

(Translation)

**Minutes of the 12th Meeting of the
7th Term Kwun Tong District Council (Full Council)**

Date: 6 November 2025 (Thursday)

Time: 2:30 p.m. – 3:17 p.m.

Venue: Conference Room, Kwun Tong District Office,
Unit 05-07, 20/F, Millennium City 6, 392 Kwun Tong Road,
Kwun Tong, Kowloon

Chairman

Mr HO Lap-ki, Denny, JP

Members

Mr YU Siu-lun

Mr YU Man, MH

Mr YU Ka-ming

Mr NG Sing-wah

Mr NG Ting-fung

Mr LUI Tung-hai, MH

Ms LEE Shuk-woon, Sophia, MH

Mr LEE Ka-hang

Mr FONG Yat-kwan

Mr LAM Fung, MH

Mr LAM Wai

Ms KAM Kin

Mr OR Chong-shing, Wilson, MH

Mr HUNG Kam-in, MH

Mr MA Yat-chiu, MH

Mr CHEUNG Yiu-pan

Mr CHEUNG Pui-kong

Mr CHEUNG Ki-tang, MH

Ms LEUNG Sze-wan

Ms FU Pik-chun, MH

Mr HSU Yau-wai

Mr LIN Ho-man, MH

Mr CHAN Yiu-hung, Jimmy, MH

Mr TSANG Wing-fai

Ms CHING Hoi-yan

Ms FENG Yunsi

Mr WONG Chun-ping, BBS, MH, JP

Mr WONG Kai-san

Ms YU Juliana

Ms ZHAN Baoyu

Mr LAU Kar-wah

Mr AU YEUNG Kwan-nok

Ms CHU Lok-wai

Mr TANG Wing-chun

Mr CHENG Keung-fung

Mr LAI Wing-chun, MH

Mr KAN Ming-tung, MH

Mr TAM Siu-cheuk

Mr KWAN Kin-wing

Mr PANG Chi-sang

In attendance

Ms CHAN Wai-chun, Regina

Assistant District Officer (Kwun Tong)1

Mr CHEUNG Ka-long, Kelvin	Assistant District Officer (Kwun Tong) ²
Ms CHEUNG Tin-ye, Katherine	District Commander (Kwun Tong), Hong Kong Police Force
Ms TSE Tsui-yun	District Commander (Sau Mau Ping), Hong Kong Police Force
Mr LEE Pui-yin	Police Community Relations Officer, Kwun Tong District, Hong Kong Police Force
Mr MAN Cheuk-hei, Tony	Police Community Relations Officer, Sau Mau Ping District, Hong Kong Police Force
Mr CHUNG Yuk-ming, Wilson	Senior Engineer/1(East), Civil Engineering and Development Department
Ms NG Min-ye, Candy	Senior Building Services Engineer/Kowloon East, Housing Department
Mr LIU Kin-wai, Rick	Chief Transport Officer/Kowloon 2, Transport Department
Ms LAW Kit-nor	District Environmental Hygiene Superintendent (Kwun Tong), Food and Environmental Hygiene Department
Mr LEUNG Po-wah, Taddy	District Social Welfare Officer (Kwun Tong), Social Welfare Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms NG Kin-ching	District Leisure Manager (Kwun Tong), Leisure and Cultural Services Department
Ms FONG Ka-ying, Kinki	Deputy District Leisure Manager (District Support) Kwun Tong, Leisure and Cultural Services Department
Miss KWOK Kam-yu, Calina	Senior Executive Officer (District Management), Kwun Tong District Office
Mr FUNG Chi-man, Tom	Senior Liaison Officer (1), Kwun Tong District Office
Miss YIK Wai-sze, Cecilia	Senior Liaison Officer (2), Kwun Tong District Office
Mr TANG Chun-ming	Senior Liaison Officer (3), Kwun Tong District Office
Ms IP Yuk-mei, Eunice	Senior Liaison Officer (4), Kwun Tong District Office
Ms HUI Po-yu, Bowie	Executive Officer I (District Council), Kwun Tong District Office

suggested corresponding measures. At an earlier FC meeting, Members had collected views and proposed corresponding measures regarding the traffic situation and ancillary transport facilities in Kwun Tong District and the Smart and Green Mass Transit System (“MTS”) in East Kowloon, among other issues. The responses from the relevant government departments to the above views and suggestions were detailed in the paper.

