

(Translation)

Minutes of Meeting of Islands District Council

Date : 10 March 2026 (Tuesday)
Time : 2:30 p.m.
Venue : Islands District Council Conference Room,
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

Present

Chairman

Ms YEUNG Wai-sum, Amy, JP

Members

Mr HO Siu-kei
Mr HO Chun-fai
Mr YU Hon-kwan, MH, JP
Mr NG Man-kit
Mr NG Choi-wah, MH
Mr CHOW Yuen-kuk, Jonathan
Mr HUI Chun-lung, MH
Ms KWOK Wai-man, Mealoha
Mr WAN Yeung-kin
Mr WONG Man-hon, MH
Ms WONG Chau-ping, MH
Mr WONG Hon-kuen, Ken
Mr YIP Pui-kei
Mr LAU Chin-pang
Ms LAU Suk-han
Ms LAU Shun-ting
Mr LUO Chenghuan, MH

Attendance by Invitation

Mr KWOK Chun-wai, Stephen	Deputy Head of Civil Engineering Officer (Project and Environmental Management) (Acting), Civil Engineering and Development Department
Mr CHENG Wai-Ho	Senior Engineer/Project 3, Civil Engineering and Development Department
Mr CHIU Chung-ming, Vincent	Senior Engineer/Strategy 1, (Acting), Civil Engineering and Development Department
Mr Raymond CHOW	Partner, ERM-Hong Kong Limited

In Attendance

Mr MOK Mong-chan	Assistant District Officer (Islands)1, Islands District Office
Mr IP Cheuk-man, Ryerson	Assistant District Officer (Islands)2, Islands District Office
Mr LEE Sun-fu, Joe	Senior Executive Officer (District Management), Islands District Office
Mr CHAO Ka-man, Stanley	Senior Liaison Officer (1), Islands District Office
Ms LIU Pui-shan, Lis	Senior Liaison Officer (2), Islands District Office
Mr YEUNG Che-yuen, Patrick	Senior Engineer/15 (South and Sustainable Lantau), Civil Engineering and Development Department
Ms LAM Bun-gee	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr CHAN Fai	Senior Property Service Manager/Hong Kong Island and Islands, Housing Department
Mr FUNG Wai-nok	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Mr LEE Cho-ming, Joe	District Commander (Lantau District), Hong Kong Police Force
Mr Clive WALTON	District Commander (Marine Port District), Hong Kong Police Force
Mr LO Kwok-on	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr TANG Wan-kin	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr FUNG Chi-man, Ernest	District Planning Officer/Sai Kung & Islands, Planning Department
Ms LAI Kit-ching, Maureen	District Leisure Manager (Islands), Leisure and Cultural Services Department
Mr AU Siu-fung, Kelvin	Chief Transport Officer/Islands, Transport Department

Secretary

Ms Kennis CHAN	Senior Executive Officer (District Council), Islands District Office
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**Welcome Remarks**

The Chairman welcomed Members and representatives of the government departments to the meeting of the Islands District Council (IsDC), and introduced the following representatives of departments:

- (a) Mr CHAN Fai, Senior Property Service Manager/Hong Kong Island and Islands, Housing Department, who stood in for Mr NG Chi-shing;

- (b) Mr TANG Wan-kin, Police Community Relations Officer (Marine Port District), Hong Kong Police Force, who succeeded Mr CHAN Sheung-yung, Cyrus; and
- (c) Mr FUNG Chi-man, Ernest, District Planning Officer/Sai Kung & Islands, Planning Department, who succeeded Mr KWONG Wang-ngai, Walter.

I. Confirmation of the Minutes of Meeting held on 13 January 2026

2. The Chairman said that the captioned minutes had incorporated the amendments proposed by the government departments and Members and had been distributed to Members for perusal prior to the meeting. Members had no other amendment proposals and the minutes were confirmed unanimously.

