AGREEMENT NO. CE 15/2020 (CE)
ARTIFICIAL ISLANDS IN THE CENTRAL WATERS - INVESTIGATION
PUBLIC ENGAGEMENT REPORT (DECEMBER 2022 - MARCH 2023)
AUGUST 2023
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Job number 282763

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1. Introduction

1.1 Background

1.1.1 The Study on the Artificial Islands in the Central Waters commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) in June 2021 mainly comprises a planning and engineering study on the Kau Yi Chau Artificial Islands (KYCAI) and a technical feasibility study on strategic road and rail connecting the artificial islands with other parts of the Territory. A Public Engagement (PE) was conducted from late December 2022 to late March 2023 (PE Period) to solicit views on the preliminary proposals for four aspects of the KYCAI, namely reclamation extent, broad land use, strategic transport infrastructure and possible financing options. The Study Team will refine and further develop the proposals, taking into account the received public comments.

2. Summary of Public Engagement Activities

2.1 Study Website

2.1.1 To ensure effective dissemination of information related to the KYCAI, the Study website (www.centralwaters.hk) was launched by the Study Team. Within the PE period, the Study website recorded a hit rate of over 20 000.

2.1.2 The key content of the Study website includes the Study overview, strategic positioning, planning objectives and highlights, preliminary proposals (i.e., reclamation extent, broad land use, strategic transport infrastructure and possible financing options) and an information centre. In addition, the Study website provided up-to-date PE activities during the PE period, including the schedule of fixed and roving exhibitions and meetings conducted. Information could also be found in the Study website including social media posts issued by the Development Bureau containing (a) responses to major public concerns on KYCAI, (b) key summary after some meetings, (c) educational infographics of KYCAI related topics etc., and relevant press releases issued by the Government, including the conclusions on PE activities issued on 27 April 2023 (Details of the information are summarised in Appendix 1). A comment submission platform was also available at the Study website for the public to provide their comments during the PE period.

2.2 Fixed and Roving Exhibitions

2.2.1 The Study Team conducted two fixed exhibitions and eight roving exhibitions in different districts during the PE period. To facilitate members of the public to provide comment, printed comment forms were available at the exhibitions. About 16 000 visitors were recorded at the fixed and roving exhibitions conducted within the PE period. Details of these exhibitions are summarised in Appendix 2.

2.3 Meetings with Statutory and Advisory Bodies and Other Organisations & Media Tour

2.3.1 Throughout the PE period, the Study Team had conducted 14 meetings with statutory and advisory bodies as well as 17 meetings with other organisations (reaching out to over
3. Summary of Public Comments

3.1 Overview

3.1.1 Public views and comments on the KYCAI development were received in the course of PE. About 7,800 public comments were collected through various channels including exhibition venues, online comment forms, emails, telephone calls, fax, and post. Among these comments, about 80 were from groups or organisations (including professional institutes, think tanks, the business sectors, the construction industry, green groups and concern groups, etc.). Views and suggestions raised in the meetings with statutory and advisory bodies, as well as with other organisations were also recorded.

3.1.2 About 60 per cent of the 7,800 public comments received expressed support for the project, and about 25 per cent of the comments expressed opposition to the project. The remaining comments (about 15 per cent) did not explicitly express their stances but only expressed views and raised questions on various aspects.

3.1.3 The Study Team also gathered public opinions from other channels such as media reports, news commentaries, etc. About 180 related articles from newspaper columns and editorials mentioned the KYCAI project. Amongst some 110 articles with clear stances, nearly 60 per cent supported the project. Articles against the project accounted for about 40 per cent.

3.1.4 Of the public comments collated and summarised, about 40 per cent touched on the reclamation extent, 50 per cent on the broad land use, 30 per cent each on the strategic transport infrastructure and the possible financing options. Some of these public views touched upon proposals of different aspects at the same time.

3.1.5 Comments were also received on topics outside the four preliminary proposals by the Study Team, covering subjects such as other land supply options, impact on the existing cultural, village ambience and tourism of the neighbouring islands, suggestions on implementation programme and institutional setting, architectural and engineering innovations, labour shortage issues, arrangement of public engagement activities and expression of social sentiments. The Study Team would consider these comments separately.

3.1.6 Comments collected during the PE were categorised based on the four aspects of preliminary proposals for the KYCAI by the Study Team, namely reclamation extent, broad land use, strategic transport infrastructure and possible financing options. A topical summary of each aspect of comments was consolidated in Sections 3.2 to 3.5.

3.2 Comments on Reclamation Extent

3.2.1 Concerning the comments on reclamation extent, some agreed to the proposed three-island configuration, and some expressed concern about the impacts of reclamation on the marine environment, water flow and water quality, and the effectiveness of the coastal protection...
measures in coping with climate change. There were also other comments expressing concerns about the fill material availability, impacts on local fisheries industry and marine traffic.

**Topical Summary**

**(A) Three-island Configuration**

3.2.2 The majority of comments supported the proposed three-island configuration with a Y-shape channel separating the artificial islands. The common supporting reasons were that the proposed three-island configuration had fully considered the factors on water quality and ecology, as well as conserving the nearby natural islands. At the same time, they commended that the Y-shape channel proposal could mitigate the urban heat island effect and create much waterfront areas for future residents.

3.2.3 On the other hand, some opined that the current proposed three-island configuration with long seawalls and the need of transport connection amongst the islands might lead to higher construction cost, and more disturbance to the seabed.

3.2.4 Some comments indicated reservations about the proposed Y-shape channel design, which might result in decreased water flow leading to the accumulation of pollutants, degradation of the water quality, odour in the vicinity, such as Discovery Bay, Peng Chau, Mui Wo, and the beaches along Castle Peak Road, or the possible increase of the risk of red tide as well as hypoxia. Besides, it might not be effective in reducing the heat island effect, considering that the KYCAI would alter wind patterns, and reduce the cooling effect by the ocean.

3.2.5 There were concerns that the construction of seawalls would damage the ecosystem and cause turbidity in the water. There were requests for further considerations on the impact to nearby marine environment and coral communities, as well as the substantiation of the Y-shape channel design.

**(B) Ecological and Environmental Considerations**

3.2.6 The preservation of the nearby natural islands under the proposed three-island configuration was generally welcome. There were also comments airing concerns on the potential environmental impacts during construction and after commissioning of the reclamation.

3.2.7 Some comments reckoned that the coastal waters surrounding Lantau were considered significantly important in terms of marine ecology. The possible damage to the ecology as a result of the KYCAI development should be carefully mitigated.

