs in HyD are unable to take on the work of the proposed CE/RD2-3.

## Progress of Work by the Sustainable Lantau Office

As committed by the Administration at the meeting of the Finance Committee (FC) held in November 2017, the Sustainable Lantau Office (SLO) will report the progress of their work to the relevant Panel(s) of the Legislative Council (LegCo) regularly. While the background/scope of the new and on-going initiatives that takes forward the sustainable development of Lantau has been covered in the staffing proposal at **Enclosure 1**, this paper sets out the work progress of the different initiatives since SLO's last report to the Panel on Development of the LegCo on 20 January 2020.

### PROGRESS OF MAJOR TASKS

#### (1) Development Projects

Project	Latest Progress
Tung Chung New Town Extension (TCNTE) (comprising Tung Chung East (TCE) and Tung Chung West (TCW) extension areas)	<p>(a) The reclamation works of about 130 hectares in TCE extension area commenced in end 2017. Two public housing sites (about 7 hectares) and a commercial site of about 1.2 hectares were handed over to the Hong Kong Housing Authority (HKHA) and the Lands Department in March and June 2020 respectively for public housing development and land disposal. Two other public housing sites (about 3 hectares) were also handed over to the HKHA in October 2020 for public housing development.</p> <p>(b) The associated road and sewerage works in the first phase infrastructure works of TCW extension area were authorised under the Roads (Works, Use and Compensation) Ordinance (Chapter 370) and the Water Pollution Control (Sewerage) Regulation (Chapter 358, Subsidiary Legislation AL) in the second half of 2020.</p>

Project	Latest Progress
	(c) Funding for the construction of the first batch of main infrastructure works in TCNTE is being sought from the LegCo.
Infrastructure Works for Public Housing Development at Area 54, Tung Chung	Phase 1 works, comprising the construction of footpath, cycle track, cycle parking area and bus lay-by, etc., were substantially completed in July 2019. Phase 2 works, including the construction of a new carriageway and sewerage facilities, were also substantially completed in December 2020 to tie in with the public housing development project to be completed in 2021-2022.
Engineering Study on Road P1 (Tai Ho - Sunny Bay Section)	We briefed the LegCo Panel on Development in January 2020. We are seeking funding approval from the LegCo for launching the study.
Studies related to Artificial Islands in the Central Waters (the Central Waters Study)	We obtained funding approval from the FC of the LegCo in December 2020. We plan to commence the studies in mid 2021 for completion in 42 months.
Sunny Bay Reclamation	We are reviewing the programme for the Planning and Engineering Study on Sunny Bay Reclamation <sup>1</sup> .

## (2) Smart, Green and Resilient Initiatives

Initiative	Latest Progress
TCNTE	(a) The project adopts eco-shorelines in a bid to provide marine species with a relatively suitable habitat for colonisation and enhancing biodiversity. Three different eco-shorelines have been designed, namely mangrove, rocky and vertical

<sup>1</sup> Detailed planning of land uses and various assessments to establish the technical feasibility of the supporting infrastructure are included.

Initiative	Latest Progress
	<p>eco-shorelines. Site trials are in progress.</p> <p>(b) To protect the Tung Chung Stream more effectively, we will introduce the sustainable urban drainage system to ensure the water quality of the surface runoff discharged into the stream. Besides, to promote water friendly culture and ecological education, we plan to construct the first river park in Hong Kong, at Tung Chung Stream near Shek Mun Kap and Shek Lau Po.</p> <p>(c) We will introduce common utility tunnels. Besides, to enhance walkability and mobility, we will provide comprehensive road, footpath and cycle track networks, connected green and blue assets as well as user-friendly environment. We are also studying the feasibility of a real-time traffic modelling system for application in the TCNTE.</p> <p>(d) We are working with the relevant departments to introduce electric vehicle chargers, water intelligent network, automatic meter reading system and district cooling system.</p>
<p>Technological Application to Identify Vehicles without Valid Lantau Closed Road Permit</p>	<p>We commenced a Proof-of-Concept study in March 2020 on the application of technology to identify vehicles without valid permits entering the Lantau closed roads. Based on the preliminary design of the monitoring system, we are liaising with the Hong Kong Police Force and the Transport Department on the operation arrangements in the future.</p>

### (3) Conservation Initiatives

Initiative	Latest Progress
Lantau Conservation and Recreation Masterplan <sup>2</sup> (Masterplan)	We have formulated the Masterplan. We briefed the Lantau Development Advisory Committee (LanDAC) and circulated the Masterplan to the Islands District Council (IsDC) in December 2020.
Conservation of Ecologically Important Habitats	<p>(a) We briefed the LanDAC and green groups in January and June 2020 respectively on the preliminary findings of the Ecological Study for Pui O, Shui Hau, Tai O and Neighbouring Areas (the Study). We also gauged their views on the conceptual conservation measures for these three priority sites. We are currently in the final stage of the Study, which is anticipated to be completed in the first half of 2021.</p> <p>(b) Apart from the Study for the three priority sites mentioned above, we are undertaking the preparatory work of the consultants selection exercise for the ecological study on the second batch of areas covering San Tau to Sham Wat, Yi O and Shap Long, with a view to commencing the study in Q2 2021 tentatively.</p>
Lantau Conservation Fund (LCF)	(a) The LCF Advisory Committee (AC) was established in October 2020. The first meeting of the LCF AC was held in November 2020 in which the funding arrangement <sup>3</sup> for the conservation and