II. The Progress of the Proposed Contaminated Sediment Disposal Facility at the West of Lamma Island  
(IsDC Paper No. 11/2026)

3. The Chairman drew Members' attention to IsDC Paper No. 11/2026, and welcomed the following guests who attended the meeting to present the Paper: Mr KWOK Chun-wai, Stephen, Acting Deputy Head of Civil Engineering Officer (Project and Environmental Management), Mr CHENG Wai-Ho, Senior Engineer/Project 3, Civil Engineering and Development Department, Mr CHIU Chung-ming, Vincent, Acting Senior Engineer/Strategy 1, Civil Engineering and Development Department, and Mr Raymond CHOW, Partner of ERM-Hong Kong Limited.

4. Mr Stephen KWOK briefly presented the paper with the aid of PowerPoint presentation:

- (a) Hong Kong was a busy port that required regular dredging of marine sediment to maintain clear navigable channels and maritime safety. Furthermore, the regular maintenance of marine facilities (e.g. typhoon shelters, landing steps, and pier facilities), as well as marine and infrastructure works, all involved dredging operations. Therefore, there was a continuous demand for the disposal of sediment in Hong Kong.
- (b) Uncontaminated sediment disposal facilities in Hong Kong were located at the south of Cheung Chau, the south of Tsing Yi, the east of the Ninepin Group, and the east of Tung Lung Island. There was only one mud pit for disposing contaminated sediment, which was located at the east of Sha Chau. This mud pit for contaminated sediment was expected to be exhausted in 2028 and could not be expanded due to

environmental constraints. It was therefore necessary for the Department to construct a new mud pit to meet Hong Kong's future demand for the disposal of contaminated sediment.

- (c) After conducting a detailed research, the Department considered that the waters to the east, northwest, and southwest of Hong Kong were unsuitable for the construction of mud pits due to various constraints, including factors such as water currents, water depth, fairways, and public utilities. The water depth and fairways in the waters west of Lamma Island were comparable to those of the existing mud pit, making it the currently most suitable site for constructing a new mud pit.
- (d) The proposed contaminated sediment disposal facility comprised seven mud pits. The Department planned to construct two of the mud pits in the first phase, each with the capacity of about 2 million cubic metres of sediment. As per the anticipation of about 400,000 cubic metres of sediment generated annually, the capacity of two new mud pits would be sufficient to cope with the demand for the next decade.
- (e) The Department had completed the environmental impact assessment and gazettal procedures, and planned to submit a funding application to the Legislative Council within this year, with a view to commencing the construction works by the end of this year. It was expected that the first mud pit would be completed in two years.
- (f) The mud pit would be located about 15 to 20 metres below the seabed level. Upon completion of the contaminated sediment disposal, the Department would cover the mud pit with a layer of about three metres thick of natural materials or uncontaminated sediment. To minimise the impact on the natural ecology, the Department would construct the contaminated sediment disposal facility in phases. During the construction period, the Department would install cage-type silt curtains to reduce the amount of marine sediment floating on the sea surface. The mud pit in the waters east of Sha Chau had been in operation since 1992, and the Department had established a comprehensive works supervision mechanism to regulate the dredging and disposal of sediment by contractors.
- (g) The Department would implement an Environmental Monitoring and Audit Programme to regularly monitor water quality, fisheries resources, and benthic organisms to ensure that the works would not cause unacceptable environmental impacts. The relevant data would be uploaded to designated websites for the public's access and disseminated through the Community Liaison Group.
- (h) The Department understood that the construction and operation of the

mud pits would affect fisheries and residents in the area. Therefore, it planned to release fish fry in suitable locations by way of restocking to improve the marine ecology. In addition, the Department was considering placing oyster baskets at the fish culture zones at Lamma Island or Cheung Chau to improve the water quality of the areas.

- (i) During the construction period, the Department would establish a Community Liaison Group to maintain communication with local stakeholders.

5. Mr WAN Yeung-kin raised the following views:

- (a) The Lamma Island (North) and Lamma Island (South) Rural Committees and Cheung Chau had opposed the captioned project in 2022 on the grounds that the disposal of the contaminated sediment containing heavy metal and dioxin would pose severe impacts on the marine ecology and fisheries. Given that the captioned project had already been taken forward, the Department should explain the details and arrangements of the works to the residents.
- (b) During typhoons, sea waves might churn up the sediment and wash it towards Lamma Island and Cheung Chau. In this connection, he enquired about the Department's contingency measures.

