

**Minutes of the 8th Meeting of
the Tuen Mun District Council**

Date: 10 March 2025 (Monday)

Time: 2:30 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
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-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 Manager (District Council), Tuen Mun District Office, Home Affairs Department

Absent with Apologies:

The Hon LAU Ip-keung, Kenneth, SBS, MH, JP

In Attendance:

Miss CHEN Wai-tik, Wendy	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 TANG Whai-tak	Senior Engineer/19 (W), Civil Engineering and Development Department
Ms HO Wai-ha, Shirley	Senior School Development Officer (Tuen Mun)1, Education Bureau
Mr FUNG Koon-yue	District Environmental Hygiene Superintendent (Tuen Mun), Food and Environmental Hygiene Department
Mr WONG Ho-hon	District Commander TMDIST(T), Hong Kong Police Force
Ms LAU Hung-yin	PCRO TMDIST, Hong Kong Police Force
Ms KWOK Ho-ling	OC DIS TMDIST, Hong Kong Police Force
Mr WONG Chun-hung, Samuel	Chief Manager, Management (Tuen Mun and Yuen Long), Housing Department
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 TSENG Chieh, Elsa	District Leisure Manager (Tuen Mun),

Ms CHEUNG Ling-chi
Ms HO Yuen-ming, Agnes

Mr CHEUNG Chi-yeung, Fabian

Miss CHAN Mei-ting, Emily
(Assistant Secretary)

Leisure and Cultural Services Department
Senior Town Planner/Tuen Mun 2, Planning Department
District Social Welfare Officer (Tuen Mun),
Social Welfare Department
Chief Transport Officer, New Territories North West,
Transport Department
Executive Officer I (District Council)1,
Tuen Mun District Office, Home Affairs Department

I. Opening Remarks

The Chairman welcomed all Members present to the 8th meeting of the seventh term TMDC. He also extended welcome to government department representatives in attendance at the meeting, especially Mr Timothy WONG, Senior Executive Manager (District Council) of the Tuen Mun District Office (TMDO), who attended the current-term TMDC meeting for the first time. He also took this opportunity to thank Mr Lawrence LAU, the former Senior Executive Manager (District Council), for his contribution to the TMDC in the past.

2. In accordance with Section 69 of the District Councils Ordinance, for the purpose of carrying out the functions of a District Council, the Chairman of the District Council might appoint a public officer to serve as the secretary of that District Council. In this regard, the Chairman had appointed Mr Timothy WONG as the Secretary of the TMDC.

II. Absence from Meeting

3. The Secretary reported that the Secretariat had received an application for absence from Mr Kenneth LAU due to his attendance at the National Committee of the Chinese People's Political Consultative Conference. According to Order 64(1) of the Tuen Mun District Council Standing Orders, attendance at a meeting of an advisory body or organisation appointed by the State or the Government was one of the reasons the TMDC might consider reasonable for the absence from meeting.

4. The attending Members agreed to the application for absence. The Chairman then announced that the TMDC gave consent to Mr Kenneth LAU's application for absence from this meeting.

III. Confirmation of the Minutes of the 7th Meeting held on 13 January 2025

5. The Chairman stated that the draft minutes of the captioned meeting had been circulated to all attendees for review on 7 March. 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) Enhancing District-based Publicity on Abolition of MPF Offsetting Arrangement

(TMDC Paper No. 9/2025)

(Written Response from the Labour Department)

(Written Response from the Mandatory Provident Fund Schemes Authority)

6. The Chairman stated that the Secretariat had written to the Labour Department (LD) and the Mandatory Provident Fund Schemes Authority (MPFA) on the captioned issue, inviting them to send representatives to attend the TMDC meeting. Subsequently, the Secretariat received written responses from the LD and the MPFA, and the relevant documents had been distributed to all Members via email prior to the meeting for their reference.

7. Mr FUNG Pui-yin, the first proposer of the paper, stated that the MPFA had contacted him, expressing their willingness to collaborate with local stakeholders in promotional efforts. He pointed out that many employers and employees still did not fully understand the arrangement, nor were they clear about its details, with some employees even worrying about being laid off. In this regard, he believed there was a need to strengthen district-based publicity.

8. The Chairman stated that the Commissioner for Labour had met and exchanged views with Members during the sixth TMDC meeting, where the related issue had been discussed, and she expressed willingness to collaborate with Members in district promotional efforts. The Chairman then invited other Members to speak.

9. Mr TSUI Fan stated that the abolition of MPF offsetting arrangement (the abolition of the offsetting arrangement) was a consensus among the working class and the entire society, which had attracted high attention. Therefore, it would be necessary to strengthen promotion. Secondly, he was very concerned about the protection of employees after the abolition of the offsetting arrangement, such as how to optimise the current MPF contribution modes, increasing the choice of products, and extending the current “MPF Semi-Portability” to “Full Portability”. Lastly, he suggested optimising the services provided on the eMPF Platform, including improving the issue of lagging contribution records, which would help promote the MPF and the eMPF Platform.

