

**Minutes of the 9th Meeting of
the 7th Term Kowloon City District Council**

Date: 29 May 2025 (Thursday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHANG Chi-ho, Ivanhoe, JP

Members: Mr TING Kin-wa, MH
Mr CHO Wui-hung, MH
Mr LEE Chiu-yu
Mr NG Fan-kam, MH
Mr NG Po-keung, MH
Mr HE Huahan, MH
Mr LAM Pok
Mr LAM Tak-shing, MH
Ms LEUNG Yuen-ting
Mr CHAN Chi-wah
Mr CHEUNG King-fan
Ms WONG Man-lei, Vivian
Mr WONG Man-kong
Mr WONG Chi
Ms FUNG Mo-kwan
Ms LAU Yuen-yin
Mr PUN Kwok-wah, JP
Mr LAI Yin-chung
Mr KWAN Ho-yeung

Secretary: Ms LAU Wai-yin, Stella Senior Executive Officer (District Council), Kowloon City District Office

Absent:

Member: Dr Rizwan ULLAH, MH

In Attendance:

Mr WU Ho-man, Kenneth Assistant District Officer,
Kowloon City District Office

Mr LEE Chi-leung, Humphrey	Senior Executive Officer (District Management), Kowloon City District Office
Miss MAK Wai-man, Sandy	Senior Liaison Officer (Building Management), Kowloon City District Office
Mr CHAN Yat-kin, Kaiser	Senior Liaison Officer (District Liaison)1, Kowloon City District Office
Miss LIU Suk-fun, Connie	Senior Liaison Officer (District Liaison)2, Kowloon City District Office
Ms SO Lai-yee, Ivy	Senior Liaison Officer (District Liaison)3, Kowloon City District Office
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Mr WONG Lap-yan, Ivan	District Environmental Hygiene Superintendent (Kowloon City), Food and Environmental Hygiene Department
Ms MAK Siu-ling, Iris	Chief Manager/Management (Kowloon West and Sai Kung), Housing Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms CHIU Shui-man, Tabitha	District Leisure Manager, Kowloon City, Leisure and Cultural Services Department
Mr CHAN Hoi-ki, Francis	Senior Engineer/12 (East), Civil Engineering and Development Department
Mr LEUNG Kwok-wing	Acting District Commander (Kowloon City District), Hong Kong Police Force
Ms LAU Ching-nam, Rachel	Police Community Relations Officer, Kowloon City District, Hong Kong Police Force

Mr HO Ming-yan	Deputy District Commander, Sau Mau Ping District, Hong Kong Police Force
Mr TAM Man-hoi	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr CHIU Tai-wai, David	Executive Officer I (District Council), Kowloon City District Office

Attendance by Invitation:

Item 2	Miss AU Wing-yan, Christine	Principal Assistant Secretary (Planning and Lands) ² , Development Bureau
	Miss CHU Hiu-yin, Rebecca	Assistant Secretary (Planning) Special Duties 1, Development Bureau
	Mr YEUNG Sze-wai, Wilfred	General Manager (Property Project), Mass Transit Railway Corporation Limited
	Ms LIU Chung-gay, Sharon	General Manager (Town Planning), Mass Transit Railway Corporation Limited
	Mr YAM Tze-yi, Lawrence	Deputy General Manager (Property Project), Mass Transit Railway Corporation Limited
	Ms FONG Fong, Niki	Corporate Communications Manager (Property), Mass Transit Railway Corporation Limited
Item 3	Ms LEUNG Chui-ha, Jodi	Regional Officer/Kowloon and Sai Kung, Independent Commission Against Corruption
	Ms Markie MAK	Senior Community Relations Officer, Independent Commission Against Corruption

Opening Remarks by the Chairman

1. **The Chairman** welcomed all Members and representatives of departments to the ninth meeting of the 7th term Kowloon City District Council (KCDC).
2. **The Chairman** reminded Members to register their interests in accordance with the stipulation of Order 22 of the Kowloon City District Council Standing Orders (the Standing Orders) and stated that if the matters to be discussed had any connection or potential conflict of interests with their personal interests such as property rights, profession or investment, they should make a declaration proactively at the meeting so that he could make a decision in accordance with the Standing Orders.
3. **The Chairman** stated that in accordance with Order 32 of the Standing Orders, the quorum of the District Council meeting was not less than half the District Council Members holding the office for the time being. If the quorum was not present at the commencement of the meeting or in the course of the meeting, he would direct the Secretary to summon the absentees. If the quorum was still not present 15 minutes thereafter, he would adjourn the meeting. According to the stipulation of Order 13 of the Standing Orders, he then set out that each attendee was allowed to make a maximum of two speeches during a discussion on the same agenda item and the time limit for each speech was two minutes. He also reminded the attendees to switch off their mobile phones or to switch the ringers to vibration notification to avoid causing disturbances to the meeting.
4. **The Chairman** stated that the Secretariat received a notification of absence from meeting from Dr Rizwan ULLAH before the commencement of the meeting. The grounds for his absence was “to attend the Twenty-fifth Meeting of the Commission on Children and speak on an important subject at the invitation of the Labour and Welfare Bureau”.
5. **The Chairman** stated that in accordance with Order 64 of the Standing Orders, the meeting would only give consent to applications for absence filed on the grounds of sickness, attendance at a meeting/an activity on behalf of the District Council, or other reasons considered reasonable by the meeting, e.g. attendance at a meeting or an activity, etc. of the Legislative Council or an advisory body/organisation appointed by the State/the Government. Given that Dr ULLAH’s attendance was required at the meeting organised by the Government and his considerable role in the meeting, it was announced that the application for absence submitted by Dr ULLAH was accepted after consulting Members.

Item 1**Confirmation of Minutes of the 8th Meeting**

6. **The Chairman** announced that the minutes of the eighth meeting were unanimously endorsed without amendments.