6. Mr LUO Chenghuan enquired:

- (a) Whether the waters to the west of Lamma Island were traditional fishing grounds or fish culture zones.
- (b) How the Department would prevent seawater contamination during the disposal of contaminated sediment.
- (c) Extreme weather conditions (e.g. typhoons and tides) might lead to the overflow of contaminated sediment, polluting water and affecting marine ecology. How would the Department prevent such occurrences?

7. Ms Mealoha KWOK enquired whether the members of the Department's Community Liaison Group included IsDC Members, and whether meetings would be held regularly in accordance with the works progress. Regarding the environmental monitoring and audit programme, she enquired how frequent the Department would conduct environmental sampling and whether the works arrangements would be adjusted in light of the sampling data.

8. Mr NG Man-kit said that the site of the captioned project was a fishing ground rich in marine life. The disposal of contaminated sediment might pollute the waters, and the consumption of contaminated marine produce could pose health risks.

He was of the view that the Department and relevant departments should monitor the contamination levels of marine produce and adopt appropriate contingency measures.

9. Ms LAU Shun-ting said that the Civil Engineering and Development Department (CEDD) had consulted the IsDC on the captioned project in 2022, and the project was unanimously opposed at that meeting. The Department subsequently consulted the Lamma Island (South) and Lamma Island (North) Rural Committees, local fishermen's organisations, and fishermen engaged in inshore fishing, and received unanimous opposition as well. She pointed out that the site selected for the captioned project was a major fishing ground as well as a major location for shrimp and fish culture, and fishermen would be affected as a result. In this regard, she enquired what compensation plans the Department had in place for the affected fishermen.

10. Mr NG Choi-wah said that the existing mud pit had been operating for over 30 years since 1992. Therefore, he enquired whether the Department had adopted new technologies and equipment in the captioned project to minimise the impacts on fishermen and residents.

11. Mr Ken WONG said that the waters to the west of Lamma Island would be affected by southerly, south-westerly, or south-easterly winds during typhoons or inclement weather, causing strong winds to churn up sediment. In this connection, he enquired whether the Department would set up environmental monitoring points at Lamma Island, Cheung Chau, or Kau Yi Chau to monitor water quality more comprehensively.

12. Ms WONG Chau-ping was of the view that the Department should comprehensively consider the impacts of the captioned project on the marine ecology and stakeholders.

13. Mr Stephen KWOK gave his consolidated reply as follows:

- (a) The CEDD consulted the IsDC on the captioned project in 2022. At that time, some Members were of the views that the area affected by the concurrent construction of the seven mud pits was too extensive. The Department understood Members' views and, taking into account that many current large-scale infrastructure projects (e.g. Tung Chung East reclamation, the Three-Runway System, and the Hong Kong Boundary Crossing Facilities Island of Hong Kong-Zhuhai-Macao Bridge) had adopted the non-dredged reclamation technology with a view to reducing the demand for the disposal of contaminated sediment, had decided to construct the mud pits in phases, with only two of them being built in the first phase.
- (b) Although no environmental protection measures were adopted when constructing the mud pit in the waters east of Sha Chau, the captioned project would employ cage-type silt curtains to ensure that the muddy

water generated during the works would not overflow back into the works area. Furthermore, after dredging the sediment, the Department would drain the water from the cage first before transferring the sediment onto the barges.

