

**Minutes of the 3rd Meeting of
the Tuen Mun District Council**

Date: 13 May 2024 (Monday)

Time: 2:36 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, 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-ye, 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 LAU Chun-fai, Lawrence (Secretary)	Senior Executive Manager (District Council), Tuen Mun District Office, Home Affairs Department

By Invitation :

Mr WONG Yuk-ping	Senior Divisional Officer (Building Improvement Strategy Office), Fire Services Department
Mr YIP Hor-man	Divisional Commander 'West' (New Territories North), Fire Services Department
Mr HUI Kwong-ho, Conal	Station Commander Tuen Mun Fire Station, Fire Services Department
Mr KWOK Kin-man, Tony	Senior Building Surveyor, E5, Buildings Department
Mr WONG Tik-wai	Engineer, Tuen Mun Central, Transport Department
Ms NG Chun-wei, Angel	SES/C/TM, Lands Department
Mr CHENG Wai-lam, Rock	ES/C1/TM, Lands Department
Mr LEE Kin-fai	Senior Marine Officer/Cargo Handling, Marine Department
Mr NG Yiu-lun	Senior Marine Officer, Planning & Development (3), Marine Department
Mr CHUI Yu-ming, Daniel	Regional Officer, New Territories West, ICAC
Mr HO Chin-ming, Francis	Senior Community Relations Officer, Regional Office (New Territories North West), ICAC

In Attendance :

Ms LEUNG Chue-kay, Koronis	Assistant District Officer (Tuen Mun)1, Home Affairs Department
Mr CHAN Yik-lung, Eron	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
Ms HON Hin-yan	Chief School Development Officer (Tuen Mun), Education Bureau
Ms HO Yuen-ming, Agnes	District Social Welfare Officer (Tuen Mun), Social Welfare Department
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
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 NG Kwok-cheung	District Commander (Tuen Mun), Hong Kong Police Force
Ms LAU Hung-yin	Chief Inspector of Police (Tuen Mun), Hong Kong Police Force
Ms KWOK Ho-ling	OC DIS TMDIST, Hong Kong Police Force
Mr LEE Chi-keung, Kenneth	District Lands Officer (Tuen Mun), Lands Department
Ms CHANG Yuet-ming, Charlene	Administrative Assistant, Lands (District Lands Office, Tuen Mun), Lands Department
Mr AU Hei-fan, Raymond	District Planning Officer/Tuen Mun & Yuen Long West, Planning Department
Mr CHEUNG Chi-yeung, Fabian	Chief Transport Officer, New Territories North West, Transport Department
Ms WONG Wing-tsin (Assistant Secretary)	Acting Executive Officer I (District Council)1, Tuen Mun District Office, Home Affairs Department

I. Opening Remarks

The Chairman welcomed all Members present to the 3rd meeting of the seventh term TMDC. He also extended welcome to government department representatives in attendance at the meeting.

II. Absence from Meeting

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

III. Confirmation of the Minutes of the 2nd Meeting held on 11 March 2024

3. The Chairman stated that the draft minutes of the aforementioned meeting were sent to all attendees for review on 6 May 2024. Subsequently, the Secretariat received proposed amendments from the Civil Engineering and Development Department (CEDD) on 8 May 2024, of which Members were notified via email. No Member proposed further amendments at the meeting; therefore, the Chairman declared the minutes confirmed.

IV. Discussion Items**(A) 2024/25 Work Plan of ICAC Regional Office (New Territories North West)
(TMDC Paper No. 21/2024)**

4. The Chairman welcomed Mr Daniel CHUI, Regional Officer, New Territories West, and Mr Francis HO, Senior Community Relations Officer, Regional Office (New Territories North West), of the Independent Commission Against Corruption (ICAC) to the meeting.

5. Mr Daniel CHUI of the ICAC introduced the 2024/25 Work Plan of ICAC Regional Office (New Territories North West) via PowerPoint slides (see [Annex 1](#)).

6. Mr Mac CHAN declared that he was a member of the Citizens Advisory Committee on Community Relations of the ICAC. He expressed agreement with the ICAC's annual objective of "Comprehensively Promoting Integrity and Law-abidingness to the Younger Generation", and pointed out that in addition to learning knowledge in school, core civic values and awareness of integrity and the rule of law were also very important for the new generation of youth. He further stated that the series of activities celebrating the ICAC's 50th anniversary could strengthen educational efforts for young people. Moreover, under the guideline of improving governance at district level, the Care Teams had been serving in the Tuen Mun District for over six months. He suggested that the ICAC regularly convey and promote anti-corruption messages to the public under the assistance of the Care Teams and

Members.

7. Dr CHAN Kwai-wao suggested that in addition to promoting and publicising in local schools, the ICAC could also strengthen the dissemination of anti-corruption messages to Hong Kong students studying in the Mainland. He pointed out that the Government could provide timely information to Hong Kong students studying in the Mainland through its local offices. He also suggested that the ICAC could refer to the practice adopted by the Police for promoting public relations and disseminating recruitment information.

8. Mr KWONG Man-tik stated that the Customs and Excise Department and the Police had launched official accounts on Xiaohongshu and Douyin to further expanding their social media channels for promotion with satisfactory results. He suggested that the ICAC could also consider utilising these platforms as promotional channels.

9. Mr TSANG Hin-hong suggested that the Commission consider inviting young people to serve as spokespersons or image ambassadors to carry out promotional work. He also suggested that athletes could be invited to help with promotion during territory-wide events, such as the biennial Hong Kong Games. Furthermore, he believed that the Commission should strengthen its promotional efforts targeting ethnic minorities.

10. Mr Daniel CHUI of the ICAC made the following responses:

- (i) Care Teams worked deeply within the community, and the Commission would disseminate promotional information through them. Additionally, in response to some Care Team members' desire to learn more about the Commission's operations and anti-corruption information, the Commission planned to organise a briefing session in mid-2024 for sharing and exchange;
- (ii) Regarding the suggestion of utilising social media channels, the Commission had begun preparing an official account on the social media platform Xiaohongshu, hoping to launch it as soon as possible;
- (iii) The Commission would actively consider the suggestion regarding the Hong Kong Games; and
- (iv) Currently, the Commission promoted ICAC information to ethnic minorities through non-governmental organisations and voluntary agencies. This year,

the Commission had sent invitation letters to various organisations, encouraging them to incorporate integrity elements into their activities, and received positive response from those organisations.

11. The Chairman stated that the ICAC had invited the TMDC to become a supporting organisation for “Fighting Corruption: The Mission Continues”, a district involvement project in celebration of the ICAC’s 50th anniversary, to assist in promoting related information within the district. As no Members raised objections, the Chairman announced the approval of this arrangement.

**(B) Suggestions for Minimising Potential Risks in Buildings in Tuen Mun
(TMDC Paper No. 22/2024)**

12. The Chairman welcomed Mr WONG Yuk-ping, Senior Divisional Officer (Building Improvement Strategy Office), Mr YIP Hor-man, Divisional Commander ‘West’ (New Territories North), and Mr Conal HUI, Station Commander Tuen Mun Fire Station, of the Fire Services Department (FSD); and Mr Tony KWOK, Senior Building Surveyor, E5, of the Buildings Department (BD) to the meeting.

13. Mr KAM Man-fung, the first proposer of the paper, stated that the issue of potential risks in buildings had recently received significant attention from both the Government and the public. He believed that good building management was crucial and expressed concern about potential risks in old buildings. He pointed out that according to the Building Management Ordinance (Cap. 344) enacted by the Government in 1993, the Government at that time intended to grant greater powers to owners’ corporations to enhance citizens’ autonomy in building management and improve the efficiency of public administration. However, based on past observations, relying solely on owners for building management had not shown significant effectiveness. In such regard, he hoped the Government could work closely with citizens on building management and exchange opinions more frequently. He also expected relevant government departments to follow up on building management matters thoroughly to eliminate potential risks in buildings within the district.

