

政府總部
發展局
工務科

香港添馬添美道 2 號
政府總部西翼



Works Branch
Development Bureau
Government Secretariat

West Wing, Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

本局網址 Our Website: <http://www.devb.gov.hk/>

本局檔號 Our Ref.: DEVB(CR)(W) 5-30/9

來函檔號 Your Ref.:

電話 Tel No.: 3509 8385

傳真 Fax No.: 2801 5620

17 July 2017

Clerk to the Establishment Subcommittee
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn: Mr Keith WONG)

Dear Mr WONG,

Establishment Subcommittee
Follow-up to Meeting on 6 June 2017
EC(2016-17)29

Enclosed please find our response to the letter of the Honourable CHU Hoi-dick provided at the meeting of the Establishment Subcommittee of the Legislative Council held on 6 June 2017.

Yours sincerely,

(signed)
(C H LAI)
for Secretary for Development

c.c. Secretary for Financial Services and the Treasury
(Attn: Deputy Secretary for Financial Services and the Treasury (Treasury) 1)
Director of Civil Engineering and Development
(Attn: Project Manager (Hong Kong Island and Islands))

Regarding Sustainable Lantau Office (Enquiry 3)

For the enquiries raised by the Honourable CHU Hoi-dick at the meeting on 6 June this year, the Government considers that parts of the questions are not directly related to the staffing proposal of the proposed Sustainable Lantau Office (SLO), including Questions (II), (IV)(parts 1 to 5), (VI)(part 1), (VII), (IX), (X) and (XII)(Parts 1, 3 & 16). Nevertheless, we still endeavored to provide the necessary information on the Honourable CHU Hoi-dick's questions. After consulting the Transport and Housing Bureau (THB), the Commerce and Economic Development Bureau, the Transport Department, the Planning Department, the Agriculture, Fisheries and Conservation Department (AFCD), the Leisure and Cultural Services Department (LCSD), the Environmental Protection Department (EPD) and Civil Engineering and Development Department (CEDD), our replies are given as follows:

Question (I) Infrastructure Costs and Public Finance

Community groups generally consider that as the construction cost of the East Lantau Metropolis (ELM) project is extremely high (\$400 billion according to the conservative estimate of community groups), the Government deliberately delayed disclosing its estimate. Will the Government inform this Subcommittee, before the deliberation by the Finance Committee, of the initial estimate of the total construction cost of the reclamation, land formation and all related transport infrastructure works of the ELM?

Reply : As the Government has not yet conducted detailed technical studies on the feasibility and the scale of the construction of artificial islands in the central waters, including the development of the ELM and its related transport infrastructure, the initial cost estimates on reclamation to form land and the related transport infrastructure are not available at this stage.

Question (II) Structural Overspending of Infrastructure and Public Concerns

In light of the numerous setbacks of the Hong Kong-Zhuhai-Macao Bridge (HZMB), as well as the planned topside development and repayment for the main bridge, it is believed that the total construction cost will be as high as \$150 billion according to the most conservative estimate. Such a stunning amount will certainly affect other livelihood-related expenditures. As such, Dr the Honourable YIU Chung-yim and his research colleagues have put forward the “Norwegian Proposal”, under which the Government has to provide three options, namely “the main proposal,

backup proposal and non-construction proposal”, for the Subcommittee’s reference. For the ELM project, will the Government accept this suggestion? If no, please state the reasons clearly.

Reply : We will consider and compare the different development options of the ELM in the coming “Strategic Studies for Artificial Islands in the Central Waters” and will fully consult the relevant stakeholders (including the Legislative Council (LegCo)). At this stage, we are open to the various development directions of the ELM.

Question (III) New Mindset for the New Government

The current term of Government will end in less than a month. Has the Government considered temporarily suspending funding approval to highly controversial projects like this funding application until Mrs Carrie LAM and her politically-appointed team take office? If no, please state the reasons clearly.

Reply:

The new term of the Government will actively explore land resources for meeting the long-term development needs of Hong Kong. At the same time, it will continually enhance the environment, making Hong Kong a more "livable" city. The Government considers it necessary to set up the SLO as soon as possible to take forward the short, medium and long-term development and conservation projects under the “Sustainable Lantau Blueprint”.

Question (IV) Development Atop the Siu Ho Wan Depot and Reclamation

- (1) Regarding the Operating Agreement signed by the Government and the Mass Transit Railway Corporation Limited (MTRC) back in 1994 when the Tung Chung Line commenced construction, did it involve any rights of property development atop the Siu Ho Wan (SHW) Depot? If so, please disclose the full details.**
- (2) Has the Government subsequently signed a renewed agreement with the MTRC in relation to the SHW Depot, the development atop the SHW Depot or the SHW Station? If so, please disclose the full details.**
- (3) If there is agreement that, or if the Government has decided that the development atop the SHW Depot is to be undertaken by the MTRC, what is the mode of co-operation between the two sides? What are the estimated land premium per square feet and total premium?**
- (4) If there is no agreement to govern the project, the Government should**

in no way let the MTRC develop the project or let it act as the property agent because there is no reason to transfer interest unnecessarily to the MTRC, which is already a profit-making private company. Will the Government advise whether it will promise this Subcommittee that the topside development will be undertaken by the Hong Kong Housing Authority to build affordable subsidised housing? If not, what are the reasons?

- (5) What is the floor area currently proposed for the development atop the SHW Depot? Of this total floor area, what are the respective floor areas for residential, commercial, as well as government, institution or community uses?**
- (6) The SHW reclamation covers an area of 60-80 hectares. What are the land uses? Please provide the details.**
- (7) There has been public outcry against the SHW reclamation due to its disregard for the environment. If reclamation is to go ahead, will the Government advise whether the main objective is to develop affordable subsidised housing?**
- (8) If reclamation is to go ahead, will the Government advise us of the reclamation method and the construction cost?**

Reply:

(1) & (2) The THB stated that it was shown in the paper no. FCR (94-95)65 submitted to the Finance Committee of the LegCo in November 1994 on the financial arrangements for the Airport Railway (now the Tung Chung Line (TCL) and Airport Express) that the location of the property development along the railway line did not cover SHW depot. Subsequently, the Government has also not entered into any agreement with the MTRC to develop the property atop SHW depot.

(3) - (5) As stated in our reply of 19 May 2017, the Government and MTRC have been exploring the development potential of stations and related sites on the existing and future railway lines. The SHW Depot Site is one of the sites under consideration. As stated in the 2017 Policy Address, the statutory planning procedures for the site are planned for commencement this year. It is estimated that not less than 14 000 residential units can be provided in the medium to long term.

