

**Minutes of the 10th Meeting of
the Tuen Mun District Council**

Date: 14 July 2025 (Monday)

Time: 2:33 p.m.

Venue: Tuen Mun District Council (TMDC) Conference Room

Present :

Mr KWAN Ke-lin, Michael, JP (Chairman)	District Officer (Tuen Mun), Home Affairs Department and TMDC Chairman
The Hon LAU Ip-keung, Kenneth, SBS, MH, JP	TMDC Member
Mr CHAN Yau-hoi, BBS, MH, JP	TMDC Member
Mr TSUI Fan, MH	TMDC Member
Ms CHING Chi-hung, MH, JP	TMDC Member
Mr CHAN Manwell, Leo MH	TMDC Member
Ms SO Ka-man	TMDC Member
Mr WAN Tin-chong, MH	TMDC Member
Mr TSANG Hin-hong, MH	TMDC Member
Mr KAM Man-fung	TMDC Member
Mr MO Shing-fung	TMDC Member
Mr YIP Man-pan, MH	TMDC Member
Ms LAI Ka-man	TMDC Member
Mr HO Jun-hang, Benton	TMDC Member
Mr LI Chiu-hung	TMDC Member
Mr LAM Tik-fai	TMDC Member
Ms CHAN Mang-yi, Vincci	TMDC Member
Mr CHAN Ho-ting, Mac	TMDC Member
Dr CHAN Kwai-wao	TMDC Member
Mr CHAN Tsim-heng	TMDC Member
Ms MAK Mei-yee, Pamela	TMDC Member
Mr CHUI King-hang	TMDC Member
Mr FUNG Pui-yin	TMDC Member
Mr FUNG Yuk-fung, MH	TMDC Member
Mr TSANG Hing-chung	TMDC Member
Mr YIP Kat-kong, Kenneth	TMDC Member
Mr IP Chun-yuen	TMDC Member
Mr CHENG Yin-kwan	TMDC Member
Mr TSOI Shing-hin	TMDC Member

Mr TSE Wing-hang	TMDC Member
Ms TSE Yuk-ling	TMDC Member
Mr KWONG Man-tik	TMDC Member
Mr CHUNG Kin-fung	TMDC Member
Mr WONG Man-kit, Timothy (Secretary)	Senior Executive Officer (District Council), Tuen Mun District Office, Home Affairs Department

By Invitation :

Mr HO Kai-ho	Chief Engineer, West 4, Civil Engineering and Development Department
Mr NG Kwok-suen, Carl	Senior Engineer, 10 (West), Civil Engineering and Development Department
Mr MAN Ka-ho, Wilson	Senior Engineer, Yuen Long 1, Transport Department
Miss LAW Hoi-ching, Janice	Senior Transport Officer, Bus, Lantau 2, Transport Department
Mr NG Wing-kai, Forrest	Engineer , Yuen Long West 1, Transport Department
Mr Simon CHAN	Director, Mannings–Egis Joint Venture
Mr TSUI Yat-him, Henry	Engineer, New Territories West (Distribution 3), Water Supplies Department
Mr CHAN Pui-hei	Engineer, Design 7, Water Supplies Department
Ms LEUNG Wai-man	Senior Resident Engineer, Binnies Hong Kong Limited
Mr SIU Ho-kit	Engineer, Project Management 13, Water Supplies Department
Mr LEE Kai-hong	Senior Resident Engineer, Binnies Hong Kong Limited
Ms Jennifer HO	External Affairs Manager, MTR Corporation Limited

In Attendance :

Miss CHEN Wai-tik, Wendy	Assistant District Officer (Tuen Mun)1, Home Affairs Department
Mr CHU Man-chung, Man	Assistant District Officer (Tuen Mun)2, Home Affairs Department
Mr LAU Yu-hang, Henry	Senior Liaison Officer (1), Tuen Mun District Office, Home Affairs Department
Ms HUNG Mei, Eunice	Senior Liaison Officer (2), Tuen Mun District Office, Home Affairs Department
Ms CHAN Yin-ling, Cannes	Senior Liaison Officer (3), Tuen Mun District Office, Home Affairs Department
Miss FONG Yuen-wah, Irene	Senior Liaison Officer (4), Tuen Mun District Office, Home Affairs Department

Mr CHUNG Lok-chin	Chief Engineer / West 3, Civil Engineering and Development Department
Mr MA Man-piu	Senior School Development Officer (Tuen Mun)3, Education Bureau
Mr FUNG Koon-yue	District Environmental Hygiene Superintendent (Tuen Mun), Food and Environmental Hygiene Department
Mr WONG Chun-hung, Samuel	Chief Manager, Management (Tuen Mun and Yuen Long), Housing Department
Mr MA Wai-hing, Adrian	District Commander TMDIST, Hong Kong Police Force
Ms YEUN Wai-yee	PCRO TMDIST(T), Hong Kong Police Force
Mr MA Ching-ho	OC DIS TMDIST, Hong Kong Police Force
Mr LEE Chi-keung, Kenneth	District Lands Officer / Tuen Mun (District Lands Office, Tuen Mun), Lands Department
Ms CHANG Yuet-ming, Charlene	Administrative Assistant, Lands (District Lands Office, Tuen Mun), Lands Department
Ms TAM On-kei, Susan	Chief Leisure Manager (New Territories North), Leisure and Cultural Services Department
Ms TSENG Chieh, Elsa	District Leisure Manager (Tuen Mun), Leisure and Cultural Services Department
Mr AU Hei-fan, Raymond	District Planning Officer, Tuen Mun & Yuen Long West, Planning Department
Ms HO Yuen-ming, Agnes	District Social Welfare Officer (Tuen Mun), Social Welfare Department
Mr CHEUNG Chi-yeung, Fabian	Chief Transport Officer, New Territories North West, Transport Department
Ms CHAN Mei-ting, Emily (Assistant Secretary)	Executive Officer I (District Council)1, Tuen Mun District Office, Home Affairs Department

I. Opening Remarks

The Chairman welcomed all Members present to the 10th meeting of the seventh term TMDC and extended a warm welcome to representatives from government departments in attendance.

2. The Chairman noted that during his visit to Hong Kong in late June, Mr Xia Baolong, Director of the Hong Kong and Macao Work Office of the Communist Party of China Central Committee and the Hong Kong and Macao Affairs Office of the State Council, met with district councillors, members of the Care Teams, and representatives of the three district committees. He unequivocally commended their dedicated community work. Inspired by their efforts, Director Xia composed a poem in praise of the district councils, which read “Amid the countless duties of the day, the District Councils serve with compassion’s ray. No task too great, no detail too small, every effort is made for the good of all”. This affirmation extended to the entire district governance team, including the district councils, Care Teams, and the three district committees. The Hong Kong Special Administrative Region Government was deeply moved by Director Xia’s recognition of their community efforts. The Chairman urged Members to redouble their efforts, translating the aspirations and spirit of Director Xia’s poem into concrete actions. By continuing to serve the public diligently, they could enhance the well-being of the people, thereby honouring both Director Xia’s encouragement and the trust of the community.

II. Absence from Meeting

3. The Secretary reported that the Secretariat had received no applications for leave of absence from Members.

III. Confirmation of the Minutes of the 9th Meeting held on 12 May 2025

3. The Chairman stated that the draft minutes of the captioned meeting had been circulated to all attendees for review on 11 July. Subsequently, the Secretariat did not receive any revision proposals. As no other amendments were proposed by Members present, the Chairman declared the minutes approved.

IV. Discussion Items

(A) Hung Shui Kiu/Ha Tsuen New Development Area – Associated Road Works for Smart and Green Mass Transit System (Phase I)

(TMDC Paper No. 43/2025)

5. The Chairman welcomed Mr HO Kai-ho, Chief Engineer, West 4, Mr Carl NG, Senior Engineer, 10 (West) of the Civil Engineering and Development Department (CEDD); Mr Wilson MAN, Senior Engineer, Yuen Long 1, Miss Janice LAW, Senior Transport Officer, Bus, Lantau 2, Mr Forrest NG, Engineer, Yuen Long West 1 of the Transport Department (TD); and Mr Simon CHAN, Director, Mannings–Egis Joint Venture, to the meeting.