6. The Chairman welcomed Senior Environmental Protection Officer (Regional East)³ and Environmental Protection Officer (Regional East)³² of the Environmental Protection Department (“EPD”); District Engineer/Kwun Tong, District Engineer/Kowloon City & Kowloon Bay, and Engineer 10-2/Works of the Highways Department (“HyD”); and Engineer/Lam Tin of the Transport Department (“TD”) to the meeting to assist with the discussion of the agenda item.

7. Members raised views and enquiries as follows:

7.1 Ms FU Pik-chun pointed out that the road and footpath widening works along New Clear Water Bay Road had commenced progressively. However, government departments currently suggested that residents walk from Shun Lee Tsuen Playground to the far end to access the footpath. The route was too long and residents generally found it inconvenient. She suggested opening the disused outdoor staircase next to the playground. Though not ideal, it was the most convenient option for residents under current constraints. Since serious traffic congestion frequently occurred on New Clear Water Bay Road during peak hours, residents relied on the footpath to travel. She therefore urged the relevant departments to implement the proposal as soon as possible and advise on the commissioning date.

7.2 Mr MA Yat-chiu enquired about the progress of the lift and pedestrian walkway system project at Kung Lok Road. He pointed out that TD had indicated that the project would be completed in the third quarter of this year, but no results had yet been seen. He mentioned that he had raised the same enquiry at the previous Traffic and Transport Committee (“TTC”) meeting and hoped that the relevant departments would provide a response.

7.3 Mr WONG Kai-san thanked TD for actively following up on the shortage of motorcycle parking spaces in Yau Tong and the quality of minibus services to and from United Christian Hospital (“UCH”). He remarked that while residents welcomed the upcoming construction of the MTS in the district, they were also concerned about the potential noise impact arising from the works. In this regard, he suggested that careful consideration be given to the relevant measures proposed by contractors during the tendering process to minimise the impact on residents.

- 7.4 Mr LEE Ka-hang expressed concern about transport services in the mid-levels of Kwun Tong. He pointed out that, with the successive population intake of public housing developments in the Anderson Road New Development Area, the population in the uphill areas continued to increase. Many public transport routes passed through the mid-levels and were already operating at full capacity during peak hours, making it difficult for residents to board. He suggested that TD review and adjust the frequency and routing of public transport services to more effectively balance the transport demand between the uphill and the mid-level areas.
- 7.5 Ms ZHAN Baoyu pointed out that during after-school peak hours, residents taking green minibus (“GMB”) route no. 60 from Shun Tin Estate to MTR Lam Tin Station were often unable to board due to full occupancy. She suggested increasing the service frequency of the route to improve the situation during peak hours. In addition, she mentioned that no designated motorcycle parking spaces had yet been provided in the Sze Shun area, resulting in serious illegal parking issues, especially within public housing estates, which obstructed residents’ access. She suggested that relevant departments provide motorcycle parking spaces in the Sze Shun area to mitigate illegal parking.
- 7.6 Ms CHU Lok-wai raised concern about the transport difficulties faced by Lam Tin residents travelling to UCH. She pointed out that GMB route nos. 76A and 76B were often full upon arrival at Lam Tin, while the bus route connecting Lam Tin to UCH operated only once an hour, causing considerable inconvenience to residents. As a result, some Lam Tin residents travelled to Yue Man Square to take GMB route no. 50. However, some elderly residents reported that the queue during morning peak hours was excessively long, with waiting times sometimes exceeding half an hour, leading to physical discomfort. She suggested increasing service frequency during morning peak hours to alleviate the difficulties elderly residents faced when waiting for transport to UCH.
- 7.7 Mr LAM Wai hoped that the MTS would be implemented as soon as possible to improve the traffic conditions in Kwun Tong, especially in the uphill areas. In addition, he pointed out that several bus routes, including route nos. 213A, 213M and 213D, had long been subject to delays, affecting residents’ travel. He also mentioned that the widening works on Clear Water Bay Road had not yet effectively improved traffic conditions at the location, resulting in unstable bus services and making it particularly difficult for residents to board during peak hours. He hoped that the relevant departments would resolve the above issues expeditiously so as to enhance traffic flow and facilitate residents’ travel.
- 7.8 Mr YU Siu-lun enquired about the progress of the Lin Tak Road widening works, pointing out that many residents had made enquiries and hoped to learn the target completion date of

the project. Additionally, he expressed concern about the operation of GMB route nos. 76A and 76B running to and from UCH, indicating that he had received feedback from residents that service frequency had increased. He hoped that TD and the minibus operator would provide specific information, including whether additional drivers had been recruited and the number of vehicles currently deployed on each route, so as to monitor whether lost trips persisted. On the other hand, he mentioned the issue of the fee-charging model for electric vehicle charging facilities in public housing estates. He noted that fees were mainly charged on a time basis, whereas the private sector had largely switched to charging by electricity consumption. He pointed out that under the time-based model, slow charging speeds would result in higher fees, which discouraged vehicle owners from using the charging facilities, leading to a waste of resources. He suggested that the Housing Department (“HD”) consider switching to a consumption-based fee-charging model to attract more vehicle owners to use the charging facilities.