- (c) The Government had all along been disbursing ex-gratia allowances to affected fishermen in accordance with the established mechanism. The CEDD had already forwarded the project details to the Lands Department and the Agriculture, Fisheries and Conservation Department so that the relevant departments could follow up on the ex-gratia allowance disbursement arrangements. Apart from the existing compensation schemes, the CEDD was also exploring other feasible measures to assist the affected fishermen by communicating with stakeholders and drawing on experiences from other marine works projects. The Department planned to increase the fishing yields in the waters concerned by restocking and placing oyster baskets. He said that these measures were not one-off and the Department would continuously communicate with stakeholders to explore other feasible compensation measures.
- (d) The Department would set up the first tier of monitoring points next to the proposed mud pit, the second tier of monitoring points within a range of about one to two kilometres, and the third tier of monitoring points at locations of sensitive receivers (e.g. Lo Tik Wan fish rafts and Cheung Sha Wan fish rafts). Once the captioned project commenced, the Department would conduct monitoring once a month.
- (e) Following the passage of Super Typhoon Ragasa, the Department inspected the mud pit in the waters east of Sha Chau and collected samples of the sediment from the vicinity of the mud pit for testing, so as to ascertain whether any contaminated sediment had overflowed from the pit. The Department had formulated a series of follow-up measures under the environmental monitoring system, and would take corresponding actions when the relevant monitoring data exceeded safety standards. The existing mud pit had been in operation for years, during which the relevant monitoring data had never exceeded safety standards.
- (f) The Department welcomed Members, the local community, and local fishermen's organisations to participate in the Community Liaison Group.
- (g) The surface area of the mud pit was about 500 metres by 500 metres. During the construction period, works vessels would operate within an area of about 200 metres by 200 metres. By the time the mud pit came into full operation, the CEDD would arrange a works vessel to monitor the disposal process of contaminated sediment, during which

the waters would not be enclosed. The mud pit would be located four kilometres away from Lamma Island, and the size of the works vessel would be approximately the same as that of an ordinary barge.

14. Mr WAN Yeung-kin raised the following views:

- (a) The CEDD had not responded to the question on its contingency plan in the event of contamination. Once the water was polluted, the public would purchase less marine produce caught from those waters out of safety concerns. It would be difficult to allay public concerns even when the water quality resumed normal in the future, and the livelihoods of fishermen from Lamma Island and Cheung Chau would consequently be affected.
- (b) The Government proposed to dispose of contaminated sediment near Lamma Island after its earlier proposal to establish a new Dangerous Goods Anchorage at Lamma Island, making it difficult for residents to feel at ease. Moreover, some fishermen from Lamma Island pointed out that the authorities had never consulted them on the captioned project.
- (c) He urged the Department to strictly supervise the construction process to prevent water pollution caused by negligence.

15. Mr YIP Pui-kei requested the Department to explain in detail the reasons for selecting the waters between Lamma Island and Cheung Chau for constructing the mud pit, the number of environmental monitoring points and the related technological applications, as well as the chemical composition of the contaminated sediment. He also enquired whether the Department had assessed the captioned project's impact on the types or quantity of fish catch.

16. Mr NG Choi-wah enquired what contingency measures the Department would take if the monitoring data exceeded safety standards, and pointed out that the Department should formulate a comprehensive contingency plan and explain it in detail to the public to allay their concerns.

17. Mr NG Man-kit raised the following views:

- (a) Due to food safety concerns, members of the public would be reluctant to purchase marine produce caught in the waters near the mud pit. Consequently, fishermen would have to head to the open sea to fish, leading to an increase in costs that would affect their livelihoods in the long run. In this regard, he urged the Department to ensure that the construction of the mud pit would not contaminate marine produce.
- (b) Government departments had proposed earlier that vessels supplying different types of fuel be parked at the anchorages at Lamma Island

and Cheung Chau. Such vessels would occupy the entire water area, affecting the fishing activities at Lamma Island and Cheung Chau. The proposed construction of the mud pit between Lamma Island and Cheung Chau under the captioned project would further affect fishing activities. Moreover, the contaminated seawater would be washed ashore by the waves at the beaches of Cheung Chau, affecting the daily lives of residents.

18. Mr HUI Chun-lung raised the following views:

- (a) The IsDC and local stakeholders had previously opposed the captioned project, but the Government still gazetted it. He enquired about the reasons for that and whether revisions could be made after gazettal.
- (b) In view of Hong Kong's geographical location and prevailing wind directions, facilities such as incinerators and power stations were located in the western part of Hong Kong. Dumping contaminated sediment in the waters west of Lamma Island would trigger potential environmental problems. The Department should prudently consider whether the site selected for the captioned project was appropriate.
- (c) Once the waters were polluted, restocking fish fry would not help resolve the problem. Therefore, the Department had to consider whether to proceed with the works, with a view to preventing potential environmental problems from endangering public health and adding to future social costs.