10. Mr FUNG Yuk-fung stated that he had contacted some employers and management personnel, who generally did not understand the abolition of the offsetting arrangement, which could easily lead to misunderstandings and inappropriate behaviour, such as laying off employees early due to concern about paying large severance payments and long service payments. He suggested that the

LD address these misunderstandings with more explanations. He was aware that the LD had already conducted promotional work on the abolition of the offsetting arrangement and wanted to know the effectiveness of such promotions.

11. Ms Pamela MAK stated that some employers still did not fully understand the details of the abolition of the offsetting arrangement, such as the subsidies provided by the Government and whether they would need to re-sign contracts with employees. Regarding promotion, she suggested that the LD invite Members of the Legislative Council or business representatives who could represent employers to explain to them, so that they could more easily understand the details.

12. Mr WAN Tin-chong stated that the LD could refer to the previous seminars organised by the TMDO and the Tuen Mun Owners' Corporation Management Joint Committee on the amendments to the Buildings Ordinance by inviting Members and stakeholders to attend so as to deepen the public's understanding of the abolition of the offsetting arrangement. In addition, he believed that introducing the new arrangement to the public through street booths was very appropriate and asked if the LD could provide promotional leaflets for Members to distribute.

13. Mr CHAN Yau-hoi stated that the abolition of the offsetting arrangement would soon be implemented, and if representatives from the LD and the MPFA could attend the meeting to directly address Members' questions, it would make the discussion more effective. He acknowledged that the LD had already conducted promotional work on the new arrangement, but believed that overall, the publicity was still insufficient. He suggested considering strengthening the promotion to employers and employees, particularly regarding specific details.

14. Ms Vincci CHAN noted that there were still misconceptions among the public about the abolition of the offsetting arrangement, making it urgent to enhance promotional efforts. She recommended that the LD establish a hotline to allow employers and employees to directly enquire, thereby alleviating their concern about the new arrangement.

15. The Chairman concluded by requesting the Secretariat to forward Members' opinions to the LD and the MPFA for consideration. He also enquired about the possibility of providing promotional materials for Members to distribute easily, and suggested considering to strengthen district-based publicity with the aid of the TMDC.

[Post-meeting note: The aforementioned letter was dispatched on 17 March 2025.]

(B) Suggestion to Extensively Implement Smart Traffic Light Network in Tuen Mun District
(TMDC Paper No. 10/2025)
(Written Response from the Transport Department)

16. The Chairman stated that the Secretariat had written to the Transport and Logistics Bureau (TLB) regarding the captioned issue, inviting the Bureau to send a representative to attend the TMDC meeting. The TLB responded that they would delegate the TD to address Members' enquiries. Subsequently, the Secretariat received a written response from the TD, which had been distributed to all Members via email prior to the meeting for their reference.

17. Mr CHUNG Kin-fung, the first proposer of the paper, stated that there were numerous intersections in the Tuen Mun District where roads crossed the Light Rail tracks. Every time a Light Rail train passed, drivers had to wait again for the traffic lights, leading to extended waiting times and traffic congestion. With technological advancements, the TD had already received approval from the Legislative Council Finance Committee for funding the real-time adaptive traffic signal system (RTATSS). He hoped that after collecting sufficient data, the TD would expedite the full implementation of this system in the Tuen Mun District to improve traffic flow.

18. Mr CHAN Manwell stated that the traffic congestion issue in the Tuen Mun District was severe and believed that the increased application of smart technology could help alleviate the situation. He added that the Department could initially consider operating the system on a pilot basis in a specific area of Tuen Mun, which could then be extended. This approach was expected to assist in resolving traffic problems within the Tuen Mun District and even on Tuen Mun Road.

19. Mr TSANG Hing-chung stated that the development of a smart traffic light network was an inevitable trend, and he hoped that the RTATSS could be widely implemented in Tuen Mun, believing it would help resolve the traffic issues in the district. According to the written response from the Department, the TD was progressively rolling out the RTATSS to approximately 50 suitable independent signalised junctions across the territory, with seven of them located in Tuen Mun. He expressed that the traffic at some of the pilot locations was not particularly busy, and thus enquired about the factors considered in selecting these locations. He also learnt that a smart traffic management system had already been implemented in the Kwun Tong District, which included features such as real-time monitoring of traffic flow and the use of artificial intelligence to instantly distinguish between traffic

congestion and illegal parking. He enquired whether this system would be extended and implemented in the Tuen Mun District.

