Relevant extract of the draft minutes of the Environmental Impact Assessment Subcommittee meeting held on 13 February 2026

EIA report on "Reclamation at Lung Kwu Tan (LKT)"

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Question-and-Answer Session (Open session)

Green Channels

A Member enquired about the measures to ensure the flow of water in the two green channels to avoid stagnation, and the preparatory work required to cater for the greening or enhancement works in the subsequent EIA projects. Another Member also asked about the monitoring of discharge from the brownfield operations and the arrangements to maintain around 50 m (i.e. the width of the green channel) between the natural shoreline and the reclamation area. One of the above Members was concerned about the ecosystem to be provided by the green channels for diadromous fishes and egrets since the quality and quantity of water in the channels could be affected by the brownfield operations and the tidal changes due to reclamation.

2. Mr Ricky Wong highlighted that there was tidal flow and would be no interruption of flow in the green channels even at the lowest tide during dry seasons. In case of siltation in the long run after the completion of the project, liaisons with the relevant departments would be carried out for maintenance works required to ensure the flow within the green channels. To avoid siltation and dispersion arising from the reclamation construction works, the project proponent would install mitigation measures before reclamation. Mr Franki Chiu added that the water level within the green channels would be driven by the tidal effects, and water would enter and leave the channels during high tide and low tide respectively. Such flow movements would prevent the water from becoming stagnant. As for the coordination with the future top-side development, the project proponent had been liaising with the parties concerned to ensure the implementation of the mitigating measures for the existing water channels, existing vegetation and egrets etc. Mr Chiu assured that the subsequent EIA submissions would assess the cumulative impacts of the related development in the nearby area.

3. The Deputy Chairman raised a question on how the design of the green channels could facilitate the diadromous fishes. Mr Franki Chiu said that the green channels with a width of around 50 m could provide sufficient space for the free movement and migration of diadromous fishes as they were relatively small in size. He said that eco-shorelines would be provided at different locations of the green channels with a view to improving the ecosystem for diadromous fishes.

Marine Ecology

4. To address a Member's questions on the protection of marine species including benthic species identified in the ecological surveys and the criterion of 200 gram/metre² (m²)/day for benthic ecology, Mr Franki Chiu said that the project proponent would conduct another subtidal zone survey prior to commencement of construction to confirm the marine species identified at that time and mitigation measures required.

5. A Member appreciated the project proponent's efforts in collecting different data to support the assessment on the impacts on Chinese White Dolphins (CWD) and their commitment to suspend the works in case CWD were identified in the project area. In reply to her question on the monitoring method, Mr Ricky Wong indicated that artificial intelligence (AI)-powered cameras and acoustic detection equipment could be installed near the reclamation area to support marine mammal watching. Another Member raised a related query on the time of monitoring and the release of relevant data to the public. Mr Franki Chiu said that they would monitor CWD during the construction phase and the relevant data would be summarised in the monitoring and audit reports to be published online.

6. The Deputy Chairman sought to have more details including the location, timeline, monitoring plans and approval arrangement for the deployment of artificial reefs (ARs). Mr Ricky Wong shared that large prefabricated components such as demolished parts of old piers could be placed in designated areas for increasing fishery resources. He said that CEDD would work out the most suitable locations for deploying ARs in consultation with EPD and AFCD, and monitor the results for a period of time.

Impacts on Birds and Fisheries

7. Noting that egrets were identified in Lung Kwu Sheung Tan (LKST) in 2025, a Member suggested continuing the monitoring until the construction works commenced so that CEDD could have a more comprehensive set of data to support the mitigation plans. Mr Ricky Wong indicated that no egrets were identified in the first year of the survey and they had extended the survey period when egrets were spotted in 2025. He said that AI cameras could be deployed to capture more data before the construction works began.

8. A Member asked if there would be protective measures for terrestrial birds near the project area as a lot of Black Kites were spotted during the site visit. Mr Franki Chiu indicated that impacts to Black Kites should be minimal as those birds were only found to be roosting and hovering above the mountains to the north of the project site (i.e. Black Point) which was not in the vicinity of the reclamation works.

9. With reference to a Member's query on the design concept and function of the green corridors over the reclaimed land, Mr Franki Chiu explained that the major flightlines of birds passing through the reclamation area as illustrated in the

powerpoint could potentially be designated as green corridors subject to the detailed design of the top-side development in the future.

10. To address the Deputy Chairman's question on compensation for the local fishermen, Mr Ricky Wong replied that the reclamation project was gazetted under the Foreshore and Sea-bed (Reclamations) Ordinance in early January 2026. Those persons who consider that their interest or right over such foreshore and sea-bed would be injuriously affected by the reclamation might file claims for compensation.