19. Mr Stephen KWOK gave a consolidated response as follows:

- (a) The CEDD would implement an environmental monitoring and audit programme for the captioned project. If pollutant levels were found to have exceeded the standards, an investigation into the pollution and follow-up actions would be carried out immediately. Cessation of the works concerned would be considered in cases of serious pollution.
- (b) In order to monitor the impact of the works on the water quality and sediment quality of the nearby waters, the CEDD would set up environmental monitoring points around the mud pits and within a radius of one to two kilometres from them, as well as at the locations of other sensitive receivers. The CEDD would also test the accumulation of pollutants in fish and benthic organisms, in order to ascertain whether the sediment disposal process had caused any adverse effects on marine life and the environment. Furthermore, the CEDD's fleet would monitor the construction process throughout.
- (c) As regards the siting of the contaminated sediment disposal facility, the eastern waters of Hong Kong were vulnerable to monsoons; the

northwestern waters were not only shallower but were also home to busy fairways; while there were marine parks in the southwestern waters. Therefore, none of the above locations was suitable for the establishment of such facility.

- (d) Operational experience with the mud pit in the waters east of Sha Chau indicated that no reduction in fishing yields in the relevant waters was observed in the absence of restocking. It was thus anticipated that the fishing yields in the waters west of Lamma Island would not be affected in the future either. Nevertheless, the CEDD still expected to conduct restocking as a mitigation measure.
- (e) The CEDD had consulted the District Council on the captioned project and gazetted it in September 2022. In May 2023, the Chief Executive in Council approved the proposed works. Although the CEDD had adopted various methods to minimise the amount of sediment excavated from works such as fairways, typhoon shelters, pier facilities and landing steps, it still needed to rely on sediment disposal facilities to handle the dredged materials.

20. The Chairman asked the CEDD whether there were any contingency measures in addition to the immediate cessation of works in the event of large-scale contamination of marine life.

21. Mr Stephen KWOK responded that if, upon reviewing the data collected from the environmental monitoring points, the CEDD found that marine produce harvested near the mud pits was contaminated, the Department would, depending on the circumstances, grant ex gratia allowances to the affected fishermen. For example, in 2013, a construction project in Kwai Chung led to the contamination of fish rafts in Lo Tik Wan. To this end, the CEDD had granted ex gratia allowances to the affected fishermen.

22. Mr HO Chun-fai asked the CEDD whether, if pollutant levels were found to have exceeded the safety standards, it would promulgate the relevant information, call on fishermen to avoid fishing in the nearby waters, and alert the public through the media to avoid consuming contaminated marine produce from Cheung Chau and Lamma Island. In addition, given that inclement weather might cause the spread of contaminated sediment to the nearby waters and pollute the marine produce in the vicinity, he asked the Department what contingency measures it had in place.

23. Mr YU Hon-kwan stated that the contingency measures mentioned by the CEDD (including the cessation of works and the granting of ex gratia allowances) were too passive and unable to mitigate the risk of marine produce contamination in a timely manner. Therefore, he recommended that once the pollutant levels were found to have exceeded the safety standards, the CEDD should immediately suspend the works and cover the mud pits with uncontaminated mud or natural soil, rather than merely discussing compensation. In addition, although the CEDD would maintain

the fishing yields through restocking and the captioned facility was in compliance with the environmental protection requirements, public concern about consuming marine produce from the affected waters remained unabated due to psychological factors due to psychological factors. Fishermen might be reluctant to fish there as well, therefore, considerations other than compensation were also necessary. He quoted the situation in Singapore as an example, pointing out that although the water quality of the country's purified sewage reached Grade 1 level, such water was only used for watering plants or flushing toilets and was not supplied for public consumption. In view of this, the CEDD should step up its publicity efforts by, for instance, arranging for personnel to fish in the waters concerned and consume the fish catch on the spot, so as to allay public concern. He urged the Department to propose further proactive measures.

24. Mr WAN Yeung-kin cited the discharge of nuclear-contaminated water from the Fukushima Nuclear Power Station in Japan as an example, saying that the public had already avoided consuming marine produce from Fukushima because of food safety concerns. He stressed that high sea waves generated by typhoons might cause the spread of contaminated sediment to the nearby waters, particularly so for the southwest wind-prone Lamma Island. Once the contaminated sediment spread, it would be very difficult to clean up or decontaminate, potentially condemning the marine ecosystem to a long recovery period.