14. Mr MO Shing-fung stated that from 2015 to 2023, the FSD issued fire safety compliance orders to numerous buildings in the Tuen Mun District, most of which were single-block buildings. The members of the owners’ corporations of these buildings were mostly elderly, who might lack sufficient knowledge about fire safety maintenance. In this regard, he enquired whether the Department would provide support to these buildings if the owners’ corporations failed to comply with the fire safety compliance orders before the deadline. Furthermore, he pointed out that there

was no online information available about the follow-up status of fire safety compliance orders for buildings, making it difficult for Members to keep up with the latest information. He asked if the Department had records of follow-up situations regarding fire safety compliance orders for these buildings.

15. Mr Kenneth LAU said that the recent serious fire incident at New Lucky House on Jordan Road had raised concerns among Members of the TMDC. He believed that there were many old buildings in the Tuen Mun District, and many residents were worried about potential safety hazards. He suggested that the Government should handle building fire safety issues in the same manner as old building maintenance, dealing strictly with non-compliant buildings to protect public safety. He pointed out that government departments faced many difficulties in addressing these issues and needed coordination from various parties. He believed that TMDC Members were also willing to provide assistance.

16. Mr YIP Hor-man of the FSD stated that in response to the No. 3 alarm fire that broke out at New Lucky House in Jordan on 10 April 2024, the Department would like to take this opportunity to report to the TMDC on fire safety and fire risk reduction matters regarding buildings in the Tuen Mun District as follows:

- (i) Regarding law enforcement actions for fire protection measures, after receiving reports of fire hazards in buildings, the local fire station would inspect within 24 hours for fire risks such as miscellaneous items causing obstruction to means of escape, locking up of exits, and wedged-open smoke doors. If violations were found, the Department would prosecute relevant persons under the Fire Services (Fire Hazard Abatement) Regulation (Cap. 95F) or issue a Fire Hazard Abatement Notice. If the person failed to comply with the notice within the specified period, the Department would take corresponding enforcement action. According to Section 8 of the Fire Service (Installations and Equipment) Regulations (Cap. 95B), the owner of any fire service installation or equipment which was installed in any premises should keep such fire service installation or equipment in efficient working order at all times; and have such fire service installation or equipment inspected by a registered contractor at least once in every 12 months;
- (ii) Regarding inspection of buildings, the FSD's personnel would conduct surprise inspections on higher-risk buildings in the Tuen Mun District. For example, from 5 to 7 May 2024, the Department conducted surprise inspections on three buildings in San Hui, Tuen Mun, to ensure fire safety in these buildings;

- (iii) Regarding education and publicity work, the Department strove to enhance fire safety in old-style buildings through various methods and educated the public to enhance their fire safety awareness. Since July 2006, the Department had implemented the “Hot Strike Campaign”. When a major fire incident occurred, the local fire station immediately produced targeted fire prevention promotional videos and distributed via QR codes to educate the public about fire prevention while the incident was still fresh in their minds. In addition, the Department also distributed “three treasures for fire protection”, namely fire extinguishers, fire blankets and stand-alone fire detectors, to help residents improve home fire safety. The Department’s volunteer team members also assisted residents in need with installing stand-alone fire detectors. Starting from April this year, the Department had been promoting disaster response and prevention knowledge to the public through implementing the “Hong Kong Fire Services Department Disaster Management Programme” funded by the Hong Kong Jockey Club Charities Trust. The Department would distribute “three treasures for fire protection” to residents of old-style buildings, including “three-nil buildings”. The Department had been coordinating with government departments, District Fire Safety Committees, and community organisations to organise fire safety promotional activities. Furthermore, the Department reached out to various age groups and community groups through platforms such as the Fire and Ambulance Services Education Centre cum Museum and mobile publicity and education vehicles, and conducted community emergency preparedness talks and publicity events; and
- (iv) Regarding cooperation with the TMDC, the Department regularly conducted various types of fire prevention promotions and collaborated with the Tuen Mun District Fire Safety Committee and Tuen Mun District Fire Safety Ambassador to promote fire safety messages to residents, including hill fire prevention during Ching Ming and Chung Yeung Festivals and Fire Safety Activities during Festive Season Campaign. He also called on Tuen Mun District residents to comply with various fire safety regulations to ensure building fire safety.

17. Mr WONG Yuk-ping of the FSD stated that the Fire Safety (Buildings) Ordinance (Cap. 572) required composite buildings and domestic buildings (target buildings) which were completed or the plans of the building works of which were first submitted to the Building Authority for his approval on or before 1 March 1987 to upgrade their fire safety standards to modern levels. Based on observations, owners, after receiving Fire Safety Directions from the Department, mainly faced

difficulties in three aspects, namely coordination and organisation, financial, and technical aspects. Regarding coordination and organisation, owners needed to reach a consensus on how to comply with the Fire Safety Directions. The Department proactively provided assistance to owners, such as attending owners' meetings to explain the actual legal requirements and provide technical advice. Financially, the Government, in partnership with the Urban Renewal Authority (URA), launched three rounds of the "Fire Safety Improvement Works Subsidy Scheme" in 2018, 2020, and 2023 respectively. The Department provided appropriate assistance to owners at different stages of the aforementioned scheme, where feasible. At technical level, target buildings generally had structural and spatial constraints. The Department continuously conducted technical research, such as introducing the "improvised hose reel system" in 2016, allowing target buildings of three or fewer storeys to have direct water supply from the main water pipe without installation of fire service water tanks. After years of effort, the Department and the Water Supplies Department (WSD) further launched the direct pumping design last July, for which the connection of fixed fire pumps to government mains was allowed for target buildings of four storeys or more storeys so that the installation of fire service water tank was not required, subject to the conditions that no contamination would be caused to the fresh water supply system and measures against unlawful water consumption were in place. These measures aimed to assist target buildings in overcoming difficulties arising from technical or spatial constraints. In addition, the Department established the "FSD Building Improvement Support Centre" last December to provide one-stop and convenient support services to owners and occupiers, such as consultation services on fire safety improvement works and related subsidy and loan schemes, starting from the receipt of directions under relevant legislations, until the works were completed and the legislative requirements were met.

18. Mr CHUNG Kin-fung expressed gratitude for the FSD's regular inspection work. He believed that owners had a responsibility for fire safety issues, but the fire incident in Jordan partly revealed problems with the implementation details of the Building Management Ordinance. He suggested that the Government consider carrying out works for buildings that had not complied with Fire Safety Directions and then mandatorily recovering the costs from owners. He also suggested providing interest-free loans to owners in need to facilitate compliance with Fire Safety Directions. Furthermore, he recommended that the relevant departments improve support for "three-nil buildings" to prevent similar incidents from recurring.

19. Mr Mac CHAN hoped that the Department could provide information after the meeting on the distribution of old buildings in the Tuen Mun District that were completed 30 to more than 50 years ago, the number of cases of non-compliance with

the orders from the BD or the directions from the FSD, and information on legal proceedings involving court summons. He believed such information would allow Care Teams and Members to understand the situation in the district and provide assistance to relevant buildings. He added that some members of owners' corporations might resign upon receiving orders, resulting in a vacuum in the owner's corporation and inability to follow up on the orders, leading the building to fall into a state similar to "three-nil buildings".

[Post-meeting note: The BD provided supplementary information after the meeting. For details, please refer to [Annex 2](#).]

20. Mr WAN Tin-chong stated that in the 17 years since the Fire Safety (Buildings) Ordinance came into effect, the FSD had issued over 290 000 Fire Safety Directions, with a compliance or revocation rate of 38%, and only 74 prosecutions in the past five years. As of the end of 2023, there were 177 cases of buildings in the Tuen Mun District that had not complied with Fire Safety Directions. In this regard, he enquired what measures the Government had for proactive follow-up on buildings that had long failed to comply with Fire Safety Directions, apart from punitive measures such as prosecution and fines. He pointed out that the original intention of the ordinance was to protect residents' safety, not to punish them. In addition, he asked whether the Government would establish a scheme like a central maintenance fund to carry out fire safety works for buildings at a reasonable price and then recover the costs from owners. Furthermore, he enquired about the number of cases in the Tuen Mun District where Fire Safety Directions had not been complied with for over three years. He suggested that the FSD conduct joint promotional activities with the TMDC, Fire Safety Committee, and Care Teams to encourage residents and owners' corporations to follow up on Fire Safety Directions more actively.