6. Mr HO Kai-ho of the CEDD presented the contents of the paper with the aid of PowerPoint slides (see [Annex 1](#)).

7. Mr TSANG Hing-chung expressed strong support for the development of the Smart and Green Mass Transit System (SGMTS), noting that it would enhance residents' travel convenience. He highlighted its alignment with the future Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu to Qianhai), which would significantly boost the development in the area. He enquired about the system's operational modes (e.g., trackless trams or Autonomous Rail Rapid Transit (ART)), the specifics of the smart traffic management system, and whether the system could accommodate the projected 300 000 residents and surrounding developments in the area.

8. Mr CHAN Yau-hoi supported the CEDD's "infrastructure-led" approach to early planning of the SGMTS for the Hung Shui Kiu/Ha Tsuen New Development Area (HSK/HT NDA) but raised three key concerns as follows: (i) the system's vehicles would navigate shared junctions with heavy traffic from lorries and private cars, raising doubts about the system's capacity and the potential impact of traffic incidents; (ii) the Tuen Ma Line was already at capacity during peak hours, and the CEDD had not clarified connectivity with Route 11 or the Northern Link, raising concerns about inadequate inter-district transport links; and (iii) he sought details on the vehicles' speeds to assess the system's efficiency.

9. Mr LAM Tik-fai supported the SGMTS but considered the five-year timeline from tender to completion excessive. He urged compressing the schedule to minimise delays to overall development and suggested, for example, advancing tendering to early 2026 and further reducing construction time.

10. Mr HO Kai-ho of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) The system would adopt a trackless design and eco-friendly energy sources, with hydrogen-powered vehicles as a potential option, depending on technological advancements and hydrogen costs in the coming years;
- (ii) Real-time Adaptive Traffic Signal System (RTATSS) would be implemented not only at the system's shared junctions but also, where necessary, at other junctions in the Hung Shui Kiu New Development Area to enhance traffic flow through smart traffic management;
- (iii) The travel patterns and transport needs of the projected 300 000 residents and 160 000 workers would vary, but assessments confirmed the system's capacity to meet demand;
- (iv) The system's vehicles could achieve a maximum speed of 70 km/h, with most sections operating at approximately 50 km/h; and
- (v) Regarding the project timeline, the CEDD planned to gazette the project in the third quarter of 2025, secure Executive Council approval for tendering by mid-2026, close tenders by late 2026, and award the contract in 2027. The CEDD would explore options to expedite the schedule, factoring in a three-year construction period and a six-month testing phase, aiming to complete related roadworks by 2031 or earlier.

11. Mr Wilson MAN of the TD explained that the SGMTS would incorporate a more advanced RTATSS, distinct from the current Light Rail traffic control system. The RTATSS would not only detect SGMTS vehicles but also intelligently manage traffic by accounting for other vehicles' flow at junctions. Regarding inter-district transport links, two 10 000-square-metre sites near Hung Shui Kiu Town Centre Station had been designated for public transport interchanges to support future development in the area and progressively enhance transport infrastructure. In addition, the trackless design allowed other SGMTS vehicles to bypass breakdowns flexibly, ensuring uninterrupted service and enhancing operational reliability and flexibility.

12. Mr CHUNG Kin-fung expressed significant concern about the SGMTS, given the projected 300 000 residents and 160 000 workers in the area. He enquired about the trains' passenger capacity and tendering criteria. Regarding safety, he noted that the absence of overhead cables eliminated related risks but sought clarification on measures to prevent accidents with other vehicles at junctions. In addition, he

requested details on inter-station distances, estimated journey times, and bus route arrangements.

13. Mr Leo CHAN, drawing on the operational experience of the Light Rail in Tuen Mun, raised several concerns, including the platform width needed to accommodate peak-hour passenger flows; the capacity of lifts and escalators for platforms of overhead stations; the potential to increase train carriages to boost capacity; and the risk of traffic congestion due to trains sharing roads with other vehicles.

14. Mr Mac CHAN acknowledged the preliminary transport and environmental impact assessments for the SGMTS but remained concerned about the transport capacity for the future 300 000 residents in the HSK/HT NDA. He noted that the Tuen Ma Line and Light Rail were already overcrowded during peak school and work hours, and the new development area would further increase demand for railway stops, including Hung Shui Kiu, Nai Wai, and Tin Shui Wai stops. He urged the authorities to incorporate future traffic loads into their assessments.

15. Mr HO Kai-ho of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) Each SGMTS train was expected to carry at least 120 passengers, with autonomous driving technology under consideration, subject to legal and technological readiness;
- (ii) The journey from station 1 to station 7 was projected to take 12 to 15 minutes, with a capacity of up to 8 000 passengers per hour;
- (iii) Platforms would be designed with ample space, featuring a 4-metre width, which would be wider than current Light Rail platforms, and a 60-to-70-metre length, capable of accommodating two three-carriage ART trains or three two-carriage Bus Rapid Transit (BRT) buses;
- (iv) The system included 4.5 kilometres of dedicated ground-level transit lanes. At the major and busy road junctions, grade separation arrangements (e.g. elevated sections) would be adopted to segregate the SGMTS from the other traffic, while the three less busy junctions where the SGMTS vehicles would pass through would be shared with other vehicles; and

- (v) In terms of service frequency, the initial plan proposed one train every two minutes during peak hours, adjustable based on demand.

16. Mr Wilson MAN of the TD stated that operators would be encouraged to adopt Vehicle-to-Everything system (V2X technology), using sensors and cameras to monitor traffic conditions at junctions, particularly where the train captain's visibility was limited. This system would detect potential hazards promptly and issue alerts to enhance safety. Specific design would be determined by operators based on practical requirements. He added that the SGMTS was primarily for intra-district connectivity and access to railway stations, with inter-district transport needs addressed by other infrastructure projects and long-term railway planning.

17. Mr HO Kai-ho of the CEDD noted that all seven stations in the first phase would be at ground level, spaced approximately 500 to 600 metres apart, with no elevated stations to minimise inconvenience for residents navigating stairs. Train carriages would feature multiple doors and a single-level design to enhance operational efficiency.

18. Ms LAI Ka-man expressed concern about the distance and facilities connecting the new SGMTS's stations to MTR stations, for example, Station A1 to Light Rail Nai Wai Stop and Station A2 to Tuen Ma Line Hung Shui Kiu Station. She proposed constructing covered walkways to shield residents from sun and rain during transfers.

19. Mr FUNG Pui-yin raised several queries about the SGMTS's operational details, including the total passenger capacity per train, whether the stated 10-to-12-minute journey time to MTR stations applied during peak hours, and the scope for increasing service frequency in the future. He suggested providing precise journey time data to help residents plan their travel. Given that third-party companies might operate the SGMTS, he expressed concern that the lack of fare discounts for MTR transfers could discourage passengers from using the SGMTS.

20. Mr WAN Tin-chong urged the departments to explain the SGMTS's smart features and their alignment with Hung Shui Kiu's smart city vision, including capabilities for predicting traffic flow and dynamically adjusting vehicle deployment. He also expressed significant concern about SGMTS's response capability, noting that the inability to reroute vehicles during emergencies could cause traffic gridlock.

21. Mr HO Kai-ho of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) Regarding covered walkways connecting SGMTS stations to MTR stations, despite involving different operators, the CEDD recognised public demand and would coordinate with operators;
- (ii) For vehicle configuration, the CEDD was referencing BRT articulated buses with two carriages and ART trains with three carriages, with capacity calculated at four persons per square metre, though actual capacity might be higher;
- (iii) Regarding journey times, as most residential areas would be near Stations 1 to 3, the actual travel time to MTR stations was about half the total journey time; and
- (iv) BRT articulated buses with two carriages operated unidirectionally, while three-carriage ART trains could operate bidirectionally. The CEDD aimed to ensure the system remained advanced, using closed circuit televisions (CCTVs) and radars for real-time traffic monitoring.

