

**立法會**  
**Legislative Council**

LC Paper No. CB(1)39/2023  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/DEV

**Panel on Development**

**Minutes of the special meeting  
held on Thursday, 29 December 2022, at 2:30 pm  
in Conference Room 3 of the Legislative Council Complex**

- Members present** : Hon Tony TSE Wai-chuen, BBS, JP (Chairman)  
Hon LAU Kwok-fan, MH, JP (Deputy Chairman)  
Hon Starry LEE Wai-king, GBS, JP  
Ir Dr Hon LO Wai-kwok, GBS, MH, JP  
Hon Stanley NG Chau-pei, SBS  
Dr Hon Dennis LAM Shun-chiu, JP  
Hon Andrew LAM Siu-lo, SBS, JP  
Dr Hon Wendy HONG Wen  
Hon Edward LEUNG Hei  
Hon CHAN Yuet-ming, MH  
Hon CHAN Hok-fung, MH, JP  
Hon Kenneth FOK Kai-kong, JP
- Members attending** : Hon Mrs Regina IP LAU Suk-ye, GBM, GBS, JP  
Hon Steven HO Chun-yin, BBS, JP  
Hon YUNG Hoi-yan, JP  
Hon Vincent CHENG Wing-shun, MH, JP  
Hon LAI Tung-kwok, GBS, IDSM, JP
- Members absent** : Hon Michael TIEN Puk-sun, BBS, JP  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Hon Doreen KONG Yuk-foon  
Ir Hon LEE Chun-keung  
Hon Judy CHAN Kapui, MH  
Hon Louis LOONG Hon-biu

**Public Officers  
attending**

**: Agenda item I**

Ms Bernadette LINN, JP  
Secretary for Development

Mr Vic YAU Cheuk-hang, JP  
Deputy Secretary for Development (Planning &  
Lands)1

Mr Roger WONG Yan-lok, JP  
Deputy Secretary for Development (Works)2

Mr Michael FONG Hok-shing, JP  
Director of Civil Engineering and Development

Mr Jacky WU Kwok-yuen, JP  
Head of the Sustainable Lantau Office  
Civil Engineering and Development Department

Mr Raymond IP Wai-man  
Deputy Head of the Sustainable Lantau Office  
(Works)  
Civil Engineering and Development Department

Mr Ivan CHUNG Man-kit, JP  
Director of Planning

Ms Ginger KIANG Kam-yin, JP  
Deputy Director of Planning/Territorial

**Clerk in attendance** : Ms Connie HO  
Chief Council Secretary (1)2

**Staff in attendance** : Miss Tania TANG  
Senior Council Secretary (1)2

Mr Raymond CHOW  
Senior Council Secretary (1)8

Miss Joey LAW  
Clerical Assistant (1)2

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(Index of proceedings of the meeting is attached at the **Appendix**.)

**I. Study on the Artificial Islands in the Central Waters**

(LC Paper No. CB(1)930/2022(01) — Administration's paper on Study on the Artificial Islands in the Central Waters

LC Paper No. CB(1)930/2022(02) — Paper on the development of artificial islands in the Central Waters prepared by the Legislative Council Secretariat (Updated background brief)

LC Paper No. CB(1)941/2022(01) — Letter dated 23 December 2022 from Hon Steven HO Chun-yin on Study on the Artificial Islands in the Central Waters (Chinese version only))

With the aid of a powerpoint presentation, the Administration made an interim report to the Panel on the ongoing Study on the Artificial Islands in the Central Waters, which included the preliminary proposals in four aspects, namely the reclamation extent, broad land use, strategic transport infrastructure and possible financing options.