The SHW Depot Site is currently granted to the MTRC for use as a railway workshop and a maintenance depot. The proposed development at the SHW Depot Site will be built atop the depot, which involves retrofitting the existing SHW Depot facilities. During construction, the normal operation of the depot should be maintained at all times so as to maintain the maintenance and

supporting services for the Tung Chung Line, Airport Express and Disneyland Resort Line.

At the present stage, various technical assessments and studies (including studies on engineering matters, planning studies and environmental impact assessment) are being conducted for the proposed development using around 14 000 residential flats as the reference basis to ascertain the feasibility of the project in various technical aspects. The detailed development parameters of the proposed development, including the development floor areas for respective development uses, are subject to the outcome of the various technical studies. As with all land development proposals, relevant bureaux/departments will recommend or request the inclusion of Government, Institution and Community facilities having regard to their policy considerations and local community needs when considering the development proposal.

We note the concern of the Honourable CHU Hoi-dick on whether the site would be handed to the Hong Kong Housing Authority to build affordable subsidised housing. The Government will, based on the findings of different studies and the actual conditions of the site, suitably follow up on the technical issues as well as the implementation arrangement and details of the proposed development, including the technical requirement for retrofitting the existing depot facilities, the possible implications on railway services and the relevant corresponding plans, as well as the interface issues between the proposed development and the railway operation during and after the completion of the construction works etc.

(6) As we have not yet determined the detailed land use for the SHW reclamation, the relevant information is not available.

(7) We understand the grave public concern over the SHW reclamation, especially the marine ecological impact of the reclamation. Therefore, we are conducting a technical study to further explore the technical feasibility and impact of the reclamation on the surrounding environment, and will put forth preliminary proposals on the necessary mitigation measures. We anticipate the study to be completed in the second half of 2017. Upon completion of the study, we will review the future direction of work. As mentioned above, we have not determined the detailed land use for the SHW reclamation and thus, the information on the public and private housing mix in the SHW reclamation project is not available.

(8) We have not determined the way forward for the SHW reclamation and the consultants are still exploring different reclamation options. As a result, the information on the reclamation options and their costs are not available.

Question (V) Tung Chung East

There is clearly an excessive supply of commercial land in the development area at Tung Chung East (TCE), the functions of which appear to totally overlap those of the Topside Development at the Hong Kong Boundary Crossing Facilities Island (HKBCF) of the HZMB (5 million square feet of commercial floor area) and the North Commercial District on Airport Island (over 10 hectares). Please advise us of the differences in use of these three areas, and whether the Government will consider reducing the commercial land at the TCE so as to build more subsidised housing to resolve the housing problem of the community.

Reply:

The proposed commercial development of TCE has taken into account the development opportunities brought by the “bridgehead economy” upon completion of existing and future infrastructures, including the Airport Three Runway System, HZMB and Tuen Mun–Chek Lap Kok Link (TM-CLKL), as well as the synergy effect brought by the existing and planned development projects in the surrounding areas such as AsiaWorld-Expo, North Commercial District (NCD) and the Topside Development at HKBCF of HZMB. According to the information from the Airport Authority Hong Kong, the Phase 1 development of NCD is mainly for hotel and retail use, whilst the land use of the Topside Development at HKBCF of HZMB is currently under study and the public will be consulted at appropriate time. Given the strategic location of Tung Chung and to achieve better agglomeration and synergy effect, we have adjusted the planning of commercial land use in TCE¹ by increasing the proposed gross floor area (GFA) of office (500 000m²) to create a large office node, slightly reducing the GFA of regional retail facilities (163 000m²) and proposing a hotel of 1 000 rooms (50 000m²) to capitalise on the development opportunities of North Lantau. Besides, local retail facilities (114 000m²) will also be provided to serve local residents.

Commercial development in TCE mainly includes the “Metro Core Area” (Area 113) and three commercial sites (Areas 57, 129 and 130), forming a commercial belt along the North Lantau Highway (NLH). These sites, located near the proposed TCE Railway Station and the public transport interchange(s) with convenient transport connections, have the potential for high density commercial development. To take advantage of the scenic view of the waterfront, Area 128 is planned for hotel development with a GFA of 50 000m² (about 1 000 rooms) including retail, dining and tourism related facilities so as to create a vibrant waterfront. Based on the past experiences on New Town developments, day-time activities of commercial facilities would increase vibrancy of the new development areas, while over-reliance on housing

¹ The total commercial GFA of Tung Chung New Town Extension will be 877 000m², which includes 827 000m² and 50 000m² in TCE and Tung Chung West respectively.

development would lead to an imbalanced community. Reducing commercial development in Tung Chung will also directly reduce job opportunities to be brought by the Tung Chung New Town Extension (TCNTE) and the economic activities as well as district vibrancy, and it is not desirable from the planning point of view.

In addition, there are several major infrastructures in the close proximity of the TCE area including Hong Kong International Airport, TM-CLKL, NLH, etc. which impose environmental constraints particularly noise impact on the developments in the area. To optimise the development potential in the area, the proposed commercial sites (Areas 57, 113, 129 and 130) are carefully planned to help alleviate the rail and traffic noise impact of TCL and NLH on the residential developments to the north. This will ensure a proper layout for land utilisation and strike a balance between the needs of housing and economic development. As such, it is considered inappropriate to rezone the concerned sites from commercial to residential use from the planning and environmental perspectives. In addition, the planned population and number of flats at Tung Chung are constrained by infrastructure and traffic capacities as well as the provision of supporting facilities. Deletion or reduction of commercial sites could not significantly increase the amount of residential development. On the contrary, if there is no commercial development along TCL and NLH, some residential developments near the railway and highway would have to be reduced due to noise and air quality impacts, unless a large scale noise barrier is constructed.

The commercial GFA (about 877 000m²) provided for the TCNTE project will create more than 40 000 job opportunities, which will balance the needs for housing, social development and economic activities, thereby promoting a well-planned community for Tung Chung. In fact, the proposed number of flats and public-private housing mix (63:37) are in line with the overall recommendation of the Long Term Housing Strategy and match the needs of Tung Chung. Should there be reduction in commercial GFA, the public aspiration for balanced development of Tung Chung New Town cannot be met and diverse job opportunities for local employment cannot be provided.

