
Chapter 2 (Source: 2015 Policy Agenda, 14 Jan. 2015)

Land, Housing and Transportation

Preamble

Housing is an important livelihood issue for the public and the Government. The Government announced the new Long Term Housing Strategy in end-2014. Our policy objectives for housing are to:

- (a) assist grassroots families in securing public rental housing (PRH) to meet their basic housing needs;
- (b) assist the public in choosing accommodation according to their affordability and personal circumstances, and encourage those who can afford it to buy their own homes;
- (c) provide subsidised home ownership flats on top of PRH so as to build a progressive housing ladder; and
- (d) maintain the healthy and steady development of the private residential property market, with priority given to meeting Hong Kong permanent residents' needs amidst a tight supply situation.

Increasing land supply is fundamental to the implementation of the Long Term Housing Strategy, as well as sustaining our social and economic development. In the short to medium term, we will maintain our efforts to optimise the use of developed land through land use rezoning and increasing development density as appropriate. In the longer term, we will continue to develop new land extensively through new development areas in the New Territories and Lantau, extension of new towns, reclamation outside Victoria Harbour, rock cavern development and underground space development. We will

also update the Territorial Development Strategy to formulate long-term plans and build up a land reserve that caters for Hong Kong's sustainable development and social needs. All these require our society as a whole to make difficult and tough choices and accept trade-offs.

Regarding transport, we will continue to encourage the use of public transport services and will maintain a quality and efficient multi-modal public transport network, with railway as the backbone, complemented by buses, public light buses, taxis and other modes. We will also step up our efforts in rationalising and enhancing road-based transport services in order to ease road congestion, improve service efficiency, alleviate the pressure for fare increases and reduce roadside emissions.

In addition to the remaining works that have to be completed after the partial commissioning of the West Island Line, we are taking forward the other four new railway projects in full swing. Upon their completion in phases within the next six or seven years, our railway network will cover areas where over 70% of the population in Hong Kong are residing.

We announced the Railway Development Strategy 2014 in September 2014. Our preliminary recommendation is to implement another seven new railway projects in the planning horizon up to 2031. In parallel, we will commence the Public Transport Strategy Study to systematically examine the respective roles and positioning of public transport services other than heavy rail.

To enhance Hong Kong's external transport links, we are pressing ahead with the construction of local projects of the Hong Kong-Zhuhai-Macao Bridge and the Liantang/Heung Yuen Wai Boundary Control Point project, and pursuing with the Airport Authority the planning for expanding our airport into a three-runway system.

New Initiatives

We will:

Long Term Housing Strategy

- Implement the newly formulated Long Term Housing Strategy, including the updating of long-term housing demand projection to derive a rolling ten-year housing supply target every year. (THB/DEVB)
- On the basis of the latest projection, adopt a total of 480 000 new residential units as the long-term housing supply target from 2015-16 to 2024-25, with the 60:40 split between public and private housing maintained. (THB/DEVB)

Updating Development Strategy

- Update the HK2030 Study published in 2007 by examining the strategy and possible options for overall spatial planning, land and infrastructure development for Hong Kong beyond 2030, with a view to adopting it as the territorial development strategy that caters for the latest planning circumstances in Hong Kong. (DEVB)

Energising Kowloon East

- Continue to take forward the Kai Tak Fantasy project and commence planning and engineering studies to implement the project in phases with a view to developing a world-class tourism, entertainment and leisure hub. (DEVB)

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- Implement the concept of “walkable” Kowloon East comprehensively in the Kowloon Bay and Kwun Tong Business Areas to improve the pedestrian environment and traffic condition, including studying measures to facilitate the provision of elevated walkways by the private sector. (DEVB)
 - Continue to develop the concept of “walkable” Kowloon East and study the feasibility of face-lifting back alleys to become part of the pedestrian network in order to enhance pedestrian connectivity in Kowloon East. (DEVB)
 - Based on the “walkable” Kowloon East concept, study the feasibility of constructing a footbridge near Kowloon Bay MTR Station to alleviate congestion at the existing pedestrian passages and enhance the connectivity between the MTR station and the future East Kowloon Cultural Centre as well as the residential areas nearby. (DEVB)
 - Study the feasibility of face-lifting Hoi Bun Road Park with a view to strengthening the connectivity between Ngau Tau Kok MTR Station and the Kwun Tong waterfront and enhancing the vibrancy of the Kwun Tong waterfront. (DEVB)
 - Carry out a pilot study in Kowloon East to examine the feasibility of developing a Smart City, such as using technology to enhance pedestrian and vehicular accessibility and manage the district facilities, and disseminate information to the public in digital format, with a view to making the area a better place for work and play. (DEVB)

