
Chapter 2

Land, Housing and Transportation

Preamble

Land is fundamental to Hong Kong's sustainability in terms of social and economic development and people's livelihood. In the short term, we will optimise the use of built-up land and its surrounding areas through land use rezoning and increasing development density as appropriate to meet the community's demand for land for housing and other purposes. In the medium term, we will make vigorous efforts to build up new development areas and extend new towns, so as to develop the next generation of new towns which will provide people with high-quality places to live and work, and strike the balance among housing, economic and community development and employment opportunities. For the longer term, we are considering reclamation outside the Victoria Harbour, cavern and underground space development, and exploring potential development areas in New Territories North, Lantau and the central waters. Supply of land takes time. We must prepare for the future and work out, through "Hong Kong 2030+", a visionary and flexible long-term territorial strategy for Hong Kong's overall development. The aim is to create sufficient capacity and build up a land reserve to address Hong Kong's future challenges arising from economic and social development, an ageing population and people's aspirations for improved living space and better quality of life.

Regarding housing policy, the Government announced the new Long Term Housing Strategy in end 2014. According to the strategy, our policy objectives for housing are to (a) assist grassroots families in securing public rental housing (PRH) to meet their basic housing needs; (b) assist the public in choosing accommodation according to their affordability and personal circumstances, and encourage those who can afford it to buy their own homes; (c) provide subsidised home ownership flats on top of PRH so as to build a progressive housing ladder; and (d) maintain the healthy and steady development of the private residential property market, with priority given to meeting the needs of Hong Kong permanent residents amidst a tight supply situation.

In accordance with the framework established under the Long Term Housing Strategy, we have drawn up and implemented various policy initiatives to increase housing land supply through a continued multi-pronged approach, expedite and increase the production of public housing flats for rental and sale, and project the rolling 10-year housing supply target while maintaining the 60:40 split between public and private housing supply. In the process of identifying land for housing development, public support is of vital importance. To support land and housing development, we will provide suitable transport facilities. However, our society as a whole is required to make difficult and tough choices and accept trade-offs.

Regarding transport, we will continue to encourage the use of public transport services and maintain a multi-modal public transport network, with railway as the backbone, complemented by other services such as buses, public light buses and taxis. We will also continue to enhance road-based transport services in order to ease road congestion, improve service efficiency, alleviate the pressure on

fare increases and reduce roadside emissions. We will continue to introduce other measures to alleviate road congestion.

The West Island Line was fully commissioned in March 2015. We are taking forward the other four railway projects under construction in full swing. Among them, the commissioning of the Kwun Tong Line Extension is expected to be in the third or fourth quarter of this year, and that of the South Island Line (East) at the end of this year.

In addition, we will continue to implement another seven new railway projects in the planning horizon up to 2031 according to the preliminary schedule recommended in the Railway Development Strategy 2014. Through the Public Transport Strategy Study which has been rolled out progressively since late 2014, we are systematically examining the roles and positioning of public transport services other than heavy rail.

To enhance Hong Kong's external transport links, we are pressing ahead with the construction of the local projects of the Hong Kong-Zhuhai-Macao Bridge and the Liantang/Heung Yuen Wai Boundary Control Point project.

New Initiatives

We will:

Updating Development Strategy

- Conduct the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” study and its public engagement exercise to examine the strategy and possible options for overall spatial planning, and for land and infrastructure development for Hong Kong beyond 2030, with a view to adopting it as the territorial development strategy that caters for the latest planning circumstances in Hong Kong as well as creates sufficient capacity for sustainable development. (DEVB)

Energising Kowloon East

- Strengthen the co-operation with research and academic institutions to allow the public to enjoy the benefits of integrating technology into urban development and management in Kowloon East as soon as possible, and continue to collaborate with all sectors of the community in embracing social inclusion to lay a more solid foundation for smart city development. (DEVB)
- Stipulate conditions for green building design, provision of smart water meter system and electric vehicle charging facilities for sites to be sold for private development in Kowloon East. We will also require real-time parking information to be provided in commercial car parks at appropriate sites. (DEVB)