25. Mr NG Man-kit emphasised that when typhoons hit Hong Kong, the wind speed in Cheung Chau would be so strong that it could not only wash ashore large vessels weighing tens of thousands of tonnes, but could even whip up sea waves from Tung Wan, all the way onto the rooftops of the residential buildings in the town centre. In this connection, he asked how the CEDD would handle the situation if the contaminated sediment spread to the nearby waters, causing residents of Cheung Chau to fall ill after consuming contaminated marine produce.

26. Mr YIP Pui-kei urged the CEDD to provide more relevant information to explain to the public the substances in the contaminated sediment and their potential health implications. In addition, the Government was actively realising the motifs of "tourism is everywhere" and "coastal economy", while the economy of the Islands District also relied on tourism. Yet, the CEDD's decision of constructing mud pits in the waters of the Islands District ran counter to the development direction of the tourism industry. In this connection, he asked the CEDD whether it was necessary to complete the construction of new mud pits by 2028, and whether there was scope to expand the existing mud pit in the waters east of Sha Chau. Meanwhile, he also requested the CEDD to revisit the captioned project after the meeting.

27. Ms WONG Chau-ping asked the CEDD whether it had conducted detailed assessments of the possible spread of contaminated sediment due to inclement weather.

28. The Chairman said that the technologies adopted by the CEDD in mud pit operations were sufficiently mature, and therefore had confidence in the safety of such

operations and the relevant environmental mitigation measures. Nevertheless, given Members' concerns about the possible spread of contaminated sediment to the nearby waters, the CEDD should provide a detailed elaboration on the management, operational technology and procedures of the mud pits, so as to allay the concerns of Members, residents and fishermen.

29. Mr Stephen KWOK gave a consolidated response as follows:

- (a) The CEDD's environmental monitoring results (including the contamination levels in fish and benthic organisms in the nearby waters) would be announced in the monthly monitoring reports and at meetings of the Community Liaison Group(s).
- (b) The CEDD had been responsible for the operation of the mud pit facilities since 1992. The Department would conduct stringent water quality tests before and after each typhoon. Although the mud pit facilities had been exposed to many episodes of inclement weather over the years, the Department had never detected any spread of pollutants beyond the boundaries of the mud pits.
- (c) The Department imposed strict regulatory measures on the sediment disposal procedures. For example, data concerning the marine dumping vessels, including their location, draught and time of arrival, would be monitored and automatically uploaded to the Environmental Protection Department's data platform to prevent illegal dumping. To avoid disrupting the water current, the marine dumping vessels had to switch off their engines and monitor the water current prior to the disposal process. They were also required to maintain a safe distance from surrounding vessels. In addition, the CEDD's staff would monitor the entire disposal process.

30. Mr Raymond CHOW responded that sediment was mainly classified into three categories based on its contaminant levels, namely, Category L, Category M and Category H. Nine types of heavy metals (such as copper, chromium and mercury) and other organic pollutants were commonly found in sediment. These pollutants originated mainly from industrial sewage discharged in the past. The CEDD would ascertain the contamination category of the sediment before disposal. If the sediment was classified as Category H, the CEDD would require the project proponent to provide full justification for the necessity of dredging, as well as the need to handle the dredged sediment on site instead of transporting it to the mud pits. Should the disposal of Category H sediment in the mud pits be deemed necessary, it would have to be wrapped with geotextile prior to disposal. In addition, the CEDD would conduct regular monitoring of fisheries resources every year and analyse the toxins in marine produce in order to assess the health and ecological risks associated with the operation of the mud pits.

31. The Chairman stated that, as the public still harboured concerns regarding

the operation of the mud pits, the CEDD should step up its promotion and education efforts, including considering sending staff to the affected areas to explain to the public how the captioned facility operated, so as to allay their concerns. In addition, the Chairman asked the Department to consider the views expressed by Members on the construction, operation and environmental monitoring of the mud pits, and to follow up on the matters of concern to Members, local community members and fishermen at future meetings of the Community Liaison Group. Meanwhile, the Chairman suggested that the Department should meet directly with the Rural Committees of Lamma Island and Cheung Chau to explain and discuss the details of the captioned project in depth, and to invite residents' organisations and fishermen's representatives to participate in the discussions.