Developing Lantau

- Utilise the natural and cultural resources of country parks and rural areas of Lantau for sustainable recreation and tourism uses and for better community development, including –
 - implementing further improvements to Mui Wo and Tai O ;
 - developing a mountain bike network; and
 - exploring the potential for recreation and tourism development in Lantau, particularly in the rural township and countryside. (DEVB)
- Formulate a strategy proposal for the planning, conservation, and economic and social development of Lantau. (DEVB)

Carrying out a Public Transport Strategy Study

- While furthering railway development, carry out a Public Transport Strategy Study to look into important issues relating to other transport services to enhance the complementarity amongst different services, so that the public can enjoy efficient services and reasonable modal choices. We will also study the future development of Light Rail. (THB)

Developing Railways

- Take forward seven new railway proposals in phases by 2031, pursuant to the Railway Development Strategy 2014 announced in September 2014. We will start by commencing detailed planning work for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line. (THB)

Enhancing Monitoring of the MTR Corporation Limited

- Enhance our monitoring of the MTR Corporation Limited (MTRCL) in tandem with railway development to ensure that MTRCL can –
 - deliver new railway projects in a cost-effective manner;
 - provide safe and reliable railway services; and
 - maintain an overall high standard of corporate governance. (THB)

On-going Initiatives

We are:

Increasing Supply of Subsidised Housing

- Providing public rental housing (PRH) to low-income families who cannot afford private rental accommodation, maintaining the target of providing first flat offer to general applicants (i.e. family and elderly one-person applicants) at around three years on average. (THB)
- Taking forward housing programmes to achieve the public housing (including PRH and subsidised sale flats) supply target, which will be updated on a yearly basis under the Long Term Housing Strategy. The first batch of new Home Ownership Scheme (HOS) flats, scheduled for completion in 2016-17, has been put up for pre-sale in late-2014. (THB)
- Continuing to optimise the development potential of each public housing site and boost flat production by increasing the maximum domestic plot ratio and relaxing other development restrictions where planning conditions permit and without causing unacceptable impact. (THB/DEVB)
- Continuing to review the redevelopment potential of aged PRH estates to optimise the use of valuable land resources. (THB)
- Ensuring the effective and rational use of PRH resources, including enhanced enforcement actions against tenancy abuse cases. (THB)

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- Working with the Hong Kong Housing Society on the provision of subsidised flats for sale in Sha Tin and rental housing in Sha Tau Kok. (THB)
 - Implementing a new round of interim scheme in the second half of 2015 to allow 2 500 buyers with White Form status to purchase subsidised sale flats with premium not yet paid in the HOS Secondary Market. (THB)
 - Improving and expediting the construction process by widening the use of pre-cast building technology and streamlining administrative procedures without compromising housing quality and site safety. (THB)

Increasing Land Supply

- Continuing to rezone suitable sites identified in land use reviews (including sites in Government, Institution or Community zone, Green Belt zone, Industrial zone and other non-residential zone, and sites for which the originally earmarked purposes will no longer be pursued) for residential or other uses for which the community has more pressing needs. (DEVB)
- Reviewing and increasing the development density of individual residential sites, as well as reviewing and relaxing other development restrictions as far as permissible in planning terms, after appropriately increasing the maximum domestic plot ratios allowed in different Density Zones. (DEVB/THB)
- Taking such measures as streamlining land administration processes and administrative approval procedures to expedite land supply and facilitate flat production. (DEVB)