Question (VI) Hong Kong Disneyland Resort

- (1) It is unknown whether the expansion of Phase 1 of the Hong Kong Disneyland Resort (HKDL) will achieve the desired outcome. Will the Government advise us of the attendance levels that will have to be reached in 2018, 2019, 2020, 2021 and 2022 for its operation to be considered satisfactory?**
- (2) If Phase 1 expansion underperforms, the HKDL may not acquire the site earmarked for Phase 2. Will the Government advise us**

whether it will immediately re-acquire the option for Phase 2 Site for public uses? If yes, please state the estimated value of the option. If no, please state the reasons.

Reply:

Hong Kong Disneyland Resort (HKDL) is a major component of the tourism infrastructure in Hong Kong. In its past 11 years of operation, HKDL received over 64 million local and non-local visitors, exceeding the relevant estimate made by the Government in 2009 (i.e. 54 million). We expect that after the implementation of the expansion and development plan at the Phase 1 site of HKDL, the annual attendance level would increase progressively from 6 to 7 million in recent years to 9 to 9.3 million in 2025.

Besides, pursuing the potential Phase 2 development of HKDL is one of the possible proposals of HKDL's overall development in future that the Government and The Walt Disney Company will continue to explore. Under the Option Deed, the Hongkong International Theme Parks Limited has an option to buy the site planned for the potential Phase 2 development. Such option is valid until 2020, and the company may, according to the relevant provisions of the Deed, extend the validity period twice, each for five years. Currently, the site can, in accordance with the permitted land uses under the Deed of Restrictive Covenant, be used for different short-term uses, such as recreational facilities and sports facilities. When considering such short-term uses, we need to take into account whether such uses are compatible with the use and atmosphere of HKDL.

Question (VII) Low-carbon Community

- (1) It is stated in paragraph 5 of the LegCo paper EC(2016-17)29 that "low-carbon living" is one of the goals for the sustainable development of Lantau. Will the Government advise us of the estimated additional carbon emissions that will be generated by the 1 000-hectare reclamation at the ELM and the construction of related sea-crossing transport infrastructure? What is the initial estimate of construction wastes that will be generated by these two projects?**
- (2) In light of the above, how will the concept of sustainable Lantau align with Hong Kong's Climate Action Plan and the Paris Agreement?**

Reply:

- (1) As the Government has not yet conducted detailed technical studies on the feasibility and the scale of the construction of artificial islands in the central waters, including the development of the ELM and its related transport

infrastructure, the initial estimate of the carbon emissions and quantity of construction wastes are not available at this stage.

(2) To promote a low-carbon lifestyle in Hong Kong under the context of combating climate change is one of the initiatives in 2016 Policy Address. As stated in the “Sustainable Lantau Blueprint”, the Government targets to develop Lantau into a smart and low-carbon community. During project planning and implementation, holistic urban planning and good urban design principles would be followed. Latest technologies together with infrastructure of high environmental quality standards would be adopted to enhance resource efficiency, reduce carbon emission and achieve sustainable living.

To apply the concept of low-carbon green community in Lantau, we will encourage green building design and embed technology elements into urban infrastructure with a view to reducing carbon footprint and promoting green living. For instance, district cooling system will be investigated in order to reduce energy consumption in the development of TCNTE. Besides, the Government will explore the feasibility of using green transportation in Lantau. We will also study the provision of supporting facilities, such as E-car charging points, at appropriate locations.

The Government is actively promoting walking rather than driving to reduce carbon emissions. To provide the community with an enhanced walking environment, good urban design principles will be embraced in the comprehensive planning of the new development areas to facilitate walkability and mobility through the provision of connected green spaces, cycle tracks, pedestrian friendly environment and seafront promenade whenever possible. For instance, the piece of land between Tung Chung West and Tung Chung Town Centre will be planned and developed into the Tung Chung Town Park to provide a pedestrian friendly environment.

Question (VIII) Artificial Islands

(1) In October 2016, the Planning Department published the “Consolidated Land Requirement and Supply Analysis” for the 2030+ Public Engagement. It is stated on page 20 that “the total housing demand to be generated from households to be displaced by such redevelopment for the 20-year period from 2026 to 2046 is estimated to be 258 000 units.”

I have query about this urban renewal strategy. The Government has to demolish nearly 258 000 units, making 700 000 people homeless, so as to unnecessarily create the so-called housing demand for the artificial islands at the ELM. Why don’t we consider restoration as the main strategy? Please provide detailed documents stating the justifications and basic analyses for this urban renewal strategy.

(2) Will the Government advise whether the two artificial islands in Kau Yi Chau and Hei Ling Chau are merely necessary “bridge piers”? If no artificial islands are to be developed, will the various sea-crossing transport infrastructure projects still be constructed as planned?

Reply:

(1) Strategic proposals relevant to “Rejuvenating the Urban Fabric” were suggested during the public engagement (PE) of “Hong Kong 2030+”. Apart from the need to enhance the Government’s urban regeneration efforts and policies, there were suggestions to step up building management and maintenance initiatives to extend the life span of buildings, and to facilitate rehabilitation, revitalisation and preservation on both project and area bases (see page 33 of the PE Booklet).

Territorially, only about 1 900 private housing units were demolished each year in the period from 2010 to 2014. The ageing problem of private residential buildings is expected to intensify on this basis. Assuming no demolition from now on, the total number of private housing units aged 70 or above by 2046 would increase by 300 times, from about 1 100 units in 2016 to about 326 000 units in 2046.

“Hong Kong 2030+” has made reference to the actual demolition rates of private housing stock by age cohorts from 2010 to 2014 (ranging from 0.2% to 2.2%) to estimate that the housing demand to be generated from households to be displaced by redevelopment in the period from 2026 to 2046 would be about 258 000 housing units. The information put forward by “Hong Kong 2030+” at the current stage are the actual situation and broad strategic directions. There is a need for further studies so as to address the complicated issues arising from large-scale urban redevelopment (including rehousing of the affected households).

(2) The preliminary concept of the ELM is to create artificial islands in the waters near Kau Yi Chau and the Hei Ling Chau Typhoon Shelter, and to make better use of the underutilised land in Mui Wo. Each artificial island has its own unique positioning and function, and is not only for the “bridge pier” purposes. Kau Yi Chau is between Hong Kong Island and Lantau Island and about 4 km apart from Hong Kong Island. There is a potential to create the artificial islands and provide a large piece of land to meet Hong Kong’s long-term need for land for social and economic uses, including the development of the third Core Business District to meet the demand for Grade A office space and other commercial uses. While the current usage of Hei Ling Chau Typhoon Shelter is low, there is a potential for residential development through reclamation. The future residents of Hei Ling Chau will be benefited from the employment opportunities at Kau Yi Chau core business district.