22. Mr Wilson MAN of the TD gave a consolidated response to Members' enquiries as follows:

- (i) The TD would collaborate with the CEDD to review the provision of covered walkways;
- (ii) Regarding road priority, appropriate prioritisation could enhance the efficiency of the transit system. While no final decision had been made on road priority, flexibility would be preserved for future adjustments. The TD would consult future operators and assess impacts on other road users before determining whether to grant priority to the SGMTS and its extent;
- (iii) The trackless design under the SGMTS allowed vehicles to bypass incidents, maintaining basic road services; and
- (iv) The new development area would employ the RTATSS, dynamically allocating green light time based on traffic flow to allow smoother traffic through smart traffic management.

23. Mr CHENG Yin-kwan supported the provision of covered walkways on routes connecting SGMTS stations to MTR stations, noting their potential to increase usage.

He expressed concern about future management and recommended including mechanisms in tender contracts to ensure service quality. To support the Government's carbon neutrality goals, he advocated for enhanced bicycle facilities to connect with the SGMTS and railway network.

24. Mr CHUI King-hang sought clarification on SGMTS contingency measures, specifically whether the road design would allow faulty vehicles to pull over, ensuring smooth passage for other vehicles. He proposed park-and-ride facilities, reserving parking spaces to encourage drivers from other districts to transfer, thus reducing local congestion and increasing usage. In addition, he urged the departments to study residents' commuting patterns (for example, some residents might travel to the terminus before taking a return trip) and enhance engagement with Members to optimise the system design.

25. Mr TSOI Shing-hin recommended elevating the route between Stations A2 and A4 to address future population and traffic growth in the town centre and residential areas. He referenced his experience with the BRT in Xiamen, where congestion was common on major roads. Citing a recent water pipe burst in Tuen Mun, he enquired whether SGMTS routes covered underground freshwater or saltwater mains, expressing concern that such incidents could disrupt operations, and suggested establishing crisis response measures.

26. Mr HO Kai-ho of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) To promote green travel in the new development area, bicycle parking spaces would be provided near stations to facilitate easy transfers;
- (ii) The road would be wide enough to allow other SGMTS vehicles to bypass in case of vehicle breakdowns, ensuring service continuity;
- (iii) The CEDD anticipated sufficient capacity to meet demand, ensuring the SGMTS avoided overcrowding;
- (iv) The junction between Stations A1 and A2 in the town centre would feature an elevated design due to high traffic, while the A3 to A4 junction, located in the logistics and technology zone away from residential areas, would be a shared junction; and

- (v) No public utilities, such as water mains, would be laid beneath SGMTS lanes; these facilities would instead be placed alongside pedestrian paths or cycle tracks to safeguard operations.

27. Miss Janice LAW of the TD acknowledged Members' concerns about the service standards of future operators. Regarding the management of the SGMTS, the TD was developing oversight mechanisms and welcomed Members' suggestions for optimisation.

28. Mr Wilson MAN of the TD confirmed that a number of park-and-ride spaces would be reserved at two large development sites near Station A2, and the TD was assessing the appropriate number.

29. Mr YIP Man-pan noted that, with the first public housing units in the HSK/HT NDA set for occupation in 2031, departments must ensure the SGMTS would be completed on schedule and develop contingency plans to prevent delays that could further strain the Tuen Ma Line. He stressed that planning for the new development area should account for its impact on traffic conditions in the Tuen Mun District, avoiding exacerbation of existing congestion due to population growth. He also proposed leveraging infrastructure like Route 11 for better traffic diversion and suggested adopting Xiamen's green logistics practices, such as smart distribution and photovoltaic charging systems, to reduce lorry traffic and ease road pressure.

30. Mr TSUI Fan argued that the SGMTS should not be evaluated in isolation but as part of the comprehensive planning for the new development area, ensuring alignment with its long-term development goals. He recalled the Government's earlier vision of an "eco-city" for Hung Shui Kiu, noting that the current direction appeared to diverge from that plan. He sought clarification on the area's current positioning, road network layout, and transport system planning. Beyond the proposed SGMTS, he emphasised the need for inter-district bus services to enhance the overall transport infrastructure.

31. Mr CHAN Yau-hoi enquired whether the public transport planning for the new development area would include other modes, such as competitive bus and minibuses, rather than relying solely on the SGMTS. He also advocated for continued interchange fare discounts to avoid increased transport costs for residents.

32. Ms CHING Chi-hung initially assumed the SGMTS would use dedicated lanes, similar to a trackless Light Rail, to ensure efficiency. Upon learning it would share junctions with other vehicles, she expressed concern about potential congestion. She

sought details on the TD's RTATSS and whether it would prioritise the SGMTS to enhance operational efficiency.

33. Mr HO Kai-ho of the CEDD gave a consolidated response to Members' enquiries as follows:

- (i) The Government aimed to launch the SGMTS by 2031 to meet the needs of new residents;
- (ii) The HSK/HT NDA involved multiple departments, with the CEDD overseeing road works and the TD managing the operation of the SGMTS;
- (iii) Shared junctions were designed with north-south routes reserved for SGMTS trains and east-west routes for other vehicles, ensuring simplified traffic flow; and
- (iv) For smart traffic management, the Department was collaborating with the Hong Kong University of Science and Technology to develop real-time traffic monitoring system to optimise traffic flow and reduce junction congestion, though a decision on prioritising the SGMTS was pending.

34. Miss Janice LAW of the TD stated that the SGMTS would provide feeder services for local residents, while inter-district transport services, including buses, would be planned based on future population needs. The TD would encourage public transport operators to offer fare discounts, including interchange concessions, based on operational conditions, and would urge tenderers of the SGMTS to consider such incentives.

35. Mr CHAN Tsim-heng endorsed the SGMTS for the new development area, recognising its integration of the advantages of Light Rail, trams, and buses, but raised concerns about fare costs. He sought clarification on whether the system, like the Light Rail, supported simultaneous boarding and alighting for a large number of passengers, the distance between Station A2 and the future Tuen Ma Line Hung Shui Kiu Station, and the connectivity and supporting facilities between Station A1 and Light Rail Nai Wai Stop to streamline passenger transfers. He also enquired whether ride-hailing services could access the SGMTS's dedicated zones in the future.

36. Mr KAM Man-fung supported the SGMTS but argued that the current “smart traffic” planning remained basic, relying solely on traffic signal adjustments rather than achieving truly adaptive smart management. He recommended adopting practices from smart cities (e.g., Hangzhou) in the Mainland, enabling the SGMTS to dynamically adjust routes or skip stations during emergencies like congestion or accidents to boost efficiency. In addition, he urged the Government to develop and design the system independently rather than relying on contractors, to avoid operational constraints from a single provider and potential impacts on long-term transport development of other districts.

37. Ms Vincci CHAN supported the SGMTS and proposed early public education campaigns to help residents, particularly the elderly, adapt to the new trackless system. She also emphasised the need for inclusive accessibility features to ensure safe and convenient use for all passengers.

38. Mr Benton HO suggested equipping the new SGMTS with automatic ramps to enable wheelchair users to board and alight independently, enhancing convenience and reducing captains’ workload. He also proposed a mobile application integrating real-time service schedule, nearby transfer options, and optimal route planning to minimise waiting times and enhance the travel experience.

39. Mr HO Kai-ho of the CEDD gave a consolidated response to Members’ enquiries as follows:

- (i) The new SGMTS would use a prepaid fare model, requiring payment before boarding, with details like ticket barriers or platform screen doors to be determined by the operator;
- (ii) Apart from shared junctions, most SGMTS routes would be dedicated ground-level roads, inaccessible to other vehicles;
- (iii) The Government planned to harness market expertise and new technologies for the SGMTS’s development, with no intention to develop it independently;
- (iv) Suggestions for elderly-friendly facilities and public awareness campaigns would be incorporated into the design and promotional efforts; and

- (v) The new SGMTS could employ virtual tracks, guided by road markings and CCTV-based detection technology to maintain precise driving paths.

40. Mr Wilson MAN of the TD explained that, the Government chose to have the private sector develop the V2X system to ensure it would meet the operator's needs, avoiding resources wastage from a government-developed system. He clarified that traffic signal control at junctions would still be managed by the TD.

41. Miss Janice LAW of the TD noted that Members' suggestion for the operator to develop a mobile application would be considered during the drafting of tender documents and contracts.

42. The Chairman urged all departments to thoroughly consider and adopt Members' suggestions, particularly regarding infrastructure, to avoid the issues raised in the future.