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

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- taking forward the planning for the Kwu Tung North and Fanling North New Development Areas as an extension to the Fanling/Sheung Shui New Town;
 - taking forward the planning for the Hung Shui Kiu New Development Area as a housing and employment node to complement Tin Shui Wai, Yuen Long and Tuen Mun; and
 - taking forward the planning for the extension of the Tung Chung New Town into a more sizeable and comprehensively developed new town. (DEVB)
- Identifying further development opportunities in New Territories North, including the areas of Ping Che/Ta Kwu Ling and Fanling Golf Course, by continuing with the Preliminary Feasibility Study on Developing the New Territories North, with a view to exploring the scope for developing a new town of similar scale as Fanling/Sheung Shui. (DEVB)
 - Reviewing deserted agricultural land in the North District and Yuen Long with a view to identifying more suitable sites for meeting housing and other development needs. (DEVB)
 - Continuing to take forward near-shore reclamation by -
 - commencing a planning and engineering study for the reclamations in Sunny Bay, Lantau Island and Lung Kwu Tan, Tuen Mun; and
 - continuing with the preparatory work for the feasibility studies for other near-shore reclamation sites. (DEVB)

- Actively taking forward a strategic study for the artificial islands in the central waters between Hong Kong Island and Lantau Island for the development of the East Lantau Metropolis. (DEVB)
- Commencing a feasibility study for topside development on the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge for developing bridgehead economy and creating business and job opportunities. (DEVB)
- Taking forward the investigation and design work on the relocation of Sha Tin Sewage Treatment Works to caverns, with a view to commencing the works as soon as possible. (DEVB)
- Conducting feasibility studies on relocation of three public facilities, namely Diamond Hill Fresh Water and Salt Water Service Reservoirs, Sai Kung Sewage Treatment Works and Sham Tseng Sewage Treatment Works, to caverns so as to release land with development potential in urban areas for housing and other uses. (DEVB)
- Continuing with the study on the long-term strategy of cavern development, including preparation of cavern master plans and formulation of policy guidelines to facilitate future cavern development. (DEVB)
- Continuing with the territory-wide study to explore the development of underground space in urban areas, including developing some preliminary conceptual schemes for providing more underground space for commercial and other uses and for enhancing connectivity in the areas concerned. (DEVB)

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- Carrying out a detailed pilot study on the potential underground space development in four strategic urban districts, namely Causeway Bay, Happy Valley, Admiralty/Wan Chai and Tsim Sha Tsui West, including formulating a master plan for underground space development for each district and identifying priority projects in the commercial areas and adjacent open spaces in these districts for broad planning and technical assessment, with a view to early implementation. (DEVB)
 - Continuing with the conversion of suitable government sites and offices in the Core Business Districts into commercial use, including the Murray Road Public Carpark, the Rumsey Street Public Carpark and the three government office buildings at the Wan Chai waterfront, and reducing the leasing of commercial office space in Central and Admiralty for government use as far as possible, so as to release more prime office space to the market to support economic activities. (DEVB/FSTB)
 - Working with the Airport Authority to develop the North Commercial District on the airport island so as to maximise the development potential of this site, taking into account the future development of the Hong Kong International Airport (including the three-runway system) as well as the synergy with Lantau and the Western Pearl River Delta region. (THB)

- Adopting a visionary, co-ordinated and integrated approach to transform Kowloon East (including Kai Tak Development Area, Kowloon Bay and Kwun Tong) into an attractive central business district to sustain Hong Kong's economic development. Specifically, this involves land use review, enhanced urban design, and improvement to connectivity and the associated infrastructure. At present, Kowloon East has about 2 million square metres of commercial/office floor area. In addition to the sale of three government sites in Kowloon East in the past two financial years (i.e. 2012-13 and 2013-14) which provided about 140 000 square metres of commercial/office floor area, another two government sites in the same district have been included in the Government's 2014-15 Land Sale Programme. Those two sites can further provide about 120 000 square metres of commercial/office floor area. It is estimated that in future, Kowloon East will potentially provide another 5 million square metres of commercial/office floor area, bringing the district's total to about 7 million square metres. (DEVB)
- Implementing gradually the relocation of the existing government facilities in the Kowloon Bay Action Area and Kwun Tong Action Area to tie in with the development of the two areas and realise the potential of about 500 000 square metres of commercial/office floor area so released. (DEVB)
- Continuing with the public consultation on increasing housing and office supply in the Kai Tak Development Area, which has been confirmed to be feasible upon completion of a technical study. We will revise the relevant outline zoning plan in accordance with the Town Planning Ordinance. (DEVB)