20. Mr Fabian CHEUNG of the TD stated that the RTATSS, through sensors and ancillary equipment installed, instantly captured the traffic conditions at signalised junctions. It calculated the most suitable green light duration for vehicular and pedestrian traffic at the moment and adjusted the signal timing immediately to make better use of the remaining green time. The TD had formulated the Smart Mobility Roadmap for Hong Kong, which highlighted three key areas, namely Smart Transport Infrastructure, Data Sharing and Analytics and Applications and Services. The smart traffic light fell under the Smart Transport Infrastructure category. The Department primarily considered selecting junctions with the following characteristics as pilot locations: (i) significant and irregular changes in vehicular and pedestrian flow in different directions within a short period; (ii) overall flexibility in the junction to allow the system to allocate green time to directions with heavier vehicular traffic; (iii) substantial fluctuations in traffic flow in specific directions leading to congestion; and (iv) a high number of pedestrians pressing the crossing button but leaving the crossing before the pedestrian green signal lit up.

21. Ms CHING Chi-hung stated that there was a need for Hong Kong to develop a smart traffic light network, and the seven pilot locations selected by the TD in Tuen Mun were highly suitable, particularly the site near Leung King Estate Bus Terminus on Tin King Road. She mentioned that the TD expected the entire project to be completed by the third quarter of 2027. In this regard, she hoped that the TD could swiftly gather data for analysis, subsequently expanding the smart traffic light network within the Tuen Mun District.

22. Mr LAM Tik-fai stated that if the smart traffic light network could be widely implemented in the Tuen Mun District, it would enhance the efficiency and quality of community travel in the short term. He suggested adding traffic light countdown devices, allowing drivers and pedestrians to anticipate the timing of green light in advance, thereby reducing preparation time. Pedestrians could also decide whether to cross the road based on the remaining signal time, thus reducing the potential dangers associated with rushing through traffic lights.

[Post-meeting note from the TD:

As for the effectiveness of vehicular traffic light countdown device, there was no worldwide general consensus on its merits. The TD considered that motorists' responses to the remaining green time displayed on the device could be very diverse. For instance, some drivers might decide to slow down and stop when they noticed the

green time was coming to an end whilst some other drivers might choose to rush through the junction, resulting in a higher risk of head-rear collision between vehicles. With a view to upholding road safety, vehicular traffic light countdown devices were not implemented in Hong Kong. The TD would continue to closely monitor the development and application of these devices in other regions.

As for pedestrian traffic light countdown devices, the TD installed a new type of pedestrian traffic light countdown device at trial crossing points in Tung Chung by the end of 2023 for testing. Data indicated that after the installation of the countdown device in Tung Chung, there was a slight improvement in the number of pedestrians completing their crossing before the flashing “green man” lights ended. To gain a more comprehensive understanding of the effectiveness of the new type of countdown device at different locations with varying characteristics (such as different pedestrian flows, crossing distances, and crossing habits of pedestrians in the district), the TD planned to conduct another large-scale test. The selection of sites was currently being finalised to study the impact of the new type of countdown device on pedestrian crossing behaviour and to assist in formulating the basis for future implementation.]

23. Mr CHENG Yin-kwan expressed his pleasure in seeing that the TD had secured funding for the RTATSS pilot project and was actively seeking suitable locations in Tuen Mun for trial implementation. As he understood, the traffic flow at junctions was previously measured through underground induction loops, a technology that was now outdated. He hoped that the TD would actively explore the use of new technologies, such as video cameras, for data collection and analysis to minimise the impact of system maintenance on the public. Furthermore, in line with the Government’s “Smart City” initiative, he suggested that the Department consider integrating technology with video cameras to monitor and analyse both vehicular and pedestrian traffic. He also proposed the idea of disseminating real-time road monitoring images through applications, allowing the public to stay informed about current traffic conditions.

24. Mr Fabian CHEUNG of the TD stated that he would relay Members’ opinions to relevant officers for consideration.

25. Mr KAM Man-fung expressed his support for the Government’s initiative to implement the RTATSS. However, he noted that although the policy was proposed in 2021, funding approval from the Legislative Council Finance Committee was only granted in 2024, with expected completion by the third quarter of 2027, which he considered inefficient. He emphasised that the upgrade of infrastructure was crucial

for Hong Kong to remain as an international city. If every new facility required one to two years of research before considering implementation, the city risked falling behind in technological advancements. Regarding the implementation of the RTATSS, he urged the Department to consider shortening the preparation time and expediting the process.

26. Mr IP Chun-yuen noted that at one of the pilot locations in the Tuen Mun District, namely the intersection of Tin Hau Road and Yip Wong Road, the traffic had predominantly consisted of commercial and industrial vehicles. However, since the occupancy of Yip Wong Estate, the waiting time for traffic signals at this location had been excessively long, failing to meet the needs of pedestrians. In addition, he hoped that the Department could optimise the traffic signals along certain long roads, such as the section of Castle Peak Road from Sam Shing to the Tuen Mun Road Bus-Bus Interchange (TMRBBI), by synchronising the signals to allow smoother traffic flow and reduce the need for drivers to stop at each junction.