(B) Concern about the Water Mains Leakage Incident in Tuen Mun District (TMDC Paper No. 32/2025)

(Written Response from the Water Supplies Department)

(Written Response from the Transport Department)

(Written Response from the Highways Department)

(Written Response from MTR Corporation Limited)

43. The Chairman announced that the Secretariat had received written responses from the Water Supplies Department (WSD), the TD, the Highways Department (HyD), and MTR Corporation Limited (MTR) regarding the captioned paper, which were circulated to all Members via email prior to the meeting for review.

44. The Chairman welcomed Mr Henry TSUI, Engineer, New Territories West (Distribution 3), Mr CHAN Pui-hei, Engineer, Design 7, and Mr SIU Ho-kit, Engineer, Project Management 13, of the WSD; Ms LEUNG Wai-man and Mr LEE Kai-hong, Senior Resident Engineers of the Binnies Hong Kong Limited; and Ms Jennifer HO, External Affairs Manager of MTR, to the meeting.

45. Mr WAN Tin-chong, the first proposer of the paper, urged departments to address water main issues in phases. Short-term actions should focus on prompt leak detection and repair to prevent deterioration; medium-term plans should involve proactive replacement of ageing water mains in the Tuen Mun District, with a 10-year replacement strategy; and long-term efforts should establish a systematic monitoring

and leakage prevention framework to minimise disruption to residents. He compared the governance team to a football squad, with Members as defenders or goalkeepers handling public concerns, while the effectiveness of solutions relied on execution by departments as midfielders and forwards. As a Member of the first TMDC term after the improvement of the district governance system, he encouraged fellow Members with the motto: “Take responsibility, innovate, and break new ground”.

46. Mr MO Shing-fung cited the 27 May water main leak on Tuen Mun Road, which caused significant water outages and traffic disruption, stressing the need to prevent recurrence. He advocated using technology, such as installing sensors to detect water main leak risks early, and improving the backup water supply network. He noted confusion in information dissemination during the incident, as Siu Hong Court received an initial water suspension notice from the WSD, but a subsequent social media announcement omitted Siu Hong Court, leaving residents and property managers uncertain, with some preemptively shutting off water pumps to avoid damage. He thanked fellow Members and Care Teams, coordinated by the District Officer (Tuen Mun), for disseminating updates and assisting residents with water access.

47. Mr TSE Wing-hang proposed long-term solutions for frequent water main bursts on main roads, arguing that the current “risk-based asset management programme for water mains” addressed symptoms rather than causes. He highlighted that water mains under main roads were stressed by constant vehicle pressure, which led to bursts, wasting resources and disrupting traffic. He suggested relocating these water mains to more suitable locations, acknowledging the large scale of such a project but urging its initiation to break the cycle of repeated bursts and repairs. He called for stronger collaboration and communication among departments and stakeholders to resolve the issue collectively.

48. Mr Henry TSUI of the WSD gave a consolidated response to Members’ enquiries as follows:

- (i) From April 2020 to March 2025, the Tuen Mun District recorded 14 water main bursts. While most incidents were dispersed, two occurred within two years at the Tuen Mun Heung Sze Wui Road/Yau Oi Road junction and Lung Mun Road near Lung Mun Oasis, now designated as “main burst hot spots” and prioritised for improvements under the “risk-based asset management programme for water mains”;

- (ii) Regarding the 27 May leak, the WSD issued an early water suspension notice to aid preparation. Subsequent water source adjustments trimmed down the affected area, leading to an updated notice. The Department committed to refining its notification process to ensure property management offices would receive timely updates;
- (iii) The “risk-based asset management programme for water mains” assessed burst or leak risks based on age of use, materials, past records of bursts or leaks, surrounding environment and consequences of bursts or leak. High-risk water mains were prioritised for improvement works, including replacement or repair, to reduce overall risks of water main bursts or leaks. By the end of March 2025, approximately 29 kilometres of water mains in the Tuen Mun District were included, with 20 kilometres replaced or repaired, four kilometres under ongoing works, and remaining improvement works scheduled for the second half of 2025 or later;
- (iv) Improvement works for the two main burst hot spots in Tuen Mun (Tuen Mun Heung Sze Wui Road and Lung Mun Road) were underway per the “risk-based asset management programme for water mains”, with further details to be provided by the programme’s planning team;
- (v) During the replacement or repair works under the “risk-based asset management programme for water mains”, the WSD would consider traffic impacts, striving to minimise inconvenience to residents;
- (vi) Regarding Members’ suggestions for relocating water mains under main roads, the Department would assess the feasibility of moving water mains away from Tuen Mun Road during planned replacements or repairs;
- (vii) Tuen Mun’s water supply zones were mostly interconnected and could operate independently, using a ring-designed distribution network with sub-mains cross-linked to water mains, ensuring most supply points had dual-direction water sources for enhanced reliability;
- (viii) Since 2016, the WSD had been establishing the Water Intelligent Network (WIN) and completed the setup of 2 400 District Metering Areas (DMAs) by the end of March 2025, including 171 in Tuen Mun. Optimisation of the WIN was underway, expanding its monitoring

coverage in phases to fresh water trunk mains and remaining part of fresh water distribution network, with flow and pressure sensors installed at strategic locations for more comprehensive monitoring of water supply network. Planning and design for the expansion were in progress, with completion expected by 2027;

- (ix) The Department always employed advanced international leak detection measures and technologies for continuous monitoring, including sonar surveys and noise loggers on busy roads and critical water mains, and would continue exploring other new technologies for early leak detection;
- (x) To assist contractors in working safely near water mains, the WSD had compiled “Guidelines for Excavation Near Water Mains” and “How to Prevent Damage to Water Mains” for contractors’ reference; and
- (xi) Before water outages, the Department would identify affected areas and disseminate information via its website and “WSD Mobile App”, updating post-repair details. Residents could also access outage information by phone.

49. Ms TSE Yuk-ling noted that some water mains, situated beneath major roadways, were subject to prolonged pressure from heavy vehicles, increasing the risk of bursts. She therefore proposed relocating these water mains. In addition, she recommended that the WSD issued water suspension notifications earlier, enabling residents to store water in advance and prevent rapid depletion of water tanks due to high usage. She also highlighted that the current water supply restoration schedule coincided with residents’ morning peak usage, posing challenges for property management companies in resuming supply promptly. She suggested restoring water supply earlier, around 4:00 a.m. or 5:00 a.m., to allow sufficient time for water tanks to refill, meet residents’ needs, and reduce strain on water pumps.

50. Mr TSANG Hing-chung enquired whether the water mains involved in the leakage incident on Tuen Mun Road on 27 May were the same as those in the incident on 12 September 2024. He expressed concern that the WSD’s WIN should facilitate monitoring of water flow and pressure, and questioned why it took over ten hours to locate the burst on 27 May. Given that water main bursts caused widespread water outages, significantly disrupting daily life, he urged the Department to review its current procedures, adopt more advanced detection technologies, or streamline

emergency response protocols to substantially shorten inspection and repair times for future incidents, thereby minimising disruption to residents.

51. Mr KWONG Man-tik observed that recent frequent water main bursts highlighted the growing problem of ageing infrastructure. While the authorities had implemented the “risk-based asset management programme for water mains”, he suggested additional measures could help identify issues. He cited an example where a school reported abnormal vibrations and noises from pipes to the WSD prior to a recent leakage incident. However, the Department only advised the school to inspect its internal pipes, failing to promptly inspect surrounding infrastructure, which was followed by the subsequent leak. He proposed that such anomalies could serve as early warning signs of broader water main issues and recommended that the Department proactively expand its inspection scope upon receiving similar reports in the future, to identify and address potential risks early and prevent incidents.