32. Mr WAN Yeung-kin said that the two rural committees of Lamma Island had arranged a meeting with the CEDD on 19 April this year, so that the Department could explain the details of the project to the village representatives and local fishermen.

33. Mr Stephen KWOK responded that representatives of the CEDD would attend the meeting on 19 April to give residents in-depth explanations.

34. The Chairman said that if the Cheung Chau Rural Committee wished to hold a similar meeting with the CEDD, it could contact the Secretariat directly, which would convey the message to the CEDD. The Chairman reiterated that she expected the CEDD to engage in in-depth discussions on the captioned project with Members and other stakeholders at the meetings of the Community Liaison Group.

### III. Progress Report of Major Projects in Islands District (IsDC Paper No. 10/2026)

35. The Chairman drew Members' attention to the IsDC Paper No. 10/2026, and welcomed Mr YEUNG Che-yuen, Patrick, Senior Engineer/15 (South and Sustainable Lantau) of the Civil Engineering and Development Department to the meeting to elaborate on the paper.

36. Mr Patrick YEUNG briefly presented the report of the CEDD, which was the co-ordinating department. A total of 34 projects were listed in the report, of which 12 were works projects under the purview of the CEDD; seven were works projects under the purview of the Architectural Services Department, the Housing Department, the Transport Department and the Airport Authority; one was a cooling system project under the purview of the Electrical and Mechanical Services Department; 12 were rural drainage and improvement works projects under the purview of the Drainage Services Department (DSD); and two projects were under the purview of the Water Supplies Department. Members were requested to acknowledge the detailed information on the above projects as set out in the report. Moreover, six of the projects listed in the report had been completed last year. Therefore, 28 projects were underway or under study.

37. Mr Ken WONG expressed his views as follows:

- (a) The information about Stage 1, Phase 2 of the DSD's works item no. 343DS was not included in the report. The project had been repeatedly restarted and shelved over the years, during which residents had long hoped to have their sewer pipes connected to the sewage collection system. However, the project had never been completed. When pressed, the DSD merely responded that the project was being dealt with. As no project details were specified in the report, he requested the DSD to provide an update on the progress and completion date of the abovementioned project.
- (b) Regarding works item no. 343DS, i.e. the "Outlying Islands Sewerage Stage 2 – Peng Chau Village Sewerage Phase 2 Remaining Works" (on page 16 of the paper), he could not understand the land acquisition requirements at that time. When the Government's finances were more abundant at that time, it indicated that the works would commence immediately. However, the project was currently suspended due to financial constraints. In this connection, he enquired about the schedule for the remaining works of Phase 2.

38. Mr YU Hon-kwan said that the CEDD had indicated that Phase 2, Stage 2 of works item no. 417RO, i.e. the "Improvement Works at Tai O (Phase 2 Stage 2 and Phase 3 Works)" (on page 4 of the paper), would be completed in April. He was concerned about the progress of the works of Phase 3, in particular the improvement works to the Shek Tsai Po Promenade and the construction of a footbridge near the pump house next to the bus station for accessing The Church of Christ in China Tai O School. He asked the CEDD about the progress and the plan of the relevant consultation work.

39. Mr LAU Chin-pang said that works item no. 5782CL, i.e. the "Engineering Study on Road P1 (Tai Ho – Sunny Bay Section)" (on page 14 of the paper), was expected to be completed in the third quarter this year. He asked the CEDD about the current progress and the plan of the subject study. In addition, he said that the construction works for Road P1 should commence as soon as possible to provide a more a flexible solution to the traffic problems across the entire Tung Chung New Town, thereby meeting the traffic demand arising from population growth in Tung Chung East and Tung Chung North.

40. Mr YIP Pui-kei expressed his views as follows:

- (a) Whether works item no. 008NR, i.e. the "Construction of Refuse Collection Point at Area 57B, Tung Chung New Town Extension" (on page 8 of the paper), would commence as scheduled in the second quarter of 2026 in accordance with the original plan.