[Post-meeting note from the TD:

Regarding the traffic signal setting at the intersection of Tin Hau Road and Yip Wong Road, pedestrian crossing buttons were currently installed at all four pedestrian crossings of the intersection. Pedestrians needed to press the button first, and the system would then illuminate the pedestrian green light in accordance with the signal stage sequence to allow pedestrians to cross. This setting would allow for a more flexible allocation of green time for both pedestrians and vehicles based on actual pedestrian flow, as well as allow more vehicles to pass through the intersection when there were no pedestrians waiting. In consideration of residents moving into the adjacent Yip Wong Estate, the TD had previously adjusted the timing of relevant traffic signals to appropriately extend the pedestrian green time at all four crossings to make it easier for pedestrian to cross the road.

As for the section of Castle Peak Road from Sam Shing to the TMRBBI, the vehicle green light remained illuminated at many junctions until a pedestrian pressed a crossing button. This setting would allow for more vehicles to pass through the junctions. However, this resulted in the traffic signal stage at these junctions operating on an irregular basis, which prevented coordinated arrangements between the junctions along this road section.

The TD would continue to monitor the traffic conditions at various junctions and the operation of the signal system, and would make further adjustments to traffic signals as necessary.]

27. Mr WAN Tin-chong expressed his views as a driver regarding the information provided by the journey time indicators on highways. He noted that the suggested journey times often did not match the actual conditions and enquired whether the data was automatically generated by computers. In addition, he mentioned that while there were journey time indicators at critical diversion points, which used red, yellow, and green colours to indicate different traffic conditions, drivers on expressways found it difficult to make immediate decisions based on the information shown on these indicators in a short time. Finally, he suggested installing a journey time indicator before the turn from Lung Mun Road or Lung Fu Road onto Wong Chu Road. This would allow drivers to be informed of the traffic conditions in advance, enabling them to choose between passing through Castle Peak Road to Kowloon or Tuen Mun West to Yuen Long, which could help reduce congestion in the town centre area.

28. Mr Fabian CHEUNG of the TD stated that the Department had commenced the deployment work of the RTATSS in July 2024, following the approval of funding by the Legislative Council Finance Committee. The consulting team was conducting surveys at intersections, and it was anticipated that the engineering contract would be awarded in the third quarter of 2025, with independent systems being installed progressively in 2026. The entire project was expected to be completed by the third quarter of 2027. Due to the complexity of calculation involving different signal timings at interconnected intersections, the Department was currently focusing on implementing the system at independent intersections. Data displayed on journey time indicators was computed by computers, and the Department would provide additional information to the TMDC.

[Post-meeting note from the TD:

The time indicated on the Speed Map Panel located on the southbound carriageway of Tuen Mun Road near Tseng Choi Street was calculated by a computer system and automatically updated every two minutes. The TD was aware of the suggestion to add a journey time indicator and would review its necessity in due course.]

29. Mr CHAN Yau-hoi expressed that traffic congestion on Tuen Mun Road, particularly in the town centre section, had been causing distress to Tuen Mun residents. He hoped that the RTATSS could help alleviate the situation to some extent. For instance, when Tuen Mun Road was congested, traffic signals on Castle Peak Road and Ming Kum Road could be adjusted to smooth the traffic flow.

30. Mr CHUI King-hang wished for the RTATSS to be implemented sooner. He noted that the system detected real-time vehicular and pedestrian flow through radar

sensors and thermal detectors installed at signalised junctions. Therefore, he believed that the TD should enhance education for road users to encourage cooperation, such as where pedestrians should stand while waiting to cross the road and promoting the use of the Electronic Audible Traffic Signals. In addition, he enquired about the criteria adopted by the Department in selecting locations for installing smart devices that extended the flashing green light duration for the elderly and disabled.

[Post-meeting note from the TD:

The TD would post notices on-site after the completion of the installation of the RTATSS.

Regarding the smart devices for extending the flashing green light duration for the elderly and disabled, the consultant study commissioned by the TD preliminarily suggested suitable intersections for the installation of these devices. The recommendation was based on factors including locations frequented by the elderly or disabled, traffic conditions, traffic signal setting, and the importance of the roads and the number of lanes involved. Subsequently, the TD assessed the technical feasibility, conducted on-site inspections, and reviewed underground pipeline layout, ultimately selecting 21 suitable intersections for the installation of the smart devices.]

31. Mr FUNG Pui-yin stated that currently, there were only seven pilot locations for the RTATSS in Tuen Mun, with just one in Tuen Mun East. However, the one in Tuen Mun East covered the town centre area, which experienced significant vehicular and pedestrian traffic. Therefore, he suggested introducing more pilot locations to improve traffic conditions and collect more data.