52. Mr Henry TSUI of the WSD gave a consolidated response to Members’ enquiries as follows:

- (i) The repair works for the 27 May leak took approximately six hours, but the overall process was extended due to the need for water supply coordination and traffic management. As the incident involved a trunk main, affecting multiple service reservoirs in Tuen Mun, the Department prioritised filling these reservoirs as much as possible. While the leakage showed no signs of worsening, excavation and repairs commenced only after sufficient water storage was secured and peak traffic hours had passed;
- (ii) Optimisation of the WIN was underway, expanding its monitoring coverage in phases to fresh water trunk mains and the remaining fresh water distribution network, with flow and pressure sensors installed at strategic locations for more comprehensive monitoring of water supply network. The expansion was expected to be completed by 2027; and
- (iii) Regarding the dissemination of information on emergency main repairs, the WSD was updating its internal guidelines to strengthen real-time communication with District Offices, members of district councils, and Care Teams. A real-time communication platform would be established to facilitate swift information sharing. In addition, the Department would enhance coordination with property management companies to enable residents to prepare earlier.

53. Mr FUNG Yuk-fung noted that, according to the WSD, the ring-shaped design of the water distribution network ensured that most supply points received water from at least two directions. He therefore enquired why the 27 May leak resulted in a widespread water outage. In addition, he asked about the progress of sensor installation, whether high-risk major roads, such as Tuen Mun Road and Tuen Mun Heung Sze Wui Road, would be prioritised for the deployment of detection devices, and the completion timeline for sensor installation in the Tuen Mun District.

54. Mr FUNG Pui-yin highlighted that a main burst occurred on Ho Pong Street on 27 June. He understood that the WSD initially closed the left lane but failed to identify the issue, only locating the leakage point after closing the right lane the following day. Consequently, he suggested that the Department consider adopting more precise detection technologies, such as vehicles equipped with ground-penetrating radars, to minimise repeated road closures. He also requested further clarification on the primary reasons for the prolonged inspection time during the water main leak incident on Tuen Mun Road. Regarding information dissemination, he noted that residents often assumed their housing estates would face water outages upon observing water seepage on nearby roads. He therefore proposed that the Department establish a more proactive notification system, enhance real-time communication channels with Members, and ensure frontline staff could accurately relay the latest updates to residents.

55. Mr TSANG Hin-hong expressed concern about the latent risks posed by underground water mains on Tuen Mun Road and the availability of contingency water supply plans to mitigate risks during incidents. He also enquired about any connection between the main leakage incidents on Tuen Mun Road on 12 September 2024 and 27 May 2025. Regarding information dissemination, he recommended using visual methods, such as maps indicating the water supply status of specific housing estates, to help residents better understand the situation. He further suggested that the Department install available equipment as much as possible, including sonar monitors, noise loggers, and sensors.

56. Mr SIU Ho-kit of the WSD stated that the WIN currently covered over 80% of the fresh water distribution network. Optimisation of the WIN was underway, expanding its monitoring coverage in phases to fresh water trunk mains and remaining fresh water distribution network. As the expansion involved large-diameter water mains, it remained in the research and design phase, with completion anticipated by 2027.

57. Mr Henry TSUI of the WSD noted that there was currently no information on connection between the incidents on 12 September 2024 and 27 May 2025, and that further details would be provided after the meeting.

[Post-meeting note from the WSD: In the incident on 12 September 2024, a 200 mm diameter fresh water distribution main leaked. This main was not part of the same water supply network as the trunk main that leaked on 27 May 2025, and the incident locations were considerably distant, suggesting the two incidents were unrelated.]

58. Mr CHENG Yin-kwan acknowledged that completely eliminating water main bursts was challenging but emphasised that the goal should be to minimise their impact and reduce inconvenience to residents. He proposed three recommendations. Firstly, he enquired about the digitisation of the WSD's water main assets, asking whether, after a 25-year replacement and repair programme, both new and old water main assets were now digitally managed to enable more precise risk assessments and prioritise maintenance. Secondly, he suggested enhancing the water supply system's distribution flexibility by installing additional valves within the existing ring-shaped water supply network, thereby reducing the scope of water outages during main bursts. Regarding notification mechanisms, he proposed that the Department collaborate with the Property Management Services Authority to develop industry guidelines, standardising procedures for property management companies upon receiving departmental notifications. He also supported using visual methods to disseminate information, enabling residents to quickly understand the situation.

59. Mr CHUNG Kin-fung noted that during the 27 May leak, Members and Care Teams played a vital role in improving district governance by facilitating coordination with owners' corporations, property management companies, and the Housing Department (HD). He observed that, fortunately, the incident involved a leak rather than a burst, but warned that a large-scale sudden main burst in the future could have severe consequences. He recommended that the WSD consider adopting a "dual water supply" network, constructing backup water supply networks at strategic locations to mitigate risks. He proposed cost-effective solutions, such as smaller-diameter mains or optimised main configurations, to address the hazards posed by ageing water mains, thereby minimising the impact of future large-scale water outages on residents.

60. Mr YIP Man-pan stressed the importance of accurate information for residents, suggesting the use of clear maps to delineate affected areas, allowing residents to quickly ascertain whether their housing estates were impacted. He also noted that current emergency water supply measures required improvement, as water tanks and

trucks could not deliver water directly to households, forcing residents to collect water themselves, which was inconvenient. He therefore recommended that the Government incorporate emergency water supply systems, such as backup water networks, into the planning of new housing estates to reduce the impact of sudden water outages on residents.

61. Mr Henry TSUI of the WSD acknowledged Members' suggestions for improving information accuracy and adopting visual displays. The Department was currently updating its mobile application and would provide Members with detailed information about the new version in due course.

62. Mr CHAN Pui-hei of the WSD explained that the risk of main bursts or leaks was assessed based on factors such as age of use, materials, past records of bursts or leaks, surrounding environment and consequences of bursts or leak. High-risk water mains were prioritised for improvement works, including replacement or repair to reduce overall risks of water main bursts or leaks. In the Tuen Mun District, as of March 2025, 20 of the 29 kilometres of water mains had been replaced or repaired, with ongoing works covering approximately four kilometres; and remaining improvement works scheduled for the second half of 2025 or later. Addressing Members' concerns about water mains over 40 years old, the Department had completed three kilometres of improvement works in the Tuen Mun District over the past three years, with the works for 1.3 kilometres water mains currently underway.

63. Mr Henry TSUI of the WSD added that, during the 27 May leak, the Department reduced the number of affected residents from over 200 000 to approximately 170 000 by water source adjustments. In older developed districts, adding ring-shaped design to existing water distribution networks was challenging due to constraints from roads and underground infrastructure. However, for new development areas such as Hung Shui Kiu/Ha Tsuen, the Government had incorporated the ring-designed water distribution network into the planning.

64. Mr CHAN Yau-hoi noted that, despite monitoring by the WIN, frequent water main bursts continued to occur in Tuen Mun. He recommended that the WSD adopt advanced technologies, such as vehicles equipped with ground-penetrating radars, to enhance the inspection of high-risk water trunk mains, thereby addressing deficiencies in the WIN. To prevent future confusion in information dissemination, he proposed establishing a direct electronic communication channel with owners' corporations in the Tuen Mun District to provide timely and accurate updates on water supply status.

65. Mr IP Chun-yuen observed that, despite the implementation of the WIN and the “risk-based asset management programme for water mains”, repeated water main bursts occurred at the same locations, raising concerns about the effectiveness of current measures. Regarding the 27 May leak, he criticised the Department’s delayed information dissemination, noting that while media reported the outage in the morning, the Department did not issue an official announcement until the evening and failed to provide updates or respond to Members’ queries during this period. He also highlighted that Members had requested a map of past water main burst or leakage locations in the Tuen Mun District in the discussion paper, but the Department had not yet responded.

66. Ms SO Ka-man stressed that preventing water main bursts, maintaining water supply, and minimising repair times were core responsibilities of the WSD. On the evening of the 27 May leak, the Tuen Mun District Office (TMDO) and Members’ teams worked tirelessly to mitigate its impact. She noted that the incident not only caused a water outage but also paralysed traffic in the Tuen Mun District, while exposing the lack of water storage facilities in rural areas. She urged the Department to propose specific improvement plans and consider practices from Mainland cities, such as Shanghai’s use of artificial intelligence to predict water main bursts and enhance prediction accuracy, to prevent similar incidents in the future.