- Increase the commercial/office floor area of two action areas in Kwun Tong and Kowloon Bay in Kowloon East from 500 000 square metres to 560 000 square metres. The development of the Kowloon Bay Action Area will include commercial, office and other uses. It will adopt sustainable development concept and integrate smart city elements in respect of information dissemination, traffic management, building design and facilities management, refuse collection and handling, and greening. (DEVB)
- Undertake the Kai Tak Fantasy project including two planning and engineering studies for the tourism node development at the former airport runway tip and the Kwun Tong Action Area. We will endeavour to facilitate hosting of mega events and activities that are popular with Hong Kong people and tourists, and provide basic facilities for promoting a water-friendly culture in the area. (DEVB)
- Provide a convenient and comfortable pedestrian network to facilitate the transformation of Kowloon East into a quality core business district. If private landowners propose constructing footbridges or subways at their own cost in accordance with the planned pedestrian network, we will implement appropriate measures, including waiving the land premium for lease modification, to facilitate early implementation of the proposals. (DEVB)

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- Consider measures to strengthen the pedestrian connection between Ngau Tau Kok MTR Station and Kwun Tong Business Area and Kwun Tong Promenade, including extension and face-lifting of the pedestrian subway network connecting to Ngau Tau Kok MTR Station, beautification of a public transport interchange and improvement of pedestrian facilities, to create a comfortable walking environment for pedestrians heading for the business area and the promenade. (DEVB)

Developing Lantau

- Set up a dedicated Lantau Development Office under the Civil Engineering and Development Department to take forward the various short, medium and long-term development projects of Lantau more effectively. (DEVB)

Increasing Land Supply

- Conduct a new planning and engineering study for the future development of Tseung Kwan O Area 137, including exploration of residential, commercial and other suitable land uses, as well as the need for the originally reserved uses, with a view to making more optimal use of this piece of land in the urban area to meet the latest development needs of Hong Kong. (DEVB)

Making Optimal Use of Brownfield Sites

- Devise feasible and land-efficient measures to accommodate brownfield operations that are still needed in Hong Kong, including actively considering the possibility of moving some into multi-storey buildings, with a view to improving the environment of the rural New Territories and releasing land for new town development. (DEVB)

Building Maintenance

- Through the Urban Renewal Authority, enhance the technical support for building owners in carrying out repair and maintenance works. (DEVB)

Strategic Studies on Railways and Major Roads beyond 2030

- Commence strategic studies on railways and major roads beyond 2030 in the light of the study “Hong Kong 2030+: Towards A Planning Vision and Strategy Transcending 2030”, so that the planning of major transport infrastructure can cope with the needs arising from the overall long-term land development of Hong Kong. (THB)

Transport Infrastructure

- Continue to take forward the Central Kowloon Route for its early implementation. (THB)
- Seek funding within this legislative session with a view to commencing the construction of the Tseung Kwan O–Lam Tin Tunnel in 2016 with scheduled completion in 2021. (THB)

Public Transport Strategy Study

- Continue to conduct the “Public Transport Strategy Study”, which has been progressively rolled out since late 2014 and lasts for two and a half years, to examine the roles and positioning of public transport services other than heavy rail. The aim is to enhance the complementarity and long-term sustainable development of public transport services, so that the public can benefit from the further development of the heavy rail network, while enjoying efficient service and multi-modal choices provided by other public transport services. We have accorded priority to the reviews on taxi and public light bus services, including the feasibility of introducing premium taxis and increasing the seating capacity of public light buses. (THB)

Improving Ancillary Facilities for Public Transport

- Improve the ancillary facilities of public transport for the convenience of passengers through subsidising the installation of seats and bus arrival information display panels at suitable bus stops in phases by franchised bus companies. (THB)

Alleviating Road Traffic Congestion

- Step up our effort to tackle road traffic congestion by implementing measures such as launching a public engagement exercise for an electronic road pricing pilot scheme in Central and its adjacent areas, as well as strengthening actions to combat congestion-related traffic offences. (THB)

Providing a Comfortable, Convenient and Accessible Pedestrian Environment

- Continue to implement and enhance the “Universal Accessibility” Programme to benefit the elderly and those who need such access. Starting from the fourth quarter of 2016, the 18 District Councils (DCs) will be invited to further nominate not more than three walkways in each district for implementation in the next phase of the programme. The walkways eligible for consideration by the DCs will not be confined to public walkways maintained by the Highways Department, but have to meet certain criteria. (THB)