Item 2**Preliminary Development Proposal of Sites around Hung Hom Station and Waterfront Areas**

(KCDC Paper No. 26/2025)

7. **The Chairman** welcomed the representatives of the Development Bureau (DEVB) and the Mass Transit Railway Corporation Limited (MTRCL) to the meeting.

8. **Miss AU Wing-yan, Christine, Principal Assistant Secretary (Planning and Lands)2, Development Bureau** introduced Paper No. 26/2025. She stated that the MTRCL had completed a land use study on the re-planning of sites around Hung Hom Station and its waterfront areas at the invitation of the Government. After reviewing the recommendations put forward by the study, the Government formulated the planning vision and positioning, as well as the land use proposals for the sites.

9. Miss AU continued and stated that to fully capitalise on the unique geographical advantages of the sites, the DEVB proposed to develop the sites into a new harbourfront landmark, bringing benefits to the area and the Hung Hom community in four aspects: (1) enhancing commuting experience for the public, (2) improving pedestrian connectivity, (3) enlivening Hung Hom harbourfront, enriching visitor experience, and (4) creating a new landmark, making good use of the prime site as well as adding vibrancy and energy to the Victoria Harbour. The proposal included a series of measures to improve the waiting environment for the passengers, enhance the pedestrian connectivity across different areas within the district and the accessibility of the Hung Hom harbourfront area, and expand the offerings of new land-based and the water leisure activities. The proposal also suggested constructing yacht berthing facilities, which would be integrated with the new land-based facilities for retail, food and beverages as well as entertainment so as to provide tourists and the public with a fresh and diverse experience. While the Hung Hom Station and the Hong Kong Coliseum would remain fully intact, it was proposed to improve the public spaces outside the two premises, their pedestrian connectivity, ancillary transport facilities and layout, etc. Together with MTRCL, the DEVB was launching a public consultation to gather the public and the stakeholders' views on the preliminary land use proposals.

The project team would later conduct detailed technical assessments. The aim was to commence the statutory procedures (such as procedures related to land use rezoning, environmental impact assessment and reclamation works, etc.) in the second half of 2026, striving to kick start phased construction soon.

10. **Mr LEE Chiu-yu** raised the following views:

- (i) the residents of Hung Hom area were highly concerned about the development at the sites around Hung Hom Station and its waterfront areas. He suggested the DEVB to organise a briefing session before the end of the consultation period. The direct exchange with the residents of Hung Hom area would facilitate their better understanding of the Government's proposals; and
- (ii) he supported the DEVB's ideas of making good use of the harbourfront and emphasising water-friendly elements. However, the current water quality of the Victoria Harbour still had room for improvement. It was suggested that proposals to improve water quality could be incorporated in the development.

11. **Mr NG Fan-kam's** views were consolidated as follows:

- (i) he supported the preliminary development proposals by the DEVB and anticipated that more green spaces would be available in the Hung Hom area after the development;
- (ii) suggested providing additional covers and chairs on the proposed and renovated footbridges for use as a rain shelter and a place to rest by the public;
- (iii) the proposed landmark building was of both commercial and residential uses with leisure and entertainment facilities and an observation deck provided on the upper floors. Considering that visits from a large number of tourists might cause inconvenience to the residents or even arguments, it was suggested that separate entrances/exits and lifts could be provided for the use by residents and the public respectively; and

- (iv) following the development, the area would become an important transport hub and a door opened to tourists. It was anticipated that the opportunities presented by the development would promote the night-time economy in the area, facilitating Hong Kong's economic development.

12. **Mr WONG Chi's** views and enquiries were consolidated as follows:

- (i) the residents in Hung Hom had been highly concerned about the development at Hung Hom Station and Hung Hom harbourfront. In this area, the covered pedestrian walkway surrounding Hung Hom Station was very old and its ventilation condition and temperature regulation had rooms for improvement;
- (ii) the project would create many public open spaces. It was suggested that the DEVB could consider introducing pet-friendly policies and open up these spaces for shared use by users and pets to fulfil the residents' demands;
- (iii) the landmark building and residential developments in the project were all high-rises built along the waterfront. It was suggested that the DEVB should avoid creating wall effects in the planning;
- (iv) the project proposed the construction of a new elevated, covered footbridge spanning across the Hung Hom Bypass and a boardwalk underneath it. If the Hung Hom Bypass was to be enclosed during the works, transport arrangements must be done properly to prevent traffic congestion; and
- (v) the project comprised many residential developments. After the completion of various leisure and entertainment facilities, it would draw visits from the public and tourists. Enquiries were made regarding the vehicular traffic in the area and the new arrangements for public transport facilities.

13. **Mr NG Po-keung's** views were consolidated as follows:

- (i) supported the project to be launched in the form of public-private partnership and tendering. The integration of commercial elements

such as malls and markets would increase economic benefits. He hoped that the construction and operation of the entire project could be expedited;

- (ii) the project was an important large-scale planning in Kowloon. He agreed with Mr LEE Chiu-yu's suggestion of increasing community participation. In addition to consultation, he suggested organising workshops to provide more opportunities for the public and professionals to express their views;
- (iii) the former Hung Hom Railway Freight Yard (the former pier site) was currently at an inconvenient location that was difficult to access by public transport. If a marina club and a green platform were to be constructed at this location, the accessibility by public transport must be improved so that the general public could arrive easily to enjoy the facilities;
- (iv) the former pier site covered a large area. At present, it was primarily zoned for the use of a waterfront plaza and a marina club. It was suggested that additional tourist activities and facilities such as tethered balloons for sightseeing or an observation deck could be provided at this location to attract tourists; and
- (v) the KCDC had been advocating for connecting the waterfront areas at Hung Hom, To Kwa Wan and Kai Tak for years. The former pier site and the location at the south of Hung Hom Station under the project were in close proximity to the advocated location for Hung Hom Promenade. It was suggested that the DEVB should consider connecting the promenades near Whampoa, To Kwa Wan and Kai Tak in the planning to form a large-scale promenade to improve the connectivity of the harbourfront areas in Kowloon.

