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## Chapter 2

# Land, Housing and Transportation

## Preamble

Land is key to Hong Kong's sustainability in terms of social and economic development and people's livelihood. The Government is committed to facilitating steady and continued land supply, not only for providing people with a place to live and work, but also for the developments of Hong Kong's commerce, industry, innovation and technology and various emerging sectors. Planning and development of land also creates the conditions for better town planning, and builds a solid foundation for meeting future challenges. The Government's multi-pronged strategy on land supply is bearing fruit. In the short to medium term, we will continue to optimise the use of built-up land and its surrounding areas to meet the community's pressing demand for land for housing and other purposes. For the medium to long term, we are making 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. We will also continue to study reclamations outside the Victoria Harbour and development of caverns and underground space as sources of further land and space supply.

To plan for the long-term future of Hong Kong, we are conducting the study on "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" and its public engagement. We have proposed three building blocks, namely "planning for a liveable high-density

city”, “embracing new economic challenges and opportunities” and “creating capacity for sustainable development” to strengthen Hong Kong’s position as Asia’s world city, so as to rise up to various opportunities and challenges, such as ageing population and building stock, structural changes in the economy, growing demand for social services, as well as higher aspirations of the community for a better quality of life. We are also exploring how to develop two strategic growth areas, namely the East Lantau Metropolis and the New Territories North, and regenerating the existing urban areas for space expansion for Hong Kong’s sustainable development.

Regarding housing policy, we have, in accordance with the framework established under the Long Term Housing Strategy, drawn up and implemented various policy initiatives, and continued to increase housing land supply through a multi-pronged approach, expedite and increase the production of public housing flats for rental and sale, and project the rolling ten-year housing supply target. We have encountered various difficulties and resistance in the process of identifying land for housing development. Hence, public support is of vital importance. To support land and housing development, we will provide transport and public facilities as appropriate. However, the society as a whole needs to make tough decisions and accept trade-offs.

On 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 improve service efficiency, alleviate the pressure on fare increases and reduce roadside emissions. We will introduce measures to alleviate road traffic congestion. We

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will also strive to enhance the city's walkability and make walking an integral part of Hong Kong as a sustainable city.

The Kwun Tong Line Extension and the South Island Line (East) were commissioned in October and December last year respectively. We are taking forward, in full swing, the other railway projects, including the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Shatin to Central Link. The Hong Kong section of the XRL is expected to be commissioned in the third quarter of 2018, whereas the "Tai Wai to Hung Hom Section" and the "Hung Hom to Admiralty Section" of the Shatin to Central Link are expected to be commissioned in 2019 and 2021 respectively.

In addition, we are taking forward detailed planning work for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension and the East Kowloon Line, and will continue to implement the other four new railway projects, in the planning horizon up to 2031 according to the indicative implementation window recommended in the Railway Development Strategy 2014. We are examining the roles and positioning of public transport services other than heavy rail under the Public Transport Strategy Study (PTSS). The study has been rolled out progressively since late 2014, and is expected to complete in mid-2017. We are also reviewing the MTR Fare Adjustment Mechanism with the MTR Corporation Limited (MTRCL).

To enhance Hong Kong's external transport links, we are pressing ahead with the construction of the Hong Kong portions 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 study on “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” and its public engagement to examine the strategy and possible options for overall spatial planning and for land and infrastructure development of Hong Kong beyond 2030, with a view to planning for a liveable high-density city, embracing new economic challenges and opportunities, and creating capacity for sustainable development. (DEVB)

### Energising Kowloon East

- Commence a review on the future use of the land released upon the relocation of the Ngau Tau Kok Divisional Police Station, which is expected to take place in around 2020. (DEVB)
- Consult the public this year on two studies related to the Kai Tak Fantasy project, one on the design plan of the former airport runway tip and the other on the preliminary proposals for development of the Kwun Tong Action Area. (DEVB)