3.2.8 There were concerns on the absence of a strategic Environmental Impact Assessment (EIA) for the KYCAI project under the “Strategic Environmental Assessment for Hong Kong 2030+ – Feasibility Study”. It was considered that the comprehensive strategic EIA should have provided the cumulative environmental impacts on all potential land supply options and mitigation measures. On the other hand, the EIA for the KYCAI development was anticipated for a detailed estimate of greenhouse gas emissions and measures on the conservation of natural habitats in the vicinity.
3.2.9 Various comments were related to the potential impact of sea level rise and intensification of typhoons due to climate change. There were concerns on the coastal resilience of the KYCAI, and requests for further elaboration on the coastal resilience strategy and possible enhancements for climate change adaptation.

3.2.10 There were suggestions to consider the cost and feasibility of constructing a typhoon-resistant island that could withstand the sea level rise as projected in the Sixth Assessment Report (AR6) released by the Intergovernmental Panel on Climate Change (IPCC). In addition, when evaluating the risk of the project, a precautionary principle (e.g., referring to the latest and best available evidence, making reference to the prediction in AR6 or considering the worst-case scenario that might happen in the upcoming centuries) should be applied.

(D) Other Comments

3.2.11 The use of public fills and manufactured sand for reclamation was strongly supported. Some comments suggested that public fills generated locally, e.g. inert construction and demolition materials and bottom ash from waste treatment facilities, could be used. On the other hand, there were concerns on the availability of fill materials, given the increasing demand from concurrent reclamation projects, as well as the declined imports of fill materials from neighbouring regions.

3.2.12 Views on the impact on the local fisheries industry by the KYCAI were also received by the Study Team. There were concerns that the reclamation and relocation of anchorage areas and fairways might lead to a permanent and substantial loss of existing fishing grounds and a change to the habitat of marine life. In association with the suggestion to provide upgrading and transformation opportunities for the local fisheries industry, there were also comments on the location of the possible fisherman’s wharf on the KYCAI. Further measures, such as reviewing the mechanism for ex-gratia allowances to the affected fishermen, enhancing the overall competitiveness of the fisheries industry through the Sustainable Fisheries Development Fund, etc., to assist the sustainable development and transformation of local fisheries industry were received. There were suggestions of strengthening communication with the local fisheries industry so as to discuss short-term and long-term mitigation measures.

3.2.13 In addition, the impact on marine traffic was brought up, noting that the reclamation works and the construction of the proposed transport infrastructures would bring heavy marine traffic to the concerned areas for a few years, in particular the waters between the KYCAI and the western end of Hong Kong Island. In addition to the impacts on current fairways, there were comments about the safety in using the anchorage areas due to the possible increased water current in the surrounding area.

3.2.14 A few comments suggested that the project should take into account the national policies on the transformation to an “Ecological Civilisation” and State Council’s circular in 2018 on “Strengthening the Protection of Coastal Wetlands and Strictly Regulating Sea Enclosure and Reclamation”. Besides, one comment reckoned that the current clover shape could be a potential auspicious symbol for Hong Kong (HK). Also, one comment was received on each of (a) the islands’ configuration should be determined by the possible functional urban form, (b) the shape of the islands is subject to further investigation based...
on the characteristics of other islands in Hong Kong, and (c) KYCAI might adversely affect the dispersion of discharge from the Stonecutters Island Sewage Treatment Works, which could lead to accumulation of pollutants.

3.3 Comments on Broad Land Use

3.3.1 According to the analysis, the majority of the comments agreed that the artificial islands could provide land and alleviate the shortage of housing, but some cast doubts on the scale, commercial viability and development direction of the third Central Business District (CBD3). Some considered necessary to review the housing supply and the public to private housing ratio. Others mainly focused on the proposed major planning concepts.

Topical Summary

(A) Critical Source of Land Supply

3.3.2 The feedback to the proposed broad land use was generally positive. Numerous comments agreed that the artificial islands could not only provide land and alleviate housing shortage and improve living quality and environment, but also enable the Government to resume a leading role in land supply. There were also comments concerning the amount of land provision, e.g. whether more land including land reserve could be provided from the KYCAI. Some queried if the proposed development scale of the project would be necessary or could be reduced given the declining population, economic downturn and changing demand for commercial space at the post-pandemic era in HK. In view of reclamation, some expressed that the focus should be put on the mismanagement of existing land and housing resources.

(B) Housing Supply

3.3.3 While it was generally agreed that the KYCAI development could alleviate housing shortage, comments on the public and private housing ratio were received. In particular, there were concerns about whether home-job balance could be achieved, considering that the proposed 70:30 public to private housing ratio was not in line with the CBD3 development as the public housing would generally accommodate grass-roots households while the expected employment opportunities in the CBD3 would be largely management and professional jobs. As a result, a lot of future residents would have to commute to other parts of the territory for work.

3.3.4 In light of the above, some comments suggested adopting a higher private housing share on the KYCAI, noting that this could also generate a higher land sale revenue and increase the financial viability of the project. Some suggested allowing more flexibilities to adjust the public to private housing ratio in the future.

3.3.5 On the housing type, there were suggestions to provide a wider spectrum of housing. Some urged to increase the supply of subsidised housing including youth dormitories. There were also suggestions to provide non-traditional private housing units (e.g. rental residences, talent apartments and starter homes) to retain/attract talents.
3.3.6 Some comments expressed interests in the relationship between the KYCAI and the outlying/natural islands and wondered if there would be connections between them. For the connection to Peng Chau, both supporting and opposing views were received. Some opined that the KYCAI development could rejuvenate the economic activities and serve the existing communities on the nearby islands, while some suggested that the potential environmental impacts of the KYCAI development on those islands should be assessed.

3.3.7 Some comments agreed with the proposed land use targets and development parameters while some suggested to adjust some land use targets (e.g. mobility-related infrastructure). A considerable number of comments requested for maintaining flexibility in the land use planning so as to respond to uncertainties and meet unforeseen requirements in the future.

3.3.8 There were diverse views over the proposed plot ratios. Some considered the maximum plot ratios of 7.5 for CBD residential and 15 for commercial would contribute to overly high-density urban environment. Some questioned the liveability of the KYCAI under these maximum plot ratios and the proposed population density of 50,000 to 55,000 persons per square kilometre (km²). On the other hand, there were suggestions to relax development restrictions to allow design flexibility and possible creation of landmarks and world-class architecture.

3.3.9 The proposed enhancements of the provision standards for open space and community facilities were generally supported as they could improve liveability and support an age-friendly society. There were comments that the KYCAI should be an exemplar to set new standards for provision of facilities. At the same time, there were also voices questioning the use of newly reclaimed land for enhancement of open spaces and recreational facilities. Besides, some comments suggested that the proposed water bodies and landscape features on the KYCAI could also serve as open spaces, while co-location of suitable facilities in the underground could be explored to free up the aboveground spaces for other uses.