*(Post-meeting note: A soft copy of the powerpoint presentation materials was circulated to members by email vide LC Paper No. CB(1)948/2022(01) on 30 December 2022.)*

2. The Chairman advised that some organizations and members of the public had made written submissions to the Panel on this agenda item, and those submissions had been forwarded to the Administration for reference. A letter issued by Mr Steven HO raising concern about the impacts of the proposed artificial islands project on the fisheries industry (LC Paper No. CB(1)941/2022(01)) (Chinese version only) had also been forwarded to the Administration for a response. In addition, a letter issued by Ms CHAN Yuet-ming proposing a site visit along the Shenzhen River by the Panel during the next session (LC Paper No. CB(1)939/2022(01)) (Chinese version only) was circulated to members for reference. The Chairman added that the decision as to how to follow up on Ms CHAN's proposal could be left to the newly-elected Chairman after the election for chairmanship at the first meeting of the 2023 session.

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(*Post-meeting note:* The response of the Administration to the letter of Mr Steven HO was circulated to members by email vide LC Paper No. CB(1)22/2023(01) on 16 January 2023.)

3. Dr Wendy HONG declared that the company to which she belonged might take part in the project of artificial islands in the Central Waters in the future.

4. The Deputy Chairman, Mr Andrew LAM, Mr CHAN Hok-fung, Ir Dr LO Wai-kwok, Dr Wendy HONG and Mr Stanley NG welcomed the development of artificial islands in the Central Waters. They took the view that the endeavour could help the Administration expand land resources and build up a land reserve and its assuming of a leading role in land supply.

Cost-effectiveness and implications of artificial islands development

5. Some Members expressed dissatisfaction with the Administration's lack of enthusiasm in developing new land in the past causing the land shortage problem of Hong Kong to remain unresolved for a long time, and they opined that creation of land through reclamation was preferable to other land supply options and the benefits generated from reclamation far outweighed its cost. They asked if the Administration could provide more detailed data on the construction cost, land sale revenue and economic benefits pertaining to the proposed Kau Yi Chau Artificial Islands ("KYCAI") and opined that such data should factor in, among other things, the inflation rate, the possible cost increase arising from the concurrent implementation of multiple major projects, the implications of projected economic and population growth on land demand, and geopolitical risks. Members also remarked that the Administration should not solely consider the profitability of infrastructure projects in deciding whether the projects should be taken forward.

6. The Administration shared Members' view that profitability should not be taken as the sole consideration in taking forward infrastructure projects and stated its view that attention should be focused on the social and economic benefits to be brought about by the relevant infrastructure and development projects in the long run. The Administration had provided in the discussion paper information on the construction cost and economic benefits of KYCAI to illustrate the other social and economic benefits (including the around \$200 billion of value-added expected to be generated each year from the associated economic activities upon the full development of the artificial islands) that could be brought about by the relevant development in addition to the land sale revenue. The Administration would further evaluate the benefits to be generated from the relevant development and would provide the details when it submitted the funding application to the Legislative Council ("LegCo") in 2024 for carrying out the detailed design and

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site investigation of the artificial islands project. As regards the construction cost, the Administration usually provided the project cost estimate in money-of-the-day prices when it sought funding approval from LegCo for implementing the relevant project. In the light of the concerns over the artificial islands project in society, the Administration deliberately provided at this stage the project cost estimate in current prices. The Administration would also provide the latest project cost estimate in the light of the study progress when it sought funding approval from LegCo in 2024 for carrying out the detailed design and site investigation of the artificial islands project and would make a more thorough estimate when it sought funding approval from LegCo in 2025 for works implementation.

7. Regarding the construction cost of the artificial islands project, Members noted that by adjusting the estimate of \$500 billion in September 2018 prices solely based on civil engineering related indexes, it was roughly estimated that the total project cost would amount to about \$580 billion in the second quarter of 2022. In this connection, Members requested the Administration to provide the cost breakdown of the reclamation works, infrastructure facilities and strategic transport infrastructure of the artificial islands project.

8. In response, the Administration advised that of the project cost of around \$580 billion, almost 30% would be used for the reclamation works of KYCAI, around 20% for the construction of infrastructure facilities of the artificial islands, and the remaining about 50% for the development of the strategic transport infrastructure.

9. Members enquired whether the unit cost of creating land through reclamation around Kau Yi Chau was higher than that of resuming land in the New Territories for alternative development, and whether the cost of infrastructure development on KYCAI was higher than that in the New Territories. Some Members took the view that if the expenses incurred by the Administration for compensating the affected brownfield operators were taken into account on top of the ex-gratia zonal compensation, the cost of land resumption in the New Territories was even higher than that of land creation through reclamation.