To tie in with the Lantau and the ELM developments, the Government has proposed a strategic transport network with railway as the backbone to enhance its accessibility which helps improve the connection between the Metro Areas and the Northwest New Territories. In this connection, the THB will take forward the “Strategic Study on Railways and Major Roads beyond 2030” subject to the approval of funding by the LegCo. This Study will base on the latest planning data in Hong Kong to examine the transport needs of the whole territory beyond 2031 holistically. It will study the necessary strategic transport infrastructure network (including railways and major roads) for meeting the traffic needs of the two strategic growth areas of the ELM and New Territories North on one hand, while improving the traffic conditions of the existing transport corridors on the other.

Question (IX) Hei Ling Chau

Please state where the Hei Ling Chau Correctional Institution and the Addiction Treatment Centre will be relocated if artificial islands are to be built for the ELM.

Reply:

To tie in with the ELM development, the Government proposes to relocate the correctional facilities at Hei Ling Chau, including the Correctional Institution and the Addiction Treatment Centre, under the condition of not affecting the operational and security requirements. As it is necessary to carry out technical and cost-effectiveness studies to assess its feasibility and concrete proposal, there is no definite place to relocate the Hei Ling Chau correctional facilities at this stage.

Question (X) Profound Changes in the Central and Western (C&W) District on Hong Kong Island

(1) Please advise us, according to the Government’s estimate, of the number of passengers arriving Hong Kong daily via the HZMB who will enter the C&W District on Hong Kong Island by using the ELM’s sea-crossing infrastructure when the ELM is completed.

(2) Please advise us, according to the Government’s estimate, of the new developments in the Western District arising from the Hong Kong-Zhuhai-Macao tourism when the ELM is completed. Please explain with maps.

(3) Please advise us, according to the Government’s estimate, of the planned population growth in the Western District arising from the ELM

development in the next 30 years. What is the estimated population growth in the Western District arising from the Hong Kong-Zhuhai-Macao tourism?

(4) Have the C&W District residents and the District Council been consulted on the profound changes to the C&W District on Hong Kong Island brought by the ELM's sea-crossing transport infrastructure and the HZMB passengers? If so, please provide information; if not, please set out the consultation schedule.

Reply:

(1) As the Government has not yet conducted detailed technical studies on the feasibility and the scale of the construction of artificial islands in the central waters, including the development of the ELM and its related transport infrastructure, the information on the traffic impact in the C&W District upon completion of the ELM is not available at this stage.

(2)&(3) According to the census of population in 2011, the population of Kennedy Town and Mount Davis was about 75 400. The planned population of the district will be about 90 600 under the planned developments at this stage.

As the ELM is only a preliminary concept and the feasibility and detailed planning and engineering studies is still pending for carrying out, the Government has not assessed the impact of the ELM on land use and demographic changes in the Western District of Hong Kong Island.

(4) On 29 May 2014, we consulted the C&W District Council on "Strategic Studies for Artificial Islands in the Central Waters" to seek members' views on the ELM and the related transport infrastructure. However, the strategic studies are yet to commence. When the study is completed, we will set the direction for the next stage of work based on the study results. In case further detailed studies are to be carried out, we will consult the public in a timely manner.

Question (XI) Sea-crossing Transport Infrastructure

(1) Please explain in detail the need to construct a railway connecting Kau Yi Chau and Stonecutters Island.

(2) Please give an initial account of the environmental costs of constructing a railway and highway connecting Tung Chung and Mui Wo through the hills.

Reply:

(1) To tie in with the Lantau and the ELM developments, the

Government has proposed a strategic transport network with railway as the backbone to enhance the accessibility of Lantau and the ELM which helps improve the connection between the Metro Areas and the Northwest New Territories, thereby improving the overall layout of Hong Kong. Based on the preliminary concept under the consultation paper of “Hong Kong 2030+” study, it is proposed to use the railway to connect internally the main components of the ELM, while externally connecting to Hong Kong Island West, Kowloon West, North Lantau and Northwest New Territories via the HKBCF Island, thereby forming a new strategic railway corridor linking the New Territories and the Metro Areas via the ELM and Lantau. The above proposal is still in conceptual stage and thus, the railway connection at the Kowloon West has not been determined at this stage. The associated indication on plan shows only the approximate location. The THB will carry out the “Strategic Study on Railways and Major Roads beyond 2030” subject to the approval of funding by the LegCo. This Study will base on the latest planning data in Hong Kong to examine the transport needs of the whole territory beyond 2031 holistically. It will study the necessary strategic transport infrastructure network (including railways and major roads) for meeting the traffic needs of the two strategic growth areas of the ELM and New Territories North on one hand, while improving the traffic conditions of the existing transport corridors on the other.

(2) At this stage, we do not have the specific alignment and scale for the related transport infrastructure. In future, we will assess its impacts on the environment and recommend appropriate mitigation measures in the statutory environmental impact assessment.

Question (XII) Conservation and Others

(1) According to Mui Wo residents, over the years the Government has been re-planting non-native trees in Lantau, which affects the ecological balance. Please state the species, locations and numbers of trees planted by the Government in Lantau over the past 20 years.

(2) Please advise us, if sustainable development of Lantau is to be pursued, how the CEDD and the Development Bureau (DEVB) will work with other departments to proactively deal with the issues of marine refuse (on the coasts of a number of outlying islands) and clinical waste (in Discovery Bay).

(3) Please provide specific analyses of the land ownership in the Mui Wo area at present and five years ago.

(4) Please state in specific detail the conservation work and plans for the agricultural land in Mui Wo and the challenges they face.

(5) Please state in specific detail when the Government plans to respond to residents' views to scrap the pilot driving scheme related to the opening of South Lantau Road.

(6) Notwithstanding that the CEDD cannot provide the whole study papers on the spa project at Soko Islands at the moment, please provide its project profile, schedule, targets and initial estimate of the construction cost.

(7) Notwithstanding that the CEDD cannot provide the whole study papers on extending the Ngong Ping 360 Cable Car System to Tai O at the moment, please provide its project profile, schedule, targets and initial estimate of the construction cost.

(8) Will the Government promise to carry out independent studies to assess the tourism receiving capacity of Hong Kong as soon as possible? Please advise us of the estimated numbers of visitors to Hong Kong 10 and 20 years later. What is the estimated amount of additional carbon emissions generated as a result? What is the proportion of visitors to the local population as compared with those of the rest of the world in the past five years?