(D) CBD3 and Other Economic Uses

3.3.10 Supporting views agreed that the “Work-Live-Play” CBD3 on the KYCAI would enable HK to stay competitive, provide the much-needed space for economic development, and relieve the stress on the CBD1. Some even considered that the size of CBD3 (i.e. about 100 ha) should be enlarged, while some suggested also reserving spaces outside CBD3 for smaller businesses, start-ups or emerging industries as well as for families of younger entrepreneurs. Some suggested to change the location of CBD3 to the inner cove of artificial islands, and plan the southern part of the artificial islands for passive and recreational uses.

3.3.11 People of opposing views questioned the need for CBD3 with proposed 4 million square metres (m²) of commercial GFA, given the current vacancy rate of existing commercial buildings, the performance of recent land sale, the slow economic growth both locally and globally, and the unsatisfactory development of CBD2 in Kowloon East. Some suggested reducing the scale of CBD3, including using part of the gross floor area (GFA) for combined working and living spaces. Some called for reducing the scale of CBD3, having regard to the post-pandemic business environment, including the changing working mode to work-from-home and the decrease in the number of companies in HK.
3.3.12 There were other suggestions for reserving land for various economic uses e.g. GBA-wide cultural and event facilities, a focal point for converging the industry, academia and research sectors, the silver economy and the shipping and logistics industry. Some comments suggested to position the KYCAI as a civic centre/hub for iconic international institutions, rather than solely for commercial uses.

3.3.13 There was also a variety of ideas on the reservation of land for cultural and tourism uses. Examples included the provision of a maritime sports academy, a golf course, a Formula One racetrack, a cultural industry hub, and a museum island to showcase and exchange Chinese culture, history and intellectual property. In passing, there were enquiries on how the KYCAI could integrate with the existing tourism development on Lantau.

3.3.14 The Government was advised to allow more flexibility in the land use planning of the artificial islands and consider the concept of "white sites/zones " used in Singapore to allow for future adjustments based on the changing economic and market needs.

(E) Planning for Liveable Living Communities

3.3.15 Living communities planned with 15-minute neighbourhood concept was well-received. Comments were also positive about the planning of people-oriented development, including to develop underground roads and prohibiting private vehicles on the streets. In passing, there were views supporting imposing restrictions to the parking capacity of future developments so as to promote more use of public transport and walking/cycling. The age-friendly and inclusiveness concepts were also raised for the planning of appropriate facilities to accommodate the needs of the ageing and young generations, as well as the less privileged population.

3.3.16 Some comments suggested that mixed-use planning e.g. a mix of business, hospitality, community facilities and residential uses would create "work-live-play" communities on the KYCAI. There were also suggestions for adopting good urban design practices e.g. to also consider the skyline and building height profile for creating unique living communities and CBD3.

3.3.17 The importance of having cultural landscape on the KYCAI was also highlighted, and Shatin was cited as a good example where cultural life was flourishing with the provision of cultural facilities e.g. theatres and museums within the community.

(F) Blue-green Network and Biodiversity

3.3.18 The provision of blue-green network and the promotion of biodiversity on the KYCAI were generally welcome. Some comments considered the KYCAI development a good opportunity for planning and promotion of sustainable development with different urban forestry and biodiversity initiatives.

3.3.19 Some comments agreed to incorporate innovative elements and people-oriented design in the water bodies and greenery to make the KYCAI an international exemplar and enhance the overall ecosystems. Related ideas included urban food production, advance tree planting at construction stage (e.g. pilot park) and measures to attract birds and insects from surrounding islands (e.g. through creation of floating planters as stepping stones).
3.3.20 There were requests for allocating sufficient space for tree plantation on the KYCAI. Some comments suggested that urban forests other than urban parks would be needed for effective carbon sequestration.

3.3.21 There were comments that the long waterfront promenade and water channels should be made water-friendly with interesting designs. Specific suggestions included connecting all the promenades with cycle tracks and providing open spaces to facilitate various kinds of cultural and recreational activities, including water sports. There were also suggestions for installing floating structures at suitable locations along the promenade to provide fun and additional space for public enjoyment.

3.3.22 While eco-shorelines were proposed, there were suggestions for incorporating suitable elements so that these shorelines could become more natural, perform coastal resilient functions, enhance biodiversity, and contribute to carbon sequestration. At the same time, the shorelines were expected to also promote water-friendly culture and become one of the destinations for eco-tourism.

3.3.23 There were views that wildlife species might be affected by the project. Specific species mentioned in the comments included White-bellied Sea Eagle, Bogadek’s Burrowing Lizard, Romer’s Tree Frogs, Little Egrets, Great Egrets and Black-crowned Night Heron. There were also a suggestion to zone the entire Sunshine Island as a Restricted Area under the Wild Animal Protection Ordinance.

(G) Carbon Neutrality and Smart, Green and Resilient (SGR) City Strategy

3.3.24 Comments relating to carbon neutrality were mainly concerned with the carbon footprint of the project at various stages. Some raised that the reclamation process, including the construction works, transportation of construction materials, etc. might result in carbon emission. Some wished the Government to carefully estimate the total carbon footprint of the project, advise how the carbon generated would be offset, and explain how the project would align with the territory-wide target of achieving carbon neutral by 2050. Some further requested for the quantitative details of the related assessment, while some suggested establishing a data collection plan and a baseline of carbon emissions of the KYCAI at the early stage.

3.3.25 The proposed SGR initiatives regarding sustainable planning and urban design, integrated SGR infrastructure system and smart mobility were generally accepted. Having said that, some comments opined that the proposed carbon neutral initiatives were insufficient, despite a number of energy-saving initiatives were suggested under the SGR City Strategy. Some comments suggested to explore initiatives to enhance carbon sequestration and promote circular economy on the KYCAI. There were views that the KYCAI was expected to be a pioneer and exemplar for showcasing SGR initiatives in the aspects of planning and design, energy supply, energy consumption, waste management, wastewater/sewage treatment, sustainable water resources, sustainable drainage, landscaping, utility infrastructure, smart mobility and etc., and to demonstrate a new set of related regulations. There were reminders that the KYCAI needed to be forward-looking and flexible so that the project could easily adapt to possible new changes and innovative technologies/technological advancement. There were also comments that the KYCAI should prioritise sustainable and zero carbon lifestyle, as well as environmental health and human wellness.
3.3.26 Regarding sustainable planning and urban design, some comments considered that measures such as green building designs and consideration of prevailing wind direction and building orientation in city planning could reduce energy consumption and urban heat island effect and help achieve the carbon neutrality target for the KYCAI. There were also views supporting a higher green coverage.

3.3.27 Regarding the integrated SGR infrastructure system, there were suggestions to extend District Cooling System to serve both non-domestic and domestic premises for further energy saving and reducing carbon emissions.