10. The Administration explained that the construction cost of creating land through reclamation around Kau Yi Chau (about \$1,600 per square foot) was largely comparable to the cost of land resumption in the New Territories (about \$1,500 per square foot based on the compensation rate for the Tier One zone under the Ex-gratia Zonal Compensation System). For land resumption in the New Territories, apart from providing the aforesaid compensation for landowners, the Administration was also required to offer compensation to the

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affected business operators and residents and handle a variety of social impacts arising from the clearance and accommodation exercises.

11. Given that a number of major projects such as the reclamation works of KYCAI, the Northern Metropolis development and the three major road projects and three strategic railway projects would commence one after another, Members urged the Administration to take forward the aforesaid projects in an orderly manner, including proper control of the time schedule of the reclamation works of the artificial islands and forestalling a significant increase in the cost of reclamation materials and labour cost. The Administration should also train up local workers for them to join the construction industry rather than rely on imported foreign labour to meet the manpower demand of the construction industry. It should also be ensured that the Government was financially capable of meeting the relevant works expenditures at one and the same time.

12. The Administration replied that it was expected that the construction waste stockpiled in the public fill banks would make up over half of the reclamation materials for the reclamation works of KYCAI, with manufactured sand making up the rest. The Administration had made initial contact with Mainland suppliers and obtained a certain grasp of the source of supply and prices of manufactured sand. To cope with the manpower demand of the construction industry, the Construction Industry Council was conducting an assessment on the supply of and demand for manpower in the industry. On the other hand, the Administration would also give holistic consideration to various aspects such as the use of advanced construction techniques and strengthening manpower training and was expected to make a presentation on the manpower demand of the construction industry in mid-2023.

13. Some Members were concerned whether the Administration had sufficient resources to concurrently take forward two major development projects, namely KYCAI and the Northern Metropolis, and expressed their view that instead of spending huge sums of money and a long time on developing artificial islands at a location far away from the urban area, the Administration should rather focus on the development of the Northern Metropolis, thereby enhancing the cooperation between Shenzhen and Hong Kong and leveraging the complementary advantages with other cities in the Guangdong-Hong Kong-Macao Greater Bay Area (“the Greater Bay Area”), as well as integrating into the overall development of the country.

14. In response, the Administration advised that KYCAI was not far from the Hong Kong-Zhuhai-Macao Bridge and the Hong Kong International Airport, which was advantageous to connection with other cities in the Greater Bay Area and the world and integration into the overall development of the country. The Administration added that upon commencement, the expenditure of the

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artificial islands project, together with that of other capital works of the Government, would amount to about 4% of the Gross Domestic Product (“GDP”). For reference, at the peak of the Hong Kong Airport Core Programme in the 1990s, government spending on capital works accounted for about 6% of GDP. In view of the above, the Administration considered that there was room for the concurrent implementation of both the projects of KYCAI and the Northern Metropolis, which were the two strategic growth areas in Hong Kong. The Administration would draw up plans on the cash flow arrangement and financing options (including leveraging the market forces as appropriate) for these two development projects.

15. Members were concerned about the implications of the concurrent implementation of the two major projects of KYCAI and the Northern Metropolis on the Government’s fiscal position and the construction industry and suggested that in the future, the Administration should make timely report to the Panel on the state of development of both projects. The Administration advised that a number of studies on the Northern Metropolis would be completed successively in the second half of 2023 and the relevant action agenda would be published in the same year. The Administration would also submit the funding application to LegCo in early 2024 for carrying out the detailed design and site investigation of the KYCAI project. The Administration therefore expected that a presentation could be made to Members in 2024 regarding the construction arrangements and the project cost estimates in money-of-the-day prices of the two aforesaid development projects.