Impacts on Air Quality

11. Concerning a Member's question on measures to minimise air quality impacts from works-related vessels, Mr Franki Chiu indicated that the selection of the existing site in the shallow water area would help reduce emission at source since the quantity of filling work required and hence the works-related vessels would be minimised. Besides, the project proponent had strived to minimise the air quality impact to the nearby residential area in LKT Village by limiting on the near-shore reclamation at the northern side of LKT. The Member suggested that clean energy-powered vessels could be considered for better air quality protection during the construction phase.

12. Whilst there was no particular air quality issue in the project area, a Member considered that there should be proper control of the fuel to be used by works-related vessels. Mr Ricky Wong remarked that vessels operating in the area would need to comply with the relevant requirements on fuel quality as stipulated in the contracts. On the Member's suggestion to deploy smart sensors for monitoring pollutants such as Nitrogen Oxides, Mr Wong said that CEDD would explore installing sensors or deploying other Internet of Things (IoT) devices under the construction contract to monitor the emissions at source.

13. Dr Samuel Chui supplemented that EPD had been deploying drones with sensors as a regular measure to monitor fuel usage by vessels and zero non-compliant case was recorded in the past few years. He said that EPD would continue to monitor the situation to ensure compliance.

Project Timeline

14. A Member noted that the development in the area would be split up into different EIA projects. He asked if there was an overall timeline for all relevant development projects and whether the target timeline for the current project had taken into account the possible delay of other projects.

15. Mr Ricky Wong shared that phased EIA submissions would be made for the top-side development in LKT, land reclamation and top-side development in Tuen Mun West (TMW), and sea-crossing bridge and associated road upgrading. Ms Zoe Lo informed that they were in process of formulating the Recommended Outline Development Plan for the developments at LKT, as well as reviewing works related to the sea-crossing bridge and associated road upgrading taking into account of the

public comments received during the public engagement exercise held in August and September 2025, and would conduct relevant detailed engineering / technical assessments. It was expected that both EIA reports of the development at LKT, and sea-crossing bridge and associated road upgrading would be completed by 2027.

16. The Deputy Chairman and a Member considered that the Government should work out appropriate plans and measures to address the public concern about the cumulative environmental impacts of the different EIA projects for the development in LKT and TMW. Mr Ricky Wong assured that the upcoming EIA reports would take into consideration of the environmental impacts of previous EIA submissions to address the cumulative impacts as required under the Technical Memorandum on EIA Process (TM).

17. Mr Gary Tam confirmed that there were clear requirements in the EIA-TM for an EIA project to consider and address the cumulative environmental impacts of all relevant committed or planned projects in the EIA report. This could ensure that the potential impacts would be well covered although the projects needed to be developed with different time schedules with relevant EIA reports submitted in phases.

Environmental Committee (EC)

18. In reply to a Member, Mr Ricky Wong indicated that they would consult different stakeholders including relevant green groups, organisations and committees throughout the process. Mr Wong shared that, after consulting numerous stakeholders and professionals, CEDD had published an eco-shoreline design guideline in 2025 and this would be applied in all upcoming reclamation projects including the current one. He said that CEDD would maintain close communication with the stakeholders during the detailed design stage.

19. As a general requirement for similar EIA projects, the Deputy Chairman suggested that an EC with representation of relevant experts should be set up to provide advice on relevant matters, in particular on the design and implementation of eco-shoreline, green channel etc. Mr Ricky Wong remarked that CEDD would consider setting up an EC and welcomed the participation of relevant stakeholders including green groups. Ms Belinda Chong added that the Government might take forward the development of LKT through a park company in the future. The composition of the EC could include relevant stakeholders, such as the park company, depending on the stage of the development.

Brownfield Operations

20. A Member enquired if the Government had any mitigation measures to improve the water quality of the river after the completion of the LKT development project. Mr Ricky Wong explained that the topside development project would provide a new sewage treatment works (STW) and public sewers under the LKT development. He aspired that the new STW could help alleviate the pollution issues in relation to the brownfield operations.

21. In view of their polluting nature, a Member asked if the existing brownfield operations would be relocated upon the commencement of the project to avoid their displacement to other ecologically sensitive areas. Mr Ricky Wong clarified that some land would be reserved in the reclaimed area to facilitate the relocation and consolidation of existing brownfield operations. Ms Doris Ting indicated that new land would also be created under the project in the future and through holistic planning, sites would be reserved for possible relocation and reorganisation of the existing brownfield operations, thereby also facilitating their upgrading and transformation along with the development under the project. Besides, continual engagement with relevant stakeholders would be carried out.

Eco-tourism

22. A Member indicated that the Government should explore eco-tourism elements in its future land use planning, as they could help ease the negative impressions on the LKT area and its local community. Citing T-Park as a successful example, she opined that more similar facilities could be provided at LKT to help attract visitors from different places.