21. Mr CHAN Yau-hoi hoped that the FSD, the BD, and other government departments would pay attention to fire safety hazards in buildings in the Tuen Mun District. He pointed out that in view of the small number of "three-nil buildings" in the Tuen Mun District, it would be easier to handle, and hoped that relevant departments would prioritise those buildings as key targets. Moreover, illegal residence in industrial buildings was also a fire safety hazard, and he hoped that relevant departments could review this issue. He mentioned that rampant illegal residence was found in the industrial buildings in the vicinity of Tai Hing Estate and Shan King Estate and suggested that departments follow up. He also pointed out that squatter huts in rural areas lacked management and posed fire safety risks. He hoped that various government departments could follow up on the situations at those

locations in the short term to reduce fire safety hazards in the district.

22. Mr WONG Yuk-ping of the FSD stated that regarding the amendment of the Fire Safety (Buildings) Ordinance, the Chief Executive had earlier tasked the Security Bureau, the BD, and the FSD to accelerate the progress. The amendment would include empowering the FSD and the BD to timely repair and properly maintain private buildings, including carrying out necessary fire safety improvement works in accordance with the requirements of the ordinance, thereby enhancing the fire safety standards of buildings. On the premise that owners were responsible, the amendment would allow for carrying out fire safety improvement works for the buildings for owners who had failed to comply with Fire Safety Directions, and for subsequently recovering the relevant costs. The Government expected to propose the amendment to the Legislative Council within the year.

23. Mr Tony KWOK of the BD made the following responses in respect of the fire incident in Jordan:

- (i) The Department would allocate resources based on a pragmatic “risk-based” approach. In response to the Jordan fire incident, the Department had re-established enforcement priorities, strengthening prosecution against higher-risk old buildings, such as single-staircase buildings, buildings with multiple guesthouses or “subdivided units”, buildings that had not complied with Mandatory Building Inspection Scheme Notices or Fire Safety Directions, and buildings that had not engaged registered inspectors;
- (ii) The Department had already modified the scoring criteria under the Mandatory Building Inspection Scheme last year. “Three-nil buildings” would be accorded higher scores, and the Department would also integrate more relevant data to identify high-risk buildings more precisely and prioritise issuing inspection notices to these high-risk buildings;
- (iii) Regarding the policy to support “three-nil buildings”, the Department would send social worker teams to visit and understand the needs of owners and provide corresponding assistance. If owners faced financial difficulties, they could apply for building safety loans; and
- (iv) Regarding the issue of illegal residence in industrial buildings, the Department had been following up on this issue seriously and would proactively carry out inspection.

24. Mr FUNG Pui-yin expressed concern about elderly owners having to deal with complex paperwork when making various applications for fire safety. He stated that this problem was common in “three-nil buildings” and acknowledged that various departments currently provided support for those in need. He suggested that departments continue to strengthen assistance. In addition, he suggested reviewing compliance deadline for Fire Safety Directions. He stated that the FSD generally gave a one-year compliance period, but most buildings found it difficult to finish the works for complying with the directions within the time limit. He expressed support for the legislative arrangements for carrying out works for the buildings for owners and suggested referring to policies of mandatory window inspection and balcony maintenance, which was led and arranged by the Government.

25. Dr CHAN Kwai-wao stated that old-style shopping malls and rural areas in the district had fire safety hazards. He suggested that relevant departments consider combining fire safety inspections for buildings, shopping malls, villages, and squatter huts. In addition, he suggested that the Department work with the Fire Safety Committee and Care Teams to help strengthen public awareness of fire prevention.

26. Mr TSE Wing-hang enquired about the handling of “three-nil buildings” violating Fire Safety Compliance Orders, statistics on common fire safety violations, and the implementation of Fire Safety Compliance Orders. He also expressed concern about how to effectively strengthen the education on fire escape safety and fire prevention awareness for residents of “three-nil buildings”.

27. Mr CHUI King-hang stated that yacht gatherings had become popular since the outbreak of the COVID-19 pandemic. It was common to see gatherings on yachts at Tuen Mun Typhoon Shelter, leading to frequent complaints from relevant maritime stakeholders and nearby residents. Such activities might involve illegal electrical connections, which could easily cause fires. He hoped the Department would pay attention to this issue. He further pointed out that while the promised response time for fireboats was about 15 minutes, the actual time was sometimes longer. In the long run, this issue would pose a danger to maritime stakeholders and coastal residents.

28. Mr YIP Hor-man of the FSD stated that staff from the Department’s Operational Command would conduct inspections of all buildings for issues such as obstruction to means of escape, locking up of exits, and wedged-open smoke doors according to established mechanisms. However, the Department did not maintain separate statistical data on publicity and enforcement actions specifically targeting “three-nil buildings”.

29. Mr Tony KWOK of the BD stated that regarding the compliance periods for various kinds of issued orders, the Department would review the outstanding cases based on individual circumstances. If owners were not intentionally ignoring orders, the Department would generally approve extensions and was willing to provide assistance to owners in need.

30. Mr CHAN Tsim-heng expressed concern about whether citizens had sufficient knowledge of fire escape procedures. He suggested that after major fire incidents in society, the FSD should conduct fire safety education in other districts as well, to enhance citizens' knowledge of fire escape, and pay more attention to the emotions of affected residents.

31. Ms TSE Yuk-ling expressed concern about fire escape awareness among elderly singletons living in "three-nil buildings" and residents' knowledge of various fire prevention equipment. She suggested strengthening education on fire safety knowledge for residents of "three-nil buildings" and old-style buildings through social worker teams from the FSD and the BD.

32. Ms CHING Chi-hung stated that last year, the Government increased efforts to follow up on the outstanding cases regarding building inspections and Fire Safety Directions, where participating departments included the Development Bureau (DEVB), the BD, the Home Affairs Department, and the URA. A key performance indicator was set for owners or contractors to repair or rectify 1 000 dangerous buildings. She enquired about the number of cases in the Tuen Mun District, the overall handling progress, and whether those outstanding cases involved owners' corporations. She also asked about the numbers of buildings with and without owners' corporations among the buildings in the Tuen Mun District that had received Fire Safety Directions, and how follow-up work on Fire Safety Directions was handled for these buildings. Furthermore, she enquired whether all old buildings in the Tuen Mun District had installed modern fire services, and among the buildings without fire services, the number of buildings with and without owners' corporations. She suggested that the Tuen Mun District Office (TMDO) and the TMDC work with other government departments to assist buildings with fire safety hazards in complying with Fire Safety Directions and repairing fire service facilities.

[Post-meeting note: According to information provided by the BD after the meeting, the key performance indicator set by the BD for 2024 was to repair/rectify 1 000 dilapidated/dangerous buildings by owners or Government contractors (Note 1). As of 31 May 2024, 403 buildings had completed repairs, of which 13 were located in

the Tuen Mun District. The key performance indicator to repair/rectify 1 000 dilapidated/dangerous buildings was one of the Department's objectives, covering all buildings in Hong Kong that required repairs, without setting targets for individual districts. In addition, as of 31 May 2024, the Department had issued a total of 575 Fire Safety Directions to 186 target buildings in the Tuen Mun District in accordance with Fire Safety (Buildings) Ordinance. Among these, 63 buildings did not have owners' corporations, and 230 Fire Safety Directions had been complied with or revoked.