3.3.28 Some comments raised the possibility of adopting residential food waste grinders for direct discharge of food waste to the treatment facilities on the KYCAI, although it was noted that such facility in high-rise and high-density buildings might pose technical issues. In addition, some comments suggested to better utilise the treated effluent from the sewage treatment plant, e.g. to discharge it into the channels to minimise sedimentation and to use it to irrigate the greenery on the artificial islands.

3.3.29 Some comments would like to know about the implementation of waste management facilities on the KYCAI in conjunction with other existing and planned facilities in the territory (e.g. O· Park) and if there could be more cost-effective solutions on waste treatment.

3.3.30 For smart mobility, some comments suggested car-free zone and proposed the use of electric public transportation on the KYCAI. Some suggested considering banning polluting vehicles from entering the artificial islands and giving support to new energy vehicles, while some suggested allowing provision for the use of autonomous vehicles in the future.

3.4 Comments on Strategic Transport Infrastructure

3.4.1 According to the analysis, almost all opinions related to the proposed Hong Kong Island West – Northeast Lantau Link (HKIW – NEL Link) and Hong Kong Island West – Hung Shui Kiu Rail Link (HKIW – HSK Rail Link) were in support of the plan. This network of strategic transport infrastructure were considered to improve Hong Kong’s overall transportation network, enhance connections between the New Territories and urban areas and alleviate the existing road congestion to and from existing urban areas. Some considered the first phase of population intake should match with the provision of transport infrastructure, while some comments suggested to investigate the impacts on the existing waterfront open space, community facilities and transport network in the Kennedy Town and Tuen Mun areas during construction and after completion.

Topical Summary

(A) Hong Kong Island West – Northeast Lantau Link (HKIW – NEL Link)

3.4.2 Most comments agreed that KYCAI would provide a good opportunity to strengthen HK’s overall transportation network. In particular, the proposed HKIW – NEL Link, as the fourth road harbour crossing, was in general welcome.

3.4.3 Some comments suggested that temporary arrangements would have to be provided for the Western District Public Cargo Working Area, which would be affected by the
proposed works of the HKIW-NEL Link. There were also comments concerning the traffic impact on roads of Hong Kong Island (both during construction and after commissioning of the HKIW-NEL Link), which was considered very congested already.

**3.4.4 (B) Hong Kong Island West – Hung Shui Kiu Rail Link (HKIW – HSK Rail Link)**

Most comments on this topic agreed that the proposed HKIW – HSK Rail Link would facilitate the KYCAI’s strategic positioning with connection with the Harbour Metropolis, Hung Shui Kiu New Development Area, Northern Metropolis, and strategic locations in Shenzhen Bay and Qianhai. Most people supported the enhanced connection between northwest New Territories and Hong Kong Island West. The proposed HKIW-HSK Rail Link was generally welcome, in particular, for the residents of the northwest New Territories as they could directly reach Hong Kong Island by using the transportation network of KYCAI, without passing through Tsuen Wan, Tsing Yi, West Kowloon, and other areas.

**3.4.5**

Regarding the interchange stations with Island Line, there were concerns on the capacity of the current HKU station given the anticipated considerable number of passengers and the existing station layout. There were also supporting views of having another interchange station at Kennedy Town in view of better efficiency and traffic diversion, as well as to serve as an alternative interchange in case of unforeseen circumstances at the HKU station interchange. Besides, Hong Kong Station was suggested as an alternative option for the interchange.

**3.4.6**

There were queries about the proposed rail alignment going towards Tuen Mun East without passing through the town centre area of Tuen Mun. Suggestions were received to introduce a rail link from Tuen Mun South to Siu Lam in Tuen Mun East.

**3.4.7 (C) Green Mass Transit System on the KYCAI**

Most comments supported the proposed Green Mass Transit System (GMTS) for linking up the three artificial islands and the interchanging between the GMTS and the HKIW-HSK Rail Link at suitable locations on KYCAI. Some suggested exploring other new environmentally-friendly transportation technologies for the GMTS.

**3.4.8**

Some suggested that the GMTS stations should be located at the centre of each artificial island to allow residents to reach their destinations on foot, by bicycles or other micro-mobility devices (e.g. e-bicycles, e-scooters, etc.), which would make KYCAI as a car-lite living place. It was generally anticipated that the GTMS should be built underground to free up space above ground.

**3.4.9 (D) Transportation Network Planning and Implementation**

There were comments reckoning that the completion of strategic transport infrastructure should tie in with the programme of the first population intake (i.e. in 2033).

**3.4.10**

Concerns were raised about the existing capacity of roads and railways in HKIW. There were comments suggesting the Government to consider enhancing the capacity of existing roads and railways in HKIW to cope with the additional traffic arising from the proposed strategic transport infrastructure. It was also recommended to reserve space for an
additional road or railway to connect to Tsing Yi South or Stonecutters Island in the long run.

3.4.11 There were also public concerns about the cost effectiveness for the construction of strategic transport networks, and whether the costs of future transport services would be affordable by general public, especially residents of KYCAI.

3.4.12 Some comments recommended the Government to provide subsidies for ferry operators to replace existing ferries with electric types. There were also calls for the Government to add bridges, tunnels and other facilities to better facilitate the public's access to the KYCAI.

(E) Connection to Outlying Islands / Impacts to Neighbouring Urban Areas

3.4.13 While the KYCAI development was accepted in principle by neighbouring areas, comments on or requests of direct connection of outlying islands, concern on possible higher transportation cost and possible compensation, as well as impacts to neighbouring urban areas with KYCAI were received.

3.4.14 Peng Chau – As Island B was close to Peng Chau, some views suggested the connection between Island B and Peng Chau by ferry or road. This would also facilitate Peng Chau residents on the use of community facilities and medical services on KYCAI.

3.4.15 South Lantau – Some comments considered that KYCAI would be a good opportunity to enhance the transport infrastructure and facilities of South Lantau, which had been in discussion for years. Some South Lantau residents, however, stressed that the current mode of ferry to and from Central was more preferred.

3.4.16 North Lantau – There were concerns on the existing condition of traffic congestions and insufficient parking in Tung Chung. Some comments suggested to assess and plan for the increase in demand for parking facilities in Tung Chung arising from the KYCAI development.

3.4.17 Discovery Bay – There were comments suggesting connecting ferry services to KYCAI. Some also suggested to have connection between the proposed rail link and Discovery Bay.

3.4.18 Ma Wan – There were requests for the Government to take Ma Wan into account in the KYCAI’s strategic transport planning, citing that the increasing residential flats and the launch of phase two of Ma Wan Park would worsen the capacity of existing bus and ferry services.

3.4.19 Yuen Long and Tsuen Wan – There were concerns on the impacts on the flow of traffic and pedestrians of the two districts, adding that the existing capacity of transport infrastructures might be exceeded.