(9) Please advise us of the impact on the lives of cattle in the community due to the further development in Mui Wo, i.e. with more people moving into Home Ownership Scheme flats and small houses. How will the CEDD and the DEVB work with other departments to deal with the issue and further safeguard the well-being of community animals?

(10) As cattle often do not have an owner, please advise us whether the CEDD and the DEVB will work with other departments to explore amendments to Section 6 "Power to order destruction of animals" of the Prevention of Cruelty to Animals Ordinance, so as to further limit the existing power of authorised officers from the Government to kill injured animals at will.

(11) Regarding the conservation of the Pui O wetland and the fly-tipping issue, will the Government promise to formulate a development permission area plan for the area? Will the CEDD and the DEVB work with other departments to explore amendments to the Waste Disposal Ordinance to require the delivery of all construction waste to government landfills or to a few licensed waste separation companies and waste recyclers with clear records?

(12) Will the Government promise to suspend or abandon the reclamation before there are any specific plans for the proposed Sunny Bay tourism project, and before public consultation is conducted on any

specific plans?

(13) The Government is requested to provide the project profile, schedule, targets and financial cost of the improvement works at Ma Wan Chung.

(14) Please state the work or plans for the conservation of various sites of special scientific interest in Lantau.

(15) Please state the work or plans for the conservation of various declared monuments, graded historic buildings and archaeological sites in Lantau.

(16) Regarding my enquiry to the THB through the Panel on Transport on 22 March in relation to Route 11, i.e. the related transport planning for the ELM, I understand that the THB has yet to provide a reply over two months. I would like the DEVB and the CEDD to urge the THB to reply as soon as possible, or alternatively, the DEVB may give me a direct reply.

Reply:

(1) We will take into full account of the ecological impact on the surrounding environments before carrying out tree planting, striving to provide quality greenery for public enjoyment.

The information on the trees planted in Lantau by the LCSD since 2006 is listed in **Annex 1**.

In addition, the tree planting carried out by the AFCD is mainly conducted in country parks. In the early stage of afforestation in country parks, the planting strategy was to grow a large number of trees to provide quick establishment of vegetation cover at barren hillsides to improve the landscape of the countryside and to prevent soil erosion. Hardy and fast-growing exotic tree species, such as Acacia and Brisbane Box, were extensively planted. After decades of tree planting, the country parks are now mostly covered with vegetation and the soil conditions are also improved. In recent years, the afforestation strategy focuses on enhancing the ecological value and biodiversity of woodlands. In the past two decades, the AFCD have planted around 3 million tree seedlings in the country parks in Lantau, mainly at locations such as Fan Lau, Shui Tseng Wan, Lo Fu Tau, Man Cheung Po, etc. About 86% of plants established during the last decade were native species, including *Castanopsis*, *Schima superba*, *Liquidambar formosana*, *Machilus* spp. and *Polyspora axillaris*, etc.

(2) To actively tackle the marine refuse problem in Hong Kong, the Government set up the Inter-departmental Working Group on Clean Shorelines (the WG), comprising the Environment Bureau, EPD, Marine Department (MarD), Food and Environmental Hygiene Department (FEHD), Drainage

Services Department, LCSD, AFCD, Lands Department (LandsD) and CEDD in November 2012. The WG tackles the marine refuse problem in Hong Kong through enhanced inter-departmental collaboration as well as joint Government and community effort.

Marine refuse (including clinical refuse) may accumulate along Hong Kong's shorelines by means of different channels or upon long-distance drifting at sea, which is subject to a number of natural factors, such as water current, wind force and direction, coastal topography, etc. Lantau is located at the southwestern part of Hong Kong and has long and curved shorelines, rendering it susceptible to refuse accumulation at some coastal locations. Making reference to the findings of the Marine Refuse Study conducted by the WG in 2013/14, the Government identified seven sites in Lantau, namely Fan Lau, Ngau Kwu Wan, Nim Shue Wan, Sam Pak Wan, Pui O Beach, Shek Tsai Po at Tai O (stilted house area) and mangroves at Shui Hau, among the 27 priority sites requiring enhanced cleaning in 2015. For the past two years, the MarD, FEHD and LCSD have strategically increased cleaning frequencies at such sites, while the EPD has conducted inspections to assess the effectiveness of the enhanced cleaning work. Apart from increasing cleaning frequencies, the relevant departments have also increased their equipment and manpower to improve the cleaning capability in a timely manner. In view of the significant improvement in the cleanliness of the 27 priority sites in the past two years, the EPD has commenced a comprehensive review on various coastal areas in Hong Kong with a view to updating the list of priority sites so that the departments can optimise their resources to enhance removal of marine refuse. Through the WG, the Government will continue monitor the cleanliness of the sites prone to refuse accumulation and co-ordinate with the relevant departments in implementing various improvement measures such that cleaning work could be suitably enhanced. The Government would also organise various types of publicity and education activities to promote public awareness of the marine refuse problem and encourage members of the public to change their habits, with a view to reducing waste at source and preventing refuse from falling into the sea.

In addition, the Government will enhance communication on various regional marine environmental matters with Guangdong through the Hong Kong-Guangdong Marine Environmental Management Special Panel which was set up in October 2016, in order to improve the regional marine environment. These would include setting up a notification and alert system on marine refuse issues and combating illegal marine dumping activities, with a view to keeping the coast clean.

(3) The LandsD does not maintain the breakdown on the land ownership.

(4) The AFCD implements the "Agricultural Land Rehabilitation Scheme". Over the past three years, the AFCD assisted six farmers in identifying farrow

farmlands for agricultural rehabilitation in Mui Wo, involving an area of about one hectare. In addition, the DEVB and Food and Health Bureau will jointly commission a consultancy study on “Agricultural Priority Area” later this year to explore suitable policies and measures to promote agricultural rehabilitation of these fallow agricultural lands, with a view to supporting local agricultural development and improving the rural environment. The study will cover Mui Wo.

(5) The TD introduced the first phase of the “Driving on Lantau Island” Scheme (the Scheme) on 26 February 2016. Members of the public may submit online application for driving on the closed roads in South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, five are reserved for electric private cars.

Since the introduction of the Scheme, the response has been very positive. The TD will decide on the implementation for the second phase of the Scheme (i.e. increasing the quota of private cars from 25 to 50) having regard to the traffic condition as well as the supply and utilisation of parking spaces in South Lantau.

(6)&(7) We had provided the project profile in our reply on 5 June 2017. The consultant is drafting the study reports (including initial estimate of the construction cost) which are anticipated to be completed later this year.