Note 1: Including both repairs/rectifications by owners arising from the BD's advisory letters, investigation/repair orders or Mandatory Building Inspection Scheme notices, and repairs/rectifications by default works by the BD's consultants/Government contractors for non-compliant orders, and default works under Category 2 of the Operation Building Bright 2.0.]

33. Mr YIP Man-pan stated that currently, public information about owners' corporations was limited, while the TMDO had more relevant information. He was noted that the FSD's "Building Improvement Community Support Team" lacked information on contacts of owners' corporations or whether buildings had formed owners' corporations, and Members also found it difficult to obtain such information. To his understanding, the support team needed information such as building names, names of contact persons of owners' corporations and their contact numbers, progress of fire safety improvement works, application progress of Fire Safety Improvement Works Subsidy Scheme, and names of contractors or consultants engaged. He suggested that the TMDO provide some of this information to help Members handle residents' requests and serve the community.

34. Mr IP Chun-yuen praised the efforts of the TMDO and the Chairman in reducing the number of "three-nil buildings" in the district. He pointed out that in 2022, there were about 36 "three-nil buildings" in the Tuen Mun District, which had now been reduced to fewer than ten. In addition, many elderly residents in areas like San Hui and Tuen Mun town centre faced heavy paperwork and financial pressure when dealing with various building orders. He believed that the biggest fire safety problem in the Tuen Mun District was not "three-nil buildings", but the lack of support for elderly residents. On the other hand, he had reservations about other Members' suggestion for strengthening law enforcement and believed that Members should be more considerate towards elderly residents in single-block buildings in the Tuen Mun District. He further pointed out that there were many "subdivided units" in the Tuen Mun District, which the BD had not actively addressed, but instead required elderly residents to execute various building orders, thus increasing their burden. He hoped that government departments would not prosecute elderly residents as far as possible.

35. The Chairman stated that reducing “three-nil buildings” was the result of joint efforts by various departments, community stakeholders, and Members. As mentioned by the Secretary for Home and Youth Affairs, the TMDO would strive to provide assistance for different situations in the district. Currently, there were about seven “three-nil buildings” in the Tuen Mun District, all located in the town centre area, and the TMDO would maintain contact with these buildings. For buildings that had formed owners’ corporations, various government departments would also provide appropriate assistance. Regarding building safety issues, while owners had the primary responsibility, the Government would provide assistance as much as practicable. Furthermore, if residents needed support for various applications, he believed that Members, relevant departments, and Care Teams were willing to help.

36. Mr WONG Yuk-ping of the FSD stated that regarding the “direct pumping design” launched in cooperation with the WSD last July, it could effectively help target building owners manage structural or spatial constraints technically. He invited Members to help call on target building owners to proactively apply to the Department to further promote this measure. The Department would continue to actively provide support to target building owners in various aspects to assist them in carrying out fire safety improvement works, thereby enhancing the fire safety of target buildings.

37. Mr YIP Hor-man of the FSD responded as follows:

- (i) The Department would conduct regular drills and inspections at Tuen Mun Typhoon Shelter in conjunction with the Marine Department (MD). During the fishing moratorium from May to August, they would increase the frequency of inspections and conduct fire safety promotions along the coast. In addition, on 30 April 2024, the Department arranged a joint drill between fishermen, fishermen’s representatives, and the Department’s fireboats to enhance coordinated response to fire incidents;
- (ii) Most fire drills and talks were organised upon application by owners’ corporations, building management offices, local organisations, schools, and companies. Upon receiving such applications, the Department would arrange the aforementioned activities for the organisations; and
- (iii) Due to the lack of management organisations in “three-nil buildings”, it was difficult for the Department to organise fire drills and talks for residents. In this regard, the Department called on Members and Care Teams to assist in

coordinating representative units for “three-nil buildings”. The Department welcomed applications from these representatives to facilitate arrangements.

38. Mr Tony KWOK of the BD responded as follows:

- (i) The Department’s social worker team mainly provided appropriate assistance for various applications from elderly residents. As fire safety promotion was not within their professional scope, the social worker team was not suitable for carrying out such work;
- (ii) Regarding financial support for elderly residents, since owners were responsible for the maintenance of their properties, the Department would arrange social workers to assist elderly residents with financial difficulties in applying for various loans and subsidies; and
- (iii) Regarding the issue of “subdivided units”, the Department adopted a proactive attitude and risk-based principle, allocating more resources to follow up on high-risk buildings. As “subdivided units” posed high-risk fire safety hazards, the Department would conduct large-scale fire safety inspection of “subdivided units”.

39. The Chairman concluded that various government departments had briefed on their daily work and measures to assist residents in applying for the subsidy scheme. It was believed that Members and Care Teams would also provide assistance to residents in need. Furthermore, the District Fire Safety Committee would strive to cooperate with the FSD in promoting fire safety and welcome active participation from Members.

(C) Proposal to Re-plan the Land Use in Tuen Mun for Relocation of Public Cargo Working Area in Area 16 to a More Suitable Location
(TMDC Paper No. 23/2024)
(Written Response from the Transport and Logistics Bureau)
(Written Response from the Planning Department)
(Written Response from the District Lands Office, Tuen Mun)

40. The Chairman welcomed Mr NG Yiu-lun, Senior Marine Officer, Planning & Development (3), and Mr LEE Kin-fai, Senior Marine Officer/Cargo Handling, of the MD, Ms Angel NG, SES/C/TM, and Mr Rock CHENG, ES/C1/TM, of the District Lands Office, Tuen Mun (DLO) to the meeting.

41. Mr YIP Man-pan, the first proposer of the paper, stated that previous TMDCs had discussed this topic. Regarding the geographical location of Tuen Mun Public Cargo Working Area (PCWA), due to the successive completion with population intake of nearby housing estates, its function seemed incompatible with the community environment, leading to conflicts between industrial and residential needs. He hoped that the Government would consider relocating the PCWA to a more suitable location in the long term. He believed that the PCWA had made significant contributions to the district, especially during the pandemic for supplying daily necessities when land borders were closed. However, some Members had communicated with the cargo handling operation industry and learnt that the current 15 berths in the area were insufficient. According to the written responses, the utilisation rate of these 15 berths reached 100%, but it was believed that the actual utilisation rate far exceeded 100%. In addition, he was concerned about whether the 16th berth (No. STT1025), which was leased on a short-term basis, could be renewed. He pointed out that this berth was used for storing scrap metal and had previously experienced a fire, indicating that the working environment there was not ideal. Relocating within the same district to a larger site would be preferable for the industry. Due to noise nuisance from the PCWA affecting residents, he hoped that the Department could provide an update on the implementation of follow-up measures proposed at the relevant meeting in June 2023. These measures included installing noise reduction devices on some vessels, strengthening relevant supervisory work, and laying low-noise materials on the ground during loading and unloading to reduce noise.

42. Mr LEE Kin-fai of the MD stated that the PCWA had been in operation since 1996, serving the north-western New Territories. It was one of six cargo working areas under the MD across the territory, and its current utilisation rate had reached 100%. Regarding relocation, the Transport and Logistics Bureau (TLB) and the MD maintained an open attitude. If a suitable waterfront land was available and appropriate for relocating the PCWA, while the relocation would balance district and community development, the Department would cooperate. The short term tenancy site STT1025 adjacent to the PCWA was managed by the DLO. Last year, after communicating with residents' representatives, the Environmental Protection Department (EPD) and the MD actively adopted measures to further reduce the noise level emitted during operation. The EPD provided noise control guidelines and technical recommendations for operators in the PCWA, and the Department would relay this information to relevant operators, including recommending the installation of noise reduction devices on vessels' sound-emitting equipment and laying sound-absorbing mats when loading and unloading cargo. The EPD and the Department conducted periodic inspections of the PCWA, confirming that the operators had

adopted the aforementioned guidelines and recommendations. In addition, the Department maintained close communication with operators to understand noise sources and remind them to implement the guidelines and recommendations to further reduce noise generated during loading and unloading, such as reminding operators to provide training for operators of ship lifting appliances to improve their work techniques and attitudes. The Department would continue to cooperate with other relevant departments to follow up on and address noise issues.