3.4.20 Kennedy Town – There were concerns on the proposed 5-year temporary closure of a section of the existing Kennedy Town waterfront (including Belcher Bay Promenade) for the construction of the HKIW-NEL Link. It was considered that the Belcher Bay Promenade had been a popular public place, and that it would be a waste to temporarily reprovision it in another location when it had been in use for just a few years. Also, it was
of great concern that the proposed ventilation building in Kennedy Town would limit the area of the promenade, disrupt the connectivity of open spaces, and cause visual and air quality impacts.

(F) Other Comments

3.4.21 A few comments were received on each of (a) the road system within KYCAI should be built underground to minimise impacts on residents and to avoid occupying valuable space above ground, (b) more roads should be built on the southern side of KYCAI, (c) the GMTS should pass through the CBD3 and residential areas, (d) combined tunnels for the road and rail between KYCAI and Hong Kong Island, with a view to reducing cost and minimising impacts to the Victoria Harbour, should be explored, (e) the long proposed Tuen Mun to Tsuen Wan Link should be re-visited, and (f) Lam Tei station (the south of Hung Shui Kiu) should be considered to facilitate the future development of surrounding areas.

3.5 Comments on Possible Financing Options

3.5.1 According to the analysis, some supported taking forward the project by a "public-private-participation" financing option, while some expressed concerns about the impact on public finance caused by the project, the project cost estimate and control, and some considered the assessment of economic benefits too optimistic. Besides, the need of risk mitigation should be considered.

Topical Summary

(A) Possible Financing Options – Views on Public-Private Participation

3.5.2 Comments in general supported the public-private participation model, quoting the example of Shatin City One in the 1970s. While public-private participation model would reduce burden on public finance, some were concerned that it might weaken the Government's control on land resources. Therefore, it was recommended that the Government must retain control in regulating the land sale and operating infrastructures when entering a partnership. Furthermore, some were concerned that the proposed "Build-Operate-Transfer" model for building roads to the KYCAI might lead to high toll fees and increase transportation costs for residents.

3.5.3 Meanwhile, the Rail-plus-Property funding model was also proposed to encourage infrastructure development and ensure sufficient funding for railway and topside development. It was also suggested incorporating development clauses to ensure that the railway was completed to tie in with the surrounding developments.

3.5.4 Other than local experiences, there were comments mentioning a few overseas precedents of incomplete reclamation projects under the public-private participation. The Government was suggested to carefully balance the pros and cons of public-private participation and conduct thorough risk assessments.

(B) Possible Financing Options – Views on Bond Issuance

3.5.5 Some opinions suggested that bond issuance might not be an attractive financing option due to the rise in interest rates and financial instability globally. Some commented that the
uncertain return from investment and the fact that the economy would be entering a rate-hike cycle, might discourage investors from purchasing infrastructure bonds. In addition, the recent failure of the "AT1 bond" issued by Credit Suisse had raised concerns about the instability of the bond market.

3.5.6 Some comments cited the case of the Three Runway System of Hong Kong International Airport, saying that the amount of bonds had been increased substantially over and above the original budget. There were concerns that the interest incurred would become enormous financial burdens to be borne by not just the Government but also future generations and taxpayers.

3.5.7 On the other hand, some were optimistic about the Government's large-scale infrastructure bond program, believing that it could better manage the cash flow needs of major projects and promote HK as an international financial centre.

(C) Possible Financing Options – Views on Other Modes

3.5.8 Some opinions suggested that the Government should consult the financial sectors in early stage to facilitate infrastructure financing in the market. The opinions also suggested exploring the securitisation of the KYCAI’s infrastructure projects to attract funds from the international market.

3.5.9 Some comments also expressed that using mixed financing options to raise funds would allow flexibility under different economic conditions, such as issuing bonds at lower interest rates to spread out the annual spending costs, promoting public-private participation, such as adopting Transit-oriented Development model, or commonly referred to as the Rail-plus-Property funding model, etc.

3.5.10 Others recommended assessing the distribution of revenue and expenses of the KYCAI development over the next 20 years to identify the peak spending period and determine the appropriate financing options. Some suggested using private market financing instead of the Government’s fiscal reserve for reclamation and large-scale infrastructure projects. Some also opined that the Government should consider introducing local and foreign funds as well.

3.5.11 There were also suggestions to tokenise assets, such as using venture capital funds or private equity funds, for KYCAI. Other suggestions to turn the KYCAI into a digital asset, selling it to the public, and allowing everyone the opportunity to profit from the project, were also received.

3.5.12 Some opined that rather than which financing options to pursue, the genuine concern was how to persuade major land developers to participate in this reclamation. Some remarked that the Government should not use foreign exchange reserve directly for land development.

(D) Cost Estimate, Control and Effectiveness

3.5.13 There were concerns on the budget estimate of HK$580 billion and the cost effectiveness of KYCAI. Some suggested the financial analysis should not be solely measured by cost, profitability, and potential overspending, but also by the long-term benefits brought to HK's expansion in capacity and economic growth. Some comments agreed that creating
additional land through reclamation was a valuable social investment and would be preferable than other land supply options. Some comments acknowledged that the benefits generated from reclamation far outweighed its cost.

3.5.14 Some comments pointed out that benefits of KYCAI should also include social benefits such as the new roads and railways which would alleviate congestions on existing routes. Some suggested that KYCAI should be viewed as an asset rather than a consumption. The value of land assets might increase over time, potentially offsetting the initial cost.

3.5.15 While the Government might have the financial capability to support such a significant investment in infrastructure, some comments suggested that the project should be evaluated with flexibility, with consideration of the economic cycle and with different generations’ opinions.

3.5.16 There were views suggesting that the construction cost of $580 billion was underestimated while the projected revenue of $750 billion was too optimistic. There were also opinions that the cost estimate did not include the construction costs of Government, Institution and Community facilities to be proposed on KYCAI, like hospitals, schools, community centres, water supplies facilities, parks, police stations, fire services, utilities, etc., adding that the estimated total development cost could be over $800 billion.

3.5.17 Some comments remarked that the construction cost could be much higher as the reclamation method, seabed depth and sediment excavation were uncertain. In addition, the construction of coastal infrastructure, which was closely related to extreme weather, would be expensive.

3.5.18 There were questions as to whether the financial analysis had factored in, among others, the inflation rate, the implications of projected economic and population growth on land demand, and geopolitical risks, etc. There were concerns about the implications of concurrent implementation of two major projects of KYCAI and Northern Metropolis on the Government’s fiscal position.

3.5.19 There were concerns on overspending of the KYCAI claiming that there were often cost overruns in the past major infrastructure projects, such as the Three Runway System, Hong Kong-Zhuhai-Macao Bridge, Liantang/Heung Yuen Wai Boundary Control Point, West Kowloon Cultural District, Guangzhou–Shenzhen–Hong Kong Express Rail Link.