<sup>2</sup> The Masterplan was formulated based on the overarching principle of “Development in the North; Conservation for the South” devised in the Sustainable Lantau Blueprint. Being multi-faceted, the Masterplan represents a point-line-plane approach, with various attractions, activities and event bases linked up by connectors in terms of hiking trails, cycle track network, road/water transport to form five major themed clusters, including (i) North Lantau Recreation Corridor; (ii) Northwest Lantau Eco-Cultural Corridor; (iii) South Lantau Eco-Recreation Corridor; (iv) Rural Township Improvement; and (v) Hiking Hub.

<https://www.lantau.gov.hk/en/whats-new/Lantau-Conservation-and-Recreation-Masterplan.html>

<sup>3</sup> It included the scope, eligibility, application arrangement, assessment criteria and procedure, project implementation and monitoring requirements, etc.

Initiative	Latest Progress
	<p>related projects and the prioritisation of the first batch of minor local improvement works projects (MLIW) were discussed. In December 2020, we briefed the LanDAC and circulated an information paper on the LCF to the IsDC. We also invited the first round of funding applications for the conservation and related projects in December 2020.</p> <p>(b) Subsequent to the discussion in the first meeting of the LCF AC in November 2020, funding applications of the MLIWs for (i) water supply to remote village in Tai Long, (ii) improvement works for hiking facilities in Ngong Ping, and (iii) improvement of hiking trails and facilities near Lantau Peak, Sunset Peak and Pak Kung Au were approved by the LCF in December 2020. We will continue collaborating with various government departments to identify suitable MLIWs<sup>4</sup> for implementation under the LCF.</p>
Tackling Landfilling and Dumping of Construction and Demolition (C&D) Waste	<p>(a) We will continue collaborating with the relevant policy bureaux and departments such as through different administrative measures, to tackle landfilling and dumping of C&amp;D waste.</p> <p>(b) In July 2020, we wrote to the relevant stakeholders, including works departments, contractors, authorised persons and utility undertakers, and requested them to strengthen their monitoring and control over dumping of C&amp;D waste.</p>

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<sup>4</sup> The funding ceiling for each MLIW in this part of the LCF follows the prevailing financial ceiling applicable to Category D items under the relevant block allocation subheads of the Capital Works Reserve Fund promulgated by the Financial Services and the Treasury Bureau.

Initiative	Latest Progress
	<p>(c) The LCF can provide financial support to non-governmental organisations, local communities, land owners, etc. to carry out conservation and related projects involving private land or buildings; promote community involvement, education or research projects in Lantau, which will raise community awareness of the conservation of rural Lantau; and mobilise the community to put conservation into practice. In this regard, the LCF would also be conducive to conservation work on private lands.</p>
<p>Cultural and Historical Studies</p>	<p>(a) We are carrying out studies in phases on the culture and history of the villages in Lantau to investigate suitable conservation and revitalisation options, and will set up a cultural and historical database. The first phase of cultural and historical studies focusing on rural villages at north-west Lantau commenced in November 2019 for completion in 2022 tentatively, and the second phase of cultural and historical studies focusing on rural villages at south-east Lantau commenced in October 2020 for completion in 2023 tentatively.</p> <p>(b) In December 2019, we engaged consultants to collect views of key stakeholders and the public for developing a revitalisation strategy plan for Tung O Ancient Trail and the nearby villages. The relevant public engagement activities are being carried out and the study is expected to be completed in Q1 2021.</p>

#### (4) Leisure and Recreation Initiatives

Initiative	Latest Progress
Lantau Trails and Recreation Plan	<p>(a) We have formulated a Lantau Trails and Recreation Plan and are preparing a programme to take forward and implement different proposed projects and initiatives in phases.</p> <p>(b) We commenced a study in July 2020 for improving the trails in Lantau and constructing a Round-the-Lantau Route to link up the attractive points in Lantau. In addition, we are preparing to engage consultants in 2021 to undertake the preliminary design work for the implementation of sustainable and low-impact eco-recreation and education initiatives that are feasible in South Lantau, including the roads along the catchwater and the areas near Shek Pik Reservoir.</p> <p>(c) In view of the well-received toilet improvement works completed earlier, we installed an additional sustainable waterless toilet at Shap Long in August 2020. Other improvement works completed in 2020 include the campsite improvement works at Shek Pik and Nam Shan, and the beautification of a section of the Nei Lak Shan Country Trail of around 100 metres.</p> <p>(d) We are liaising with the Agriculture, Fisheries and Conservation Department on the provision, planning and design of various supporting facilities at country parks, including provision of viewing platforms, wind shelters, camping facilities and hiking hubs, etc.</p> <p>(e) The trial scheme to increase weekend ferry schedules to/from Tai O has been further</p>