43. The District Planning Officer/Tuen Mun & Yuen Long West (DPO) stated that generally, the search for relocation sites needed to be initiated by the relevant government bureaux and departments by making request to the Planning Department (PlanD). Under this premise, the PlanD would coordinate and search for suitable relocation sites, but so far, the PlanD had not received such a request. He pointed out that the TLB's response indicated that there was currently no suitable waterfront land available in Hong Kong for relocating the PCWA. However, if the TLB and the MD had specific plans and timelines for relocating the PCWA, the PlanD would conduct a timely review of the land use after the relocation.

44. Ms Angel NG of the DLO added that the STT1025 site was leased to operators on a short-term tenancy basis for cargo handling and open-air storage. It was understood that since the long-term use of the relevant site had not been finalised, the DLO arranged to lease the site for short-term tenancy purposes at that time. Regarding lease renewal, the DLO was consulting relevant departments to decide on the leasing arrangements to accommodate the overall land needs of the community.

45. Mr LAM Tik-fai supported the relocation of the PCWA. He stated that noise negatively impacted mental health, and some residents who spent more time at home constantly suffered from noise nuisance caused by the PCWA. Moreover, the current utilisation rate had reached or even exceeded 100%, indicating that the PCWA's capacity might not meet Tuen Mun's future development needs. Therefore, he hoped the Government could plan for relocation early and consider relocating to sites near Tuen Mun Area 38. He also suggested beautifying the PCWA to complement the development of the Castle Peak Bay Waterfront Promenade, creating a Tuen Mun landmark to attract residents and tourists for in-depth local tourism.

46. Mr CHUNG Kin-fung suggested that the Government relocate the PCWA to a suitable location as its capacity was insufficient to meet Hong Kong's overall needs. He previously met with relevant departments and bureaux, proposing that the Government find a suitable place for relocation during the re-planning study of Tuen

Mun West and Lung Kwu Tan. While the PCWA contributed to Hong Kong's economy, it affected the daily lives of residents near Area 16 as Tuen Mun developed. He hoped that livelihood and commercial needs could be balanced during the development of Tuen Mun. He suggested building a cargo working area in Tuen Mun Area 38 or other places such as Siu Lang Shui, with various modern facilities.

47. Mr CHUI King-hang understood nearby residents' dissatisfaction with noise from the PCWA. He noted that the maritime industry had long operated in Tuen Mun Typhoon Shelter, but conflicts arose as new stakeholders came when residential estates were completed. The PCWA already lacked space and needed a suitable relocation site. He affirmed the PCWA's contributions, noting its importance as a hub for transporting goods to outlying islands and the airport. Currently, materials for the third runway project were transshipped through the PCWA, including groceries, sand and stone, scrap metal, and waste paper, which played a role in developing environmental industries. Government documents showed that the cost of barges, which were mainly used in the PCWA for transporting goods, was much cheaper than trucks, with savings of about 10% to 40% for a 20-foot or 40-foot container to the Pearl River Delta or western regions. Besides saving on transport cost, the PCWA also alleviated congestion on Tuen Mun Road. He hoped that the Government and other stakeholders would understand the PCWA's function and the impact of its relocation on society. He believed the planning for Castle Peak Bay Waterfront Promenade should include more economic functions, such as developing it into a fisherman's wharf or water sports centre. He pointed out that national policy also advocated developing the marine economy. Tuen Mun Typhoon Shelter faced the Greater Bay Area waters, enjoying a unique location advantage. Therefore, he hoped government departments would consider its economic value while contemplating the relocation of the PCWA. He also mentioned that previously, it took years for the Government to relocate an industry, significantly impacting the continuity of an industry. Thus, if relocation was agreed upon by industrial players, he hoped the Government could implement a seamless transition and introduce mitigation measures during the relocation period.

48. Mr CHAN Manwell stated that the discussion of this agenda item should focus on re-planning and relocating the PCWA, not closing it, and hoped Members would discuss it with a more open attitude. Given the overall development in the Tuen Mun District, the PCWA's location was now very close to the core of Tuen Mun town centre, which diverted from the original planning when Tuen Mun was first developed as a new town. Considering urban development, social planning, and residential population over the years, the location of the PCWA was no longer suitable for industrial use. According to Tuen Mun's future development plan, the Government

should have new land to alleviate the problem. If a suitable relocation site was found, the industry hoped the Government could promote smart development. Moreover, Castle Peak Bay connected to the five bays, and he believed the PlanD, the BD, the MD, and the DEVB could consider including Tuen Mun River improvement works into the overall bay development planning. He suggested the PlanD formulate a good preliminary plan, as converting industrial land to recreational use required long-term land maintenance, so he hoped departments could have a development plan as early as possible.

49. Mr TSANG Hin-hong stated that Tuen Mun had the natural advantage of five bays and six beaches, and he believed research could be done on how to develop the five bays more comprehensively in the long term. In addition, he suggested past contributory projects be developed into high-end industries. If the PCWA in Area 16 needed to be relocated or had opportunities for future development in new areas, different advantageous factors should be linked to promote diverse industrial development. He pointed out that Hong Kong's past success went through different stages, with industries stimulating employment and opening up different markets. Therefore, he suggested seeking a more advantageous site for the development of the PCWA to complement the growth of different industries and industrial chains. He believed the development plan should consider nearby residents and the environment, coordinate with ecological conservation policy and various maritime industries, making this relocation an opportunity for comprehensive regional development, creating a better bay for Tuen Mun in the long run.

50. Mr YIP Man-pan suggested that the DLO consult nearby stakeholders regarding STT1025. He noted that representatives from the owners' corporation of Regency Bay were present as observers and hoped the Department would hear their opinions through consultation. He believed the EPD's noise measurement needed improvement. Currently, the EPD measured the average level of noise at the premises concerned to assess whether there was excessive noise, but the noise generated from vessels and cargo operation was intermittent, leading to potentially inaccurate statistics. He suggested the Department study more precise measuring methods. Regarding other pollution issues, he mentioned that after vessels loaded and unloaded cargo, many large vehicles were arranged for transportation, causing serious illegal parking problems near Hoi Wah Road, Hoi Wing Road, Hang Fu Street, and Hang Kwai Street. He believed relocating the PCWA was a long-term solution and disagreed with the TLB's statement that there was currently no suitable land for relocation. He pointed out that development of Tuen Mun West would be a large-scale development and the Government could consider the relocation issue together. He hoped departments would consider more from a livelihood perspective and take

the lead in finding land. He believed relevant planning departments should better plan industrial and residential land use from a macro perspective. Regarding the suggestion to transform the PCWA into a waterfront promenade, the DEVB had previously introduced the development of the five bays to the TMDC. He believed that if it could align with the current vision of revitalising Tuen Mun's day-time and night-time economy, it should further drive Tuen Mun's economic development.

51. Mr CHAN Yau-hoi stated that relocating the PCWA required long-term planning. The Government also mentioned Lung Kwu Tan planning in the Policy Address, and he suggested the PlanD consider relocating the PCWA to Lung Kwu Tan. Moreover, he believed it would be difficult to avoid noise from operation of the PCWA. In the short term, the Department could take all feasible measures to minimise nuisance to nearby residents; and in the long term, relocation was worth exploring.

52. The DPO responded that regarding the planning and engineering study for Tuen Mun West and Lung Kwu Tan, the Department conducted a consultation and briefing at the TMDC in July 2023. Since Tuen Mun West Areas 38, 40, 46, and 47 were relatively close to Tuen Mun Ferry Pier and residential areas, currently, the preliminary concept in the study considered these areas as an extension of the existing residential community, primarily for residential development. Therefore, the planning study at the time did not include the relocation of the PCWA. As the Department would consult various stakeholders, relevant departments, and policy bureaux during the study process, if the TLB and the MD deemed relocation necessary, they could make such request to the study team.