(E) Assessment of Economic Benefits and Risk Mitigation

3.5.20 On projected revenue, there were doubts of over-estimation in view of the recent downturn of the property market and land value, which were perceived as having negative impacts on the commercial real estate market, property mortgages, and international credit ratings. Some comments benchmarked the performance of recent land sales and reckoned that the land sale revenue of KYCAI could be far less than the Government's estimate. Some pointed to a lack of confidence in the future property market among developers.

3.5.21 There were also concerns on how the KYCAI finance would be managed to mitigate financial risks. On the other hand, some comments expressed that the yield was too low with the construction cost at HK$580 billion and projected revenue at HK$750 billion.
3.5.22 There were requests for the Government to provide more information and cost breakdown of the reclamation works, infrastructure facilities and strategic transport infrastructure of KYCAI, as well as land sale revenue and economic benefits. The Government was also advised to adhere to the principles of exercising fiscal prudence, keep expenditure within the projected revenue, and commit resources in public finance management.

3.5.23 Some opined that the management of cash flow for KYCAI was crucial, as the income from land sales would not be realised until the reclamation was completed. Some believed that the Government should ensure a balanced approach between economic and social benefits as well as fiscal sustainability. Some suggested that the Government should plan for the sale of land in advance and avoid overspending to prevent a fiscal crisis.

3.5.24 Some comments pointed out that the financial and geopolitical risks could affect the KYCAI's success which included the instability of global financial system, the increasing geopolitical risks worldwide, and the possibility of a downgrade in HK's international credit rating due to the heavy loan of KYCAI.

3.5.25 There were suggestions to strike a balance between the public finance burden and the need of economic development. The Government was also suggested to review the scale of the KYCAI to reduce costs as well as to develop KYCAI in phases taking into account the prevailing circumstances in future.

4. Summary of Issued Responses

4.1 Overview

4.1.1 Since the commencement of PE in late December 2022, the Study Team have issued responses to the public comments and concerns on the preliminary proposals (i.e., reclamation extent, broad land use, strategic transport infrastructure and possible financing options) through various channels, such as at social media posts and blogs issued by the Development Bureau, meetings with statutory and advisory bodies, as well as with other organisations, written replies to Legislative Council question, media interviews, etc. A summary of these issued responses are set out in Sections 4.2 to 4.5 below.

4.2 Responses on Reclamation Extent

4.2.1 In formulating the reclamation extent with the proposed “three-island configuration”, the Study Team had fully considered the factors such as ecology, water quality, engineering feasibility, marine traffic and operation. Concerning the impacts on the marine environment, water flow and water quality, the Study Team had devised measures to avoid or minimise the impact on the environment. For example, the KYCAI would be separated by water channels to avoid direct impacts on coral communities along the shoreline during reclamation. The proposed Y-shape channel would maintain appropriate level of water flows of the waters nearby preventing adverse impacts on the water quality and the ecosystem. The Deep Cement Mixing method would also be adopted for the reclamation works to reduce the impact on marine ecology.

4.2.2 Regarding the coastal and climate resilience of KYCAI, the adaptive and resilient protection measures of KYCAI was planned and designed for climate change scenarios of
the AR6 by the IPCC. The Study Team had also fully considered the risks of flooding and overtopping waves under extreme weather conditions, and adopted an appropriate site formation level for the KYCAI. We also took a progressive adaptive approach to design coastal infrastructure facilities to provide sufficient flexibility and adaptability. The Study Team set up an independent Expert Panel on Reclamation and Coastal Resilience, comprising renowned professors in fields of environmental hydraulics, coastal engineering, and hydrodynamics, which had already endorsed the above design strategy for the KYCAI project.

4.2.3 On the availability of fill materials, inert construction waste (public fill) generated from other local construction projects would be the main source of fill material for the reclamation of KYCAI. The remaining fill materials would mainly be manufactured sand, a by-product of quarries, and its production volume could be adjusted according to demand. With reference to the two large-scale reclamation projects, namely the Tung Chung East reclamation project and the Hong Kong International Airport Three-runway System reclamation project, fill material supply would be handled properly for KYCAI reclamation work.

4.2.4 While the preliminary findings showed that the proposed reclamation works would not cause insurmountable impacts on ecology and fisheries, the Government had actively engaged the local fisheries industry on the discussion of granting the ex-gratia allowances for fishermen affected by marine works projects in Hong Kong waters. The Study Team also well noted all other comments collected concerning the reclamation extent, and would consider when further refining the reclamation extent for KYCAI.

4.3 Responses on Broad Land Use

4.3.1 The KYCAI is one of the solution spaces identified under the Hong Kong 2030+ for meeting the long term land requirements, taking into consideration the community aspirations for more spacious living and enhancing liveability, the increasing economic opportunities arising from various national strategies and the need to build a land reserve under a creating capacity approach. Situated not far from the existing urban area including the Central CBD, the KYCAI together with the Northern Metropolis can support HK to establish a new industry pattern of “South-North dual engine (finance-innovation and technology)” while at the same time offer decanting spaces to support urban renewal. Although there may be some unfavourable factors at the immediate post-pandemic era making the “normality” resumes gradually, the planning work for meeting the medium and long term development needs should not be withheld. As highlighted by the Task Force on Land Supply in 2018, land creation, in particular the preliminary studies, should be undertaken in a sustained manner and free from external factors such as the economic cycles.

4.3.2 The reclamation for the KYCAI shall provide 1,000 hectare of land. The proposed maximum domestic plot ratio of 6.5 for the living communities is comparable to the living density of the new generation new towns, while the proposed maximum domestic and non-domestic plot ratios at CBD3 are 7.5 and 15 respectively. The proposed developments around the mass transit nodes would be compact but not overly dense and congested to enable a convenient living. At the same time, there will be a total of 40% of

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1 Including the 14th Five-Year Plan, the GBA development and the Belt and Road Initiative.
the land targeted for open space, community facilities and utility infrastructure to create a liveable and green living environment.

4.3.3 The project is at an initial planning stage based on the best available information and assumptions that are subject to change. For example, the assumed public to private housing mix of 70:30 was based on the current housing supply target of the Long Term Housing Strategy for reserving housing land. Since the whole project would take about two decades to fully complete, many of the proposals and assumptions could still be adjusted at the implementation stage to meet the changing community needs. In addition, appropriate robustness and flexibilities would be planned in advance when the Study Team further develop the broad land use into a detailed plan so that we can embrace uncertainties and capture unforeseeable requirements as well as new opportunities in the future.