14. **Miss AU** replied with the main points as follows:

- (i) to cater to the needs of different users, the project team would study whether there was room in the proposed commercial and residential landmark building for the provision of separate entrances/exits when carrying out detailed technical assessments and designs at the next stage. This would ensure that tourists and residents could access the

leisure and entertainment facilities on the uppermost floors and the residential units on the floors below separately;

- (ii) located at the middle of the Victoria Harbour, the former pier site was a prime location with panoramic views of the harbour. To create a new harbourfront landmark, the Bureau suggested making good use of the currently idle former pier site and develop its southernmost tip into a waterfront plaza, which would be designated as an event space for different groups/ organisations to host various kinds of activities, making it a new gathering spot in the Hung Hom vicinity in the future. The remaining portions of the former pier site adjoining the waterfront plaza would be developed into integrated entertainment and commercial facilities to offer a variety of dining and “retail-tainment” experiences, which would complement events that would be held in the waterfront plaza in the future;
- (iii) regarding improvement in pedestrian connectivity, the Bureau proposed to construct a new elevated, covered footbridge spanning across the Hung Hom Bypass, connecting Hung Hom Station, the area to the east of the Hong Kong Coliseum, and the waterfront. This would allow the public to access the waterfront in comfort regardless of weather conditions. When carrying out detailed technical assessments and designs at the next stage, the project team would put more efforts in the design so that the cover would provide a rain shelter without blocking the splendid waterfront views along the way;
- (iv) regarding the work on connecting the waterfront along both sides of the Victoria Harbour, most of the waterfront areas on Hong Kong Island had been connected following the continuous efforts by the DEVB in the past decade or more. As at February 2025, the promenades along both sides of the Victoria Harbour had a total length of approximately 30 kilometres, of which approximately 13 kilometres located in Kowloon had been opened. The aim was to further extend the total length of the promenades along the Victoria Harbour to 34 kilometres in or before 2028;
- (v) water quality was very important to the overall development at the Victoria Harbour. The current problem of foul odour in some harbourfront areas was mainly caused by misconnecting sewers to

stormwater drains. The Environmental Protection Department, the Drainage Services Department, and the Buildings Department were actively following up the relevant cases to improve the water quality of the entire Victoria Harbour. Additionally, regarding the proposed development, the Bureau would carry out an environmental impact assessment in accordance with the requirements of the relevant legislations to ensure the proposed yacht berthing facilities would not pose adverse impacts to the environment; and

- (vi) to gather the views of various stakeholders and local residents, the Bureau planned to organise a district briefing session on 17 June to introduce the preliminary development proposal for the site in detail. The Bureau would subsequently make related arrangements with the Kowloon City District Office (KCDO). The Bureau looked forward to exchanging with various stakeholders and listening to their views by then.

15. **Mr Wilfred YEUNG Sze-wai, General Manager (Property Project), MTRCL** replied with the main points as follows:

- (i) in the process of formulating the land use proposal, the project team had carried out preliminary technical assessments on items including traffic and transport. Additional traffic volume caused by the proposed development was also taken into consideration. The project team would carry out a detailed traffic impact assessment at the next stage to ensure that the proposed development was supported with sufficient transport facilities; and
- (ii) during the construction of the new elevated, covered footbridge over the Hung Hom Bypass, the project team would communicate and coordinate closely with various government departments to minimise the potential impacts on the Hung Hom Bypass as much as possible during the works.

16. **Mr LAM Tak-shing's** views were consolidated as follows:

- (i) he supported the proposal by the DEVB and stated that the project would bring huge benefits to the development of the entire Hung Hom area. He hoped that this project would connect the promenades in

the vicinities of Tsim Sha Tsui, Hung Hom, To Kwa Wan and Kai Tak altogether;

- (ii) suggested putting a landmark in the waterfront plaza for easier identification of Hung Hom area by tourists with reference to the unique design of The Whampoa, which was a homage to the Whampoa Dock;
- (iii) when constructing the yacht berthing facilities, considerations should be given to integration with other cities of the Greater Bay Area by allowing yachts to sail between Shenzhen and Hong Kong. This would connect the economies of the two places and drive the regional development;
- (iv) the coast of Hung Hom was a prime location and should be used for hosting unique shows such as drone shows and water screen projection shows to draw visitors, thereby promoting the spectacular views of the Victoria Harbour; and
- (v) among the three bridges connecting to Hung Hom Station, the footbridge connecting to the vicinity of Exit A of Hung Hom station and Cheong Wan Road was not covered. It was anticipated that under the new development, the facilities at this location could be optimised with the additional provision of a footbridge cover, as well as a lift and greening at the area of Exit A.

17. **Ms WONG Man-lei, Vivian**'s views and enquiries were consolidated as follows:

- (i) the proposed waterfront plaza and integrated entertainment and commercial facilities were both constructed on the former pier site, which was in close proximity to the adjoining water leisure zone. Enquiries were made on whether these projects would be under the same tender and constructed by the same developer;
- (ii) the DEVB planned to make good use of the currently idle former pier site for short-term use and develop the area into an open space. The aim was to open it for public use in the first quarter of 2026. Enquiries were made on how the public and tourists could access the

area before the completion of the proposed integrated entertainment and commercial facilities;

- (iii) under the current economic environment, there was an oversupply of offices in Hong Kong. Given that the proposed landmark building was 230 metres tall, enquiries were made on whether the Bureau had plans to prevent vacancy in commercial spaces in the area;
- (iv) the proposed residential development near the water leisure zone offered a stunning view of the Victoria Harbour. However, there were concerns that the buildings along the waterfront might create wall effects and affect the residences near the aforementioned area; and
- (v) the accessibility by public transport in the area was of utmost importance to the entire Hung Hom harbourfront development. Enquiries were made about the DEVB's transport enhancement proposals for the project.