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- Carry out proof-of-concept trials relating to the Smart City development in Kowloon East to examine the effectiveness of different innovative concepts and their implementation modes and strategies. These trials cover a kerbside loading/unloading bay monitoring system; a persona-based pedestrian navigation system; crowd management for major events; and sharing of data on parking vacancies and energy consumption of buildings in the area. (DEVB)
  - Collaborate with different research and academic institutions, using Kowloon East as a major component in investigating Smart City development, on subjects including indoor and outdoor geographical information system, data mining techniques and environmental air quality forecast, etc. (DEVB)

## **Developing and Conserving Lantau**

- Establish a “Sustainable Lantau Office” under the Civil Engineering and Development Department with a multi-disciplinary professional team equipped with relevant knowledge and experience in planning, engineering, traffic and transport, and conservation to take forward the development and conservation work for Lantau more efficiently. (DEVB)
- Conduct a study on the traffic and transport network of Lantau and its capacity to receive visitors taking into account the needs arising from the development of the island and the increase in its visitor numbers. (DEVB)
- Draw up and implement measures to conserve nature, antiquities and monuments, and cultural heritage on Lantau and collaborate with the relevant interest organisations. (DEVB)

## **Increasing Land Supply**

- Through the on-going land use reviews together with the newly identified potential housing sites, make available some 25 sites, most of which are expected to be ready for production of more than 60 000 flats (more than 80% for public housing) in the five years from 2019-20 to 2023-24, subject to timely amendments to the relevant statutory plans and/or completion of the necessary procedures. (DEVB)

## **Revitalising Agricultural Land**

- Commence a study on Agricultural Priority Areas through the joint efforts of the Food and Health Bureau and the Development Bureau later this year in accordance with the New Agriculture Policy announced in 2016 to identify relatively large area of quality agricultural land and formulate policies and measures for promoting rehabilitation of fallow agricultural land, with a view to supporting local agricultural development and improving the rural environment. (DEVB/FHB)

## **Harbourfront Development**

- The Government will first partner with the Harbourfront Commission and implement harbourfront enhancement initiatives through a dedicated team and with dedicated funding before further deliberations on the proposal of establishing a statutory Harbourfront Authority. The aim is to further extend the waterfront promenade along both sides of the Victoria Harbour, beautify areas in the vicinity and improve accessibility to the waterfront for the enjoyment of all. The Government has earmarked \$500 million for the first stage for taking forward harbourfront development. (DEVB)

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## **Making Optimal Use of Brownfield Sites**

- Continue to plan and develop the northwestern and northern parts of the New Territories where brownfield sites are concentrated and take Hung Shui Kiu as a pilot case area for considering actively the possibility of accommodating some brownfield operations into multi-storey buildings, with a view to releasing land for development under the new town development approach. In parallel, we will conduct a comprehensive survey on the distribution, use and operation of brownfield sites in the New Territories in order to explore appropriate policies and measures to tackle brownfield sites in different areas, aiming to make optimal use of land and improve the rural environment. (DEVB)

## **Lok Ma Chau Loop**

- Undertake statutory planning procedures to prepare a draft Outline Zoning Plan for the Lok Ma Chau Loop area according to the proposed planning and land uses in order to support the development of the “Hong Kong/Shenzhen Innovation and Technology Park”. (DEVB)

## **Enforcement against Misuse of Industrial Buildings**

- Actively consider introducing new legislative provisions to strengthen our enforcement efforts against illegal domestic units in industrial buildings. (DEVB)

## **Pier Improvement Programme**

- In the light of the existing policy which places particular emphasis on utilisation, launch a pier improvement programme under a new initiative to enhance the structural and facility standard of a number of existing piers in remote areas in order to respond to the public requests and improve the accessibility to some remote scenic spots and natural heritages. (DEVB)

## **Enhancing Fire Safety Standards of Old Industrial Buildings**

- Introduce legislation for enhancing fire safety standards of old industrial buildings, and strengthen manpower for inspection of and enforcement against industrial buildings. (SB)

## **Building Management**

- Launch the Phase 3 Building Management Professional Advisory Service Scheme to enhance professional support for owners of old buildings and assist owners of “three nil” buildings in forming owners’ corporations and discharging their responsibilities in building management. (HAB)