23. Mr Ricky Wong replied that the current project would be a park-type development similar to the Science Park in Sha Tin which might include restaurants, waterfront promenade and recreational spaces. In particular, the two green channels would provide open space and green recreational areas to serve eco-tourism purpose.

24. The Deputy Chairman thanked the project proponent for their presentation and explanation.

(The project proponent team left the meeting after the Question-and-Answer Session.)

Internal Discussion Session (Closed-door Session)

Phased EIA Submissions

25. While supporting the project in principle, a Member opined that the related development in the area should be considered in a comprehensive manner rather than as individual EIA as they were interrelated, particularly in terms of timeline. He was concerned about the relatively slow progress as the development needs of Hong Kong might no longer be the same upon the completion of the project in 2035.

26. Dr Samuel Chui shared that phased EIA arrangement allowed for a more focused assessment according to the development phases of the entire LKT and TMW project. The subsequent phase of EIA would need to cover the previous phase of EIA and the project proponent could adjust the development timeline accordingly to manage any potential cumulative impact.

27. Ms Clara U supplemented that studies on the development of LKT and TMW jointly conducted by CEDD and PlanD before the formal EIA submission, had considered strategically their potential cumulative impacts with corresponding mitigations to control potential cumulative impacts within acceptable level.

Ecological Impacts

28. A Member supported the project, but was concerned about the ecosystem of the diadromous fishes and egrets which would be affected by the works. The Member suggested that there should be plans and monitoring measures during and after the implementation period to ensure the effectiveness of the new ecosystem.

29. Mr Andrew Chan noted a Member's concerns about the impacts on diadromous fishes in connection with the green channels. He pointed out that the connectivity between the green channel and the river would be the key issue for maintaining the ecosystem for diadromous fishes. Mr Chan explained that there would be no obstruction between the green channel and the original river section in the current plan and the consultant's hydraulic study and water modelling also showed that the tidal effect and hydraulic connectivity could be maintained after the project. As such, the impacts on diadromous fishes were considered not significant. Mr Chan highlighted that the project proponent had committed to maintaining the connectivity in case of sedimentation and AFCD could provide advice on maintaining the ecological connectivity as appropriate.

30. Dr Samuel Chui shared some examples in Hong Kong such as the Shing Mun River, Tuen Mun River and Tsui Ping River which were inhabited with fish originating from rivers connected to the channels. Dr Chui indicated, with reference to the EIA finding, that there was no interruption of water flow in the green channels of the current project even during low tide and dry seasons, and the tidal movement would create an exchange of water body to support the ecosystem of diadromous fishes. He remarked that as long as the connectivity was maintained by the project proponent, the fish could move freely between the channels and the rivers.

31. Dr Samuel Chui highlighted that the LKT and TMW development project could provide the opportunity for improving the surrounding environment through re-organising existing brownfield operations when new land was available. With the new sewage treatment facilities to be provided under the LKT and TMW development, the upstream water quality of the river and related ecology would be improved in the long-term. The Deputy Chairman thanked Dr Chui for sharing the past successful examples of which the experience could also be applied to the current project.

32. Noting the importance of the green channels and the eco-shoreline in the whole project, Mr Gary Tam supplemented that the EIA has recommended that the project proponent would be required to submit an Eco-shoreline Study Report (ESR) at a later stage. As suggested by Members, an EC could be established to provide advice on the design, implementation, management and maintenance, etc. of the green channels and the eco-shorelines. As the project proponent had committed to

monitoring the ecological environment for relevant species, including egrets, Members might consider if conditions would be required to further enhance the aforesaid mechanisms.

33. A Member enquired if Passive Acoustic Monitoring (PAM) or AI-powered cameras could be used to observe marine life other than CWD. Dr Jim Chu replied that PAM could only detect CWD underwater. For other marine species in the subtidal habitats, Dr Chu said that the project proponent had committed to conducting a subtidal survey before construction and would consider the feasibility of translocation if important species were recorded. Ms Clara U assured that the key issues committed by the project proponent would be included in the environmental permit.

34. The Deputy Chairman advised Members that the EIASC could make one of the following recommendations to the ACE on the EIA report –

(i) endorse the EIA report without condition; or
(ii) endorse the EIA report with condition(s); or
(iii) reject the EIA report and inform the project proponent of the right to go to the full Council.

If the EIASC cannot reach a consensus during the meeting, it may –

(i) ask for a 2nd submission to the EIASC; or
(ii) defer the decision to the full Council and highlight issues or reasons for not reaching a consensus for the full Council's deliberation.