32. Mr MO Shing-fung mentioned that the TD planned to complete the installation of the system at 50 pilot locations across Hong Kong by the third quarter of 2027. In this regard, he enquired the details on the long-term and comprehensive rollout plan and timeline. In addition, he noted that with the increasing population and traffic flow in Tuen Mun Area 54, Tsz Tin Road, Yan Po Road, and Tsing Lun Road became very busy, with long waiting times at some pedestrian crossings. He suggested that the Department consider installing the RTATSS in the area to facilitate residents' commutes.

33. Mr Fabian CHEUNG of the TD stated that, at this stage, the Department aimed to install the system at independent signalised junctions where prominent or beneficial improvement would be seen. Considerations included whether there were significant and irregular fluctuations in pedestrian and vehicular flow within short

periods, as well as the potential to extend the time of the pedestrian phase. Regarding the smart device designed to extend the flashing green light duration for the elderly and disabled, he stated that additional supplementary information could be provided to the TMDC after the meeting.

34. Mr CHAN Tsim-heng stated that, in addition to hoping to streamline traffic near the Light Rail tracks through the RTATSS, he also wished that pedestrian traffic light countdown devices could be installed. He acknowledged that the TD currently had various smart devices, including those extending the flashing green light duration for the elderly and disabled, as well as other assistive devices. He therefore sought to understand the effectiveness of these devices with the aim of expanding their implementation to more areas.

[Post-meeting note from the TD:

The TD conducted a trial in 2018 by installing smart devices at nine intersections to extend the flashing green light duration for the elderly and disabled. The installation of these devices at an additional 12 intersections was completed in the first quarter of 2021. All devices had been installed as planned, with each of the 21 intersections recording daily usage of approximately 4 to 10 times. These devices would continue to be available for public use. At this stage, the TD had no plans for large-scale installation of such devices but would continue to monitor the usage. The Department would consider measures to facilitate pedestrian crossing depending on needs and traffic conditions, including directly increasing the flashing green light duration without affecting vehicular traffic. In addition, the Department would keep a close watch on technology development and application that might facilitate pedestrian when crossing.]

35. Mr KWONG Man-tik stated that the TD initially implemented the RTATSS on trial basis in 2021, and by June 2024, the system was approved for funding by the Legislative Council Finance Committee to be expanded to approximately 50 pilot locations across the territory. In this regard, he enquired whether there had been any updates to the technologies embedded in the system during this period, particularly given the recent proliferation of artificial intelligence. He was concerned that the system might not keep pace with technological advancements. For public education, he suggested that the Department could install signage at specific locations to remind drivers to stop at designated positions, ensuring alignment with the sensors of the smart traffic system.

36. Ms LAI Ka-man stated that due to the rapid development of Tuen Mun Area 54 and the anticipated increase in traffic passing through the roundabout near Wo Tin

Estate, she suggested that the Department conduct a trial of the RTATSS at the junction of Hing Kwai Street and Tin King Road. Furthermore, she hoped that the Department would promptly share the test data with the TMDC once it was obtained, in order to review the effectiveness of the system.

37. Mr Fabian CHEUNG of the TD stated that if Members wished to have the RTATSS installed at certain locations, they could make suggestions to the Department and discuss the feasibility. He also pointed out that even if the new system could not be installed, the Department's Traffic Control Centre could adjust traffic signals where necessary. Before implementing new measures, the Department would conduct extensive publicity campaigns, and he noted Members' opinions to enhance public education.

38. Mr CHUNG Kin-fung expressed his deep concern regarding the progress and overall planning of the RTATSS. He urged the TD to compress the implementation timeline, such as advancing or expediting the phased installation. In addition, he suggested that upon the completion of the trial period and the official implementation across the territory, the Department should reduce the budget for consultancy contracts to save public expenditure.

39. Mr TSANG Hin-hong enquired about the actual impact on pedestrians following the installation of the RTATSS and through which channels the public could access relevant information. He suggested that if the system included a pedestrian traffic light countdown device, it would allow pedestrians to decide in advance whether to cross the road based on the remaining time. In addition, he sought to understand whether the Department would conduct publicity campaigns before the official implementation of the system.

[Post-meeting note from the TD:

The RTATSS involved installing sensors on existing traffic lights. When pedestrians were detected waiting to cross, the sensors would automatically recognise their presence, eliminating the need for pressing a button. The system then arranged for the pedestrian signal to turn green, enhancing convenience. Furthermore, if pedestrians merely passed by or left the waiting area, the system would discern this and automatically cancel the pedestrian green signal, reallocating the remaining green time to vehicles to avoid wastage.]

40. Ms TSE Yuk-ling stated that at one of the pilot locations, the junction of Ming Kum Road and Tin King Road, the green light duration, after a long waiting time, was too short, and she hoped that corresponding adjustments could be made. She also

supported the installation of countdown devices to allow pedestrians and drivers to have better psychological preparation. In addition, she noted that the Electronic Audible Traffic Signals system, which alerted visually impaired individuals to the status of pedestrian lights, was not available in all crossings, and she hoped that the Department would take this opportunity to install the system at more locations.