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- Moving on to a detailed feasibility study to address public concern identified during the completed public consultation and ascertain the feasibility of the Environmentally Friendly Linkage System for supporting the transformation of Kowloon East into an alternative central business district. (DEVB)
 - Continuing to enrich and update the green map in Energizing Kowloon East Office's website, showing green buildings which have obtained BEAM Plus Gold or above rating in Kowloon East. (DEVB)
 - Exploring opportunities to provide suitable space in the Action Areas in Kowloon East to support the development of the art and creative industries. (DEVB)
 - Developing a world-class tourism, entertainment and leisure hub, the Kai Tak Fantasy, at the former runway tip in the Kai Tak Development Area, the Kwun Tong Action Area and the enclosed waterbody in between for the enjoyment of Hong Kong people and visitors, bringing vibrancy and diversity to Kowloon East. The results of the Kai Tak Fantasy International Ideas Competition on Urban Planning and Design were announced in November 2014. We will make reference to the outstanding designs and concepts of the winners and shortlisted entries to refine the planning and design of Kai Tak Fantasy for further implementation. (DEVB)

- Identifying a non-profit-making organisation as an operator to develop the space underneath Kwun Tong Bypass into the “Fly the Flyover 0123”. The “place-making” concept will be applied to the project to provide more uniquely designed and vibrant venues to tie in with the development of the Kwun Tong waterfront. (DEVB)
- Showcasing the industrial heritage of Kowloon East at the Kwun Tong Industrial Heritage Park and other public facilities under the theme of “The Spirit of Creation”, providing guidelines for private development projects through an “advocacy statement”, and incorporating elements of industrial heritage and creativity into urban design and public art. (DEVB)
- Commencing a consultancy study on transforming the existing King Yip Street nullah into a green and vibrant Tsui Ping River with environmental and landscaping upgrading of the vicinity to achieve synergy effect. (DEVB)
- Continuing to develop the concept of “walkable” Kowloon East with phased implementation of the pedestrian linkage network and traffic improvement projects proposed in the Feasibility Study for Kowloon Bay Business Area Pedestrian Environment Improvement, and continuing with a feasibility study on improving the pedestrian and traffic environment of the Kwun Tong Business Area. (DEVB)

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- Exploring the development of public housing at six government sites (including the redevelopment of Wah Fu Estate), which are expected to provide about 11 900 additional housing units, following the partial lifting of the administrative moratorium on development of Pok Fu Lam. We also propose to take forward the construction of the South Island Line (West) to address the transport needs arising from the new public housing developments and other development projects in the area in accordance with the Railway Development Strategy 2014 announced by the Government. (THB/DEVB)

Healthy Private Residential Property Market

- Implementing demand-side management measures, including the enhancement to the Special Stamp Duty, introduction of the Buyer's Stamp Duty and doubling of the Ad Valorem Stamp Duty, to –
 - stabilise the residential property market; and
 - accord priority to the housing needs of Hong Kong permanent residents in the midst of the tight supply situation. (THB)
- Implementing the Residential Properties (First-hand Sales) Ordinance to –
 - enhance the transparency and fairness of the sales of first-hand residential properties; and
 - strengthen the protection for purchasers. (THB)

Harbourfront Development

- Working with the Harbourfront Commission to engage the public in planning, land use and beautify the urban design to carry out the stated mission to protect Victoria Harbour for the enjoyment of all. (DEVB)
- Working with the Harbourfront Commission to consolidate the views collected in the Phase 2 Public Engagement Exercise for the proposed establishment of a Harbourfront Authority and decide on the way forward. (DEVB)

Building Management

- Continuing with the implementation of a pilot scheme in collaboration with professional institutes to provide professional and tailor-made advisory and support service for owners' corporations to assist them in appointing authorised persons to carry out building maintenance works, and reviewing the effectiveness of the scheme. (HAB)
- Continuing to implement the Building Management Professional Advisory Service Scheme Phase 2 by engaging property management companies to provide one-stop and tailor-made support and advisory services on building management and maintenance for 1 200 old buildings without any form of management. (HAB)
- Preparing for the formulation of implementation plan for the Property Management Services Bill to complement the LegCo in the examination of the Bill. (HAB)