53. Ms Angel NG of the DLO stated that regarding new short-term tenancy arrangements in the future, the DLO would conduct local consultations through the TMDO. Regarding land use, if long-term development plan for a site was confirmed, the Department would cooperate accordingly and transfer the relevant land for the next development project.

54. Mr YIP Man-pan stated that he believed there was a consensus among Members to agree on relocation, but it was still necessary to explore how to re-provision within the same district. In this regard, he hoped that the MD and various departments which engaged in development planning could assist in finding suitable land to relocate the PCWA. He also suggested inviting representatives from the freight trade industry to attend the TMDC meeting to hear their opinions, allowing Members to follow up on the issue.

55. Mr NG Yiu-lun of the MD stated that the Department had noted Members' concerns about relocating the PCWA, and the Department would continue to consult with the PlanD. He reiterated that if a suitable waterfront land was available, the Department maintained an open attitude towards the proposal to relocate the PCWA.

56. The Chairman stated that the PCWA existed for some time, and the issue of noise affecting nearby residents only arose with the development of the area and the completion of nearby buildings. If the PlanD intended to use the land adjacent to the PCWA for residential purpose, the long-term development plan of the PCWA was worth exploring. Previously, the TMDO had conveyed the opinions of Members and residents regarding the planning and development of Tuen Mun West to the TLB, and further review and discussions could continue at the TMDC meeting in the future. He suggested referring this issue to the District Facilities and Works Committee (DFWC) for follow-up and stated that the DFWC could consider inviting relevant industry representatives to attend the meeting.

(D) Proposal to Conduct a Study Covering the Section of Tuen Mun River near Ho Pong Street for Increasing Parking Facilities and Diverting Traffic on Both Sides of the River

(TMDC Paper No. 24/2024)

(Written Response from the Transport Department)

(Written Response from the Drainage Services Department)

57. The Chairman welcomed Mr WONG Tik-wai, Engineer, Tuen Mun Central of the Transport Department (TD) to the meeting.

58. Mr IP Chun-yuen, the first proposer of the paper, expressed concern about the traffic congestion problem on the road section between Tuen Mun Heung Sze Wui Road to Pui To Road in the vicinity of San Hui Market. He stated that previous TMDC Members had proposed numerous solutions at the TMDC, including redeveloping the parking area near San Hui Market or constructing a permanent platform over a section of Tuen Mun River near Ho Pong Street to connect both sides of the river with a new smart car park, to alleviate congestion in San Hui and the town centre area. He pointed out that many citizens drove to San Hui Market to buy groceries, and he believed that adding parking facilities in nearby areas for goods vehicles loading/unloading and daily use by citizens would help ease congestion on San Tsing Street and Tuen Mun Heung Sze Wui Road. Furthermore, in light of the recent commencement of preliminary works by the Drainage Services Department (DSD) for the revitalisation works for Middle Tuen Mun River Channel, he hoped to take this opportunity to have the DSD and the TD consider following up on the recommendations set out in the paper. Regarding the traffic connection between

both sides of Tuen Mun River, he noted that the carriageway near Tuen Mun Hospital connected to Tuen Mun Road, while vehicles on Castle Peak Road or Tuen Mun Heung Sze Wui Road could only rely on Pui To Road to reach the other side. He stated that constructing a permanent platform could provide a passage connecting both sides of Tuen Mun River, helping to divert traffic to get an access to the other side on Choi Yee Bridge Road and Pui To Road.

59. Mr WONG Tik-wai of the TD stated that regarding the proposal to add parking facilities beside Tuen Mun River near Ho Pong Street, the Department should consider multiple factors when building a car park, including the principle of “single site, multiple use” and the supply and demand of parking spaces in the area. Currently, there were car parks operating under short-term tenancy on Tsing Yin Street, Ho Tin Street, San On Street, and Pui To Road near the river. According to the Department’s survey last year, the utilisation rate of the car parks under short-term tenancy was about 70-80%, reflecting that there were still sufficient parking spaces available for public use in the area. The Department had conducted a preliminary review of the suggestions proposed in the paper. As an automated parking system had certain height and weight requirements, spanning across Tuen Mun River would require a larger base to withstand wind forces and ensure overall stability. Moreover, since local distributor roads such as Tsing Yin Street and Ho Pong Street were on the east side of Tuen Mun River, building a car park might attract a large number of vehicles and cause congestion on these roads. On the other hand, the new road on west side of Tuen Mun River would need to cross existing cycle tracks and light rail tracks to connect to public roads, which might affect the daily operation of the Light Rail. As the car park would also be close to Tuen Mun MTR Station and the MTR’s elevated railway, there would be more constraints on construction. Therefore, implementing a car park project over Tuen Mun River faced certain technical difficulties. Regarding the suggestion to build a road connecting Ho Pong Street and Tsun Wen Road, currently vehicles in Tuen Mun town centre could use Choi Yee Bridge and Pui To Road to travel between the east and west sides of Tuen Mun River, and the capacity of these two roads was sufficient to meet local demand. Considering all the above, the Department had no plans to build a car park above Tuen Mun River or construct additional roads connecting Ho Pong Street and Tsun Wen Road. The Department would continue to monitor the traffic in Tuen Mun town centre and consider appropriate traffic management measures or infrastructure to meet local traffic demands in due course.

60. Mr CHAN Yau-hoi stated that the insufficient transportation and parking facilities in the San Hui area were affecting the overall development of the town centre in the Tuen Mun District. Previous TMDC Members had discussed the impact of

Century Gateway, a residential complex, on future traffic congestion in the town centre. He believed that the TD should conduct early overall planning and research on traffic in the area with regard to future development projects, such as solutions to insufficient parking spaces, redevelopment of the bus depot into commercial buildings, reconstruction of Tuen Mun Clinic, and reclaiming temporary sites. He cited an example that Tuen Mun Clinic would become a “single site, multiple use” project, yet the TD had no plans to build a two to three-storey car park. Moreover, the traffic problem on Choi Yee Bridge Road had existed for a long time, and currently, the limitation of one-way traffic was prone to congestion. In this regard, he suggested that the TD expand the lanes on Choi Yee Bridge Road to allow vehicles to travel from the west side of Tuen Mun River to San Hui and Tuen Mun Road so as to improve traffic connection in the area.

61. Ms SO Ka-man pointed out that traffic congestion often occurred near the town centre in the direction from Tuen Mun to Yuen Long starting from 4:30 p.m. on weekdays. Some drivers would choose to detour through the town centre by driving from Pui To Road or Choi Yee Bridge Road to the other side of Tuen Mun River. On holidays, the congestion around Tuen Mun Heung Sze Wui Road and Choi Yee Bridge Road was even worse, affecting residents’ access. Furthermore, in view of the serious illegal parking in the Tuen Mun District, she questioned the TD’s response and car park usage data. She continued that Tuen Mun residents had been deeply affected by traffic problems for many years, and various infrastructure projects would be implemented in the district in the future. She hoped that the PlanD, the TD, and other relevant departments would actively improve the infrastructure and traffic in the district, especially enhancing traffic support facilities and car parks around the town centre.

62. Mr TSANG Hing-chung stated that the car park usage data provided by the TD were averages, not peak-time usage rates. Moreover, he believed that the usage rate of metered parking spaces around San Hui Market, V city, San Tsing Street, Tuen Mun Heung Sze Wui Road, and Tsing Yin Street persistently exceeded 100%. Drivers making short stops might choose these parking spaces rather than car parks. In this regard, he suggested that the Department consider making better use of the space on both sides of Tuen Mun River to provide more kerbside parking spaces, thus alleviating illegal parking issues. Furthermore, he pointed out that the Department had previously submitted a consultation document on improving the traffic on Tuen Mun Heung Sze Wui Road and Ho Pong Street, and one of those suggestions was to change Ho Pong Street into a two-way road to ease traffic pressure on Tuen Mun Heung Sze Wui Road, showing that the Department should already be aware of the idea of road expansion. Therefore, he suggested that the Department actively

consider the suggestions in the paper.