- Seek funding within this legislative session with a view to taking forward three hillside escalator links and elevator systems which are at a relatively advanced planning stage, including the Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi, the Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, and the Lift and Pedestrian Walkway System at Waterloo Hill, for the convenience of the elderly and those travelling to and from uphill areas. (THB)

- Seek funding within this legislative session with a view to implementing two construction projects in Tseung Kwan O and Tsuen Wan to enhance the pedestrian access network of the districts for the convenience of the elderly and those who need such access. (THB)

On-going Initiatives

We are:

Long Term Housing Strategy

- Implementing the Long Term Housing Strategy, including the annual updating of long-term housing demand projection and deriving a rolling 10-year housing supply target accordingly. (THB/DEVB)
- Based on the latest projection, adopting 460 000 units as the long-term housing supply target for 2016-17 to 2025-26, including 200 000 PRH units, 80 000 subsidised sale flats and 180 000 private residential flats. (THB/DEVB)

Increasing Supply of Subsidised Housing

- Taking forward housing programmes to achieve the public housing (including PRH units and subsidised sale flats) supply target, which will be updated on a yearly basis under the Long Term Housing Strategy. Following the pre-sale of the first batch of new Home Ownership Scheme (HOS) flats in late 2014, the second batch of about 2 700 new HOS flats, scheduled for completion in 2018, will be put up for pre-sale in end February 2016. (THB)
- Continuing to optimise the development potential of each public housing site and maximise flat production as far as possible by relaxing the maximum domestic plot ratio and other development restrictions where planning conditions permit and no unacceptable impact is caused. (THB/DEVB)

- Ensuring the effective and rational use of PRH resources, including enhanced enforcement actions and publicity against tenancy abuse cases. In addition, households with living space exceeding the prescribed under-occupation standards will be arranged to move to other PRH units of more appropriate size. (THB)
- Working with the Hong Kong Housing Society on the provision of subsidised sale flats in Sha Tin, Tseung Kwan O and Tuen Mun as well as rental housing in Sha Tau Kok. (THB)
- A new round of interim scheme was launched in August 2015 to allow 2 500 buyers with White Form status to purchase subsidised sale flats with premium not yet paid in the HOS Secondary Market. (THB)

Increasing Land Supply

- Continuing to rezone suitable sites identified in land use reviews (including government sites which are vacant, held under short-term tenancy or held for other short-term or government uses, sites in Government, Institution or Community zone, Green Belt zone and other non-residential zone, and sites for which the originally earmarked purposes will no longer be pursued) to residential or other uses for which the community has more pressing needs. (DEVB)
- Reviewing and increasing the development density of individual residential sites, as well as reviewing and relaxing other development restrictions as far as permissible in planning terms, after appropriately increasing the maximum domestic plot ratios allowed in different Density Zones. (DEVB/THB)

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- Implementing the Pilot Scheme for Arbitration on Land Premium to facilitate agreement between the Government and private land owners on land premium payable for lease modification and land exchange transactions through arbitration. (DEVB)
 - Continuing the revitalisation measures until 31 March 2016 to facilitate redevelopment and wholesale conversion of old industrial buildings. (DEVB)
 - Taking forward the planning for residential development at the Kam Tin South West Rail Kam Sheung Road Station, Pat Heung Maintenance Depot and the adjoining areas. (DEVB)
 - Continuing to actively explore in collaboration with the MTR Corporation Limited (MTRCL) the development potential of stations and railway-related sites along existing and future rail lines, such as Siu Ho Wan on Lantau. (DEVB)
 - Taking forward the planning and development of the former Diamond Hill Squatter Areas (Tai Hom Village), former Cha Kwo Ling Kaolin Mine, former Lamma Quarry and Anderson Road Quarry. We will also actively consider making use of private developers' capacity for development to provide infrastructure and ancillary facilities, and/or construct public and private residential units. (DEVB)