67. Mr Henry TSUI of the WSD explained that, during the 27 May leak, the Department required time to confirm the leakage and assess alternative water sources. Low water levels in local service reservoirs necessitated coordinated efforts for refilling them via relevant trunk mains, minimising the scope and duration of outages during repairs. The affected areas could only be confirmed post-assessment. He expressed gratitude for the cooperation of the TMDO, Members, Care Teams, and the HD staff on the day.

68. Mr SIU Ho-kit of the WSD stated that Tuen Mun currently had 171 DMAs under the WIN, which primarily monitored water pressure and flow changes to assess the overall water main network condition. When anomalies were detected, the Department conducted detailed case studies and targeted leak detection to pinpoint the leakage location. Regarding system enhancements, the expansion plan remained in the design phase, with plans to install additional sensors to improve coverage and enable faster detection of potential leaks.

69. Mr Leo CHAN stated that the 27 May leak was the first district-wide major incident faced by the current term TMDC, with widespread and prolonged impacts, disrupting traffic on Tuen Mun’s major roads and affecting approximately one-third

of residents. He proposed drawing on previous TMDC practices by establishing an emergency working group, led by the TMDO, to create a cross-departmental coordination platform during major incidents. This would address issues of information confusion and inadequate inter-departmental coordination. He emphasised the need for a systematic emergency mechanism to enhance district governance efficiency, enabling faster and more effective resolution of issues faced by residents.

70. Mr KAM Man-fung noted that the WSD had not responded to requests made by Members in the discussion paper, including updates on sensor installation progress, the schedule for replacing ageing water mains, and a map of water main bursts over the past five years. He urged the Department to provide specific details.

71. Mr CHUI King-hang hoped that the WSD would address several critical questions raised by Members in the discussion paper, including a detailed update on the progress of replacing ageing water mains. He enquired whether the location of the 27 May leak was monitored by the WIN and voiced concerns about the system's effectiveness. He also recommended adopting technologies, such as vehicles equipped with ground-penetrating radars, to improve detection efficiency and asked whether recent repair works at multiple locations were linked to the leakage incident. Furthermore, he highlighted delays when Members' enquiries were relayed to higher-ups and noted a design flaw in the WSD's mobile application, which limited tracking to only five housing estates.

72. Ms CHING Chi-hung expressed gratitude to all departments for their collaborative emergency response during the 27 May leak and for deploying water trucks to alleviate residents' water supply issues. She noted that, on the night of the incident, property management companies, Care Teams, and Members' offices worked closely to monitor water tank levels and promptly inform residents, minimising the impact. She pointed out that low water pressure persisted for four days post-incident, with improvements achieved by the fifth day through coordination by the TMDO and follow-up by the WSD. She suggested that the Department leverage its sensor monitoring system to proactively identify and notify housing estates of leaking water mains, avoiding intentional reductions in water pressure due to burst concerns, which resulted in lower-floor residents experiencing water outages during peak usage periods.

73. Mr Henry TSUI of the WSD stated that the trunk mains under Tuen Mun Road were not currently included in the WIN monitoring system, but plans were in place to expand coverage to include trunk mains. For water mains not under monitoring, the

Department had installed noise loggers at strategic locations for regular inspections and prioritised high-risk sections based on risk assessments. He explained that water main bursts resulted from multiple complex factors, including vehicle loads, soil degradation, and main ageing, necessitating comprehensive risk evaluations. The Department had identified high-risk water mains in Tuen Mun, including those under Castle Peak Road - San Hui and Castle Peak Bay, Pui To Road, the road sections near Yau Oi Bridge at Yau Oi Estate, Lung Mun Road near Glorious Garden, Chung Uk Tsuen, Fuk Hang Tsuen, Tsing Lun Road, and Shek Pai Tau Road, with related works to commence progressively.

74. The Chairman requested that the WSD consider Members' suggestions.

(C) Proposal to Enhance Traffic and Livelihood Facilities in Tuen Mun East (TMDC Paper No. 33/2025)

(Written Response from the Food and Environmental Hygiene Department)

(Written Response from the Railway Development Office of the Highways Department)

(Written Response from the Planning Department)

(Written Response from the Hospital Authority)

75. The Chairman stated that the Secretariat had received written responses from the Food and Environmental Hygiene Department (FEHD), the Railways Development Office of the HyD, the Planning Department (PlanD), and the Hospital Authority (HA) regarding the captioned paper, which were circulated to all Members via email prior to the meeting for review.

76. Mr YIP Man-pan, the first proposer of the paper, noted that Tuen Mun East had become a key area of population growth in recent years, with ongoing expansion giving rise to various livelihood issues. Regarding transportation, increasing inter-district and intra-district traffic pressures necessitated enhancements to the public transport system, such as establishing Tuen Mun East Station and other railway facilities, to meet the travel needs of residents along Castle Peak Road in Siu Lam and So Kwun Wat. He highlighted that existing commercial facilities, such as Gold Coast Piazza, were insufficient to meet residents' daily shopping needs, forcing them to travel to Tuen Mun Town Centre, thereby exacerbating traffic congestion. In addition, there was a shortage of public markets, general outpatient clinics, and public open spaces. Furthermore, high private car usage in remote areas had led to a shortage of parking spaces, resulting in significant illegal parking issues. He proposed promoting smart parking facilities and urged the Government to undertake

comprehensive planning for transportation, commercial, healthcare, public open space, and parking facilities to improve the quality of life for Tuen Mun East residents.

77. Mr LAM Tik-fai expressed support for improving transportation and livelihood facilities in Tuen Mun East, stressing the urgent need to address transportation challenges. He noted that the TMDC and the Tsuen Wan District Council had previously formed the “Tuen Mun-Tsuen Wan Railway Working Group” to explore ways to enhance connectivity in Tuen Mun East, facilitating easier travel to and from urban areas. He proposed establishing a railway station in Tuen Mun East, linked to the new Hung Shui Kiu Station, which would connect to the MTR Airport Express and Tsuen Wan Line at Lai King Station. Extending this connection from Lai King to Fo Tan or Tai Wai Station, he suggested, would significantly alleviate the heavy load on the Tuen Ma Line and deliver substantial long-term benefits for Tuen Mun’s development.

78. Mr IP Chun-yuen stated that transportation issues in Tuen Mun East had far-reaching impacts, with local traffic incidents potentially paralysing the entire Tuen Mun District and even the northwestern New Territories. He recalled proposing, during a Traffic and Transport Committee meeting, to open up So Kwun Wat Road and Kwun Fat Street to alleviate traffic congestion in Tuen Mun East, particularly around So Kwun Wat and the Gold Coast area. However, the TD deemed the proposal’s feasibility low due to engineering challenges and other obstacles. He urged the District Planning Officer to revisit this proposal and explore its implementation.

79. Mr Fabian CHEUNG of the TD stated that the Department had been monitoring Tuen Mun East’s development, particularly with the completion of various housing estates in recent years. The Department considered population influx timelines to formulate corresponding public transport services. For instance, this year, the TD proposed enhancing certain bus routes to provide appropriate public transport services in line with population growth.

80. The District Planning Officer, Tuen Mun & Yuen Long West of the PlanD gave a consolidated response to Members’ enquiries as follows:

- (i) Regarding the proposal to open up So Kwun Wat Road and Kwun Fat Street, the PlanD would liaise with relevant sections of the TD and the HyD to assess the road sections’ conditions. He clarified that the roads were initially included in the Outline Zoning Plan at the request

of relevant departments, with implementation and resources allocation dependent on their plans; and

- (ii) Restaurants and retail facilities were primarily market-driven. The So Kwun Wat area currently benefited from the Aegean Coast Shopping Arcade, Gold Coast Piazza, and retail facilities at Palatial Coast. In addition, land designated as “Residential (Group B) 14” and “Residential (Group B) 19” in the Tuen Mun Outline Zoning Plan No. S/TM/41 included reserved floor space for commercial purposes, including retail. Areas zoned as “Residential (Group B),” “Residential (Group C),” and “Village Type Development” also permitted shops and service industries for uses specified in Column 2. Private companies or institutions might apply to the Town Planning Board if they believed such zoned areas were suitable for these purposes. In this regard, he noted that the Gold Coast Hotel received approval in 2024 to expand the floor area for retail and dining services.