18. **Mr LAM Pok's** views were consolidated as follows:

- (i) he expressed support for the suggestion to connect the waterfront areas in Kowloon in the proposal. He also stated that following the construction of the boardwalk connecting the promenade, the path connecting Hung Hom and Tsim Sha Tsui East would be smoother and more even. He hoped the promenade would have a themed yet coherent design;
- (ii) there was a considerable distance between Hung Hom Station and the waterfront. It was suggested that travellers could be installed to provide pedestrians with a faster and more comfortable access to the destination;
- (iii) certain parts of the harbourfront areas would be designated for yacht berthing and use by the marina club. Enquiries were made on whether these waters would be open to the public for water activities such as pedal-driven boats;

- (iv) the commercial building in the project should establish a clear positioning and a brand to draw businesses and investors to rent its spaces; and
- (v) the problem of water quality must be resolved for the project to successfully draw tourists. It was suggested that the DEVB should collaborate with universities or research institutions to improve coastal odour using bioremediation technologies. Upon improvement in water quality, more varied water activities including triathlon events could be hosted in the area to attract tourists, thereby promoting the tourism industry of the area and boosting the economy.

19. **Miss AU** replied with main points as follows:

- (i) breakthroughs in planning and design were necessary for the unique new landmark in Hung Hom to attract tourists and the public. Standing approximately 230 metres tall, the proposed commercial and residential landmark building would become an iconic building in the area, hence a memorable new addition to Hung Hom. Under the current proposal, the uppermost floors of the landmark building would provide a series of unique and exciting leisure and entertainment facilities, whereas the floors beneath these facilities would be used for residential purposes. The Bureau welcomed views from all sectors regarding the types of leisure and entertainment facilities to be provided on the uppermost floors of the landmark building;
- (ii) to fully utilise Hung Hom's prime harbourfront location and enhance the overall financial viability of the development, apart from providing private residential units within the new landmark building, the Bureau also recommended designating some parts of the waterfront areas for residential development. The project team would carry out detailed technical assessments and designs at the next stage to ensure the waterfront residential development would not cause unacceptable potential impacts;
- (iii) the 2024 Policy Address proposed to promote yacht tourism. The market was invited to construct and operate yacht berthing facilities at the expansion area of Aberdeen Typhoon Shelter, the ex-Lamma

Quarry site and sites around the waterfront areas adjacent to Hung Hom Station in order to attract tourists from the Greater Bay Area and abroad. Given the prime location of Hung Hom, the provision of yacht berthing facilities would facilitate tourists who came to Hong Kong by yacht to begin an island hopping trip from this location;

- (iv) the key facilities of the proposed development would be open for use by the public and tourists. These included the leisure and entertainment facilities on the upper floors of the landmark building, the waterfront areas around the yacht berthing facilities, the integrated entertainment and commercial facilities on the former pier site and the waterfront plaza;
- (v) before the commencement of the long-term development works, the Bureau would open the currently idle former pier site for short-term use. It would be transformed into a character-filled space for organising various activities so that the public could take pictures and enjoy the stunning views of the Victoria Harbour. The Bureau would shortly begin basic beautification work at the area and invite interested operators to submit proposals, aiming to open the space for public use in the first quarter of 2026; and
- (vi) regarding the implementation programme, the majority of works in the project would be completed within approximately 10 years. Given the large number of operating railway facilities beneath the sites, the works involved were not simple and should be handled prudently, with the related statutory procedures to be carried out. The project team would explore whether the works schedule could be further compressed at the next stage.

20. **Mr CHEUNG King-fan's** views were consolidated as follows:

- (i) he expressed support for the Government's development of the vicinity of Hung Hom harbourfront and the promotion of yacht tourism. He suggested that the proposed yacht berthing facilities in Hung Hom should also provide facilities and services for repair, supply and maintenance to increase the appeal; and

- (ii) given the vast scale of the entire Hung Hom project, the construction would take time. It was suggested that the waters at the former pier site could be open in advance for the purposes of yacht berthing and engaging in water activities such as dining services. This would kick start yacht tourism and boost the economy.

21. **Ms LAI Yin-chung's** views were consolidated as follows:

- (i) suggested making good use of Hung Hom harbourfront by allowing yachts to sail between Hung Hom and Central Harbourfront, West Kowloon Cultural District and Kai Tak Sports Park (KTSP), etc. during night time. Water transports connecting various waterfront along the Victoria Harbour could be provided to facilitate the public and tourists;
- (ii) suggested taking reference from the joint light show at the commercial buildings of Changsha, Hunan. A new venue for light shows that was centred in Hung Hom and extended to places such as the commercial area in Tsim Sha Tsui East would draw visitors as a photo spot and become a new tourist attraction; and
- (iii) the Victoria Harbour boasted splendid views. He supported the use of the southern tip of the former pier site as an outdoor event space, noting that renowned international brands had previously hosted large-scale events at the Tsim Sha Tsui East waterfront area. Drawing reference from the Central Harbourfront, it was suggested that movable temporary seating could be provided in this area for performance-based events such as the organisation of international fashion shows, thereby boosting the local economy.

22. **Mr KWAN Ho-yeung's** views were consolidated as follows:

- (i) he supported the development proposal for Hung Hom harbourfront and considered the project could complement and create synergy with the development of the Kowloon promenade. He suggested prioritising the development in the vicinity of the harbourfront;
- (ii) the proposed platform to be constructed at the former toll plaza of the Cross Harbour Tunnel (CHT) and the two topside buildings for hotel

and other commercial developments were situated close to The Hong Kong Polytechnic University (PolyU). The PolyU had also made a proposal to the District Council about developing the space between the campus and Hung Hom Station. The Bureau should consider the PolyU's proposal of optimising the connection between Hung Hom Station and the campus to enhance integration and consult the PolyU regarding the development project;

- (iii) the marinas in Hong Kong were usually operated by marina clubs. Given the prime location of Hung Hom harbourfront, a marina at this location would generate a huge revenue. Enquiries were made on whether the Government would directly operate the marina and its operation mode; and
- (iv) enquiries were made on whether the four residential buildings behind the water leisure zone were necessary. Given the limited area, there were concerns that the construction of residential buildings would block those behind them and create wall effects. It was suggested that the Bureau should fully consider the views of the stakeholders.