- Continuing with the planning and implementation of new development areas and new town extensions:
 - taking forward and implementing the plans for the Kwu Tung North and Fanling North New Development Areas as an extension to the Fanling/Sheung Shui New Town, tying in with the railway development of the Northern Link;
 - taking forward the planning for the Hung Shui Kiu New Development Area as a regional hub in the North West New Territories to complement the new towns of Tin Shui Wai, Yuen Long and Tuen Mun to provide housing, employment opportunities and civic facilities;
 - taking forward and implementing the development of Tung Chung New Town Extension to tie in with the development of Lantau, turning Tung Chung into a distinct and more comprehensively developed new town; and
 - taking forward the planning for deserted or damaged agricultural land and rural-based industrial sites in Yuen Long South as an extension to the Yuen Long New Town to meet housing and other development needs and improve the local rural environment. (DEVB)
- In the light of the findings of the Preliminary Feasibility Study on Developing the New Territories North, exploring the scope for further developing a new town of similar scale as Fanling/Sheung Shui in New Territories North. (DEVB)

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- Continuing to take forward near-shore reclamation by:
 - commencing a planning and engineering study for the reclamation in Sunny Bay, Lantau Island; and
 - conducting technical studies on the reclamations in Siu Ho Wan on Lantau Island, Lung Kwu Tan in Tuen Mun and Ma Liu Shui in Sha Tin. (DEVB)
 - Continuing with the site investigation, detailed environmental assessment, detailed design and public engagement exercise for the relocation of Sha Tin Sewage Treatment Works to caverns with a view to commencing the relocation works as soon as possible and vacating the site for development purpose. (DEVB)
 - Completing the feasibility studies on relocation of Diamond Hill Fresh Water and Salt Water Service Reservoirs, Sai Kung Sewage Treatment Works and Sham Tseng Sewage Treatment Works to caverns and formulating suitable relocation plans in the light of the findings of the studies, so as to release the land which has development potential but occupied by the government facilities in question, for other development purposes. (DEVB)
 - Completing the study on the long-term strategy of cavern development, including preparation of cavern master plans and formulation of guidelines to facilitate future cavern development, and drawing up preliminary plans for relocating suitable government facilities to caverns so as to release urban sites for development. (DEVB)

- Completing the territory-wide study to explore the development of underground space in urban areas, including developing some preliminary conceptual schemes for identifying more underground space for development purpose and for enhancing connectivity in the areas concerned, with a view to forming a basis for further promoting the development of underground space. (DEVB)

- Continuing with the detailed study on the underground space development in four urban districts, namely Causeway Bay, Happy Valley, Admiralty/Wan Chai and Tsim Sha Tsui West, including formulating a master plan for underground space development for each district and identifying suitable underground space development projects in the districts for preliminary planning and technical assessment, with a view to early implementation. (DEVB)

- Continuing to provide the market with more prime office space to support economic activities by converting into commercial use suitable government sites and offices in the Central Business Districts, including the Murray Road Public Carpark, the Rumsey Street Public Carpark and the three government office buildings at the Wan Chai waterfront; and reducing as far as possible the leasing of commercial office space in Central and Admiralty for government use. In 2015-16, the Government will release about 2 300 square metres of commercial office premises in Admiralty currently used as government offices. (DEVB/FSTB)

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- Working with the Airport Authority to develop the North Commercial District on the airport island so as to maximise the development potential of this site, taking into account the future development of the Hong Kong International Airport (including the three-runway system) as well as the synergy with Lantau and the Western Pearl River Delta region. (THB)
 - Keeping up the efforts to facilitate transformation of Kowloon East into another attractive core business district. At present, Kowloon East has more than 2 million square metres of commercial/office floor area. The sale of five sites in Kowloon East since 2012 provides a total of about 270 000 square metres of commercial/office floor area. It is estimated that in future, Kowloon East will potentially provide around 5 million square metres of commercial/office floor area, bringing the district's total to about 7 million square metres. (DEVB)
 - Revising the outline zoning plan of the Kai Tak Development Area in accordance with the Town Planning Ordinance and continuing with the public consultation on the proposed amendment, so as to secure the additional housing and office supply confirmed to be feasible in the area. (DEVB)
 - Undertaking a detailed feasibility study for the Environmentally Friendly Linkage System of Kowloon East with a view to identifying a suitable model and ascertaining its feasibility for early implementation to support the transformation of Kowloon East into another core business district. (DEVB)