(8) The Government attaches great importance to the long-term and healthy development of the tourism industry in Hong Kong. We consider that the tourism industry should not merely focus on the growth in tourist numbers, but also towards diversified and high value-added services. While ensuring the stable and orderly development of the industry, we also seek to minimise as far as possible the inconvenience caused by the increase of tourists to local communities, with a view to striking a balance between the impact on the economy and the livelihood of the community. In this regard, the Government has been working on various fronts, including the completion of the Assessment on Hong Kong’s Capacity to Receive Tourists in late 2013. The assessment, which was based on a forecast of more than 70 million visitors in 2017, showed that Hong Kong is still capable of receiving the visitors in every aspect.

The tourism industry in Hong Kong has been affected by a number of external factors in recent years, including the subpar global economic growth and intensifying regional competition posed by neighbouring tourist destinations due to the depreciation of their currencies. These factors, coupled with the “one trip per week” measure for Shenzhen residents implemented since April 2015 that took into account the receiving capacity of individual districts in Hong Kong, have rendered adjustment in total visitor arrivals to 56.65 million

in 2016. The Government will continue to monitor closely the situation in order to take forward relevant measures to increase our capacity to receive tourists, including the development of large-scale tourism facilities and related infrastructure projects.

According to World Bank's statistics in 2015, there were many tourist destinations with total overnight arrivals exceeding its population, for example, Macao, Monaco, Bahrain, Guam, Palau, Malta, Iceland, Austria, Croatia, Maldives and Seychelles. The total number of overnight arrivals in these places amounted to three times of their population or more. The corresponding figure for Hong Kong was 3.7 times.

In light of Lantau's future recreational and tourism developments, the CEDD will commence a study to review the tourist receiving capacity of Lantau.

In addition, the Government does not maintain the information on the impact of visitor arrivals on carbon emission.

(9) In recent years, there have been different opinions in community on how best stray cattle should be managed. Cattle welfare groups and the affected local communities hold different views over the issue. On one hand, some conservation groups consider that stray cattle have ecologically value and should be kept in their original places and wild areas. Animal welfare groups also consider stray cattle to be part of the community, which should be protected and allowed to live freely therein. On the other hand, some road users as well as residents and farmers of some developing communities (like Mui Wo) are of the view that stray cattle should be removed because they cause obstruction to traffic, affecting public hygiene, creating nuisance to the residents, and may damage the crops at times. To enhance the management of stray cattle and balance different views, the AFCD set up the Cattle Management Team in late 2011 to implement the "Capture-Sterilisation-Relocation" programme, including actively capturing stray cattle, having the cattle sterilised and relocating them.

(10) Making amendments to the Prevention of Cruelty to Animals Ordinance is not under the purview of the proposed SLO.

(11) Pui O falls within the South Lantau Coast Outline Zoning Plan, which was first exhibited for public inspection in 1980 (i.e. before the introduction of statutory planning control). Under Section 20(2) of the Town Planning Ordinance, the Town Planning Board (the Board) shall not designate any area which is or was previously included in a plan as a development permission area. As such, the Board was not in a position to prepare the Development Permission Area Plan for Pui O.

Since the proposed capital works projects to be taken forward by the SLO are

to be launched under the Government's public works programme, a trip ticket system (TTS) will be implemented in accordance with the requirements of the relevant technical circular. Under the TTS, the movement of construction and demolition materials generated by capital works projects should be tracked to ensure proper disposal of such materials and prevent illegal dumping.

We understand the community's aspiration for the issue to be dealt with in a more proper manner. Upon establishment of the SLO, we will continue to liaise with green groups, conservationists and local stakeholders and coordinate with relevant departments in actively following up and handling the fly-tipping incidents as well as to proactively explore measures to alleviate the same in South Lantau.

(12) In taking forward the proposed planning and engineering study on Sunny Bay reclamation, we will organise community engagement exercises to collect views from relevant stakeholders and members of the public on Sunny Bay reclamation. We will take into full consideration of the relevant views before finalising the specific development plans of Sunny Bay reclamation.

(13) Improvement works at Ma Wan Chung will be carried out in two phases. The first phase mainly includes construction of parking facilities and modification of drainage system, while the second phase mainly involves construction of a coastal pedestrian access linking with the town centre and improvement of Ma Wan Chung sewerage system and streetscape. In addition, we will explore further measures in collaboration with local community, schools and stakeholders to reinforce the characteristics of the village and improve the attractiveness of the area. We are planning to commence the procedures required for the first phase to expedite the work. The sewers and streetscape facilities covered in the second phase involve private lands, and hence land resumption in accordance with statutory procedures is required. Besides, the coastal pedestrian access is situated at the coastline that would involve more complex earthworks. We need to carry out site investigation before proceeding to detailed design. We will commence the second phase of the works as soon as possible after completion of the land resumption procedures and the detailed design. We will examine the construction cost of the project upon completion of the detailed design by consultants.

(14) The eight Sites of Special Scientific Interest (SSSIs) in Lantau are at the Sunset Peak, Man Cheung Po, Lantau Peak, Tai Ho Stream, Pok To Yan and Por Kai Shan, San Tau Beach, San Chau and Ngong Ping. In order to conserve SSSIs, no new development will be permitted within a "SSSI" unless it is necessary for conservation of the site. The AFCD should be consulted for any proposed development at or in the proximity of any "SSSI".

(15) At present, there are about 120 declared monuments, graded historic buildings and sites of archaeological interest in Lantau. In addition to

preserving these monuments, buildings and sites, we will adopt a “point-line-plane” approach to connect places with ecological and cultural resources in Lantau by walking trails and provision of supporting facilities, forming a network of natural and cultural resources in Lantau for public appreciation and enjoyment. In addition, the Government will continue identifying suitable historic buildings for revitalisation purposes and inclusion into the “Revitalising Historic Buildings Through Partnership Scheme”. Besides, private owners of graded historic buildings may apply to the Government for financial assistance under the “Financial Assistance for Maintenance Scheme”.

(16) The THB provided the supplementary information to the LegCo Panel on Transport on 15 June 2017.