23. **Mr HE Huahan's** views were consolidated as follows:

- (i) he supported the development proposal at Hung Hom harbourfront and hoped the proposal would make good use of its surrounding and areas around the harbourfront;
- (ii) suggested providing related ancillary facilities for the industry at the berthing points for yachts and sail boats. This would attract tourists and bring development opportunities for related industries; and
- (iii) the severe shortage of parking spaces and pick-up and drop-off areas for tourist coaches in the vicinities of Hung Hom and Tsim Sha Tsui had led to traffic congestion in the area. Since the new development project would bring more tourists to the area, the Bureau should provide additional parking spaces and pick-up and drop-off areas for tourist coaches during planning.

24. **Miss AU** replied with the main points as follows:

- (i) compared to an area of approximately three to four hectares at the Central Harbourfront, the proposed waterfront plaza at the southernmost tip of the former pier site was relatively small with only approximately 0.5 hectare. Therefore, dividing the proposed waterfront plaza into several parts for different purposes might not best utilise the space of the plaza;
- (ii) regarding the use of the water body, the Bureau suggested inviting private corporations to construct and operate yacht berthing facilities at the water body west of the former pier site. Sufficient space would be designated for the provision of the required basic facilities and onshore ancillary facilities such as breakwater and electricity poles. The aforementioned facilities were essential for the operation of yacht berthing facilities and the safety of yachts and the people thereon. Therefore, the water body west of the former pier site might currently not be available for yacht berthing until those facilities were completed. The project team would carry out detailed technical assessments and designs at the next stage, as well as conduct marine traffic impact assessments for the proposed development. The operation mode of the berthing facilities, the number of available berthing spaces, sizes and types would also be taken into consideration;
- (iii) the Bureau would also study saving the shore space for the additional provision of landing steps or piers. Depending on future needs and service demands, such provision would allow the berthing of various types of ships such as passenger ferries and water taxis. This would allow the public and tourists to travel to different harbourfront areas of the Victoria Harbour via water transports;
- (iv) at present, there was a multi-storey car park providing approximately 900 parking spaces next to Hung Hom Station. The Bureau stated that the high usage car park would be retained to ensure that the current supply of parking spaces in the area would remain unaffected. With full understanding that the tourism and entertainment elements of this project would attract many tourists, the Bureau would provide approximately 1 000 parking spaces in the proposed new building.

In addition, the project team would conduct detailed technical assessments at the next stage and make proper arrangements for the pick-up and drop-off areas for tourist coaches, ensuring that the traffic in the area would be unaffected; and

- (v) regarding the proposed waterfront residential development, the project team would study the quantity, orientation, height and density of the buildings in depth when carrying out detailed technical assessments at the next stage. The feedback collected during the consultation period would also be taken into account to refine the development proposal and finalise the detailed development parameters.

25. **Mr CHAN Chi-wah**'s views were consolidated as follows:

- (i) at present, the CHT adjacent to the project was very congested during peak hours. Following the completion of the project, there would be a significant increase in the numbers of residents and tourists in the area. Enquiries were made on whether the DEVB would construct new roads to alleviate the traffic congestion in the area and in the CHT to optimise travel experience for tourists; and
- (ii) suggested increasing the number of berthing points for water taxis at Hung Hom harbourfront to facilitate tourists in experiencing water transport in Hong Kong. Besides, additional pick-up and drop-off areas for tourist coaches and private vehicles in the area should be provided to optimise the accessibility of the area.

26. **The Chairman** thanked Members for their views and stated that:

- (i) the sites around Hung Hom Station and its waterfront areas were a prime location. He was pleased that the DEVB could put forth a development proposal that could make good use of this area;
- (ii) there were plenty of public spaces in the project, among which, the southern tip of the former pier site would have an advanced opening to the public in the first quarter of next year for the purpose of hosting outdoor events. These public spaces, regardless of short-term use or long-term development, could be used for hosting various events.

To ensure that these events would run smoothly, there must be ample electricity provision to meet the high usage demand; and

- (iii) following the development, a boardwalk would be constructed at the sites around Hung Hom Station and its waterfront areas to connect Tsim Sha Tsui East and Hung Hom. It would become a hotspot for sports for the public and tourists as well as a vibrant place. He hoped that this section of the promenade would designate space and facilities for shared use by pedestrians and cyclists in the planning. In the future, the entire Kowloon promenade might be open from Tsim Sha Tsui and Kai Tak through Hung Hom for cycling and running, therefore increasing the appeal to the public and tourists.

27. **Miss AU** replied with the main points as follows:

- (i) according to past experience, outdoor markets or outdoor night events had a relatively higher demand for electricity and some other basic facilities. The Bureau would refer these views to the Harbour Office for follow-ups to facilitate proper arrangements of future events, thereby ensuring the smooth running of events of various kinds; and
- (ii) in recent years, there were public sentiments that the harbourfront would be open for shared use with pets and cyclists. Under the current proposal, the proposed pedestrian boardwalk under Hung Hom Bypass would connect Tsim Sha Tsui Promenade with Hung Hom Promenade. However, due to the varying width of the sections, the project team would study whether the related hardware would be compatible in the detailed technical assessments at the next stage. The shared space would be open as much as possible.

28. **Mr YEUNG** replied and stated that the team was also concerned about the possible traffic impacts caused by the proposed development. At present, the preliminary idea was to add a new entrance/exit on Hung Luen Road, which would connect to the proposed development at the waterfront areas. The project team would carry out detailed traffic impact assessments at the next stage, in which traffic arrangements and railway traffic capacity would be evaluated altogether.

29. **The Chairman** thanked the representatives of the DEVB and the MTRCL for attending the meeting. He made a conclusion and stated that the DEVB would

organise a briefing session in Kowloon City on 17 June, in which they would communicate with the resident representatives. Members should submit their views regarding the briefing session, if any, to the Secretariat the soonest for consolidation and referral to the DEVB.