7.9 Mr WONG Chun-ping followed up on the service frequency arrangements for GMB route no. 60, pointing out that TD had stated that a site inspection had been conducted earlier, but the results were unconvincing. He requested TD to further review the service frequency arrangements for the route to ensure that the service could align with residents’ needs.

7.10 Mr TAM Siu-cheuk pointed out that, with the successive intake of the Light Public Housing (“LPH”) and transitional housing on Choi Hing Road, more than 10 000 people had moved into the area. The sharp increase in population led to a significant rise in traffic pressure. He mentioned that long queues often formed at the minibus stops at the Public Transport Interchange (“PTI”) on New Clear Water Bay Road, with some passengers even queueing on the road, which posed a potential safety risk. Therefore, he put forward a number of suggestions, including requesting the relevant departments to review and improve the waiting arrangements at the New Clear Water Bay Road PTI, and optimising the services of GMB route nos. 82 and 83 to ensure that service frequency was sufficient to meet the demand from new residents. On another note, he suggested installing a lift at the elevated transitional housing site so that residents could walk directly to Choi Hing Road to head downhill, thereby diverting pedestrian flow and reducing residents’ reliance on minibus services. He hoped that government departments would continue to follow up on the arrangements for ancillary transport facilities following the sharp population increase in the area to ensure safe and convenient travel for residents.

8. The consolidated response from the representative of TD was as follows:

8.1 GMB route nos. 76A and 76B: The department noted that many Members expressed concern about the service of GMB route nos. 76A and 76B. The service quality prior to

the summer holiday left room for improvement, which the operator explained was mainly due to difficulties in recruiting drivers. The department further indicated that the operator had successfully recruited additional drivers this September, and the service had improved compared with the period before the summer holiday. However, due to ongoing works, traffic on Sau Nga Road near UCH had been heavy recently, and minibus service frequency was still occasionally affected by congestion. The department had maintained communication with the operator and was exploring whether service frequency could be increased.

- 8.2 GMB route no. 50: The department responded to concerns about the long waiting times for GMB route no. 50, pointing out that the ongoing road works on Sau Nga Road and expansion works at UCH had caused frequent traffic congestion in the vicinity, which affected minibus service frequency. The department indicated that it had liaised with UCH and explored coordination on construction arrangements and road network design inside the hospital, with a view to improving traffic flow and reducing delays in minibus services. The department had conducted on-site observations and noted that before 9:00 a.m., most passengers were elderly persons and residents attending follow-up consultations at the hospital. Moreover, some passengers reported that they had to wait for over 20 minutes, indicating that the service level was unsatisfactory. The department would further discuss with the operator whether the number of vehicles could be increased and monitor congestion along the route. Meanwhile, the department would work with UCH to explore adjustments to the entry and exit times of construction vehicles to avoid overlapping with the peak hours when patients and their family members travelled to the hospital, thereby reducing traffic load on the relevant road sections.
- 8.3 GMB route no. 60: The department noted that GMB route no. 60 was a major transport link between Lam Tin and the Sze Shun area, passing through several densely populated communities in Sau Mau Ping. Prolonged waiting times during certain time periods required attention. The department had conveyed this issue to the operator and was informed that there were difficulties in recruiting drivers. Even though the person-in-charge of the operator drove by himself during peak hours, service frequency still needed to be increased to maintain the service level. Currently, during the morning peak hours, and at school dismissal times, bus route no. 14D helped to divert passenger flow. However, during non-peak hours, waiting times remained relatively long. To improve the situation, the department was working with the operator to study the possibility of increasing manpower and to explore more flexible ways of sourcing vehicles and drivers from the market, with a view to improving the service, as well as enhancing the flexibility of fleet resources and the capacity for temporary deployment.