- We will implement the Kai Tak Fantasy project in phases so that both Hong Kong people and visitors can use the facilities as early as possible. The project will also bring vibrancy and diversity to Kowloon East. (DEVB)
- Implementing gradually the relocation of the existing government facilities in the Kowloon Bay Action Area and Kwun Tong Action Area to tie in with the development of the two areas and release the potential of more commercial/office floor area. (DEVB)
- Continuing to explore opportunities to provide suitable space in the two Action Areas in Kowloon East to support the development of the art and creative industries. (DEVB)
- Developing the spaces underneath Kwun Tong Bypass into the “Fly the Flyover 0123” by assigning the project to a non-profit-making organisation as the operator. The “place-making” concept will be applied to the project to transform the space into uniquely designed and vibrant venues with facilities related to culture, art, recreation as well as green and healthy city to tie in with the development of the Kwun Tong waterfront. (DEVB)
- Continuing to enrich and update the Green Map on Energising Kowloon East Office’s website, showing green buildings which have obtained BEAM Plus Gold or above rating in Kowloon East. Nineteen buildings in the area have achieved such rating. (DEVB)

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- Showcasing the industrial culture of Kowloon East at the Tsun Yip Street Playground and other public facilities under the theme of “The Spirit of Creation”, providing guidelines for private development projects through an “advocacy statement”, and incorporating elements of industrial culture and creativity into urban design and public art. (DEVB)
 - Taking forward a detailed consultancy study on transforming the existing King Yip Street nullah into a green and vibrant Tsui Ping River with environmental and landscaping upgrading of the vicinity to achieve synergy effect. (DEVB)
 - Taking forward the face-lifting plan of Hoi Bun Road Park and improving the ancillary facilities along Hoi Bun Road. (DEVB)
 - Continuing to implement the concept of “walkable” Kowloon East in Kowloon Bay Business Area and Kwun Tong Business Area with a view to improving the pedestrian environment and traffic conditions. This includes carrying out preliminary design for an additional footbridge next to Kowloon Bay MTR Station to enhance connectivity with the future East Kowloon Cultural Centre and nearby residential areas. We continue to collaborate with different organisations and government departments on the Back Alley Project with the spirit of social inclusion to further improve pedestrian connectivity. (DEVB)

- Taking Kowloon East as a pilot district to explore the feasibility of developing a smart city through such measures as using technology to enhance accessibility for pedestrians and vehicles and manage district facilities, and disseminating information to the public by digital means so as to make the district a better place for work and leisure. (DEVB)
- Exploring the development of public housing at six government sites (including the redevelopment of Wah Fu Estate), which are expected to provide about 11 900 additional public housing units, following the partial lifting of the administrative moratorium on the development of Pok Fu Lam. We also propose to take forward the construction of the South Island Line (West) in accordance with the Railway Development Strategy 2014 announced by the Government to address the transport needs arising from new public housing developments and other development projects in the area. (THB/DEVB)

Developing Lantau

- Undertaking public engagement and promotional activities for seeking public views on the proposed development strategies of Lantau covering aspects of planning, conservation, economic and social development, recreation and tourism. (DEVB)
- Undertaking a feasibility study for topside development at the Hong Kong boundary crossing facilities island of the Hong Kong-Zhuhai-Macao Bridge for developing “bridgehead economy” and creating business and job opportunities. (DEVB)

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- Taking forward a strategic study for constructing artificial islands in the central waters between Hong Kong Island and Lantau Island for the development of the East Lantau Metropolis. (DEVB)
 - Implementing the planned improvement works for revitalisation of Mui Wo and Tai O in stages, and continuing to develop mountain bike trail networks. (DEVB)

Healthy Private Residential Property Market

- Implementing demand-side management measures, including the enhancement to the Special Stamp Duty, introduction of the Buyer's Stamp Duty and doubling of the Ad Valorem Stamp Duty, to:
 - stabilise the residential property market; and
 - accord priority to the housing needs of Hong Kong permanent residents in the midst of the tight supply situation. (THB)

Harbourfront Development

- Working with the Harbourfront Commission to engage the public in harbourfront-related planning, land use and urban design and carry out the stated mission to protect Victoria Harbour and beautify our harbourfront for the enjoyment of all. (DEVB)