Item 3

Anti-corruption Work Strategy 2025/26 of the Independent Commission Against Corruption Regional Office (Kowloon West)

(KCDC Paper No. 27/2025)

30. **Ms LEUNG Chui-ha, Jodi, Regional Officer, the Independent Commission Against Corruption (ICAC)** introduced Paper No. 27/2025 with the main points as follows:

- (i) the strategies and objectives of the anti-corruption work of the ICAC were as follows;
 - (a) to provide appropriate preventive education services to different sectors of the district;
 - (b) to promote integrity and law-abidingness among the younger generation of the district on all fronts;
 - (c) to promote public engagement activities;
 - (d) to support the culture of clean elections; and
 - (e) to strengthen the publicity of the ICAC across the territory and within the district.
- (ii) since many of the past corruption cases involved building management, the ICAC would take the initiative to reach out to the building management bodies (such as owners' corporations or owners' organisations) in the district to improve the situation. These building management bodies were encouraged to take anti-corruption measures for the provision of quality building management;
- (iii) the ICAC would organise a Building Management Summit on 23 June this year. Different stakeholders would be invited by then to share and exchange their views on integrity and quality building

management. The ICAC had invited District Councils to be the supporting organisations of the event and thanked the Chairman for agreeing to attend the occasion. The ICAC also welcomed Members to attend the said forum;

- (iv) to enhance the transparency of ICAC and public understanding of their work, the ICAC planned to regularise the visit programme. The renovation works for the Exhibition Hall at the ICAC headquarters had been completed. The current Exhibit Hall would take visitors on an immersive graft-fighting journey via artificial intelligence and other technologies. Moreover, visitors could also visit Café 1974 at the ICAC to enjoy the signature ICAC coffee. Members and groups were welcome to visit the Exhibition Hall;
- (v) the Legislative Council General Election would be held on 7 December this year. In addition to stringent enforcement, the ICAC would conduct various forms of publicity across the territory to support the culture of clean election in Hong Kong, which included organising briefing sessions for the Elections (Corrupt and Illegal Conduct) Ordinance;
- (vi) the ICAC would reach out to the public via the regional offices. The Kowloon East/Sai Kung Office would be relocated to the newly completed Tseung Kwan O Government Offices in September this year; and
- (vii) there had been many recent scams in which scammers posed as ICAC officers. The ICAC had immediately stepped up publicity and education efforts against scams. The ICAC hoped that Members would assist in disseminating anti-scam messages, as well as inform or help the public requesting assistance to report the incidents via the ICAC hotline on 2526 6366.

31. There being no further follow-up enquiries from Members on the item, the Chairman declared the agenda item closed.

Item 4**Kowloon City District Operational Priorities 2025**

(KCDC Paper No. 28/2025)

32. **Mr LEUNG Kwok-wing, Acting District Commander (Kowloon City District), Hong Kong Police Force** introduced Paper No. 28/2025 and introduced the operational priorities of this year with the summary as follows:

- (i) the policing duties for national safety, public safety and the 15th National Games (NG):
 - (a) national security was an area of particular emphasis of the Chief Executive and the Commissioner of Police. Therefore, the Police would collaborate with the community and related stakeholders to collect intelligence concerning national security to prevent acts and activities endangering national security;
 - (b) the Police would actively maintain close liaison with government departments and other stakeholders and conduct timely risk assessments and effective enforcement to ensure public safety and public order during public events and large-scale events; and
 - (c) some of the events of the 15th NG would be held in Kowloon City District. The Police would ensure the NG and the relevant events would be held in a safe, orderly and secure manner.
- (ii) violent crime:
 - (a) violent crime included but was not limited to night-time assaults, robbery, domestic violence, etc. The Police would strengthen patrols and collaborate with other related departments and stakeholders (such as the Social Welfare Department) to reduce the occurrence of violence crime.

(iii) deception and quick cash crime:

- (a) according to the Police's investigation, over 60 per cent of the crime in Kowloon City Police District were deception and quick cash crime with substantial amount of money involved. However, since most of these cases involved overseas financial systems and cross-border jurisdictions, it was difficult for the Police to bring the scammers to justice; and
- (b) the Police were committed to combatting deception and quick cash crime. By adopting a multi-agency approach, the Police hoped to enhance public awareness and prevent deception and quick cash crime, particularly telephone, Internet and social media deception.

(iv) street crime:

- (a) street crime generally included shop theft, burglary and miscellaneous theft. Accounting for over 20 per cent of the crime in Kowloon City Police District, they were the second most common crime type in the district. The Police would conduct uniformed patrols in high profile to combat these crimes.

(v) road safety and street management:

- (a) the number of road and traffic casualties in the past year was 88 cases, which was far more than the casualties due to murder or manslaughter (19 cases);
- (b) the Police would strengthen patrols and enforcement targeting at road safety and would discuss with related departments such as the Transport Department (TD) about measures to improve road safety in the district; and
- (c) police officers of the Kowloon City Police District would assist in the crowd and traffic controls during events in the KTSP.

- (vi) regarding internal management items, there were three key management objectives for Kowloon City Police District this year:
 - (a) to raise the service quality by enhancing the professional abilities of police officers;
 - (b) to raise public confidence in the Force by enhancing the integrity management abilities and supervisory accountability of the officers; and
 - (c) to support frontline officers and ensure service quality by strategic allocation of manpower, integration of various streamlining programmes, improvement in work environment and appropriate application of technology, as well as to raise the recruitment efficiency of the Force via Project SEED.
- (vii) three programmes would be launched in Kowloon City Police District:
 - (a) “Project Eternity”: to solve the traffic problems in the school area, older part of Kowloon City and funeral service zone in Hung Hom with a strategic “3E’s” model, which stood for engagement with community stakeholders (engagement), discussion with the TD to improve road works (engineering) and active enforcement (enforcement). In addition, the Police would conduct the inter-departmental Operation WAYCLEAN and Operation LUNARSHINE with the Food and Environmental Hygiene Department (FEHD) in blackspots within the district to improve the problems of street obstruction and shopfront extension in Kowloon City and Hung Hom areas through publicity, education and enforcement;
 - (b) “Project ORCHESTRA”: to enhance understanding of policing duties and law-abiding awareness among young people by disseminating the latest crime alerts and related knowledge to school stakeholders, including students, teachers and parents. The Police particularly hoped to steer young people away from drugs and would therefore focus on combatting etomidate (i.e. “space oil” drugs) this year to protect young people from its harms; and

- (c) “Project SEED”: to raise the recruitment rate by targeting secondary school and tertiary students for their future enrolment in the Force through four approaches, namely to share, to engage, to encourage and to develop.