- (b) The progress of the study on the “two tunnels and one viaduct” project on Lantau Island, which was scheduled for completion by the end of last year, was not set out in the report. He enquired about the latest progress of the study.

41. Mr HO Siu-kei enquired about the progress of works item no. 354DS, i.e. the “Outlying Islands Sewerage Stage 2 – Upgrading of Tai O Sewage Disposal and Treatment Facilities and Provision of Sewage Collection Facilities for Tai O and Cheung Chau” (on page 17 of the paper). He had discussed with the DSD the inadequacies of the sewage collection system in Tai O. He also stated that Tai O was a tourist destination with a cluster of restaurants, and that the existing sewage treatment capacity could not meet the demand. He urged the DSD to expedite the pipe laying works and the installation of the sewage treatment systems to improve the situation.

42. Ms Mealoha KWOK said that both the commencement and the completion date of works item no. 415DS, i.e. the “Cheung Chau Development, Improvement to Existing Roads and Drains in Cheung Chau Old Town – Remaining Engineering Works” (on page 20 of the paper), were under review. Over the past two years, sewage seepage from aged foul sewers had been frequent at various locations on Cheung Chau, demonstrating a pressing need for sewer connection. She hoped that the DSD would provide sewer connection for Cheung Chau residents as soon as possible.

43. Mr WAN Yeung-kin asked whether works item no. 5055TF, i.e. the “Reconstruction of Yung Shue Wan Public Pier” (on page 12 of the paper), would, as estimated in the paper, actually be completed in the second half of 2026. Having observed the current progress of the works at the site, he was concerned that the works might not be completed on time.

44. Ms WONG Chau-ping said that, in addition to the projects listed in the report, the CEDD should take note of the fact that certain villages had not yet been provided with sewage collection systems as they fell outside the scope of the new town extension project. These included Pa Mei Village, Sheung Ling Pei Village, Ha Ling Pei Village, Wong Ka Wai and Lung Tseng Tau Village. She had requested the departments to take forward the relevant works at other meetings, and now raised the matter again to the CEDD’s attention.

45. Mr HO Chun-fai said that the DSD, which was responsible for works item no. 331DS, i.e. the “Outlying Islands Sewerage Stage 2 – South Lantau Sewerage Works – Remaining Works” (on page 19 of the paper), should promptly commence the planning work. He indicated that the first phase of the sewerage works on South Lantau Road was expected to be completed in early 2027, while the second phase was scheduled to commence in 2027. To ensure adequate communication with the villagers, the DSD should co-ordinate with the relevant departments in advance and hold meetings with the villagers at an early stage, so that the planning and communication work could be well executed.

46. Mr NG Man-kit enquired when the reconstruction of the Cheung Chau Ferry Pier would be resumed. Although the preliminary site investigation and other preparatory work had been completed, the project had been suspended due to funding issues and hence was not included in the report. To this end, he enquired about the timetable for the resumption of the project.

47. Ms WONG Chau-ping expressed concern about the captioned report, stating that she had conducted a site visit with the CEDD to inspect the extension works of the Tung Chung River (also known as the Tung Chung Stream), in particular the section from the tributary in Tung Chung West and the Tung Chung River to the estuary downstream. She expected that the works would effectively serve to protect the riverbank against flooding.

48. Mr Patrick YEUNG responded that, as the co-ordinating department, the CEDD would collect and consolidate Members' views and forward them to the departments concerned. The CEDD would reply to Members as soon as possible after the meeting.

49. The Chairman requested the Secretariat to write to the CEDD after the meeting to convey Members' enquiries and views on the projects set out in the captioned report as well as on other projects, and to ask the Department to provide a written reply.

(Post-meeting note: The consolidated reply of the CEDD was forwarded to Members for perusal on 30 April this year.)

IV. Reports on the Work of the IsDC Committees / Working Group  
(IsDC Papers No. 12/2026 – 17/2026)

50. Members noted and endorsed the papers unanimously.

V. Any Other Business

51. No other business was raised by Members.

VI. Date of Next Meeting

52. There being no other business, the meeting was adjourned at 4:00 p.m. The next meeting would be held at 2:30 p.m. on 12 May 2026 (Tuesday).

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