## **Public Transport Strategy Study**

- Release a report on PTSS which examines the roles and positioning of public transport services other than heavy rail. The report is expected to be completed by mid-2017. (THB)
- Examine how to enhance personalised and point-to-point transport services to meet the demand of various passenger groups. (THB)



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- Complete the study on Public Light Bus (PLB) service, with its focus on increasing the seating capacity of PLBs (including both green and red minibuses) for enhancing their overall carrying capacity. The same seat increase will also be applicable to private light buses. We will carry out the preparatory work for necessary legislative amendments. (THB)

## **Taking Forward Transport Infrastructure Projects**

- Implement the Central Kowloon Route (CKR) project, which will link the Yau Ma Tei Interchange in West Kowloon with Kowloon Bay and the Kai Tak Development in East Kowloon. It will enhance the capacity of major east-west road corridors in Kowloon, thus relieving traffic congestion and meeting future traffic demands. Upon the commissioning of CKR, the journey time between West Kowloon and Kowloon Bay via CKR will be around five minutes during rush hours, about 25 minutes less compared with current journey time. (THB)

## **Conducting Feasibility Study on Route 11**

- In view of the future developments in Northwest New Territories (NWNT), including the proposed Hung Shui Kiu New Development Area and Yuen Long South development, we need a new strategic route (Route 11) to connect NWNT and the urban areas to cope with the increase in traffic demand. At the same time, we need to improve the “external connectivity” of Lantau and the airport island. The Route 11 will provide a third strategic access to Lantau on top of Tsing Ma Bridge and Tuen Mun-Chek Lap Kok Link, thus enhancing the robustness of the road network connecting to the airport. We therefore propose to conduct a feasibility study on Route 11 to link up North Lantau and Yuen Long. (THB)

## **Improving Ancillary Facilities for Public Transport**

- Provide subsidies to facilitate the replacement of tram tracks at key locations with new technology to provide more comfortable service for passengers and reduce the impact of track replacement works on traffic. (THB)
- Carry out pilot renovation projects to enhance the design and facilities of suitable covered public transport interchanges and ferry piers with a view to providing passengers with a better waiting environment. (THB)

## **MTR Fare Adjustment Mechanism**

- Jointly review with the MTRCL the MTR Fare Adjustment Mechanism. The review is expected to be completed in the first half of 2017, and thereafter the MTR fares will be adjusted according to the new mechanism. (THB)

## **Alleviating Road Traffic Congestion**

- Step up our effort to tackle road traffic congestion by implementing measures such as commissioning a study on the overall strategy for the rationalisation of traffic distribution among the three road harbour crossings, commencing a parking policy review to accord priority to considering and meeting the parking demand of commercial vehicles, conducting an in-depth feasibility study on the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas. (THB)

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## **Transport for All**

- Carry out a trial with low-floor wheelchair-accessible light bus models on a few green minibus routes serving hospitals to ascertain whether it would be feasible and desirable to use this type of light buses to serve certain suitable routes. (THB)

## **Outlying Island Ferry Services**

- In the next mid-term review (in the first half of 2019) for the next three-year licence period (2017-20), the Government will review whether the special helping measures would be the most desirable long-term operation model for maintaining the financial viability of ferry services. This review will cover, inter alia, a detailed study on the merits and demerits of other possible options such as extending the licence duration and letting the Government own the ferry fleet and outsource its operation. The objective is to ensure service quality, long-term financial sustainability of ferry operation, and a fair share of fare burden. (THB)

## **Establishing an Independent Air Accident Investigation Authority**

- Establish an air accident investigation authority under the Transport and Housing Bureau, which will be independent from the Civil Aviation Department, in order to comply with the new requirement of the International Civil Aviation Organization, ensuring impartiality in aircraft accident investigation. (THB)

## **Promoting Aircraft Leasing Business in Hong Kong**

- Propose to amend the Inland Revenue Ordinance (Cap. 112) to create a dedicated tax regime for offshore aircraft leasing business in Hong Kong. Drafting of the relevant legislation is underway. (THB)