33. **Mr LAM Tak-shing’s** views were consolidated as follows:

- (i) expressed recognition and support to the various work of Kowloon City Police District. “Project Eternity”, in particular, achieved noticeable results in the district and effectively solved many problems that plagued the district for years, such as the illegal parking of hearses. He would like the Police and related departments to continue increasing the numbers of car parks and parking spaces in the district to further improve the problem of illegal parking; and
- (ii) some florists in Hung Hom area occupied the road with various miscellaneous items and even placed sharp objects at the roadside, endangering residents’ safety when they passed by. In addition to publicity and education, he hoped the Police would enhance enforcement and prosecute shops with repeated non-compliance records to improve the related situation.

34. **Mr LEUNG Kwok-wing, Hong Kong Police Force** replied and stated that they would continue to conduct joint operations against shopfront extensions with the FEHD in the hope of striking a balance between normal business activities and residents’ daily lives.

35. There being no further follow-up enquiries from Members on the item, the Chairman declared the agenda item closed.

Item 5

Work Plan 2025-2026 of the Kowloon City District Office

(KCDC Paper No. 29/2025)

36. **Mr WU Ho-man, Kenneth, Assistant District Officer, Kowloon City District Office** introduced Paper No. 29/2025 with the main points as follows:

- (i) the KCDO was committed to promoting district governance and strived to ensure effective communication between the Government

and the public. This would facilitate the Government in the formulation of policies and services that better met the needs of the public and enhance the public's sense of achievement and satisfaction;

- (ii) regarding the District Committees, the KCDO would continue to organise various kinds of activities and actively promote community liaison and community building;
- (iii) the Care Teams would continue to assist in handling various incidents and emergencies. They would also pay home visits to the elders and those in need, as well as provide various types of services such as home cleaning to address the needs of residents;
- (iv) the Community Involvement Programme (CIP) of this year would focus on several key themes, including celebrating the establishment of the Hong Kong Special Administrative Region (HKSAR) and the founding of the People's Republic of China (PRC), commemorating the 80th Anniversary of Victory in the War of Resistance, promoting national security and welcoming the NG. The Office encouraged Members and local groups to make good use of the CIP to organise various kinds of community involvement activities that aligned with these themes;
- (v) the following five items would continue to be implemented under the District-led Actions Scheme:
 - (a) improving environmental hygiene in the district;
 - (b) enhancing anti-mosquito and anti-rodent efforts;
 - (c) supporting three-nil buildings in cleansing common parts of the buildings;
 - (d) handling shopfront extensions; and
 - (e) removing abandoned vehicles.

- (vi) regarding youth development, the Office had plans as follows:
 - (a) the Youth Development and Civic Education Committee of Kowloon City District under the KCDO would continue to promote youth development work in the district. The key themes of this year were promoting national security, district arts, leisure and sports development and community reading, etc.;
 - (b) the Youth Community Building Committee of Kowloon City District would continue to provide input on various projects of district works and facilities, including the provision of tourist information signs in the district to facilitate tourists' in-depth travel in Kowloon City;
 - (c) the Kowloon City Youth Network would continue to implement the Y-Dragon Programme. Collaborating with secondary schools and social welfare organisations in the district, the programme enhanced secondary school participants' personal competencies and broaden their life experiences and horizon through activities such as volunteer services, adventure training, visits and exchanges; and
 - (d) the KCDO would continue to fund local organisations and schools through the Youth Development Programme to organise various kinds of activities for young people of the district, including recreational, sports, arts and cultural activities that promote physical and mental well-being, and foster holistic youth development.
- (vii) building management: the KCDO would provide assistance to owners of private buildings by organising various education activities, including seminars, training courses, certificate courses and exhibitions;
- (viii) District Minor Works Programmes: the focus of this year was the provision of a cover over the pedestrian walkway outside Exit D of MTR To Kwa Wan Station;

- (ix) Meet the Public Scheme: to further facilitate the exchange between the public and District Council members, the KCDC would launch the “Mobile Meeting Room” which would rotate between the five sub-districts of Kowloon City District starting from April this year;
- (x) electoral duties: the KCDO had commenced voter registration and publicity efforts in late April. This included setting up mobile voter registration counters in high-traffic locations in the district, such as MTR stations, public housing estates and shopping malls, to appeal to and assist the public to submit application for registration on the spot;
- (xi) celebration of the 76th anniversary of the founding of the PRC: to celebrate the National Day with the public, the KCDO would organise a series of events, including those that showcased traditional Chinese culture such as the Mass Dance Performance to celebrate the National Day, Cantonese opera performances, youth talent shows and National Day light decorations;
- (xii) celebration of the 28th Anniversary of the Establishment of the HKSAR: in collaboration with local organisations, the KCDO would organise a myriad of celebratory events, including variety performances, various sports competitions such as sports experience days for persons with different abilities and visits to the historic sites in the War of Resistance, which would allow the public to celebrate the joy of the return to the Motherland in various ways; and
- (xiii) promotion of the 15th NG, the 12th National Games for Persons with Disabilities (NGD) and the 9th National Special Olympic Games (NSOG): Kowloon City District would host some of the events and the KCDO had been planning various featured programmes to promote the NG, NGD and NSOG. Efforts would be made to foster sports culture in the community and encourage more members of the public to participate in sports, thereby improving their physical and mental health as well as enhancing social cohesion.