[Post-meeting note from the TD:

Regarding the traffic light settings at the intersection of Ming Kum Road and Tin King Road, the light settings were divided into four phases. Currently, the pedestrian green light at each crossing was activated in at least two of these phases. Overall, the waiting time for pedestrian green light had been balanced to accommodate the Light Rail, traffic flow from all directions, and pedestrians' crossing needs. In addition, upon review, the duration of the "green man" signal (including the flashing signal) at this intersection was sufficient to allow pedestrians to cross safely. Furthermore, the Electronic Audible Traffic Signals system had been installed at all signalised pedestrian crossings on public roads to assist visually impaired individuals by indicating the status of the pedestrian signals.]

41. Mr Fabian CHEUNG of the TD acknowledged Members' opinions regarding the desire to install traffic light countdown devices. The Department would expedite the implementation as soon as possible, taking into account the progress of the works and the budget, and would conduct a review upon completion. He added that the system would primarily rely on radar sensors and thermal detectors installed at signalised junctions to detect real-time vehicular and pedestrian flow, thereby dynamically adjusting the allocation of green time.

42. The Chairman requested the TD to consider Members' opinions.

**(C) Further Follow-ups on Issues of District Concern
(TMDC Paper No. 11/2025)**

43. The Chairman invited Members to review the contents of the aforementioned paper. The Chairman noted that, regarding the issues of district concern, Members had separately gathered residents' opinions on "Issue One: Transport Infrastructure and Facilities" and "Issue Two: Stimulating Local Employment". Subsequently, Members selected key projects that garnered more attention from residents under each issue. For Issue One, the key projects to be followed up on were "Optimising Facilities of the TMRBBI" and "Improvements Works on Lung Fu Road, Wong Chu Road and Hoi Wing Road". For Issue Two, the key projects identified were "Transformation of Industrial Buildings" and "Accelerating Revitalisation". The

Traffic and Transport Committee (TTC) and the Social Welfare and Housing Committee (SWHC) conducted in-depth discussions on relevant issues and put forward specific recommendations. The TMDC had relayed the proposals to relevant government bureaux and departments for consideration afterwards.

44. The Chairman continued that the TMDC would hold follow-up discussions on issues of district concern in 2025. He suggested giving further attention to key projects from 2024 that remained incomplete, or proposing new issues of district concern for follow-up. In this regard, the Chairman invited Members to share their views on these follow-up arrangements.

45. Mr LI Chiu-hung suggested that, besides transport and local employment issues, the TMDC could explore opportunities to stimulate and develop the district's economy, focusing on the retail, catering, ecological, and tourism sectors.

46. Mr WAN Tin-chong stated that the two major issues which had been followed up in 2024 were long-standing concerns for Tuen Mun residents. In addition to these two issues, based on frequent feedback he received from residents, it was recommended to follow up on (i) the river training work of Tuen Mun River, where certain results were believed achievable within the current-term TMDC; and (ii) the management of environmental hygiene, which was expected to yield visible results in the short term and benefit a wide range of residents.

47. Ms SO Ka-man stated that developing transport infrastructure and stimulating local employment were two major issues of great concern to Tuen Mun residents. Following discussions, the TMDC had sent proposals to relevant departments for consideration. However, she acknowledged that infrastructure projects often did not yield immediate results. Therefore, she suggested focusing on issues that could show progress in the short term. In this regard, she recommended revitalising existing infrastructure facilities in Tuen Mun, such as San Hui Market, Choi Yee Bridge, and the beaches, to attract tourists and stimulate the economy. In addition, she proposed exploring ways to enhance auxiliary facilities within the district, including introducing mobile clinic services and community health stations.

48. Ms Pamela MAK stated that, in line with the Government's concept of "tourism is everywhere", the support and participation of local communities were crucial. Factors such as transportation, hygiene, service quality, and local facilities could significantly impact the successful development of a tourist destination. Furthermore, she believed that boosting the economy could also stimulate local

employment. Therefore, she recommended following up on issues related to the tourism economy.

49. Mr FUNG Pui-yin stated that Hong Kong's tourism industry still had significant potential for development and expressed support for promoting tourism across all 18 districts, and hoped that the relevant departments could make full use of local tourism resources. He believed that the Tuen Mun District had favourable conditions to develop local tourism, including its beautiful scenery, the historic Tsing Shan Monastery, and the unique Light Rail transit network. He mentioned that during earlier discussions on stimulating local employment, there were suggestions to invite Tuen Mun residents to introduce local features, such as temples and ancestral halls. In addition, he agreed to follow up on matters related to Tuen Mun River by gathering a wide range of opinions from residents to explore ways to enhance the overall beautification of the Tuen Mun community.