35. The Deputy Chairman proposed and Members agreed to endorse the EIA report with conditions.

Conditions

36. Based on Members' discussions at the meeting, the Deputy Chairman summarised the following conditions to be proposed for the full Council's consideration. Following the principles agreed at the previous meeting, the EIASC would include a brief introduction to provide the background on the proposed conditions –

(a) Brief Introduction

(i) According to the baseline survey results for marine mammals and the findings of literature review conducted under this EIA, the waters within and in the vicinity of the Project were unlikely important habitats for CWD (EIA S.8.3.3.17). Nevertheless, the EIA had recommended marine mammal watching by marine mammal observers with the use of smart initiatives to support the marine mammal watching works (EIA S.8.9.7.2 and S.8.11.1.2). More specifically, during marine dredging and marine Deep Cement Mixing (DCM) works, a marine mammal exclusion zone within a radius of 250 m from the dredger / DCM barge would be

implemented. The marine mammal exclusion zone would be scanned for at least 30 minutes prior to the start of these marine works. If marine mammals or other megafauna were observed in the marine mammal exclusion zone, the marine works would be delayed until the marine mammals / megafauna had left the area. **Condition (1)** was recommended in specifying the details of the smart initiatives to support the marine mammal watching works.

(ii) Eco-shoreline would be provided under this Project, spanning about 2 km. As stated in the EIA report (EIA S.8.9.5.5), key considerations for the design of the eco-shoreline included marine conditions, exposure of wave and storm surge, and maintenance, etc. Therefore, the EIA report had recommended the submission of an ESR for approval to determine the form, the detailed design and the specific location of the eco-shoreline, and the implementation programme (EIA S.8.9.5.7). In fact, prior to the submission of the EIA report, the Project Proponent had conducted a series of public engagement activities to collate comments from different stakeholders and had received support for the adoption of the eco-shoreline (EIA S.2.11.1.1). For continuing the public engagement during the course of eco-shoreline design for the Project, **Condition (2)** was recommended for setting up an EC for the Project, comprising government department, green group and academic, to advise on the preparation of the ESR.

(iii) The EIA had also recommended consideration of other potential ecological enhancement measures, such as artificial reefs (EIA S.8.9.6.1). **Condition (3)** - Artificial Reef Deployment and Management Plan (ARDMP) was thus recommended for determining the specific details of the artificial reefs.

(iv) The EIA had recommended pre-construction ecological survey between February and August prior to commencement of construction activities within 100 m of the LKST Egretry. The survey methodology would be submitted for agreement (EIA S.8.9.4.2). During construction, ecological monitoring of the LKST Egretry would also be conducted at monthly interval between February and August (EIA S.8.9.4.3). Detailed monitoring methodology would also be submitted for agreement (EIA S.8.9.4.3). Specific mitigation measures would be adopted during construction if the LKST Egretry was found to be active (EIA S.8.9.4.4). To take forward these recommendations from the EIA report, **Condition (4)** was recommended to require the setting up of AI-powered device to support the monitoring works recommended by the EIA report for the LKST Egretry covering the pre-construction phase (i.e. between February and August prior to the commencement of construction activities within 100 m of the Egretry) and thereafter the construction phase of the Project.

(b) Conditions

The Project Proponent should –

(i) no later than 3 months before the commencement of construction of the Project, submit the details of the smart initiatives (including PAM and AI-powered camera) to support the marine mammal watching works to the DEP for agreement;

(ii) set up an EC no later than 3 months before the commencement of construction of the Project. The EC should advise on the preparation of the ESR, and the effectiveness of implementation of the eco-shoreline of the Project according to the EIA report and the ESR. The EC should have a wide representation such as representatives of relevant government department (including AFCD), green group and academic. The list of members and terms of reference of the EC should be submitted to the DEP for approval;

(iii) no later than 3 months before the commencement of construction of the Project, submit an Artificial Reef Deployment and Management Plan (ARDMP) to the DEP for approval. The ARDMP should include the design, dimension, quantity of artificial reef unit(s), location(s), maintenance and monitoring of the artificial reef; and

(iv) no later than 3 months before the commencement of the pre-construction survey at LKST Egretry (the Egretry), set up AI-powered device to support the monitoring works as recommended by the EIA report for the Egretry. The installed AI-powered device should be operated to cover the pre-construction phase (i.e. between February and August prior to the commencement of construction activities within 100 m of the Egretry) and thereafter the construction phase of the Project.

(Post-meeting notes: The draft conditions were circulated to Members for comment before the meeting.)

(A Member left the meeting during the Closed-door Session.)

Item 4 : Any other business (Closed-door session)

37. There was no other business for discussion at the meeting.

Item 5 : Date of next meeting (Closed-door session)

38. There would be no EIASC meeting in March 2026. Members would be advised on the confirmed date of the next meeting and agenda in due course.

39. There being no other business, the meeting ended at 11:45 am.

EIA Subcommittee Secretariat
March 2026