37. There being no further follow-up enquiries from Members on the item, the Chairman declared the agenda item closed.

Item 6**Strong Request to Strengthen Efforts to Combat Ticket Scalping and to Implement Real-name Ticketing Arrangements**

(KCDC Paper No. 30/2025)

38. **Ms LEUNG Yuen-ting** introduced Paper No. 30/2025 with the main points as follows:

- (i) the KTSP had hosted many large-scale events since its opening. Tickets for every event were rapidly sold out, followed by an immediate online appearance of a large number of scalped tickets, which were marked up several times. The persons involved committed an offence under the Places of Public Entertainment Ordinance and their actions also affect the public's right to fair ticket purchases;
- (ii) ticket scalpers were usually found selling the tickets at Exit A of the MTR Kai Tak Station and the Kai Tak Station Square (KTSS) before the events commenced. Some ticket scalpers also sold dozens or even over a hundred tickets on various online social media platforms and second-hand marketplaces. This showed that the current legislation did not have sufficient deterrent effect;
- (iii) urged the Government to enhance the efforts in combatting ticket scalping and implement a real-name ticketing arrangement, which prohibit the resale and ticket scalping by the methods of real-name registration and identity verification; and
- (iv) suggested increasing the penalties under the Public Entertainment Places Ordinance to enhance the deterrent effect of the ordinance.

39. **The Chairman** invited Members to refer to the written replies furnished by the Culture, Sports and Tourism Bureau (CSTB), the Hong Kong Police Force (HKPF) and the Leisure and Cultural Services Department (LCSD), i.e. Documents No. 1 to No. 3 tabled.

40. **Ms FUNG Mo-kwan** suggested that the related departments could establish an inter-departmental task force to enhance the efforts in combatting the problem of ticket scalping.

41. **Mr CHEUNG King-fan's** views were consolidated as follows:

- (i) ticket scalpers were present in many mega events held at the KTSP. To evade enforcement, they usually resell the tickets in locations far from the KTSP, such as the vicinities at Exit D of the MTR Kai Tak Station and the KTSS;
- (ii) scalped tickets might even include those of box seats. This would affect the image of the KTSP and was also unfair to the event organisers and the audience. It was demanded that the Department should step up enforcement;
- (iii) the current penalty for ticket scalping was a fine of \$2,000, which had little deterrent effect to the ticket scalpers. It was suggested that the department should consider increasing the penalties;
- (iv) thanked the Police for conducting online patrols to combat ticket scalping and hoped the relevant patrols could be continued; and
- (v) in addition to ticket scalping, he hoped the Department could enhance the efforts in combatting the sale of fake tickets and counterfeit merchandise.

42. **Mr LAM Pok's** views were consolidated as follows:

- (i) it was suggested that the Department should enhance publicity at all points of entry to remind inbound visitors not to purchase scalped tickets and to verify the authenticity of the tickets before the purchase;
- (ii) the current penalty for ticket scalping was too low. He urged the Department to consider increasing the penalties, or even made it punishable with imprisonment;
- (iii) some ticket scalpers were individuals who had breached the conditions of stay, among which, some even had criminal records for ticket scalping. It was suggested that the Department should prohibit these individuals from re-entering Hong Kong to prevent them from repeating the offence; and

- (iv) the KTSS was currently a blackspot for ticket scalping. He requested the LCSD to step up enforcement to combat criminals engaging in ticket scalping.

43. **Ms CHIU Shui-man, Tabitha, District Leisure Manager, Kowloon City, the LCSD** replied with main points as follows:

- (i) the Department had been working closely with the Police regarding the problem of ticket scalping; and
- (ii) the Department's security guards and staff would step up patrols during events at the KTSP. If individuals were found scalping ticket or selling counterfeit merchandise, the staff would cite the Pleasure Grounds Regulation, a subsidiary legislation under the Public Health and Municipal Services Ordinance, as a warning. If the situation persisted, the Department would prosecute the offenders.

44. **Mr HO Ming-yan, Deputy District Commander, Sau Mau Ping District, the HKPF** replied with main points as follows:

- (i) the Police were committed to combating ticket scalping and would continue to enhance enforcement efforts in the future;
- (ii) generally speaking, upon receipt of reports of ticket scalping on the police hotline (999), uniformed officers would be dispatched to the scene. While this would deter the ticket scalpers, it was hard to achieve effective enforcement. Therefore, to improve enforcement efficiency, it was suggested that Members could contact the Police Community Relations Office directly upon seeing ticket scalping. This would facilitate the assignment of officers in plain clothes to carry out enforcement operations against ticket scalpers;
- (iii) the Police would refer the situation about the insufficient deterrent effect in current legislation to related departments;
- (iv) the issue of scalped tickets for box seats involved the business operation model of the KTSP. It was learnt that the KTSP had reviewed and reminded box hirers about the relevant situation;

- (v) the Police's Quick Reaction Force would assist in combatting the sale of counterfeit merchandise;
- (vi) regarding the suggestion to enhance publicity at points of entry, the Police would refer this to the Immigration Department for consideration. However, since it was difficult to identify the purpose of entry of inbound visitors, the Police considered that it would be more effective to step up the publicity at the vicinity of the venue; and
- (vii) for individuals who had breached their conditions to stay, related departments in Hong Kong would notify the corresponding departments in Mainland for consideration of their future applications to enter Hong Kong.

Item 7

Any Other Business

45. There being no other items raised by Members, **the Chairman** announced that the discussion on the agenda item be adjourned.

Item 8

Date of Next Meeting

46. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 31 July 2025 and the closing date for submission of papers would be 16 July 2025.

47. **The Chairman** adjourned the meeting at 4:12 p.m.

The minutes of this meeting were confirmed on 24 July 2025.

The Chairman

The Secretary