81. Mr FUNG Pui-yin endorsed the recommendations in the paper and noted that additional residential developments were planned along Castle Peak Road. He cited residents’ feedback highlighting a shortage of community facilities, recreational venues, and shopping malls, with the nearest options for daily necessities and medical consultations located in the vicinity of Chi Lok Fa Yuen. Given the greater reliability of railway travel compared to road traffic, he underlined the importance of railways for Tuen Mun residents. He noted that a proposal for Light Public Housing at Lok On Pai was planned with facilities and transport tailored for Lok On Pai residents. He urged the Government to expedite the provision of additional facilities for Tuen Mun East residents.

82. Mr CHUNG Kin-fung noted that the captioned paper related to the planning of Hung Shui Kiu. In the Government’s plan for the artificial islands in the Central Waters, the southern part of the railway from Hung Shui Kiu to Qianhai in Shenzhen would pass through Tuen Mun East, Sunny Bay, and the proposed artificial islands, extending to Hong Kong Island. He acknowledged that the Government would proceed with this plan based on various factors. However, he emphasised the urgent need for railway connections to urban areas from Tuen Mun East and the Hung Shui Kiu New Development Area (including Yuen Long South, Hung Shui Kiu, and Tuen Mun Area 54). Even a railway connecting only to Sunny Bay could alleviate pressure on the Tuen Ma Line. He urged swift progress on the railway from Hung Shui Kiu through Tuen Mun East to Sunny Bay to ease the current congestion on the Tuen Ma Line.

83. Mr TSANG Hin-hong supported further enhancements to Tuen Mun East's transport and community facilities, advocating for early planning to accommodate future population growth. On transport, he recommended implementing roads outlined in the Outline Zoning Plan, establishing Tuen Mun East Station, and optimising the transport network along Castle Peak Road to Siu Lam to reduce pressure on the Tuen Ma Line. He also supported improving public transport services, such as minibuses, to alleviate road congestion. Regarding community facilities, he highlighted the inadequacy of current commercial facilities, forcing residents to travel to Sam Shing Hui or Siu Lun Shopping Centre for shopping. He proposed increasing local shopping and lifestyle facilities to meet basic needs. He noted that the paper reflected residents' demands for accessible transport and convenient living, urging the Government to advance relevant planning.

84. Ms CHING Chi-hung stressed the importance of primary healthcare outlined in the paper, particularly in addressing medical needs arising from an ageing population. Given the population in the Tuen Mun District, she argued that five general outpatient clinics were needed, and currently there were only four such clinics, making online appointment bookings challenging for residents. Therefore, she urged the HA to consider establishing a fifth general outpatient clinic to meet residents' needs.

85. Mr YIP Man-pan highlighted the growing population in the Tuen Mun District and the Yuen Long District, and noted that the nearest private hospital was located in Tsuen Wan, placing significant pressure on medical services. He enquired whether any sites along Castle Peak Road were designated for private hospitals.

86. The District Planning Officer of the PlanD stated that no sites in the Tuen Mun District were currently designated for private hospitals. However, a site had been reserved in the HSK/HT NDA for a public hospital.

87. Mr Fabian CHEUNG of the TD noted that Tuen Mun East was served by various franchised bus routes and MTR bus services. He added that the TD would cooperate with the Railway Development Office of the HyD if additional planning was required in the future.

88. The Chairman requested that the departments consider Members' suggestions.

**(D) Study on Issues of Community Concern 2025
(TMDC Paper No. 34/2025)**

89. The Chairman requested Members to peruse the captioned paper.

90. The Chairman noted that, during its meeting on 10 March 2025, the TMDC discussed the Issues of Community Concern 2025. At the subsequent meeting on 12 May, he requested Members to gather opinions from local residents and relevant stakeholders on the issues, namely “Issue 1: Promoting Tourism Development in the Tuen Mun District to Boost Local Economy and Employment” and “Issue 2: Planning Study for Tuen Mun West and Lung Kwu Tan” and submit written reports to the Secretariat, each comprising an “Summary of Opinions” and “Proposed Measures or Responses”. The Secretariat had collated these opinions and suggestions, which were detailed in the annex to the paper.

91. The Chairman further proposed, drawing on the 2024 approach to addressing issues of community concern, that the opinions and proposed measures in the annex be referred to the relevant committees for further detailed discussion. Implementation plans for measures that could be directly addressed at the district level should be developed, and these plans would be forwarded to the relevant policy bureaux and departments for follow-up and consideration.

92. Mr Mac CHAN supported the integration of Tuen Mun District’s tourism resources, suggesting the adoption of the “Tuen Teens Choice” concept to develop a comprehensive tourism map or mobile application linking the district’s attractions. This would enable both local residents and visitors to explore Tuen Mun more thoroughly. He also recommended incorporating cultural and creative elements and establishing popular photo-taking landmarks to encourage tourists to share their experiences on social media, fostering word-of-mouth promotion and effectively boosting Tuen Mun’s tourism appeal. He believed this approach would enhance the district’s attractiveness and stimulate the cultural and creative industries, with specific details to be discussed further in relevant committees.

V. Items for Information

(A) Report by the Tuen Mun District, HKPF (TMDC Paper No. 35/2025)

93. Mr Adrian MA, District Commander, TMDIST(T), reported on the district’s crime situation, covering crime figures and trends from January to May 2025. During this period, the TMDIST recorded 1 989 crime reports, a decrease of 284 cases compared to the same period in 2024, with a detection rate of 31.8%. The rise in

crime was primarily driven by deception cases, which increased from 990 to 1 050 cases, a rise of 60 cases, accounting for 52.8% of total crimes in the district. Deception cases included online shopping scams, telephone scams and employment scams, which recorded 343, 237 and 152 reports and accounted for 30%, 23% and 14% of the total number of deception cases, respectively. The Police had launched the “Scameter+” mobile application, established the “Anti-Scam Helpline 18222”, and introduced an anti-scam mascot, “The Little Grape”. Regional Technology Crime Unit was planned to be established in August 2025 to focus resources on investigating technology-related crimes. In addition, the TMDIST recorded 191 shop theft cases and 184 miscellaneous theft cases, which accounted for 9.6% and 9.3% of total crime reports in the TMDIST, respectively, with a detection rate of 60%. He emphasised that crime prevention and detection relied on the efforts of every police officer, with CCTV serving as a vital tool in assisting case detection, and encouraged residents, particularly those in village houses, to install CCTV systems.

94. Ms Vincci CHAN expressed concern about the 42 indecent assault cases reported from January to May 2025, an increase of seven cases compared to the same period in 2024. She noted that rape and indecent assault were the most common offences among arrested juveniles. She recommended that the Education Bureau and schools enhance publicity and education efforts to raise students’ awareness of self-protection.

95. Mr CHUNG Kin-fung thanked the TMDIST for their efforts in fraud prevention and combating crime. He noted that the Police Community Relations Office had taken enforcement actions against electric bicycles and so-called “bullet bikes” (i.e. bicycles with loudspeakers) and urged the Police to continue intensifying these efforts.

96. Mr MO Shing-fung highlighted recent incidents where residents were knocked down by bicycles, particularly noting frequent high-speed cycling on the slopes near Phases 3 and 4 of Siu Hong Court. He suggested that the Police strengthen measures to prevent bicycles from entering the housing estate.

97. Mr FUNG Pui-yin reported that at the intersection of Tuen Mun Heung Sze Wui Road and Yau Oi Estate, bicycles frequently ran red lights, travelled against traffic, or rode on pedestrian paths. He urged the Police to continue intensifying enforcement against these violations.