### **Corruption Prevention Work for the Three-Runway System**

- Assist the Airport Authority Hong Kong (AAHK) in strengthening its corruption prevention regime for the tendering and administration of works and consultancy contracts for the development of the Three-Runway System. (ICAC)

### **Corruption Prevention Work for New Engineering Contract**

- Assist the Development Bureau and works departments in enhancing their corruption prevention measures for the tendering and administration of works contracts for implementation of projects commissioned under New Engineering Contract. (ICAC)

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## 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 ten-year housing supply target accordingly. (THB)
- Based on the latest projection, adopting 460 000 units as the long-term housing supply target for 2017-18 to 2026-27 and a 60:40 split between public and private housing supply, including 200 000 public rental housing (PRH) units, 80 000 subsidised sale flats and 180 000 private residential flats. (THB)

### **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 annually under the Long Term Housing Strategy. For subsidised sale flats, the third batch of some 2 000 new Home Ownership Scheme (HOS) flats provided by the Hong Kong Housing Authority (HKHA), scheduled for completion in 2018-19, will be put up for pre-sale in early 2017. (THB)

- Continuing to work with the Hong Kong Housing Society (HKHS) on the provision of a new batch of about 600 new subsidised sale flats in Tseung Kwan O and Tuen Mun, which are scheduled for completion in 2019-20 and will be put up for pre-sale in 2017. HKHS will also provide new rental housing in Sha Tau Kok. (THB)
- The subsidised sale flats in San Po Kong under the Green Form Subsidised Home Ownership Pilot Scheme (GSH) were put up for pre-sale in October 2016. After flat intake in mid-2017, HKHA will conduct a review on the scheme to decide whether to proceed with other GSH projects. (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. As at mid-December 2016, about 1 480 White Form buyers had purchased flats in this round of the scheme. HKHA will conduct a comprehensive review to decide on the future of the interim scheme upon completion of this new round in the first half of 2017. (THB)
- Ensuring the effective and rational use of PRH resources, including enhanced enforcement actions and publicity against tenancy abuse cases; and considering various ways to focus efforts on allocating PRH resources to people with pressing housing needs. 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)

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- Continuing to optimise the development potential of each public housing site and maximise and expedite 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, and providing additional staff and resources for the department. (THB/DEVB)

## **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)
- Extending 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 to explore whether restrictions on uses in industrial buildings can be further relaxed suitably without compromising fire and building safety requirements. (DEVB)

- Continuing to take 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 MTRCL the development potential of stations and railway-related sites along existing and future rail lines, such as Siu Ho Wan on Lantau Island, with a view to taking forward relevant projects having regard to the results of the studies. (DEVB)
- Continuing to take 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 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 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;



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- taking forward and implementing the plans 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, providing housing, employment opportunities and civic facilities; 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)
- Conducting 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)
  - In the light of the findings of the Preliminary Feasibility Study on Developing the New Territories North, conducting public consultation on the New Territories North strategic growth area within the framework of “Hong Kong 2030+” and exploring the scope for further developing a new town of similar scale as Fanling/Sheung Shui in New Territories North. (DEVB)
  - Continuing to take forward near-shore reclamation by:
    - commencing a planning and engineering study for the reclamation in Sunny Bay, Lantau Island; and

- completing the 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. For the Ma Liu Shui reclamation of about 60 hectares, we intend to commence a planning and engineering study as soon as practicable. The study will take into account the future planning of the adjoining 28-hectare site vacated after relocation of the Sha Tin Sewage Treatment Works into caverns with a view to providing land for development of high technology and knowledge-based industries, housing and other uses. To provide land for industrial and other uses, we also plan to commence a planning and engineering study as soon as possible for Lung Kwu Tan reclamation of about 200 hectares. (DEVB)
- Continuing with the site investigation, detailed impact assessments and detailed design for the relocation of Sha Tin Sewage Treatment Works to caverns. We will implement the works in phases with a view to releasing the site of the existing sewage treatment works for development use as soon as possible. (DEVB)
- Conducting public consultation on the development options for relocating the Diamond Hill Fresh Water and Salt Water Service Reservoirs, Sai Kung Sewage Treatment Works and Sham Tseng Sewage Treatment Works to caverns, in preparation for the next phase of work. (DEVB)
- Implementing the recommendations of the study on the long-term strategy of cavern development, including promulgation of the Cavern Master Plans, implementation of guidelines to facilitate future cavern development and carrying out of a technical study on underground quarrying for cavern development. (DEVB)