16. Members enquired, given the prolonged implementation period of the entire KYCAI reclamation and possible changes in the social and economic environment during the period, whether the Administration would conduct proper risk management in taking forward the reclamation works of the artificial islands, such as studying the feasibility of implementing the relevant works in phases. The Administration stressed that the development of KYCAI could provide the land that Hong Kong needed for creating the strong impetus for its growth and building a liveable city to attract talents to come to the city for development. At the same time, the Administration would allow for flexibility in the land use of the artificial islands so as to flexibly cope with the ever-changing social and economic environment.

17. Concerned about the impacts of the reclamation works of KYCAI on the fisheries industry and the marine navigation channels, some Members asked the Administration to provide an elaborate account of its short-, medium- and long-term measures for supporting the affected fishermen (e.g. reviewing the mechanism for granting ex-gratia allowances to the affected fishermen and developing a fisherman’s wharf on the artificial islands) and engage fisheries organizations in the discussion on the subject. Also concerned as to whether the

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aforsaid measures could benefit the affected fishermen in a timely manner, Members suggested that the Administration should allow fishing vessels and other vessels to fish and navigate respectively in the Central Waters where reclamation was proposed by modelling on the practice of traffic separation adopted in the waters south of Lantau.

18. The Administration advised that it would render assistance to the fishermen affected by the reclamation works of KYCAI in four ways, including (a) developing a fisherman's wharf and facilities for water sports and yachts on KYCAI and in nearby waters to support the upgrading and transformation of the fisheries industry, and maintaining close communication with fisheries organizations on the details of those measures; (b) reviewing the mechanism for granting ex-gratia allowances to the affected fishermen; (c) enhancing the overall competitiveness of the fisheries industry through the Sustainable Fisheries Development Fund; and (d) giving consideration to compensating the affected fishermen by arranging them to operate in other local waters. Moreover, the Administration was studying the extent and magnitude of the impacts of the reclamation works of KYCAI on the marine navigation channels and would maintain close communication with fisheries organizations on the subject.

Design and land use of the artificial islands

19. Members noted the Administration's preliminary proposal that KYCAI would comprise three islands (i.e. Island A, Island B and Island C), forming a Y-shaped channel separating the islands. Some Members were concerned why the Administration proposed the adoption of such a "three-island configuration" which might incur a higher construction cost than a "one-island configuration" as it would require, for instance, the construction of longer breakwaters due to the longer coastline of the three islands and construction of bridges to connect the islands. Some Members were also concerned whether the width of the channels between the three islands was sufficient to allow the appropriate flow of water in the surrounding waters and about the impacts of the reclamation works of the artificial islands on the residents and environment of Peng Chau nearby.

20. The Administration stressed that the "three-island configuration" was necessary and advised that it had proposed the adoption of such a design for the construction of KYCAI after fully considering the impacts of the reclamation works on the water quality and ecology (e.g. the coral communities) nearby. The islands were separated by channels of considerable width, and the design of those channels would be aligned with the prevailing wind direction and the tidal stream. A panel comprising local, Mainland and overseas experts had also been set up to provide views on the design of the artificial islands. The relevant experts were of the view that the design currently proposed for the artificial islands was appropriate. Moreover, according to the Administration's estimate,



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the reclamation cost under the “three-island configuration” was only 3% higher than that under a “one-island configuration”.

21. Some Members were of the view that in the light of future changes in the work-live-play lifestyle (e.g. working from home), the Administration should consider whether the design layout of KYCAI, which had the bulk of its commercial gross floor area (“GFA”) measuring about 4 million square metres provided in one Central Business District (“CBD”) covering a land area of about 100 hectares and another about 1 million square metres of commercial GFA spread out in seven communities, could cope with the future trends of development. Members were also concerned that the development of the artificial islands could not attain a home-job balance. In particular, 70% of the residential units to be constructed on the artificial islands would be of public housing which generally accommodated grass-roots households, giving rise to a mismatch with the manpower profile of CBD on the artificial islands which provided mainly professional jobs and making it necessary for many residents to take up employment in other districts in the future.