Planting Year	Planting Location	Species (Botanical Name)	Species (Chinese Name)	Quantity	Native/Exotic Origin
2006	Amenity Area at Tung Chung Waterfront Road	Khaya senegalensis	非洲楝	10	Exotic
2006	Tai O Recreation Ground, Lantau	Michelia x alba	白蘭	1	Exotic
2006	Man Tung Road Park	Swietenia mahagoni	桃花心木	1	Exotic
2006	Man Tung Road Park	Melia azedarach	楝(苦楝)	3	Exotic
2006	Man Tung Road Park	Delonix regia	鳳凰木	3	Exotic
2006	Man Tung Road Park	Ficus microcarpa	榕樹(細葉榕)	4	Native
2006	Man Tung Road Park	Cerbera manghas	海芒果	4	Native
2006	Man Tung Road Park	Plumeria rubra	雞蛋花	4	Exotic
2006	Man Tung Road Park	Senna siamea (syn. Cassia siamea)	鐵刀木	4	Exotic
2006	Man Tung Road Park	Araucaria heterophylla	異葉南洋杉	5	Exotic
2006	Man Tung Road Park	Bauhinia variegata	宮粉羊蹄甲	6	Exotic
2006	Man Tung Road Park	Magnolia grandiflora	荷花玉蘭(洋玉蘭)	9	Exotic
2006	Man Tung Road Park	Ficus virens (syn. Ficus virens var. sublaeolata)	大葉榕(黃葛樹)	10	Native
2006	Man Tung Road Park	Aquilaria sinensis	土沉香(牙香樹)	10	Native
2006	Man Tung Road Park	Roystonea regia	大王椰子(王棕)	11	Exotic
2006	Man Tung Road Park	Bridelia tomentosa	土蜜樹(逼迫仔)	12	Native
2006	Man Tung Road Park	Vernicia montana	木油樹(千年桐)	23	Exotic
2006	Man Tung Road Park	Bischofia polycarpa	重陽木	24	Exotic
2006	Man Tung Road Park	Jacaranda mimosifolia	藍花楸	31	Exotic
2006	Man Tung Road Park	Swietenia mahagoni	桃花心木	32	Exotic
2006	Tai Ping Street, Tai O	Bauhinia x blakeana	洋紫荊	1	Native
2006	North Lantau Highway	Senna surattensis (syn. Cassia surattensis)	黃槐決明(黃槐)	3	Exotic
2006	North Lantau Highway	Tabebuia impetiginosa	粉紅風鈴木	4	Exotic
2006	North Lantau Highway	Syzygium cumini	烏墨(海南蒲桃)	10	Exotic
2006	North Lantau Highway	Aleurites moluccana	石栗	10	Exotic
2006	North Lantau Highway	Grevillea robusta	銀樺	21	Exotic
2006	North Lantau Highway	Callistemon viminalis	串錢柳	32	Exotic
2007	Man Tung Road Park	Elaeocarpus apiculatus	長芒杜英(尖葉杜英)	4	Exotic
2007	Man Tung Road Park	Bauhinia purpurea	紅花羊蹄甲	3	Exotic
2007	Man Tung Road Park	Spathodea campanulata	火焰樹	23	Exotic
2007	Man Tung Road Park	Delonix regia	鳳凰木	6	Exotic
2007	Man Tung Road Park	Plumeria rubra var. acutifolia	黃雞蛋花	5	Exotic
2007	Man Tung Road Park	Tecoma stans	黃鐘花	2	Exotic
2007	North Lantau Expressway	Syzygium cumini	烏墨(海南蒲桃)	98	Exotic
2007	North Lantau Expressway	Senna siamea (syn. Cassia siamea)	鐵刀木	14	Exotic
2007	North Lantau Expressway	Spathodea campanulata	火焰樹	27	Exotic
2008	Man Tung Road Park	Cinnamomum camphora	樟	54	Native
2008	Man Tung Road Park	Erythrina variegata	刺桐	28	Exotic
2008	Tung Chung Community Garden	Bauhinia x blakeana	洋紫荊	10	Native
2008	Tung Chung Community Garden	Lagerstroemia speciosa	大花紫薇(洋紫薇)	11	Exotic
2008	Tung Chung Community Garden	Elaeocarpus balansae	大葉杜英	12	Exotic
2009	Pui O Campsite	Terminalia mantaly 'Tricolour'	錦葉欖仁	5	Exotic
2009	Tree-pit at Tai O Road	Terminalia mantaly	小葉欖仁	16	Exotic
2009	Amenity Area at Tung Chung Waterfront Road	Bauhinia variegata var. candida	白花洋紫荊	22	Exotic
2009	Amenity Area at Tung Chung Waterfront Road	Bauhinia variegata	宮粉羊蹄甲	23	Exotic
2010	Amenity Area adjacent to Lung Tin Estate, Tai O	Terminalia catappa	欖仁樹	14	Exotic
2010	Amenity Area at Tung Chung Waterfront Road	Cinnamomum camphora	樟	3	Native
2010	Pui O Campsite	Terminalia catappa	欖仁樹	2	Exotic
2010	Shun Tung Rd, Tung Chung	Bauhinia x blakeana	洋紫荊	3	Native
2010	Shun Tung Rd, Tung Chung	Xanthostemon chrysanthus	金蒲桃	19	Exotic
2010	Amenity Area at Tat Tung Road, Tung Chung	Bauhinia x blakeana	洋紫荊	1	Native
2010	Ngan Kwong Wan Road Amenity Area	Ficus benjamina 'Variegata'	斑葉垂榕	2	Exotic
2010	Ngong Ping Road	Xanthostemon chrysanthus	金蒲桃	1	Exotic
2011	Leung Uk Children's Playground, Tai O	Terminalia muelleri	美洲欖仁	4	Exotic
2011	Leung Uk Children's Playground, Tai O	Bauhinia x blakeana	洋紫荊	2	Native
2011	Mui Wo Playground	Livistona chinensis	蒲葵	2	Exotic
2012	Vacant Government Land at Cheung Fu Street	Acacia confusa	台灣相思	5	Exotic
2012	Tai O Market Street Sitting-out Area	Ficus microcarpa	榕樹(細葉榕)	1	Native
2012	Ngong Ping Piazza	Ficus religiosa	菩提樹	19	Exotic
2012	Ngong Ping Piazza	Araucaria heterophylla	異葉南洋杉	6	Exotic
2012	Ngong Ping Piazza	Terminalia catappa	欖仁樹	6	Exotic
2012	Ngong Ping Piazza	Terminalia mantaly	小葉欖仁	27	Exotic
2014	Amenity Area adjacent to Lung Tin Estate, Tai O	Callistemon viminalis	串錢柳	4	Exotic
2014	Tree-pit along Ngan Kwong Wan Road, Mui Wo	Lagerstroemia speciosa	大花紫薇(洋紫薇)	1	Exotic
2014	Tree-pit along River Silver	Lagerstroemia speciosa	大花紫薇(洋紫薇)	1	Exotic
2014	Amenity Area at Tai Ping Street, Tai O	Lagerstroemia speciosa	大花紫薇(洋紫薇)	6	Exotic
2014	Amenity Area at Tai Ping Street, Tai O	Bauhinia variegata	宮粉羊蹄甲	9	Exotic
2014	Tree-pit at Chi Ma Wan Road, Pui O	Bauhinia variegata	宮粉羊蹄甲	12	Exotic
2014	Amenity Area at Kin Tung Road	Tabebuia chrysantha (syn. Tabebuia chrysotricha)	黃鐘木(風鈴木)	8	Exotic
2014	Cheung Tung Road, Tung Chung	Lagerstroemia speciosa	大花紫薇(洋紫薇)	5	Exotic
2014	Ngan Kwong Wan Road Amenity Area	Lagerstroemia speciosa	大花紫薇(洋紫薇)	1	Exotic
2015	Tree-pit adjacent to Lung Tin Estate, Tai O	Callistemon viminalis	串錢柳	7	Exotic
2015	Amenity Area along Nam Chung Road	Bauhinia variegata	宮粉羊蹄甲	7	Exotic
2015	Tree-pit at Car Park at Ngan Shek Street	Lagerstroemia speciosa	大花紫薇(洋紫薇)	1	Exotic
2015	Amenity Area at Ngan Shek Street, Mui Wo (Close to Refuse Collection Point)	Terminalia catappa	欖仁樹	1	Exotic
2015	Leung Uk Children's Playground, Tai O	Tabebuia chrysantha (syn. Tabebuia chrysotricha)	黃鐘木(風鈴木)	1	Exotic
2015	Tai O Recreation Ground, Lantau	Livistona chinensis	蒲葵	1	Exotic
2015	Tai O Recreation Ground, Lantau	Archontophoenix alexandrae	假檳榔	2	Exotic