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- Continuing with the detailed study on the underground space development in Causeway Bay, Happy Valley, Admiralty/Wan Chai and Tsim Sha Tsui West and conducting public consultation on potential sites for underground space developments, including Kowloon Park, Victoria Park and Southorn Playground, in preparation for the preliminary planning and technical assessment to be conducted in the next stage. (DEVB)
  - Continuing to provide the market with more prime office and commercial 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. (DEVB/FSTB)
  - Continuing to support the AAHK in its development of the Airport North Commercial District (SKYCITY) which is of strategic importance to the economic and social development of Lantau and Hong Kong. It will generate significant investment, business and employment opportunities for Hong Kong. It will also enhance the attractiveness and competitiveness of the Hong Kong International Airport as a global aviation hub and promote the further development of tourism. The SKYCITY is a long-term development which will be implemented in phases. According to the plan of AAHK, the first phase of development includes a hotel and a facility combining retail, dining and entertainment purposes. AAHK invited tenders for the hotel development in end 2016. It also plans to invite tenders for the retail, dining and entertainment facilities in early 2017. The first phase is planned for completion by 2021. (THB)

- Keeping up the efforts to facilitate transformation of Kowloon East into another attractive core business district. At present, Kowloon East has more than 2.3 million square metres of commercial/office floor area. The sale of six sites in Kowloon East since 2012 provides a total of about 370 000 square metres of commercial/office floor area. Kowloon East has potential to further supply about 4.7 million square metres commercial/office floor area in future, bringing the total supply in the district to about 7 million square metres. (DEVB)
- With the recent completion of the review for further increasing the residential development intensity of the Kai Tak Development Area and the confirmation that additional residential flats can be provided, consulting the public on the proposal and will amend the Kai Tak Outline Zoning Plan in accordance with the Town Planning Ordinance. (DEVB)
- Continuing with the detailed feasibility study for the Environmentally Friendly Linkage System of Kowloon East and the public consultation on the recommended transport mode before commencing the next phase of study. (DEVB)
- Endeavouring to facilitate hosting of mega events and activities in Kowloon East that are popular with Hong Kong people and tourists, and promoting a water-friendly culture. (DEVB)

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- 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, providing 560 000 square metres of commercial/office floor area. We would provide cultural, creative and technology spaces in the Kowloon Bay Action Area and continue to explore development opportunities for the industries in the Kwun Tong Action Area. (DEVB)
  - Developing the spaces underneath Kwun Tong Bypass into the “Fly the Flyover 0123” project. 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. The venue facilities are under construction, expected to be open for use around mid-2017. (DEVB)
  - Continuing to enrich and update the Green Map on the Energising Kowloon East Office’s website, showing buildings which have obtained BEAM Plus Gold or above rating in Kowloon East. A total of 23 buildings in the area have achieved such accredited rating. (DEVB)
  - Continuing to take forward a detailed consultancy study on transforming the 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)

- Continuing to showcase the industrial culture of Kowloon East at the Tsun Yip Street Playground and other parks in the district that will undergo improvements under the theme of “The Spirit of Creation”. (DEVB)
- Continuing to implement the concept of “walkability” in Kowloon East with a view to improving the pedestrian environment and traffic conditions. This includes carrying out detailed 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. In parallel, we are working on the design for the extension and face-lifting of the pedestrian subway network connecting to Ngau Tau Kok MTR Station, face-lifting 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. We continue to collaborate with different organisations and government departments to further take forward the Back Alley Project with the spirit of co-creation and social inclusion to improve pedestrian connectivity. (DEVB)
- Continuing to take forward the policy of waiving the land premium for lease modification to encourage private landowners to construct footbridges or subways at their own cost. (DEVB)
- Continuing to use Kowloon East as a pilot area to explore the feasibility of developing a smart city. This includes stipulating conditions for achieving BEAM Plus Gold or above ratings, provision of smart water meter system and electric vehicle charging facilities for land sale sites for private development. We will also require real-time parking information to be provided in commercial car parks at appropriate sites. (DEVB)