Building Management

- Continuing to implement the Building Management Professional Advisory Service Scheme Phase 2 by engaging property management companies to provide one-stop and tailor-made support and advisory services on building management and maintenance for 1 200 old buildings without any form of management. (HAB)
- Setting up the Property Management Services Authority upon the passage of the Property Management Services Bill by the LegCo to implement a licensing scheme for regulating property management services. (HAB)
- Drawing up the proposed amendments to the Building Management Ordinance in the light of the views collected in the public consultation. (HAB)
- Continuing to promote and implement the Resident Liaison Ambassador Scheme in “three-nil” buildings to improve the management of these buildings and enhance the communication between residents and the Government. (HAB)
- Continuing to promote a building care culture by:
 - supporting the work of the Panel of Advisors on Building Management Disputes, and carrying on the collaboration with professional bodies in implementing pilot schemes to promote the use of mediation for dispute resolution;
 - organising more structured training for office-bearers of owners’ corporations and DC members; and

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- organising outreach activities for office-bearers of owners' corporations who have completed these training programmes so that they can share experience with other owners' corporations and property owners, thus promoting mutual help. (HAB)
 - Strengthening fire safety measures particularly in old buildings and enhancing public awareness of fire prevention. (SB)

Building Maintenance and Urban Renewal

- Strengthening the prosecution action against owners who fail to comply with statutory orders in the context of enforcement actions against industrial buildings suspected to have sub-divided flats for residential use. (DEVB)
- Working closely with the Hong Kong Housing Society and the Urban Renewal Authority to assist building owners in need to carry out repair and maintenance works through various schemes, including:
 - the Operation Building Bright;
 - the Building Maintenance Grant Scheme for Elderly Owners;
 - the Integrated Building Maintenance Assistance Scheme; and
 - the Mandatory Building Inspection Subsidy Scheme. (DEVB)
- Continuing with the efforts to enhance maintenance of private buildings through public education, publicity and participation of professional bodies. (DEVB)

- Continuing to enforce the Lifts and Escalators Ordinance, including the registration of qualified persons, for regulatory control over lift and escalator safety, and continuing to draw the attention of Responsible Persons to their obligations under the ordinance through education and publicity. (DEVB)
- Overseeing the implementation of the Urban Renewal Strategy. (DEVB)
- Working closely with the Urban Renewal Authority in support of its follow-up on the Pilot Scheme for the Redevelopment of Industrial Buildings introduced in 2012-13. (DEVB)
- Expanding the target group of the Pilot Scheme on Outreach Support Service for Elderly Owners to cover non-elderly owners, renaming the scheme as Pilot Scheme on Outreach Support Service for Minority Owners, and incorporating elements of publicity and public education on mediation in compulsory sale into the scheme to achieve synergy effect. (DEVB)

Improving Quality of Living in Public Rental Housing

- Implementing arrangements to promote mutual family support and care for the elderly, and providing recreational facilities for the elderly and improving the barrier-free facilities in existing PRH estates so as to enhance accessibility to meet the needs of elderly tenants. Meanwhile, we are implementing the Lift Addition Programme in PRH estates to improve existing pedestrian access. (THB)

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- Promoting sustainable public housing developments by designing for green and healthy living, and adopting the universal design concept to provide a safe and convenient living environment for different types of tenants including the elderly and people with disabilities. (THB)
 - Continuing with various environmental initiatives in PRH estates, and enhancing awareness of waste reduction among PRH residents to achieve the target of municipal solid waste reduction. We are also committed to increasing the green coverage for new public housing developments and provide green roofs and vertical greening in these projects wherever feasible. (THB)
 - Continuing to implement the recommendations of the Review Committee on Quality Assurance Issues Relating to Fresh Water Supply of Public Housing Estates of the Hong Kong Housing Authority to reduce the risk of the presence of lead in soldering materials and of excess lead in drinking water in new public housing developments. (THB)

Other Land Matters

- Continuing with the review of the small house policy and overseeing its implementation and related matters. (DEVB)
- Engaging key stakeholders to refine the proposed amendments to the Land Titles Ordinance. (DEVB)