50. Mr CHUNG Kin-fung stated that the planning study for Tuen Mun West and Lung Kwu Tan was a crucial part of Tuen Mun's future development. The Secretary for Development previously indicated that relevant consultations would be conducted in the first half of 2025, with plans to develop high-value industries including a green industrial park, an advanced construction industrial park, and a modern logistics park. This development plan was closely related to Tuen Mun residents, not only providing numerous employment opportunities but also playing a significant role in the future development of the entire Tuen Mun District and the industrial transformation of Hong Kong. He believed that the TMDC, acting as a bridge between the public and the Government, could convey the opinions of the business community and residents, while aligning with the policy of local employment. Therefore, he suggested that the TMDC consider following up on the planning study for Tuen Mun West and Lung Kwu Tan.

51. Mr CHAN Manwell suggested that the TMDC follow up on the river training work of Tuen Mun River, setting both short-term and long-term goals to improve the ecological environment in phases. He also highlighted that Tuen Mun, with its five interconnected beaches and relics of historical value, was a uniquely advantageous tourist destination. Given its proximity to the Mainland, there was both the potential and the necessity to revitalise tourism in Tuen Mun to stimulate economic development and local employment.

52. Dr CHAN Kwai-wao expressed his support for studying ways to promote tourism development in the Tuen Mun District, including promoting Sam Shing Seafood Street and revitalising Tsing Shan Monastery. He further suggested

exploring how the revitalisation of Tuen Mun River could contribute to tourism and economic growth in the district. In addition, he proposed investigating the application of new technologies in Tuen Mun, such as establishing hydrogen refuelling stations for hydrogen double-decker buses or developing low-altitude economy.

53. Mr Kenneth YIP proposed exploring measures to stimulate local employment, such as establishing shared office spaces to provide flexible working environments for freelancers, small and medium-sized enterprises (SMEs), and start-ups, thereby reducing their operational costs. He also suggested creating an e-commerce incubation base and offering support services for SMEs, including warehousing, logistics, and technical training, to assist in expanding their online businesses and align with the development of the low-altitude economy. In addition, he expressed support for following up on the revitalisation of Tuen Mun River and related transport infrastructure issues.

54. Ms LAI Ka-man noted that many Members had mentioned the development of tourism and the economy in the Tuen Mun District. In this regard, she suggested revitalising industrial buildings to develop cultural and creative spaces, which could enhance the cultural characteristics of Tuen Mun. Moreover, rapid population growth in the Tuen Mun District had led to a significant demand for healthcare services. In the short term, outpatient services would be added to Moon Tin Estate in Tuen Mun North; in the long term, the redevelopment of Tuen Mun Clinic could be pursued, and setting up a private hospital in Tuen Mun West could be considered to alleviate the pressure on the public healthcare system.

55. Mr TSOI Shing-hin expressed his concern regarding the issue of local employment and shared his recent visit to the EcoPark, which housed Hong Kong's first traction battery treatment plant. It was scheduled to commence operations by the end of 2025 and was expected to create numerous job opportunities. He suggested that the TMDC collaborate with the EcoPark to stimulate local employment by organising job fairs, encouraging Tuen Mun residents to make good use of these employment opportunities.

56. Mr CHUI King-hang stated that the suggestions made by Members were all related to the sea. He believed that improving marine and coastal facilities would indeed add value to Tuen Mun. He supported following up on the development plan for Tuen Mun West, including Lung Kwu Tan, such as researching the effective use of newly added land, developing marine economy, engaging affected stakeholders, and promoting tourism.

57. Mr CHENG Yin-kwan expressed his support for following up on the planning of Tuen Mun West and Lung Kwu Tan to assist the Development Bureau in conducting consultations and gathering opinions. He suggested that new industries, such as environmental protection industry, could be developed in Tuen Mun West to stimulate economic activities and create job opportunities. In addition, he endorsed the study of developing marine economy, such as establishing an industry chain centred on ships or yachts, including sales, insurance, maintenance, and shipbuilding.

58. The Chairman stated that after consolidating and considering the suggestions made by Members and the public opinions they collected in 2024, the issues of district concern for follow-up would be notified to Members through circulation or at the next meeting.