Initiative	Latest Progress
	<p>extended for one year to September 2021. We are collaborating with the relevant departments to explore improvement measures for way finding/signage to the Tung Chung Development Pier to further promote the use of water transport.</p>
<p>Improvement and Expansion Works for Mountain Bike Trail (MBT) Networks</p>	<p>(a) The expansion of MBT networks and provision of a practice ground in Mui Wo were substantially completed in 2019. The construction of the remaining MBT network in Chi Ma Wan was also substantially completed in September 2020.</p> <p>(b) We have engaged consultants in April 2020 to carry out the detailed design work for the expansion of MBT networks (Remaining Phase) connecting Mui Wo and Pui O.</p>
<p>Beautification of Old Tung Chung Road</p>	<p>We are collaborating with the relevant departments to enhance the scenery of the old Tung Chung Road between Pak Kung Au and Cheung Sha through implementing landscape improvement works.</p>

**(5) Local Improvement Works**

Improvement Works	Latest Progress
<p>Improvement Works at Mui Wo</p>	<p>We have kicked off a public engagement exercise in November 2020 on the facelifting proposal around Mui Wo Ferry Pier, which includes the construction of an entrance plaza and a waterfront promenade as well as the reprovision of the cooked food market, cycle parking area and public transport interchange. We will then consolidate the comments received and proceed to finalise the layout design.</p>

Improvement Works	Latest Progress
Improvement Works at Tai O	The detailed design of Phase 2 Stage 2 works, comprising footbridge construction, enhancement of existing space for holding community and cultural events, and upgrading of the Yeung Hau Temple garden, is in progress. We have consulted the relevant stakeholders including the Tai O Rural Committee and IsDC in February and September 2020 respectively. Moreover, the preliminary design of the remaining works, comprising construction of a promenade and improvement works to local trails and supporting infrastructure, is underway.
Improvement Works at Ma Wan Chung	The beautification works, including the beautification of the footbridge and Tung Chung Public Pier, etc., were completed in January 2020 while the other works including construction of coastal pedestrian access, car parking facilities, drainage and sewerage works, etc. will be taken forward in phases under the TCNTE project.
Local Roads and Pier Facilities Improvement Works in South Lantau	We are undertaking the “Study on Traffic, Transport and Capacity to Receive Visitors for Lantau” to examine the internal traffic and transport (including possible road and pier improvement works), possible green transport as well as the capacity to receive visitors for Lantau. The study is expected to be completed in the second half of 2021.

**(6) Public Engagement, Education and Promotion Activities**

Activity	Latest Progress
Public Engagement	(a) We have actively engaged relevant academics, professionals and experts in our different studies and projects. We have arranged five expert groups/panels to provide

Activity	Latest Progress
	<p>views and strategic directions on topics related to nature conservation, receiving capacity for visitors and green transport for Lantau, trails and recreation initiatives, cultural conservation, and public relations strategy for Lantau development and conservation.</p> <p>(b) In respect of the development of the artificial islands in the Central Waters, we will continue our efforts to explain the project objectives and directions of the technical studies to the public. We will continue engaging various professionals and young people to exchange views on the opportunities, planning and design of the artificial islands. Besides, SLO has proactively engaged relevant stakeholders to discuss the suggestions on smart, green and resilient initiatives. These stakeholders include academic and scientific research institutions, professional institutions, industry organisations and companies, etc. in the fields of smart cities, new technologies and environmental measures.</p>
Education	<p>(a) We have originally arranged guided tours and talks under the School Promotion Programme and prepared to collaborate with relevant government departments or non-governmental organisations through different activities to enhance the public awareness and promote community participation regarding Lantau conservation. These educational activities have been put on hold since late January 2020 due to the COVID-19 pandemic. Subject to the latest situation of the pandemic, we will resume and conduct these educational activities progressively.</p> <p>(b) We organised an online public workshop, in</p>

Activity	Latest Progress
	<p>collaboration with the World Wild Fund for Nature Hong Kong, in October 2020 to promote the importance in conservation of coastal areas of Shui Hau in Lantau.</p> <p>(c) As one of the supporting organisations in an online education programme organised by the Hong Kong Extra-curricular Activities Masters Association, during the period from November 2020 to January 2021, we promoted the nature and cultural conservation and sustainable development of Lantau through publicising relevant articles.</p>
Promotion	<p>(a) We have launched a roving exhibition with the theme of green living at Lantau in November 2020 to promote the initiatives of SLO in this aspect.</p> <p>(b) We have been promoting the conservation and sustainable development of Lantau through online platforms (e.g. websites and social media platforms).</p> <p>(c) We held a briefing session for the potential applicants of the LCF in November 2020. We also promoted the LCF by releasing e-posters and easy digest at online platforms.</p> <p>(d) We have explained the objectives of the Central Waters Study to the public and relevant stakeholders on different occasions. We have also conveyed such messages to the public through distribution of leaflets and online platforms (e.g. websites and social media platforms).</p>

**Development Bureau  
Civil Engineering and Development Department  
February 2021**