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- Proceeding to establish a Common Spatial Data Infrastructure, a geo-platform for the integration, exchange and sharing of geographic spatial data, to support the development of a smart city. (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. Subject to the actual land development of the area in the vicinity of Wah Fu Estate and the redevelopment schedule of Wah Fu Estate, we will take forward the implementation of the South Island Line (West) recommended under the Railway Development Strategy 2014. (THB/DEVB)

## **Developing and Conserving Lantau**

- Publishing the “Sustainable Lantau Blueprint” in the first half of this year. We will undertake various studies and development projects and expedite the conservation work for Lantau Island in accordance with the blueprint. (DEVB)
- Completing the feasibility study for topside development at the Hong Kong boundary crossing facilities island of the Hong Kong-Zhuhai-Macao Bridge and preparing for the design and site investigation works for the associated infrastructures to support the topside development. (DEVB)
- Taking forward strategic studies for constructing artificial islands in the central waters between Hong Kong Island and Lantau Island for the development of the East Lantau Metropolis. (DEVB)

- Continuing to implement the planned improvement works for revitalisation of Mui Wo and Tai O, and the improvement and expansion works for the mountain bike trail networks in South Lantau. (DEVB)

### **Healthy Private Residential Property Market**

- Implementing appropriate demand-side management measures, including the enhanced Special Stamp Duty, Buyer's Stamp Duty, and introducing the New Residential 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)

### **Building Management**

- Following up the implementation of the Property Management Services Ordinance by setting up the Property Management Services Authority to implement a licensing scheme for regulating property management services. (HAB)
- Drawing up the proposed amendments to the Building Management Ordinance. (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 domestic use. (DEVB)



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- Working closely with the HKHS 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;
    - the Mandatory Building Inspection Subsidy Scheme; and
    - “Smart Tender” Building Rehabilitation Facilitating Services (Pilot 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 to support its implementation of redevelopment projects under a holistic and district-based approach with a view to enhancing overall planning benefits for the community. (DEVB)

- Continuing to implement the Pilot Scheme on Outreach Support Service for Minority Owners to provide relevant information and appropriate support services to owners of old buildings affected by compulsory sale. (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 lift addition projects in PRH estates to improve existing pedestrian access. (THB)
- 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 people of all ages and abilities. (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. (THB)

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- Exploring and enhancing HKHA’s internal mechanism for risk assessment and management in response to the recommendations of the “Report of the Commission of Inquiry into Excess Lead Found in Drinking Water” and the requirements of the Water Authority. In addition, we will continue with the rectification works to replace water pipes in the 11 affected PRH developments with excess lead in drinking water in order to resolve the problem completely as soon as possible. (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)

### **Strategic Studies on Railways and Major Roads beyond 2030**

- Preparing to take forward strategic studies on railways and major roads beyond 2030 based on the results of the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” study and its public engagement exercise with regard to the planning directions for Hong Kong beyond 2030, so that the planning of major transport infrastructure can complement the needs arising from the overall long-term land development of Hong Kong. (THB)

## Developing Railways

- Co-ordinating and overseeing the construction of the Kwun Tong Line Extension and various pre-commissioning preparation works, so that the Extension was smoothly commissioned in the fourth quarter of 2016 (October) in accordance with the revised target put forward by the MTRCL to provide residents of Ho Man Tin and Whampoa with convenient and fast railway service. (THB)
- Co-ordinating and overseeing the construction of the South Island Line (East) and various pre-commissioning preparation works, so that the service was smoothly commissioned in end 2016 in accordance with the revised target put forward by the MTRCL to provide residents of Southern District with convenient and fast railway service. (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 for the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension and the East Kowloon Line pursuant to the recommendations in the Railway Development Strategy 2014. (THB)