Developing Railways

- Co-ordinating and overseeing the construction of the Kwun Tong Line Extension, with a view to commissioning service in the third or fourth quarter of 2016 in accordance with the revised target put forward by the MTRCL. (THB)
- Co-ordinating and overseeing the construction of the South Island Line (East), with a view to commissioning service in end 2016 in accordance with the revised target put forward by the MTRCL. (THB)
- Co-ordinating and overseeing the construction of the Shatin to Central Link, with a view to commissioning the “Tai Wai to Hung Hom Section” and the “Hung Hom to Admiralty Section” of the Link in 2019 and 2021 respectively in accordance with the revised targets put forward by the MTRCL. (THB)
- Continuing to take forward detailed planning work for the Northern Link (and Kwun Tung Station), the Tuen Mun South Extension and the East Kowloon Line pursuant to the recommendations in the Railway Development Strategy 2014. (THB)

Improving Road Traffic

- Overseeing the construction of the Central-Wan Chai Bypass and Island Eastern Corridor Link, originally scheduled for completion in 2017 but hampered by delays, with a view to overcoming the challenges and exploring feasible options for early commissioning of the project. (THB)

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- Continuing to pursue bus route rationalisation vigorously to enhance network efficiency, improve service quality, ease traffic congestion and reduce roadside air pollution. (THB)
 - Continuing to assist the taxi trade in exploring options for introducing taxi service of higher quality under existing legal framework to meet the public demand for such service. (THB)

Enhancing Monitoring of the MTRCL

- Enhancing our monitoring of the MTRCL in tandem with railway development and requiring the MTRCL to:
 - deliver new railway projects in a cost-effective manner;
 - provide safe and reliable railway services;
 - continue to suitably respond to public views on matters related to fares, having regard to the financial viability of the MTRCL as a listed company;
 - renew its railway assets in a timely manner; and
 - maintain an overall high standard of corporate governance. (THB)

Improving Marine Safety

- Implementing the improvement measures regarding the regulatory regime on local passenger-carrying vessels to enhance marine safety. We will continue to follow up the recommendations in the report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012. (THB)

Improving Pedestrian Environment

- Continuing to foster a pedestrian friendly environment, including taking forward the proposed pedestrian environment improvement schemes in Yuen Long, Causeway Bay and Mong Kok. (THB)
- Continuing to take forward the cycle track network in the New Territories by constructing the Tuen Mun to Sheung Shui section and reviewing the alignment of the Tsuen Wan to Tuen Mun section, and continuing to foster a “bicycle-friendly environment” in new towns and new development areas. (DEVB/THB)

Enhancing External Transport Links

- Working with the Airport Authority to implement initiatives which enhance airport capacity and airport services, including the midfield expansion project. Following the gradual commissioning of the Midfield Concourse in end 2015, the handling capacity of the airport will be increased by 10 million passengers each year, which will help meet the medium-term air traffic demand. (THB)

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- Coping with the expansion of flights operating at the Hong Kong International Airport and improving air traffic management through optimising the use of airspace and implementing measures to enhance the air traffic control system. (THB)
 - Forming new aviation partnership and reviewing the air services arrangements with our existing partners, with a view to further liberalising our air service regime, thereby supporting the continued growth and development of the local civil aviation industry. (THB)
 - Assisting the Airport Authority in expanding inter-modal connections to strengthen the links between the Hong Kong International Airport and the Pearl River Delta region. (THB)
 - Supporting the Air Transport Licensing Authority in regulating our local airlines. (THB)
 - Continuing to oversee the construction of the Hong Kong-Zhuhai-Macao Bridge local projects to dovetail with the commissioning of the Main Bridge within Mainland waters. (THB)
 - Co-ordinating and overseeing the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link. Commissioning of service will be delayed to the third quarter of 2018 in accordance with the revised programme of the MTRCL. (THB)

- Continuing to oversee the construction of the Liantang/Heung Yuen Wai Boundary Control Point on Hong Kong side and going full steam ahead with the construction of the connecting road and the Passenger Terminal Building, with a view to completing the border control point in 2018. (DEVB)

Enhancing Building Safety

- Conducting a consultancy study on the formulation of a set of design standards for seismic-resistant buildings, with a view to further enhancing building safety in Hong Kong. (DEVB)