8.4 Transport arrangements for the Anderson Road New Development Area and the LPH on Choi Hing Road: The department responded to Members' concerns regarding the continuous population growth and increased traffic load in the uphill areas following the population intake of public housing developments at the Anderson Road Quarry site and the LPH on Choi Hing Road, indicating that it had discussed with the bus company the feasibility of further strengthening transport resources in the areas. Examples included increasing the service frequency of popular routes, such as bus route no. 19, during peak hours or arranging additional departures, with a view to alleviating traffic pressure in the uphill areas and providing more options for residents in other areas, including the mid-to-downhill areas. In addition, given that the intake for the LPH on Choi Hing Road had commenced, the department had reviewed minibus services in the area and was studying how services on other routes could be adjusted to facilitate residents' travel.

8.5 Suggestions regarding construction of lift systems in the uphill areas: The department pointed out that the cost of constructing lift systems in the uphill areas was relatively high, and that priority projects selected under the established assessment mechanism were being implemented gradually. Meanwhile, for other suggestions put forward by Members and the community, the department would, in accordance with the mechanism, conduct studies and make recommendations as appropriate, and would report the latest progress to Members in due course.

9. The consolidated response from the representative of HyD was as follows:

9.1 MTS: The department indicated that the project team of the MTS was actively following up on Members' views and planned to commence the tendering exercise next year, with a target of commissioning the system by 2033. During construction, the project team would adopt a series of appropriate environmental mitigation measures with a view to minimising the impact on nearby residents in terms of noise, air quality and site drainage.

9.2 Lift and pedestrian walkway system at Kung Lok Road: The department stated that a consultant had been commissioned for the lift and pedestrian walkway system project at Kung Lok Road, and investigation studies and preliminary design work were underway. The project team was primarily conducting a detailed review of easement arrangements with the Lands Department and the Hong Kong Housing Society, while also preparing the preliminary work for gazettal of the project. The department emphasised that the Government would, taking into account the latest policy developments and its fiscal position, continue to review the urgency and priority of projects under planning and adjust the implementation progress as appropriate.

10. Members then raised views and enquiries as follows:

- 10.1 Ms LEUNG Sze-wan relayed that the service frequency of GMB route no. 83A passing Choi Fook Estate was insufficient and hoped that the operator would strengthen the service. She also raised concerns about the naming of MTS stations, pointing out that the proposed Shun On Station and Sau Mau Ping Station were located far from the respective estates. She therefore suggested conducting a public consultation to more accurately determine the station names. On the other hand, she suggested constructing a pedestrian linkage system to connect On Tai and Sze Shun to facilitate residents' travel. She pointed out that abandoned motorcycles had long been present on Choi Hing Road, in Yau Tong, and in other areas of Kwun Tong, affecting the utilisation of parking spaces. She suggested that the relevant departments step up actions to tackle abandoned motorcycles so as to release more motorcycle parking spaces.
- 10.2 Mr TANG Wing-chun noted that many residents had reported frequent lost trips and poor service quality on GMB route nos. 23M and 23B. He hoped that TD would take concrete steps to follow up and urge the operator to improve the service level. On another note, he pointed out that some residents had complained that the audible signals emitted by pedestrian crossing facilities in the district were causing excessive nuisance at night. He suggested that the relevant departments study the feasibility of lowering the volume of the signals or muting them during nighttime to minimise the impact on nearby residents.
- 10.3 Mr LUI Tung-hai noted that the Yau Tong Industrial Area had gradually transformed into a residential area in recent years, with the completion of multiple housing estates and a continuous increase in population. He hoped that TD would, in view of the population growth in the area, consider increasing the frequency of bus and minibus services so as to improve transport services and facilitate residents' travel.
- 10.4 Mr KAN Ming-tung expressed concern about GMB route no. 76B plying to and from UCH, pointing out that service might be affected if there was a manpower shortage due to drivers taking leave or resigning. He mentioned that bus companies had widely adopted mobile applications to provide service frequency and arrival information, and suggested that minibuses should also introduce relevant technologies, such as displaying vehicle locations, seat availability, and seat belt reminders, with a view to enhancing service quality and passenger convenience. He hoped that TD would promote the adoption of innovative technologies to improve the travelling experience of minibus passengers.
- 10.5 Mr Wilson OR raised a number of concerns regarding local traffic and transport arrangements. He pointed out that demand for motorcycle parking spaces remained

strong and suggested that the relevant departments strengthen liaison with Members and make use of data to understand the situation in different areas, so that they could collect views and increase parking provision on Tsui Ping Road and other locations. Additionally, he noted that traffic congestion on Hip Wo Street was severe, with slow-moving traffic during both peak and non-peak hours, affecting residents travelling to and from UCH. He hoped that the relevant departments could make a comprehensive assessment of traffic arrangements when approving traffic projects and address the issue of prolonged road excavation works. On the other hand, he mentioned that Hiu Yan Estate would soon be occupied, resulting in increased transport demand on Hiu Ming Street and Hiu Kwong Street. Nearby schools were also concerned about the pedestrian crossing facilities at the location, but had not received a formal response. He suggested that departmental personnel responsible for traffic matters and works follow up promptly and provide the latest updates. He also hoped that the frequency of local minibus services could be properly arranged to meet the needs arising from population growth and the intake of new housing estates.