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- Drawing up the proposed amendments to the Building Management Ordinance in the light of the views collected in the public consultation. (HAB)
 - Continuing to promote and implement the Resident Liaison Ambassador Scheme in “three-nil” buildings to improve the management of these buildings and enhance the communication between residents and the Government. (HAB)
 - Continuing to promote a building care culture by –
 - supporting and promoting the work of the Panel of Advisors on Building Management Disputes;
 - organising more structured training for office-bearers of owners’ corporations and District Council (DC) members; and
 - organising outreach activities for office-bearers of owners’ corporations who have completed these training programmes so that they can share experience with other owners’ corporations and property owners, thus promoting mutual help. (HAB)
 - Strengthening fire safety measures particularly in old buildings and enhancing public awareness of fire prevention. (SB)

Building Maintenance and Urban Renewal

- Enhancing the prosecution action against owners who fail to comply with statutory orders in the enforcement action against industrial buildings suspected to have sub-divided flats for residential use. (DEVB)

- Working closely with the Hong Kong Housing Society and the Urban Renewal Authority to assist building owners in need in carrying out repair and maintenance works through various schemes, including –
 - the Operation Building Bright;
 - the Building Maintenance Grant Scheme for Elderly Owners;
 - the Integrated Building Maintenance Assistance Scheme; and
 - the Mandatory Building Inspection Subsidy Scheme. (DEVB)
- Continuing our efforts to enhance maintenance of private buildings through public education, publicity and participation of professional bodies. (DEVB)
- Continuing to implement the Mandatory Building Inspection Scheme and Mandatory Window Inspection Scheme to require private building owners to inspect their buildings and windows regularly, and carry out repair works as necessary. (DEVB)
- Taking rigorous enforcement action against unauthorised building works including those in sub-divided flats in accordance with the prevailing enforcement policies, and responding quickly to reports on contravention of the Buildings Ordinance. (DEVB)
- Enforcing the Lifts and Escalators Ordinance, including the registration of qualified persons, for regulatory control over lift and escalator safety, and continuing to draw the attention of Responsible Persons of their obligations under the ordinance through education and publicity. (DEVB)

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- Overseeing the implementation of the Urban Renewal Strategy. (DEVB)
 - Working closely with the Urban Renewal Authority to undertake urban renewal work. (DEVB)
 - Working closely with the Urban Renewal Authority in support of its follow-up on the Pilot Scheme for the Redevelopment of Industrial Buildings introduced in 2012-13. (DEVB)
 - Focusing on publicity and public education programmes among minority property owners affected by compulsory sale under the Land (Compulsory Sale for Redevelopment) Ordinance to enhance their understanding of mediation service and encourage them to settle dispute by mediation in line with the recommendations of the consultancy review on the Pilot Mediation Scheme. (DEVB)

Improving Quality of Living in Public Rental Housing

- Implementing arrangements to promote mutual family support and care for the elderly. (THB)
- Improving the living conditions of overcrowded PRH households by implementing measures to provide them with transfer opportunities to larger accommodation. (THB)
- Implementing the Lift Addition Programme in PRH estates, including the installation of lifts in hillside estates with common areas at different levels and beside existing footbridges in estates to facilitate access by residents. (THB)

- Promoting sustainable public housing developments by designing for green and healthy living. (THB)
- Continuing with various environmental initiatives such as domestic waste recycling, enhancing energy saving, water conservation and greening in PRH estates, as well as enhancing awareness of waste minimisation among PRH residents to achieve the target of municipal solid waste reduction. (THB)
- Increasing the green coverage for new public housing developments to achieve an overall target of 30% greening ratio for new public housing sites over two hectares, and 20% for smaller sites. We will also provide green roofs in low-rise buildings and vertical greening in these projects wherever feasible. (THB)
- Continuing our efforts in the provision of quality property management and maintenance services in PRH estates. (THB)

Other Land Matters

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

Developing Railways

- Co-ordinating and overseeing the remaining construction works of the West Island Line after its partial commissioning in December 2014, with a view to opening the Sai Ying Pun Station for public use and achieving full commissioning in 2015. (THB)