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## **Improving Road Traffic**

- Overseeing the construction of the Central-Wan Chai Bypass and the Island Eastern Corridor Link, originally scheduled for completion in 2017 but hampered by delays due to unforeseeable problems in work site handover, with a view to overcoming the challenges and exploring feasible options for commissioning of the project in late 2018/first quarter of 2019. (THB)
- Overseeing the construction of the Tseung Kwan O-Lam Tin Tunnel with a view to completing it in 2021. The Tunnel, together with the Trunk Road T2 under planning and the proposed CKR, will form Route 6, which will link West Kowloon with Tseung Kwan O. (THB)
- 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 work with 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)

## **Improving Ancillary Facilities for Public Transport**

- Continuing to subsidise the installation of seats and bus arrival information display panels at suitable bus stops in phases by franchised bus companies for passengers' convenience. (THB)

## **Enhancing Monitoring of the MTRCL**

- Enhancing our monitoring of the MTRCL in tandem with railway development, we require 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)

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- Continuing to take forward the development of the cycle track network in the New Territories by constructing the Tuen Mun to Sheung Shui section; commencing the detailed design for the Tuen Mun to So Kwun Wat section; and reviewing the alignment of the remainder of the Tsuen Wan to Tuen Mun section. We will continue to foster a “bicycle-friendly environment” in new towns and new development areas. (DEVB/THB)
  - Continuing to implement the “Universal Accessibility” Programme to benefit the elderly and those who need such access. In the second quarter of 2017, we will have invited the 18 District Councils (DCs) to further nominate not more than three walkways in each district for implementation in the next phase of the programme. The walkways eligible for selection by the DCs will not be confined to public walkways maintained by the Highways Department, although they will have to meet certain criteria. (THB)
  - Continuing to take forward the construction of three hillside escalator links and elevator systems, including the Lift and Pedestrian Walkway System at Cheung Hang Estate in 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)
  - Continuing to take forward the elevated walkway project between Tong Ming Street and Tong Tak Street in Tseung Kwan O, and the footbridge project connecting Tsuen Wan Plaza, Skyline Plaza and the adjacent landscaping area to enhance the pedestrian access network of the districts for the convenience of the elderly and those who need such access. (THB)

## Enhancing External Transport Links

- Working with the AAHK to implement initiatives to enhance airport capacity and airport services. With the commissioning of the Midfield Concourse in end 2015, the airport can now handle an additional ten million passengers each year. The remaining parts of the midfield expansion project will be completed in phases by 2020. (THB)
- Coping with the expansion of flights operating at the Hong Kong International Airport, the Civil Aviation Department formally commissioned the new air traffic control system in full in November 2016 to enhance air traffic management. (THB)
- Forming new aviation partnership and reviewing air services agreements 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. Of the 60 or so Belt and Road countries, Hong Kong has signed air services agreements or international air services transit agreements with 41, including the signing of a new agreement with Serbia in October 2016. We will continue with such efforts and seek to discuss air services agreements with other aviation partners along the Belt and Road routes. This will reinforce Hong Kong's position as an international aviation hub. (THB)
- Assisting the AAHK in expanding inter-modal connections to strengthen the links between the Hong Kong International Airport and the Pearl River Delta region. (THB)



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- Continuing to oversee the construction of the Hong Kong-Zhuhai-Macao Bridge local projects (i.e. the Hong Kong Boundary Crossing Facilities and Hong Kong Link Road) to dovetail with the commissioning of the Main Bridge within Mainland waters; and continuing to oversee the construction of the Tuen Mun-Chek Lap Kok Link with a view to early completion for commissioning. (THB)
  - Continuing to co-ordinate and oversee the construction of the Hong Kong section of the XRL and take forward various pre-commissioning preparation works with a view to accomplishing the targeted commissioning of service in the third quarter of 2018. (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 Boundary 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)