11. The representative of TD made supplementary responses as follows:

- 11.1 GMB route nos. 23M and 23B: The department stated that, following changes in demand in the Cha Kwo Ling area, the demand for GMB route nos. 23M and 23B had also declined, resulting in unsatisfactory resource allocation. The department had met with the operator before the meeting and studied whether there was scope for improvement in the future.
- 11.2 GMB route no. 76B: The department pointed out that, in the long term, the MTS could facilitate residents' travel to UCH. However, at the present stage, the department would explore ways to optimise the existing GMB services to improve convenience for residents travelling to UCH. The department noted that current technology was able to capture certain operating data of bus routes, but the accuracy of estimated arrival times for GMBs still required improvement. The department would study whether the relevant technology could be enhanced and applied to GMB services with a view to improving the accuracy of service information.
- 11.3 Transport services for new residential projects: The department thanked Members for reporting on the intake situation of new residential projects and indicated that it would review the relevant transport arrangements and supporting facilities with a view to providing residents with more comprehensive transport services.

- 11.4 Electronic audible traffic signals: The department responded to Members' concern about the volume of electronic audible traffic signals, stating that it would examine whether the volume could be adjusted and follow up as appropriate.
- 11.5 Abandoned motorcycles on Choi Hing Road: The department stated that the Kwun Tong District Office ("KTDO") would coordinate interdepartmental joint operations from time to time to tackle abandoned vehicles in the district.
- 11.6 Pedestrian linkage system in the Anderson Road New Development Area: The department indicated that it would study the feasibility of providing a pedestrian linkage system in the area to facilitate residents' travel.
- 11.7 Insufficient motorcycle parking spaces: The department would continue to review the supply and demand of motorcycle parking spaces in the district and maintain close liaison with Members, with a view to providing additional on-street motorcycle parking spaces at suitable locations as appropriate. Where necessary, the department would arrange for HyD to conduct investigations to ascertain feasibility.
- 11.8 Pedestrian crossing facilities on Hiu Ming Street: The department stated that it had been monitoring the traffic conditions on Hiu Ming Street and reviewing and optimising traffic facilities, such as pedestrian crossing facilities and "24-hour" no-stopping restricted zones, in order to address the concerns of district personalities and to tie in with the population intake of Hiu Yan Estate.

[Post-meeting note: TD was considering installing a signal-controlled pedestrian crossing on Hiu Ming Street near Tsui Yeung House of Tsui Ping (North) Estate and the lift tower (structure no. KF160). HyD was currently conducting underground investigation works to ascertain its feasibility. In addition, TD was considering the provision of cautionary crossings and a "24-hour" no-stopping restricted zone near Mission Covenant Church Holm Glad College, as well as the modification of the pedestrian railings beside the cautionary crossings outside Hiu Ming Street Playground, with a view to enhancing road safety. The department was processing the views collected during district consultation.]

- 11.9 Temporary traffic arrangements on Hip Wo Street: The department explained that, when processing applications for temporary traffic measures, it would assess their impact on traffic and, when necessary, require contractors to avoid carrying out works during peak hours.

[Post-meeting note: The new access road to UCH at the junction of Hip Wo Street and Hong Ning Road was commissioned in late November this year. TD had deployed staff to conduct site inspections at Hip Wo Street and its vicinity (including Sau Nga Road) on multiple occasions, and observed that traffic conditions had improved. The department would continue to closely monitor the traffic conditions of the relevant roads and, where necessary, adjust the traffic signal arrangements at various junctions as appropriate to balance the needs of different road users and support hospital operations.]

12. The representative of the Civil Engineering and Development Department responded to Members' views regarding the footpath along New Clear Water Bay Road, indicating that the department would discuss with the Leisure and Cultural Services Department ("LCSD") how the footpath connection works at the location could be completed as soon as possible to facilitate residents' travel.
13. The representative of HyD responded to Members' views regarding the naming of MTS stations, stating that their suggestions would be conveyed to the project team.
14. The Chairman urged the relevant departments to actively follow up on Members' views and suggestions.
15. The meeting noted the paper.