22. The Administration advised that it planned the supply of land for housing on KYCAI based on the assumed public-private split of 70:30 according to the housing production target under the current Long Term Housing Strategy. However, it would make holistic consideration in the light of the future circumstances of housing supply and demand and adjust the housing split on the artificial islands at the appropriate time if necessary. Moreover, CBD on the artificial islands was expected to provide about 200 000 employment opportunities. Given the work-live-play theme embodied in the planning objectives of CBD on the artificial islands, such employment opportunities should not be restricted to industries such as finance and professional services, but would include many jobs related to retail, catering, culture and entertainment as well as tourism. The Administration also advised that local employment for all residents on the artificial islands was an impractical goal to aim for. Therefore, the Administration would make proper planning of the supporting transport infrastructure connecting to the artificial islands to facilitate the commute of residents to and from other parts of Hong Kong in the future.

23. Members enquired about the respective positioning of the three CBDs located in Central, Kowloon East and on KYCAI. The Administration explained that industry members generally welcomed the development of a third CBD (“CBD3”) on KYCAI. This CBD was expected to have different supporting facilities and embrace a different direction of design from the two existing CBDs in Central and Kowloon East and the positioning of it was also different. The Administration would continue to receive views from industry members on the relevant development and design of CBD on the artificial islands.

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24. Some Members suggested that the Administration should provide long-term uncompleted flats on KYCAI under the Home Ownership Scheme and provide decanting space on the artificial islands to facilitate urban renewal. There was also a view that youth hostels and flats under the Starter Homes Pilot Project for Hong Kong Residents should be developed on the artificial islands to meet the housing needs of the youth. The Administration undertook to study Members' suggestion on providing decanting space on KYCAI. In planning the artificial islands, the Administration had also introduced the more forward-looking parameters, including assuming an increase in the average flat size of public and private housing on the artificial islands, so as to make it possible for island residents to enjoy a larger per-capita living space.

25. Members were concerned how the Administration coped with the impacts of global warming and rising sea levels on KYCAI and other low-lying coastal areas. The Administration advised that an expert panel on reclamation and coastal resilience had been set up to provide advice on the design of the artificial islands. The relevant panel was of the view that the design of the artificial islands was appropriate.

Supporting transport facilities

26. Regarding the Administration's proposal of developing the strategic transport infrastructure (i.e. the Hong Kong Island West—Northeast Lantau Link and the Hong Kong Island West—Hung Shui Kiu Rail Link), some Members were concerned that the capacity of roads and railways in Hong Kong Island West ("HKIW") had been saturated and enquired whether the Administration would consider enhancing the capacity of those roads and railways to cope with the additional traffic volume arising from the proposed strategic transport infrastructure. Some Members also requested the Administration to provide detailed information on the landing points of the proposed strategic transport infrastructure in HKIW.

27. The Administration replied that the proposed strategic transport infrastructure, after completion, was expected to divert the traffic between Kowloon, the New Territories and HKIW. Meanwhile, the commuting pattern of the public would also change after the completion of KYCAI. For instance, residents of KYCAI and HKIW could travel to New Territories Northwest or KYCAI for work or shopping by the strategic transport infrastructure. As such, HKIW might not see further increase in traffic load. Moreover, the Administration, after initial studies, took the view that the trunk roads in HKIW were able to handle the additional traffic volume arising from the proposed strategic road. Furthermore, the relevant departments were also carrying out the study and preliminary design for the slip road from Rumsey Street Flyover to

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Pedder Street Underpass with a view to increasing the road capacity at the new Central harbourfront.

28. Some Members enquired about the alignment of the proposed strategic rail link and enquired whether the Administration would implement the other proposals under the Lantau Tomorrow Vision (e.g. the proposed near-shore reclamation works at Sunny Bay and Lung Kwu Tan) except the development of KYCAI.

29. The Administration explained that the proposal on a railway section between Tuen Mun East and the river trade terminal in Tuen Mun West would be studied under the Planning and Engineering Study for Lung Kwu Tan Reclamation and the Re-planning of Tuen Mun West Area, and the funding application for commencing the above planning and engineering study would be submitted to LegCo in due course. The Administration had proposed that connection points be provided at Tuen Mun East to enable connection works in the future.