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- Co-ordinating and overseeing the construction of the Kwun Tong Line Extension, with a view to commissioning the project in 2016 in accordance with the revised target programme put forward by the MTRCL. (THB)
 - Co-ordinating and overseeing the construction of the South Island Line (East), including efforts to overcome the technical challenges at Admiralty Station, with a view to commissioning the project in end 2016 in accordance with the revised target programme put forward by the MTRCL. (THB)
 - Co-ordinating and overseeing the construction of the Shatin to Central Link, including efforts to mitigate part of the delay to the “Tai Wai to Hung Hom Section” of the Shatin to Central Link arising from the archaeological works at the To Kwa Wan Station, with a view to commissioning the “Tai Wai to Hung Hom Section” in 2019 as far as possible. In light of the risk in completing the works of the “Hung Hom to Admiralty Section” by end 2020 as scheduled, co-ordinating and overseeing the review of the commissioning programme by the MTRCL. (THB)

Improving Road Traffic

- Overseeing the construction of the Central-Wan Chai Bypass and Island Eastern Corridor Link originally scheduled for completion in 2017, with a view to overcoming the challenges and commissioning the project early. (THB)
- Preparing for the implementation of the Central Kowloon Route, including the carrying out of detailed design and relevant procedures, with a view to further taking forward the project. (THB)

- Continuing to pursue bus route rationalisation vigorously to enhance network efficiency, improve service quality, ease traffic congestion and reduce roadside air pollution. (THB)
- Continuing our efforts to alleviate road traffic congestion, including studying and following up the recommendations recently submitted by the Transport Advisory Committee to the Government. (THB)

Improving Marine Safety

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

Improving Pedestrian Environment

- Implementing the policy on “Universal Accessibility” announced in August 2012 by installing lifts at the existing public walkways maintained by the Highways Department to help the elderly and other people in need move around with greater ease. We will continue with the detailed design and supervision of the construction works for the priority projects selected in each district by the respective DCs and subsequently confirmed to be technically feasible. (THB)
- Taking forward the higher ranking proposals for the provision of hillside escalator links and elevator systems which are found technically feasible. (THB)

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- Taking forward the proposed pedestrian environment improvement schemes in Yuen Long, Causeway Bay and Mong Kok. (THB)
 - Continuing to develop the cycle track network in the New Territories by constructing the Tuen Mun to Sheung Shui section. We have rolled out a pilot scheme in Tai Po under which new improvement measures to local cycle tracks have been implemented and new bicycle parking facilities have been installed. We are currently reviewing the effectiveness of the scheme and exploring how the above new measures could be implemented in nine new towns. (DEVB/THB)

Enhancing External Links

- Working with the Airport Authority to implement initiatives which enhance airport capacity and airport services, including the midfield expansion project, and actively assisting the Airport Authority in taking forward the development of the three-runway system at the Hong Kong International Airport to meet the long-term air traffic demand of Hong Kong. (THB)
- Improving air traffic management through optimising the use of airspace and implementing measures to enhance the air traffic control system. (THB)
- Reviewing the air services arrangements with our aviation partners, with a view to further liberalising our air service regime, thereby supporting the continued growth and development of the local civil aviation industry. (THB)

- Assisting the Airport Authority in expanding inter-modal connections to strengthen the links between the Hong Kong International Airport and the Pearl River Delta region. (THB)
- Supporting the Air Transport Licensing Authority in regulating our local airlines. (THB)
- Overseeing the construction of the Hong Kong-Zhuhai-Macao Bridge local projects to dovetail with the commissioning of the Main Bridge within Mainland waters. (THB)
- Co-ordinating and overseeing the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link for commissioning in 2017. (THB)
- Continuing to oversee the construction of the Liantang/Heung Yuen Wai Boundary Control Point on Hong Kong side, including a new connecting road and the Passenger Terminal Building, with a view to completing the border control point in 2018. (DEVB)

Enhancing Building Safety

- Commencing the preparatory work for formulating a set of design standards for seismic-resistant buildings, with a view to further enhancing building safety in Hong Kong. (DEVB)

Chapter 7 On-going Initiatives – Youth Development

- We are: Continuing to implement the **Youth Hostel Scheme**. Apart from seeking funding approval of the LegCo Finance Committee for taking forward the two projects at Sheung Wan and Tai Po, we will continue to maintain close liaison with interested NGOs to help them launch their new projects as soon as possible. (HAB)

(See Page 141 of 2015 Policy Agenda)