63. Mr KWONG Man-tik stated that the car park usage data provided by the Department would likely be the averages during day-time and night-time. Traffic congestion in the area during peak hours was unacceptable, and he suggested that the Department conduct on-site observation of the situation. He pointed out that the Department rejected the proposal solely due to technical difficulties in implementing a car park project over Tuen Mun River, without offering any alternative solutions to address the traffic problems. He recommended that the Department proactively propose more options to resolve the issues.

64. Mr FUNG Pui-yin believed that there was a difference in perspective between the Department and the general public regarding the traffic problems on Pui To Road. He pointed out that it was proposed to build a pedestrian path across the river under the revitalisation works for Middle Tuen Mun River Channel, and he considered that this project could address traffic needs by providing a vehicular road at the same time. Therefore, he suggested that the Department should consider taking advantage of the beautification project to simultaneously improve traffic issues. In addition, Members had received numerous complaints about illegal parking, with the majority concerning Tuen Mun Heung Sze Wui Road where high pedestrian and vehicle flow was recorded, and the problem persisted even with increased enforcement against violations by government departments. Due to severe congestion in the area, taxi drivers even refused to pick up or drop off passengers there during peak hours. He believed that building a car park was one feasible suggestion, which could also contribute to the beautification of Tuen Mun River. In this regard, he hoped the Department would consider and follow up on the traffic issues comprehensively.

65. Mr IP Chun-yuen stated that the TD representative merely reiterated the contents of the written response. He pointed out that the car park usage data provided by the Department failed to consider factors such as the geographical locations of Ho Tin Street, San On Street and San Hui Market, the future resumption of the car park on Tsing Yin Street, and the actual usage of the car park on Pui To Road. Regarding the feasibility of building a passage over Tuen Mun River, he cited the construction of the MTR station over Tuen Mun River which was completed 20 years ago, and the platform connecting Kin Fung Circuit to the MTR station and V city as examples. He believed that the proposal to build a passage connecting the east and west banks of Tuen Mun River was technically feasible. He suggested that the Department should focus on how to improve and divert traffic in the district.

66. Mr CHAN Manwell believed that the traffic congestion on Ho Pong Street and Tuen Mun Heung Sze Wui Road was mainly due to the large number of vehicles driving to nearby areas during peak hours to pick up residents who were shopping for groceries. On the other hand, insufficient parking spaces led to many vehicles parking on the roadside. Therefore, the paper proposed solutions to increase the number of parking spaces. In addition, he suggested converting the open-air car park on Tsing Yin Street into a smart car park to increase the number of parking spaces. He further pointed out that currently parking meters were installed on San Tsing Street, allowing vehicles to park. However, the road was narrow, and allowing roadside parking slowed down traffic flow, which he considered unreasonable. He also suggested that the Department should make better use of other land space, such as the loading and unloading area at San Hui Market on Ho Pong Street, to address the traffic problems.

67. Mr CHUNG Kin-fung pointed out that there were precedents for building community facilities over a nullah, such as the Tai Wai Soccer Pitch, which was located at the decking of Shing Mun River Channel managed by the DSD. He expressed understanding of the issues related to the construction, maintenance, and insurance claims for parking facilities. In this regard, he suggested that the DSD study data on Tuen Mun River water level, predict the highest water level with an additional 20% to 30% buffer, and establish relevant safety factors. He noted that drainage improvement works were planned to be carried out for Tuen Mun River in the future, and the Department could take this opportunity to simultaneously study the implementation of the proposed solutions. Regarding illegal parking issues, he believed that the number of parking spaces in the Tuen Mun District failed to meet demand, leading to serious illegal parking problems. He emphasised that while he understood the difficulties faced by drivers, strict enforcement against illegal parking was necessary. In this regard, he hoped that the Department would address the issue and consider related opinions.

68. Ms CHING Chi-hung stated that traffic problems in the Tuen Mun District had existed for a long time, and expressed confusion about the TD's view on the traffic conditions in the Tuen Mun District. She pointed out that previous TMDC Members suggested widening Choi Yee Bridge to implement two-way traffic. However, relevant departments then responded that Choi Yee Bridge was not of standard design and could not accommodate too many vehicles, ultimately leading to the construction of a pedestrian footbridge nearby to alleviate the load on Choi Yee Bridge. This demonstrated that Choi Yee Bridge could not bear a greater load. She noted that traffic problems in the area might worsen upon completion of reconstruction of Tuen Mun Clinic in the future. She hoped that the TD and the PlanD would take these

suggestions seriously and carry out planning studies to address foreseeable problems, rather than only taking actions when problems occurred.

69. Mr KAM Man-fung stated that the traffic data provided by the TD was not entirely accurate. He cited examples, pointing out that in 2016-2017, the TD claimed that the development of Tuen Mun Area 54 would not cause congestion on Hong Po Road. Similarly, regarding the impact of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) on Wong Chu Road in 2018, the Department stated that traffic demand on Wong Chu Road was expected to remain at an acceptable level until 2035. However, severe traffic congestion was now occurring on these roads. Congestion had also appeared after the construction of the slip road between TM-CLKL and Tuen Mun Ferry Pier and the roundabout at the TM-CLKL entrance. Furthermore, the construction of sports ground in Area 16 was delayed due to the Department's incorrect estimation of sufficient parking spaces. In this regard, he believed there was room for improvement in the Department's data collection and analysis work. He suggested that the TD should review its operation procedures and listen to opinions from various sectors of society. He pointed out that if the TD continued to adopt existing procedures for traffic planning, it would have adverse consequences for the overall transportation and road systems in Tuen Mun and even Hong Kong as a whole in the future.

70. Ms LAI Ka-man stated that the traffic data provided by the TD might differ from the actual situation. She noted that there were numerous infrastructure developments in the San Hui area, with the highest pedestrian flow around Tuen Mun Clinic. She suggested that the Department should conduct comprehensive planning early on. She also recommended that the Department refer to traffic improvement measures and studies from the Mainland and other countries. As an example, she pointed out that the Netherlands mainly improved its traffic planning through bicycle development, which was worth considering. The Department could smooth traffic flow and promote environmental protection by opening up more road options while promoting bicycle development. Furthermore, in response to the future revitalisation of the industrial area, which might attract the development of commercial buildings, the Department could consider collaborating with factory buildings to launch projects such as underground car parks to increase the supply of parking spaces in the area. She believed that relevant departments should conduct overall planning for the Tuen Mun District's future development in advance to ensure coherence in development within the district. In this regard, she suggested that the PlanD and the TD study how to address the problem of insufficient pedestrian paths and vehicular roads.

71. Mr CHENG Yin-kwan believed that the TD's data did not accurately reflect the situation faced by citizens. He suggested that the Department should improve its methods of collecting traffic data. Members and citizens had already provided many justifications to the Department for improving local traffic, and they hoped to motivate the Department to initiate studies on improving traffic infrastructure. In this regard, he asked the Department about how the TMDC could provide further support to encourage the Department to commence improvement studies.

72. Mr TSANG Hin-hong pointed out that in the past, Tuen Mun successfully constructed several projects spanning the Tuen Mun River, such as Tuen Mun MTR Station, Choi Yee Bridge, and Hung Kiu, all of which improved traffic in Tuen Mun. He believed that besides considering technical feasibility, the implementation of the proposals mentioned in the paper was merely a matter of attitude. The Department would be welcome to present other solutions to Members or seek assistance from Members in order to initiate related work. He noted that the TD previously estimated that Wong Chu Road could handle traffic until 2035, but currently, the area frequently experienced traffic congestion. He believed the Department should face up to and sincerely solve the current problems through understanding the needs of citizens first. If the suggestions could be implemented, the next generation would also be benefited. Furthermore, in light of the reconstruction of Tuen Mun Clinic and the anticipated future development projects, he believed Members and departments should seize the opportunity to prepare early.