2015	Tai O Recreation Ground, Lantau	<i>Livistona chinensis</i>	蒲葵	1	Exotic
2015	Ngong Ping Piazza	<i>Machilus thunbergii</i>	紅楠	1	Native
2015	Ngong Ping Piazza	<i>Ficus religiosa</i>	菩提樹	2	Exotic
2015	Ngong Ping Piazza	<i>Liquidambar formosana</i>	楓香	1	Native
2015	Ngong Ping Piazza	<i>Yulania x soulangeana</i> (syn. <i>Magnolia soulangeana</i>)	二喬木蘭(紫玉蘭)	3	Exotic
2015	Tung Chung Road Soccer Pitch	<i>Melia azedarach</i>	楝(苦楝)	1	Exotic
2015	Chung Wai Street Children's Playground	<i>Michelia x alba</i>	白蘭	5	Exotic
2015	Chung Wai Street Children's Playground	<i>Bauhinia x blakeana</i>	洋紫荊	6	Native
2015	Chung Wai Street Children's Playground	<i>Bauhinia variegata</i>	宮粉羊蹄甲	7	Exotic
2015	Chung Wai Street Children's Playground	<i>Terminalia mantaly</i>	小葉欖仁	5	Exotic
2015	Chung Wai Street Children's Playground	<i>Lagerstroemia speciosa</i>	大花紫薇(洋紫薇)	5	Exotic
2015	Chung Wai Street Children's Playground	<i>Livistona chinensis</i>	蒲葵	2	Exotic
2015	Mui Wo Ferry Pier Road Sitting-out Area	<i>Lagerstroemia speciosa</i>	大花紫薇(洋紫薇)	1	Exotic
2015	Tat Tung Road Garden	<i>Clerodendrum quadriloculare</i>	煙火樹	2	Exotic
2015	Tat Tung Road Garden	<i>Acacia auriculiformis</i>	耳果相思(耳葉相思)	4	Exotic
2015	Po Chu Tam Barbecue Area	<i>Terminalia catappa</i>	欖仁樹	2	Exotic
2016	Amenity Area at Chung Yan Road, Tung Chung	<i>Bauhinia variegata</i>	宮粉羊蹄甲	2	Exotic
2016	Tree-pit in between Tung Chung Waterfront Road and Tung Chung Pier	<i>Tabebuia impetiginosa</i>	粉紅風鈴木	1	Exotic
2016	Amenity Area at Ying Hei Road	<i>Roystonea regia</i>	大王椰子(王棕)	4	Exotic
2016	Tree-pit at Wing On Street and Tai Ping Back Street	<i>Bauhinia purpurea</i>	紅花羊蹄甲	1	Exotic
2016	Tree-pit at Wing On Street and Tai Ping Back Street	<i>Bauhinia variegata</i>	宮粉羊蹄甲	1	Exotic
2016	Amenity Area at Ying Hei Road	<i>Albizia lebbbeck</i>	大葉合歡	9	Exotic
2016	Amenity Area at Tung Chung Waterfront Road	<i>Tabebuia chrysantha</i> (syn. <i>Tabebuia chrysotricha</i>)	黃鐘木(風鈴木)	4	Exotic
2016	Amenity Area at Kin Tung Road	<i>Tabebuia chrysantha</i> (syn. <i>Tabebuia chrysotricha</i>)	黃鐘木(風鈴木)	1	Exotic
2016	Tree-pit along River Silver (Section 1)	<i>Xanthostemon chrysanthus</i>	金蒲桃	3	Exotic
2016	Man Tung Road, Tung Chung	<i>Casuarina equisetifolia</i>	木麻黃	5	Exotic
2016	Tai O Road Playground No. 3	<i>Terminalia mantaly</i>	小葉欖仁	2	Exotic
2016	Shek Pik Reservoir Garden, Lantau	<i>Rhaphiolepis indica</i>	石斑木(車輪梅、春花)	1	Native
2016	Shek Pik Reservoir Garden, Lantau	<i>Bauhinia x blakeana</i>	洋紫荊	7	Native
2016	Shek Pik Reservoir Garden, Lantau	<i>Phoenix roebelenii</i>	日本葵(軟葉刺葵)	1	Exotic
2016	Ngong Ping Piazza	<i>Nageia nagi</i> (syn. <i>Podocarpus nagi</i>)	竹柏	1	Exotic
2016	Tung Chung Road Soccer Pitch	<i>Melaleuca cajuputi</i> subsp. <i>cumingiana</i>	白千層	1	Exotic
2016	Mui Wo Ferry Concourse Rest Garden	<i>Phoenix roebelenii</i>	日本葵(軟葉刺葵)	2	Exotic
2016	Mui Wo Ferry Concourse Rest Garden	<i>Livistona chinensis</i>	蒲葵	2	Exotic