Item III — Schedule of Meetings of KTDC and its Committees in 2026
(KTDC Paper No. 23/2025)

16. The Secretary presented the paper.
17. The meeting noted the paper.

Item IV — "Meet-the-Public Scheme"
(KTDC Paper No. 24/2025)

18. The Secretary presented the paper.
19. The meeting noted the paper.

Item V — Work Reports of Committees under KTDC
(KTDC Paper No. 25/2025)

Annex 1: District Facilities and Works Committee

20. The meeting noted the paper.

Annex 2: Community Involvement, Culture and Recreation Committee (“CICRC”)

21. The meeting noted the paper.

Annex 3: Food, Environment and Hygiene Committee (“FEHC”)

22. The meeting noted the paper.

Annex 4: TTC

23. The meeting noted the paper.

Annex 5: Housing and Development Planning Committee

24. The meeting noted the paper.

Annex 6: Social Welfare and Women Development Committee (“SWWDC”)

25. The meeting noted the paper.

Annex 7: Youth Committee

26. The meeting noted the paper.

Annex 8: National Education Promotion Committee

27. The meeting noted the paper.

Item VI — Any Other Business

(A) Inviting Members to Serve as Sports Ambassadors

28. The Chairman reported that LCSD had written to invite KTDC to nominate Members to serve as Sports Ambassadors for the new term. The Ambassadors would participate in community sports activities organised by LCSD and help encourage members of the public in Kwun Tong District to actively take part in sports activities.

29. After deliberation, the meeting agreed to refer the matter to CICRC for follow-up.

(B) Inviting Members to Join the Community Green Ambassador Scheme

30. The Chairman reported that LCSD had written to invite KTDC to nominate Members to serve as Community Green Ambassadors to assist in promoting community greening, tree care and related initiatives.

31. After deliberation, the meeting agreed to refer the matter to FEHC for follow-up.

(C) Inviting Members to Join the Service Quality Group (“SQG”)

32. The Chairman reported that the Social Welfare Department had written to invite KTDC Members to join the SQG to observe and provide views on the facilities and services of Residential Care Homes for the Elderly (“RCHEs”), with a view to enhancing service quality.

33. After deliberation, the meeting agreed to refer the matter to SWWDC for follow-up.

(D) Inviting Members to Join the Eastern Harbour Tunnel User Liaison Group (“Liaison Group”)

34. The Chairman reported that the Liaison Group had written to invite KTDC to nominate Members to serve as members of the Group to provide views on the operation of the Eastern Harbour Crossing, with a view to enhancing the quality and efficiency of its operation.

35. After deliberation, the meeting agreed to refer the matter to TTC for follow-up.

(E) Kwun Tong Night Bazaar (“Night Bazaar”)

36. The Chairman reported that the Night Bazaar was organised by the Hong Kong Kwun Tong Industries and Commerce Association (“HKKTICA”), co-organised by the Federation of Hong Kong Beijing Organisations (“HKBJO”) and the Hong Kong Cultural and Sports Tourism Exchange Association, with KTDO serving as a supporting organisation. The Bazaar would be held at Yue

Man Square from 7 to 23 November 2025. The organiser was inviting KTDC to serve as a supporting organisation.

37. Ms Juliana YU declared that she was the Vice-Chairperson of the Organising Committee of the Night Bazaar, and Mr YU Man declared that he was the former President of HKKTICA. Mr MA Yat-chiu, Mr HUNG Kam-in, and Mr NG Sing-wah declared that they were Standing Committee Members of HKBJO, while Mr LIN Ho-man declared that he was a Council Member of HKBJO. The meeting noted the declarations of interest made by the above Members. The Chairman requested that the above Members refrain from participating in the voting on this agenda item.

38. The Chairman stated that the Night Bazaar was meaningful and would help boost the local economy. He suggested that KTDC accept the invitation to serve as a supporting organisation. The meeting agreed that KTDC would serve as a supporting organisation of the Night Bazaar.

39. The meeting noted the above matter.

Item VII — Date of Next Meeting

40. The next meeting was scheduled to be held on 8 January 2026 (Thursday).

41. There being no other business, the meeting was adjourned at 3:17 p.m.

The minutes of the meeting were confirmed on 8 January 2026.

Kwun Tong District Council Secretariat
January 2026