98. Mr Adrian MA, District Commander, gave a consolidated response to Members’ enquiries as follows:

- (i) From January to May 2025, indecent assault cases rose slightly by seven compared to 2024, with a detection rate of 97.6%. Most cases involved acquaintances, driven by curiosity about sex. The Police Community Relations Office would maintain close collaboration with schools to strengthen publicity and education. Following the passage of the Mandatory Reporting of Child Abuse Ordinance in 2024, social workers were required to report suspected serious harm to children to relevant authorities. Upon receiving reports, the Police would intervene promptly, cautioning juveniles under 18 through the Police Superintendent's Discretion Scheme. Indecent assault cases involving adults often occurred through physical contact on public transport. Some rape cases stemmed from young people engaging in consensual meetings via social apps, followed by non-consensual sexual activity. The Police would continue targeted efforts to enhance publicity and education;
- (ii) Regarding noise from so-called "bullet bikes," the Police conducted multiple enforcement actions from January to May 2025, detaining three such bicycles. Most incidents occurred on holiday evenings at the Tuen Mun Cycling Entry / Exit Hub near Lung Mun Oasis and Siu Hong Court, disturbing residents' rest. These bicycles were detained at vehicle examination centres or Police stations for examination by motor vehicle examiners. If found to be modified or in violation of the Road Traffic Ordinance, fines might be issued. Prioritising safety, the Police would intercept at appropriate locations and intensify enforcement in the above areas. On the issue of noise from so-called "electric scooters" or electric mobility devices, the TMDIST recorded 113 prosecutions in 2024 and 84 from January to July 2025, indicating an upward trend compared to 2024. While no specific legislation targeted electric mobility devices, using unregistered, unlicensed, or uninsured devices in public places was illegal. The Police were strengthening enforcement near restaurants along cycle tracks and near Light Rail Ho Tin Stop; and
- (iii) As for traffic safety, the Police would intensify enforcement to ensure public safety.

VI. In-house Matters

(A) Members Joining or Resigning from Committees and Working Groups under TMDC

99. The Secretary reported that Ms LAI Ka-man joined the Food, Environment and Hygiene Committee on 27 May 2025; Mr WAN Tin-chong joined the Social Welfare and Housing Committee (SWHC) on 1 June 2025; and Mr Mac CHAN withdrew from the SWHC on 1 July 2025.

**(B) Reports by Committees
(TMDC Paper Nos. 36 to 40/2025)**

100. The Chairman requested Members to peruse the five captioned reports. As Members had no other comments, the Chairman announced that the reports were endorsed.

**(C) Reports by Working Groups
(TMDC Paper Nos. 41 to 42/2025)**

101. The Chairman requested Members to peruse the two captioned reports. As Members had no other comments, the Chairman announced that the reports were endorsed.

VII. Any Other Business and Date of Next Meeting

102. The Chairman announced the meeting closed at 6:13 p.m. The next meeting would be held on 8 September 2025.

Tuen Mun District Council Secretariat

Date: September 2025

File Ref: HADTMDC/13/25/DC/25



**洪水橋 / 厦村新發展區
智慧綠色集體運輸系統
(第一階段) 的相關道路工程**

屯門區議會 簡介會
2025 年 7 月 14 日

CECO 土木工程有限公司
Civil Engineering and
Development Department

運輸署
Transport Department

Manning & Egle
Manning-Egle Joint Venture



背景

2023年《施政報告》
提出在洪水橋 / 厦村新發展區
建造智慧綠色集體運輸系統

2024年《施政報告》
全力推展有關
智慧綠色集體運輸系統

中華人民共和國香港特別行政區
行政長官
2023年
施政報告
2023 10 25

中華人民共和國香港特別行政區
行政長官
2024年
施政報告
2024 10 16

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背景

智慧綠色集體運輸系統

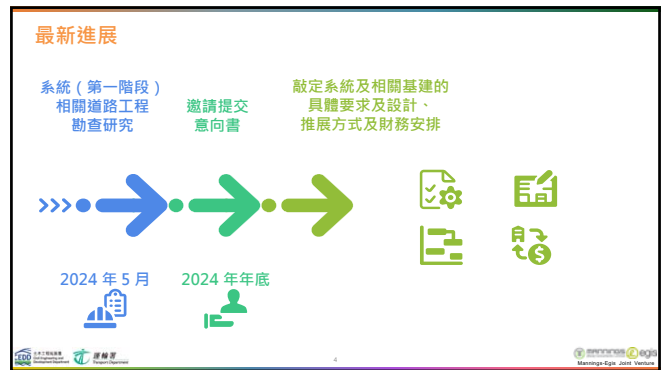
整個系統全長約 **16 公里**

連接屯馬線洪水橋站天水圍站、輕鐵
鐘富站和泥圍站，以及附近公共運輸交
匯處

為配合洪水橋 / 厦村和元朗南新發展區
不同階段發展的交通及運輸需求，會
分階段推展系統

圖為初步概念圖，並非最終設計，由設計顧問設計，圖中內容僅供參考，圖中內容並非最終設計。

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最新進展

系統 (第一階段)
相關道路工程
勘察研究

邀請提交
意向書

敲定系統及相關基建的
具體要求及設計、
推展方式及財務安排

2024 年 5 月

2024 年年底

Manning & Egle
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系統設計

規劃時已計劃了一條結合系統道路、
行人道和單車徑於一體的
環保運輸走廊

無需實體軌道

靈活調整路線和班次

圖為初步概念圖，並非最終設計，由設計顧問設計，圖中內容僅供參考，圖中內容並非最終設計。

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系統設計

低地台設計

車站設有上蓋

為乘客提供舒適的候車環境

圖為初步概念圖，並非最終設計，由設計顧問設計，圖中內容僅供參考，圖中內容並非最終設計。

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系統設計
引入綠色靈活設計



環保路面模式 **實體軌道**

- 無需架空電纜
- 採用綠色能源方案 (例如儲電池)
- 採用膠輪於道路上行駛

註：圖僅作概念展示，並非最終設計。圖中所有數據均為參考，請以實際情況為準。
Morrison Engineering Joint Venture

系統設計
地面專用道路為主 配合智能交通路口



在與主要及繁忙路段的交界處 會採用分層分隔的安排

智能交通管理

提升便捷度及安全性

註：圖僅作概念展示，並非最終設計。圖中所有數據均為參考，請以實際情況為準。
Morrison Engineering Joint Venture

系統設計
鼓勵未來營運商應用車聯網技術



加強路況感知

預警潛在風險

提升道路安全

註：圖僅作概念展示，並非最終設計。圖中所有數據均為參考，請以實際情況為準。
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(第一階段) 相關道路工程的範圍


系統 (第一階段) 長度: 4.5 公里

預計: 7 個車站

連接屯馬線洪水橋站、輕鐵泥圍站、未來的港深西部鐵路 (洪水橋至前海) 及區內的運輸交匯樞紐


擬議系統 (第一階段) 相關道路工程主要包括:

- 興建系統道路，包括地面行車道及3條高架行車道；
- 興建7個附設上蓋的地面車站；
- 興建中央分隔帶/安全島、美化市容地帶/路旁帶、車輛進出口通道、行人過路處及；以及
- 進行附屬工程，包括渠務、水務、環境美化、街道照明、街道設施及交通設備工程



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(第一階段) 相關道路工程的範圍




行人及單車徑* 擬建行車道 行人及單車徑* 行人及單車徑* 擬建行車道 行人及單車徑*

擬建地面車站的初步切面圖

註：圖僅作概念展示，並非最終設計。圖中所有數據均為參考，請以實際情況為準。
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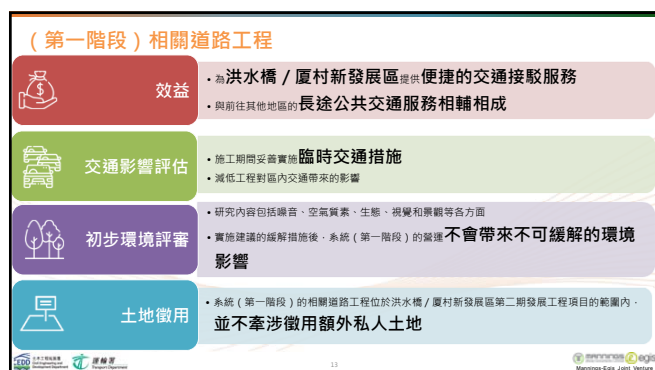
(第一階段) 相關道路工程的範圍



行人及單車徑* 擬建有蓋乘客候車區 擬建行車道 擬建行車道 擬建行車道 擬建有蓋乘客候車區 行人及單車徑*

擬建地面車站的初步切面圖

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徵詢意見



智慧綠色集體運輸系統



www.hskhtsgmts.hk

智綠出行 連繫綠色未來



土木工程拓展署
Civil Engineering and Development Department



運輸署
Transport Department

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