73. Mr WONG Tik-wai of the TD stated that regarding the issue of parking spaces, the Department would inspect the site near San Tsing Street adjacent to San Hui Market to understand whether it would be possible to provide more parking spaces in nearby area. He pointed out that in addition to identifying new spots for parking spaces during daily operation, the Department also regularly reviewed the conditions of existing car parks and made rearrangement to create more parking spaces. As an example, he mentioned that the TD recently relocated motorcycle parking spaces on Tsing Sin Street in Tuen Mun, successfully freeing up space for five private car parking spaces. Regarding the reconstruction plan of Tuen Mun Clinic, the Department would look into the details of the reconstruction plan, including whether it already incorporated the construction of a public car park. As for the suggestion to widen Choi Yee Bridge and convert it to two-way traffic, it was technically unfeasible due to the presence of obstructing pillars on both sides. Concerning the proposal to build a pedestrian path across the river under the revitalisation works for Middle Tuen Mun River Channel, the Department would ask the DSD about the project details and study the feasibility of simultaneously constructing a vehicular road.

74. The Chairman stated that traffic issues in the Tuen Mun District had long been a concern for residents, and believed that the TD representatives would convey Members' opinions to the Department. Furthermore, Members would be willing to provide feedback on this topic to the TD and relevant departments to reflect the voices of Tuen Mun residents.

(E) Proposal to Make Better Use of Land in Tuen Mun to Improve the Current Land Use Situation beside the Bus Stop at Tuen Mun Goodview Garden

(TMDC Paper No. 25/2024)

(Written Response from the PlanD)

(Written Response from the DLO)

75. Mr YIP Man-pan, the first proposer of the paper, cited a 2018 newspaper report indicating that a plot of land of approximately 25 000 square feet in the Tuen Mun District had long been enclosed by wire fencing, causing obstruction to the public. Residents in nearby housing estates, namely Nerine Cove, Oceania Heights, and The Sea Crest, hoped to open the land for public use. He pointed out that the road section concerned was only accessible to maintenance personnel and not open to the public. Even though there were plans for beautification, the land could not be used as a park, which was a waste. Given Hong Kong's scarcity of land resources, he suggested the Government make good use of this land, for example, by building a public car park and park. He stated that the CEDD previously indicated that the road section was an unpaved area, so it was not open for public use. However, the Department had not addressed the problem since then, leaving the land continuously vacant. In this regard, he wanted to understand the Government's future development plans for the aforementioned land, and hoped the road section would be open for public access in the short term.

76. The DPO noted Members' concerns about the long-term vacancy of the land. He stated that a department had previously proposed using the land to the PlanD. However, the plan was ultimately not implemented, so the land was currently managed by the Leisure and Cultural Services Department (LCSD). The Department was reviewing the long-term use of the land and would consult the TMDC when there was a concrete development plan.

77. Mr FUNG Pui-yin stated that the land had undergone beautification works and was embraced by a pleasant environment, but it had been continuously enclosed by wire fencing, which raised concerns among residents. He pointed out that there was a consultation on the land use in 2023, suggesting that the land be planned for permanent facilities such as a car park or electric vehicle supporting facilities.

Representatives from relevant owners' corporations and Members' offices had already expressed their opinions to the relevant departments. He hoped that relevant departments would notify them of the planning progress as soon as possible to make good use of land resources.

78. Mr MO Shing-fung enquired whether the LCSD was currently responsible for the maintenance of the site. As residents occasionally threw garbage onto the site, he wanted to understand how the Department would clean it up. Furthermore, since the park currently had no clearly designated purpose and the public wished to enter the park to appreciate plants, he wanted to know if it was possible to open the park for public use.

79. Ms Elsa TSENG of the LCSD stated that the aforementioned site did not fall under LCSD's purview. The Department was mainly responsible for the maintenance of plants there.

80. Mr Mac CHAN noted that in the PlanD's response, the planning intention for the area was to provide land for the Government, institutions offering necessary social services for the community, and other organisations for complementary uses. Even if it could not be immediately open for public use, he hoped to understand the intended development purpose of the land. He noted that planning would take time and suggested that the Department should plan short, medium, and long-term solutions to avoid leaving the land vacant for a long time. For example, the Department could consider granting the land to some groups and non-profit organisations in the short to medium term for handling community affairs.

81. Ms Angel NG of the DLO stated that all horticultural facilities on the land were managed by the LCSD. If the LCSD considered the land suitable for public use, the DLO would cooperate accordingly. Furthermore, regarding whether the road on the land could be open for residents' access, if the TD or the Highways Department could take the management and maintenance responsibility, the DLO would cooperate in opening the road.

82. Mr YIP Man-pan stated that the aforementioned land had not been properly utilised for many years. He believed there was insufficient communication between departments, and similar land issues were just the tip of the iceberg. He pointed out that it was difficult for citizens to understand the challenges departments faced in opening the site for public use. He suggested that departments should enhance communication with Members, and requested the PlanD and the DLO to expedite the land use planning for this site. Furthermore, he indicated that the land could

complement the nearby Hoi Chu Road Playground by setting up more community fitness and recreational facilities to meet the population growth and recreational needs driven by the completion of new housing estates in the area. He pointed out that the Department should consider the development on the site more thoroughly from a “Government, Institution or Community” perspective, and the public would prefer the site to be developed as a park rather than compact buildings.

83. Mr CHAN Manwell stated that the PlanD’s response seemed to imply that the Government was currently studying the land use for this site. He asked the PlanD whether they could provide a preliminary response regarding the land use to Members at the next TMDC meeting.

84. The DPO stated that the Department was currently reviewing the long-term use of the land in question and hoped to consult the TMDC on the land use planning within this year.

85. The Chairman concluded that since the PlanD indicated a plan to consult the TMDC on the planning of the land in question within this year, it was suggested that this matter be referred to the DFWC for follow-up at that time.

V. In-house Matters

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

86. The Secretary reported that Dr CHAN Kwai-wao withdrew from the Community Involvement, Culture and Recreation Committee, the Social Welfare and Housing Committee (SWHC) and the Working Group on Tuen Mun Major Activities under the TMDC on 14 March 2024; Mr CHUI King-hang joined the Traffic and Transport Committee and withdrew from the Working Group on Boosting Local Economy (WGBLE) under the TMDC on 14 March 2024; Mr TSANG Hing-chung joined the Food, Environment and Hygiene Committee and withdrew from the SWHC on 18 March 2024; and Ms SO Ka-man withdrew from the DFWC on 12 April 2024.

(B) Reports by Committees **(TMDC Paper Nos. 26 to 30/2024)**

87. 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 No. 31/2024)

88. The Chairman requested Members to peruse the two captioned reports. The Chairman stated that the “Vespere Tuen Mun” event, organised by the WGBLE, had been successfully held. In this regard, he expressed gratitude for the support and assistance from all TMDC Members, local Care Teams, community stakeholders, and government departments such as the Police Force, the LCSD, and the Food and Environmental Hygiene Department. He concluded that the three-day “Vespere Tuen Mun” event recorded over 120 000 participants, successfully attracting and drawing crowds to the venue, thus bringing economic benefits to nearby shops and boosting the local economy. As Members had no other comments, the Chairman announced that the report was endorsed.

VI. Any Other Business and Date of Next Meeting

89. The Chairman requested Members to peruse the “TMDIST Action Plan 2024” booklet which had been distributed by the representatives of the Police at the meeting (see [Annex 3](#)).

90. Mr NG Kwok-cheung, District Commander (Tuen Mun), stated that the Police welcomed comments and enquiries from Members regarding the aforementioned report.

91. The Chairman announced the meeting closed at 5:51 p.m. The next meeting would be held on 8 July 2024.

Tuen Mun District Council Secretariat

Date: June 2024

File Ref: HADTMDC/13/25/DC/24