30. Members suggested that the Administration should consider constructing a bridge linking Peng Chau and KYCAI to improve the external transport of Peng Chau. The Administration advised that it adopted an open mind towards the suggestion and would consider the feasibility of the suggestion from the planning and technical points of view.

Other views and concerns

31. Members took the view that the Administration should formulate forward-looking policies on population and industries to dovetail with the development of KYCAI and maximize the economic benefits of the relevant development. Some Members suggested that the Administration should pioneer the development of new industries (e.g. care services for the elderly and a university town) on the artificial islands to drive the development momentum there and provide suitable employment opportunities for island residents. Some Members were also concerned whether the development of artificial islands could resolve the pressing housing problems in Hong Kong.

32. In response, the Administration advised that apart from resolving the pressing housing problems, it should also make planning for the long-term development of Hong Kong from a forward-looking perspective. With its provision of about 1 000 hectares of land and development of CBD3, the development of KYCAI could add impetus to Hong Kong's development and enhance its competitiveness.

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33. Members noted that the Administration planned to commence the reclamation works of KYCAI in 2025 to enable the first population intake to take place in 2033. They enquired whether such a project schedule had taken into account the reduction in the time required upon the passage of the bill to streamline development-related statutory processes (i.e. the Development (Town Planning, Lands and Works) (Miscellaneous Amendments) Bill 2022) (“the Bill”) by LegCo and whether the reclamation could be further expedited.

34. The Administration advised that since the ecological baseline survey for the reclamation works of KYCAI had commenced, the recent proposal of the Environment and Ecology Bureau to streamline the processes under the Environmental Impact Assessment Ordinance (Cap. 499) might not help expedite the reclamation. However, the Bill included amendments to the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127) to the effect that authorization of reclamations could take place without there being an outline zoning plan made under the Town Planning Ordinance (Cap. 131) in place. In formulating the time schedule of the reclamation works of the artificial islands, the Administration had taken into account the reduction in the time required should the above proposed amendments be endorsed. The Administration also advised that there was not much room for further compressing the time required for the reclamation.

*[At 3:44 pm, the Chairman ordered that the meeting be extended for not more than 15 minutes.]*

**II. Any other business**

35. The Chairman said that it was the last meeting of the Panel in the 2022 session. He thanked members and the Administration for their participation in the work of the Panel, as well as the Secretariat for the support it provided.

36. There being no other business, the meeting ended at 4:14 pm.

Council Business Division 1 and Public Complaints Office  
Legislative Council Secretariat  
17 January 2023

**Proceedings of the special meeting of the Panel on Development  
on Thursday, 29 December 2022, at 2:30 pm  
in Conference Room 3 of the Legislative Council Complex**

Time Marker	Speaker(s)	Subject(s)	Action Required
<b>Agenda Item I – Study on the Artificial Islands in the Central Waters</b>			
<a href="#">000347</a> – <a href="#">002605</a>	Chairman Administration	Briefing by the Administration [LC Paper Nos. CB(1)930/2022(01) and CB(1)948/2022(01)]	
<a href="#">002606</a> – <a href="#">003256</a>	Chairman Mr Andrew LAM Administration	Cost comparison between land creation through reclamation plus infrastructure development around Kau Yi Chau and land resumption for alternative development in the New Territories  How the Administration coped with the impacts of global warming and rising sea levels on the proposed Kau Yi Chau Artificial Islands (“KYCAI”) and other low-lying coastal areas	
<a href="#">003257</a> – <a href="#">004119</a>	Chairman Mr CHAN Hok-fung Administration	Implications of the proposed “three-island configuration” on the reclamation cost, and the width of the Y-shaped channel  Proposed land use of KYCAI  Enhancing the capacity of roads and railways in Hong Kong Island West (“HKIW”)  Suggestion of constructing a bridge linking Peng Chau and KYCAI	
<a href="#">004120</a> – <a href="#">004733</a>	Chairman Deputy Chairman Administration	Cost comparison between land creation through reclamation around Kau Yi Chau and land resumption for alternative development in the New Territories  Impacts of streamlining development-related statutory processes on the time schedule of the reclamation works of KYCAI and whether the Administration could expedite the reclamation  Alignment of the proposed strategic railway  Whether the Administration would implement the other recommendations under the Lantau Tomorrow Vision	