4.4 Responses on Strategic Transport Infrastructure

4.4.1 Noting the concerns about the traffic impacts on the existing roads and transport network arising from the KYCAI development, the Study Team conducted a preliminary traffic impact assessment based on the major development parameters of the KYCAI, including population and employment, road capacity, etc. The assessment results revealed that the proposed connecting roads of the KYCAI to Hong Kong Island and to other areas would be sufficient to cope with the traffic flow generated by the entire KYCAI development. In addition to the proposed HKIW-NEL Link and HKIW-HSK Rail Link, the Study Team would also explore the feasibility of providing ferry services and the provisioning of ferry piers on KYCAI to enhance the connectivity between KYCAI and other parts of Hong Kong, including neighbouring outlying islands.

4.4.2 In response to the suggestions regarding the introduction of a rail link between Tuen Mun South to Siu Lam in Tuen Mun East, as it is related to the planning for Lung Kwu Tan and the re-planning of Tuen Mun West area, the Government planned to include this section of the railway in the project "Planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West Area". Provisions would be reserved at the Tuen Mun East Station under the KYCAI development to facilitate future connection with that section of railway.

4.4.3 The Study Team would further refine and develop the proposed strategic transport infrastructure for KYCAI by taking into account all other concerns and comments received.

4.5 Responses on Possible Financing Options

4.5.1 The Study Team noted the concerns about the impact on public finance to be caused by the KYCAI development, as clarified by the Government previously that it would not need to rely entirely on public funds to deliver the project. The Study Team would consider adopting different financing options, such that the project could be taken forward by leveraging market force. Apart from using public funds, there are several financing options currently under consideration, such as using different models of public-private participation, for example build-operate-transfer model, railway-plus-property model, etc., or the issuance of bond, etc. Even though public funds will be invested in the project, the newly created land would generate land sale revenue for the Government. On a ballpark basis, land sales revenue from the private residential and commercial sites to be
created from the reclamation would surpass the construction cost of the KYCAI. This had not yet taken into account the economic benefits brought about by the development.

4.5.2 The KYCAI is still at the preliminary planning stage where the EIA, ground investigation, etc. are in progress. After the overall design work is completed, the Study Team would have the basis to provide a cost estimate with reference to a more detailed engineering design. The Study Team would also take into consideration all other views received on possible financial arrangement for the KYCAI, and would strive to better implement the overall financial planning for the KYCAI development.

5. Way Forward

5.1.1 Following the PE activities from December 2022 to March 2023, the Study Team will refine and further develop the proposals of reclamation extent, broad land use, strategic transport infrastructure and possible financing options taking into account relevant public views and suggestions.

5.1.2 At the same time, the platform formed by the Government and six professional institutes has already started working. Two working groups have been set up for in-depth discussions on issues related to sustainable design of the artificial islands and planning of the living communities respectively, with a view to putting forward creative suggestions for the artificial islands.

5.1.3 There will be PEs at different stages (including during the periods of various statutory procedures) as the study progresses. The Government aims to commence the statutory process of the EIA for the reclamation of KYCAI in end 2023, and commence a detailed engineering design and ground investigation of the project in 2024.

5.1.4 The Study Team welcomes the public to continue sharing their views and opinions on the KYCAI project, and hereby expresses sincere gratitude to all individuals/organisations who have offered their valuable views and opinions during the PE activities.
Appendix 1

List of Information
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<td>25 March 2023</td>
<td>交椅洲人工島巡迴展覽第 10 站: 昂坪 360 東涌纜車站 <a href="https://www.facebook.com/DevelopmentBureau/posts/pfbid02sP3ELQ8V6uijd45KnC1PDi5aHThRWSoDuocrW43CV1ZdBMFdfjXpVCtJRXaWpaYHI">https://www.facebook.com/DevelopmentBureau/posts/pfbid02sP3ELQ8V6uijd45KnC1PDi5aHThRWSoDuocrW43CV1ZdBMFdfjXpVCtJRXaWpaYHI</a></td>
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<td>27 March 2023</td>
<td>交椅洲人工島，與海事相關委員會交流 <a href="https://www.facebook.com/DevelopmentBureau/posts/pfbid0Aj5vYHpsnaQXvWCPzbiuAZSiqKRKcrXH6ngvRhx7q9Qcy2e6o2kmA2c1pC8eMiAnl">https://www.facebook.com/DevelopmentBureau/posts/pfbid0Aj5vYHpsnaQXvWCPzbiuAZSiqKRKcrXH6ngvRhx7q9Qcy2e6o2kmA2c1pC8eMiAnl</a></td>
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<tr>
<td>29 March 2023</td>
<td>交椅洲人工島，解構工程造價估算 <a href="https://www.facebook.com/DevelopmentBureau/posts/pfbid0Ge7eoLiBUVPQfAtJ2hEVpTdeadS7yECkqh5ziV3RJaS2SiNufB6y23McxqTQ2dJel">https://www.facebook.com/DevelopmentBureau/posts/pfbid0Ge7eoLiBUVPQfAtJ2hEVpTdeadS7yECkqh5ziV3RJaS2SiNufB6y23McxqTQ2dJel</a></td>
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<td>30 March 2023</td>
<td>【交椅洲人工島，建島未來小知識】可能融資選項 <a href="https://fb.watch/jCjnIfi4D/">https://fb.watch/jCjnIfi4D/</a></td>
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<td>30 March 2023</td>
<td>【交椅洲人工島，分期投資 長遠利益】 <a href="https://www.facebook.com/DevelopmentBureau/posts/pfbid02eFQiqAojrMtpPtJQaCZQeSFSmvTdn4LkJ4Reqc6gvRHo7ESjXUUb5TL5dQXym4rHNI">https://www.facebook.com/DevelopmentBureau/posts/pfbid02eFQiqAojrMtpPtJQaCZQeSFSmvTdn4LkJ4Reqc6gvRHo7ESjXUUb5TL5dQXym4rHNI</a></td>
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<tr>
<td>31 March 2023</td>
<td>【交椅洲人工島，階段性公眾參與】 <a href="https://www.facebook.com/DevelopmentBureau/posts/597166032445313">https://www.facebook.com/DevelopmentBureau/posts/597166032445313</a></td>
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</table>
### List of Relevant Press Releases issued by the Government