Time Marker	Speaker(s)	Subject(s)	Action Required
<a href="#">004734</a> – <a href="#">005509</a>	Chairman Mr Steven HO Administration	Impacts of the reclamation works of KYCAI on the fisheries industry and the marine navigation channels, and details of the Administration's support measures for the affected fishermen	
<a href="#">005510</a> – <a href="#">010409</a>	Chairman Mrs Regina IP Administration	<p>Impacts of the reclamation works of KYCAI on the residents and environment of Peng Chau</p> <p>Suggestion of constructing a bridge linking Peng Chau and KYCAI</p> <p>More detailed data on the construction cost and land sale revenue of the artificial islands</p> <p>Proper risk management in taking forward the reclamation works of KYCAI</p>	
<a href="#">010410</a> – <a href="#">011201</a>	Chairman Ir Dr LO Wai- kwok Administration	<p>Cost breakdown of the reclamation works, infrastructure facilities and strategic transport infrastructure of KYCAI</p> <p>Implications of the proposed “three-island configuration” on the reclamation cost</p> <p>Formulating forward-looking policies on population and industries to dovetail with the development of the artificial islands</p>	
<a href="#">011202</a> – <a href="#">011814</a>	Chairman Ms CHAN Yuet- ming Administration	<p>Whether the development of KYCAI could attain a home-job balance</p> <p>Whether the development of artificial islands could resolve the pressing housing problems in Hong Kong, and the impacts of the relevant development on the environment</p> <p>Focusing on the development of the Northern Metropolis</p>	
<a href="#">011815</a> – <a href="#">012601</a>	Chairman Dr Wendy HONG Administration	<p>Layout of the commercial sites on KYCAI</p> <p>Whether the layout of the public housing and the Central Business District on the artificial islands would give rise to the problem of manpower mismatch</p> <p>Suggestion of developing youth hostels and housing units under the Starter Homes Pilot Project for Hong Kong Residents on the artificial islands</p> <p>Pioneering the development of new industries on the artificial islands to drive the development momentum</p>	

<b>Time Marker</b>	<b>Speaker(s)</b>	<b>Subject(s)</b>	<b>Action Required</b>
<a href="#">012602</a> – <a href="#">013332</a>	Chairman Ms Starry LEE Administration	How the Administration took forward various major projects in an orderly manner and conducted proper risk management in taking forward the reclamation works of KYCAI	
<a href="#">013333</a> – <a href="#">013952</a>	Chairman Mr Stanley NG Administration	Details of the economic benefits to be brought about by the development of KYCAI  How the Administration took forward various major projects in an orderly manner  The respective positioning of the three Central Business Districts in Central, Kowloon East and on KYCAI	
<a href="#">013953</a> – <a href="#">014215</a>	Chairman Mr Andrew LAM Administration	Need of breakthroughs in the Administration’s smart city and sustainable development strategies for KYCAI (e.g. management of the agricultural and fisheries industries)  Releasing some of the sites earmarked for mobility-related infrastructure on the artificial islands for alternative uses to facilitate the more effective use of land resources  Landing points of the proposed strategic transport infrastructure in HKIW	
<a href="#">014216</a> – <a href="#">014419</a>	Chairman Mr CHAN Hok-fung Administration	Enhancing the capacity of roads and railways in HKIW	
<a href="#">014420</a> – <a href="#">014640</a>	Chairman Dr Wendy HONG Administration	Control of the time schedule of the reclamation works of KYCAI and forestalling a significant increase in the cost of reclamation materials and labour cost	
<b>Agenda Item II – Any other business</b>			
<a href="#">014641</a> – <a href="#">014758</a>	Chairman	Closing remarks	

Council Business Division 1 and Public Complaints Office

Legislative Council Secretariat

17 January 2023