<table>
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<tr>
<th>Date</th>
<th>Press Release</th>
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<tbody>
<tr>
<td>29 December 2022</td>
<td>Secretary for Development's opening speech at LegCo Development Panel meeting (Chinese version only)</td>
</tr>
<tr>
<td>10 January 2023</td>
<td>Land and Development Advisory Committee holds meeting</td>
</tr>
<tr>
<td></td>
<td><a href="https://www.info.gov.hk/gia/general/202301/10/P2023011000626.htm?fontSize=1">https://www.info.gov.hk/gia/general/202301/10/P2023011000626.htm?fontSize=1</a></td>
</tr>
<tr>
<td>7 February 2023</td>
<td>Civil Engineering and Development Department to hold Kau Yi Chau Artificial Islands exhibitions</td>
</tr>
<tr>
<td></td>
<td><a href="https://www.info.gov.hk/gia/general/202302/07/P2023020700606.htm">https://www.info.gov.hk/gia/general/202302/07/P2023020700606.htm</a></td>
</tr>
<tr>
<td>19 April 2023</td>
<td>LCQ19: Kau Yi Chau Artificial Islands</td>
</tr>
<tr>
<td></td>
<td><a href="https://www.info.gov.hk/gia/general/202304/19/P2023041900639.htm?fontSize=1">https://www.info.gov.hk/gia/general/202304/19/P2023041900639.htm?fontSize=1</a></td>
</tr>
<tr>
<td>27 April 2023</td>
<td>Conclusions on interim public engagement activities for Kau Yi Chau Artificial Islands project</td>
</tr>
</tbody>
</table>
Appendix 2

List of Fixed and Roving Exhibitions
## Schedule of Fixed and Roving Exhibitions

<table>
<thead>
<tr>
<th>District</th>
<th>Venue</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central and Western District</td>
<td>City Gallery*</td>
<td>9 February 2023 to 31 March 2023</td>
</tr>
<tr>
<td>Islands District</td>
<td>Tung Chung Community Liaison Centre*</td>
<td>9 February 2023 to 31 March 2023</td>
</tr>
<tr>
<td>Central and Western District</td>
<td>Central Market</td>
<td>10 to 16 February 2023</td>
</tr>
<tr>
<td>Islands District</td>
<td>Fu Tung Plaza</td>
<td>10 to 16 February 2023</td>
</tr>
<tr>
<td>Central and Western District</td>
<td>Star Ferry Pier</td>
<td>17 to 23 February 2023</td>
</tr>
<tr>
<td>Yuen Long District</td>
<td>+WOO</td>
<td>24 February 2023 to 2 March 2023</td>
</tr>
<tr>
<td>Tuen Mun District</td>
<td>Tuen Mun Parklane Square</td>
<td>3 to 9 March 2023</td>
</tr>
<tr>
<td>Tuen Mun District</td>
<td>Tseng Choi Street Community Hall</td>
<td>10 to 16 March 2023</td>
</tr>
<tr>
<td>Tsuen Wan District</td>
<td>The Mills</td>
<td>17 to 23 March 2023</td>
</tr>
<tr>
<td>Islands District</td>
<td>Ngong Ping 360 Cable Car Terminal</td>
<td>24 to 30 March 2023</td>
</tr>
</tbody>
</table>

*Fixed exhibitions*
Appendix 3

Lists of Meetings with Statutory and Advisory Bodies, Other Organisations & Media Tour
List of Meetings with Statutory and Advisory Bodies

<table>
<thead>
<tr>
<th>Date</th>
<th>Statutory and Advisory Bodies</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 December 2022</td>
<td>Panel on Development, Legislative Council</td>
</tr>
<tr>
<td>10 January 2023</td>
<td>Land and Development Advisory Committee</td>
</tr>
<tr>
<td>20 January 2023</td>
<td>Town Planning Board</td>
</tr>
<tr>
<td>31 January 2023</td>
<td>Tsuen Wan District Council</td>
</tr>
<tr>
<td>6 February 2023</td>
<td>Advisory Council on the Environment</td>
</tr>
<tr>
<td>9 February 2023</td>
<td>Lantau Development Advisory Committee</td>
</tr>
<tr>
<td>16 February 2023</td>
<td>Traffic &amp; Transport Committee, Central and Western District Council</td>
</tr>
<tr>
<td>20 February 2023</td>
<td>Islands District Council</td>
</tr>
<tr>
<td>28 February 2023</td>
<td>Yuen Long District Council</td>
</tr>
<tr>
<td>2 March 2023</td>
<td>Planning Sub-committee of Land and Development Advisory Committee</td>
</tr>
<tr>
<td>9 March 2023</td>
<td>Harbourfront Commission</td>
</tr>
<tr>
<td>20 March 2023</td>
<td>Tuen Mun District Council</td>
</tr>
<tr>
<td>20 March 2023</td>
<td>Legislative Council Member (Agriculture and Fisheries) and Representatives of Agriculture and Fisheries Sector</td>
</tr>
<tr>
<td>27 March 2023</td>
<td>Advisory, statutory, and consultative bodies/committees under Marine Department</td>
</tr>
</tbody>
</table>

List of Meetings with Other Organisations and Media Tour

<table>
<thead>
<tr>
<th>Date</th>
<th>Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>22 December 2022</td>
<td>The Hong Kong Association of Banks</td>
</tr>
<tr>
<td>23 December 2022</td>
<td>Representative(s) of the Hong Kong Institute of Architects (HKIA), the Hong Kong Institution of Engineers (HKIE), the Hong Kong Institute of Landscape Architects (HKILA), the Hong Kong Institute of Planners (HKIP), the Hong Kong Institute of Surveyors (HKIS), the Hong Kong Institute of Urban Design (HKIUD)</td>
</tr>
<tr>
<td>6 January 2023</td>
<td>Economists</td>
</tr>
<tr>
<td>16 January 2023</td>
<td>The Hong Kong General Chamber of Commerce</td>
</tr>
<tr>
<td>6 February 2023</td>
<td>Green Groups</td>
</tr>
<tr>
<td>6 February 2023</td>
<td>The Chinese General Chamber of Commerce</td>
</tr>
<tr>
<td>16 February 2023</td>
<td>HKIA</td>
</tr>
<tr>
<td>23 February 2023</td>
<td>Lantau Development Alliance</td>
</tr>
<tr>
<td>2 March 2023</td>
<td>Media Tour</td>
</tr>
<tr>
<td>6 March 2023</td>
<td>HKIE</td>
</tr>
<tr>
<td>8 March 2023</td>
<td>HKIS</td>
</tr>
<tr>
<td>10 March 2023</td>
<td>HKILA</td>
</tr>
<tr>
<td>13 March 2023</td>
<td>HKIP</td>
</tr>
<tr>
<td>14 March 2023</td>
<td>HKIUD</td>
</tr>
<tr>
<td>24 March 2023</td>
<td>China Water Transportation Construction Association</td>
</tr>
<tr>
<td>28 March 2023</td>
<td>Hong Kong Construction Association</td>
</tr>
<tr>
<td>29 March 2023</td>
<td>China International Contractors Association</td>
</tr>
<tr>
<td>29 March 2023</td>
<td>Transport Policy Committee of the Chartered Institute of Logistics and Transport in Hong Kong</td>
</tr>
</tbody>
</table>

Note: The above lists cover only those PE activities which took place during the PE period, i.e. December 2022 to March 2023, and indeed the Study Team has continued to meet and engage different parties after the PE period.