V. Items for Information

A. Report by the Tuen Mun District, HKPF (TMDC Paper No. 12/2025)

59. Mr WONG Ho-hon, District Commander of the TMDIST(T), reported on the crime situation in the district, covering the crime figures and trends from 2023 to 2024. In 2024, the TMDIST received a total of 5 781 crime reports, an increase of 1 508 compared to the same period in 2023, while the detection rate for 2024 was 36.5%, a slight decrease of 1.3% from 2023. He added that excluding the figures related to technology and deception cases, the detection rate of the TMDIST reached 58.1%. Compared to 2023, the increase in crime reports was mainly attributable to deception cases, which rose by 1 181, accounting for 50.8% of the total crime reports in the TMDIST; while miscellaneous theft cases, which increased from 459 reports to 565 reports, accounting for nearly 10% of the total crime reports in the TMDIST, took the second place; followed by pickpocketing cases, which increased from 15 cases to 26 cases, a significant increase due to a relatively small number of cases. Deception, shoplifting, and miscellaneous theft were the major crimes in 2024, which accounted for over 50%, 10% and nearly 10% of the total crimes in the TMDIST. In 2024, the TMDIST received a total of 2 939 reports of deception cases, involving an aggregate amount of \$800 million. Among deception cases, online shopping scams accounted for most of the cases, followed by phone scams and investment scams, while the losses involved in phone scams were substantial. In 2024, the most common defrauding trick in phone scams was “impersonating customer service”, and this trend had continued. The most recent reports about “impersonating customer service” scams involved impersonating well-known commercial entities, such as Cainiao, Alipay and

some telecommunications service providers. In addition, there were scammers impersonating bank staff who called to offer low-interest loans, deceiving borrowers into depositing a guarantee into a fraudulent account. Impersonation of officials was the third most common tactic among phone scams. In this regard, he hoped that all Members would continue to assist the Police in strengthening anti-fraud publicity.

60. Mr Mac CHAN pointed out that despite etomidate, the main active ingredient of the “space oil drug”, being listed as a dangerous drug, cases of young people abusing the “space oil drug” continued to emerge across various districts. He suggested that schools should persistently promote the publicity campaign, namely Anti-“Space Oil Drugs” Week, educating the public about the symptoms following the abuse, and encouraging active participation from teachers, students, and parents to jointly prevent this drug from infiltrating into the community. In addition, he learnt that the Police would introduce test kits as a rapid detection tool and sought to understand the enforcement situation regarding the abuse of the “space oil drug” in the Tuen Mun District by the Police.

61. Mr MO Shing-fung reported that he had recently received complaints from residents in Siu Hong Court regarding noise nuisance caused by bicycles with loudspeakers late at night, which was affecting their sleep and daily routines. In this regard, he enquired whether the Police had received any related complaints, what enforcement actions had been taken, and the applicable penalties.

62. Mr CHUNG Kin-fung expressed his gratitude to the TMDIST for its coordination efforts during the intake process of Yip Wong Estate. He also received feedback from residents regarding noise nuisance caused by bicycles with loudspeakers during late-night hours and noted that law enforcement had seized such bicycles near the industrial area. In this regard, he suggested that the Police step up enforcement to address the problem of bicycles with loudspeakers along the Tuen Mun River cycle track to reduce noise nuisance for residents.

63. Mr WONG Ho-hon, District Commander of the TMDIST(T), gave a consolidated response to Members’ enquiries as follows:

- (i) The Police would continue to strengthen public awareness campaigns in order to combat drugs;
- (ii) The Police had introduced rapid test kits, known as “test strips”, for the “space oil drug”, in order to optimise law enforcement efforts through scientific and forensic testing techniques. Currently, the rapid test kits could accurately

determine whether e-cigarette capsules contained the chemical ingredient of the “space oil drug”. The Police would take corresponding enforcement action if the test result was found positive. Before etomidate was officially listed as a dangerous drug in 2024, the TMDIST recorded eight related cases. From January to February 2025, the Police handled seven enforcement cases involving the “space oil drug”, including apprehending suspects for illegal possession and successfully cracking down on drug dealers. The Police would continue to enhance enforcement actions; and

- (iii) Regarding the issue of noise nuisance caused by bicycles commonly referred to as “little bullet”, the Police were aware that some youths rode bicycles equipped with large loudspeakers. In February, the Police launched several intelligence-led operations and seized two “little bullets”. In addition, plainclothes officers would patrol areas frequently plagued by those bicycles. Bicycles found to be fitted with large audio equipment would be impounded and subject to inspection procedures before summonses were issued. He added that the Police routinely collected related reports, conducted intelligence gathering, and carried out enforcement actions.

64. Mr TSOI Shing-hin expressed concern over the increasing issue of the “space oil drug” harming teenagers, attributing their initial use to curiosity. He once received pleas for help from parents and facilitated the referral of cases to rehabilitation centres. He further suggested that the Police incorporate information about the “space oil drug” in their awareness campaigns to heighten teenagers’ alertness and deepen their understanding of the dangers associated with abusing these substances.

65. Mr CHAN Manwell enquired about the details of the Police’s anti-drug promotion work in schools during the current academic year. In addition, he asked about the follow-up and support provided by the Education Bureau (EDB) to students who had abused the “space oil drug”, as well as the role played by the EDB.

66. Ms Vincci CHAN stated that she had watched a video concerning teenagers abusing the “space oil drug” and was deeply shocked. She suggested that teachers, parents, and Members provide support from various aspects, and if parents had a thorough understanding of the “space oil drug”, they could detect anomalies early. In addition, she mentioned receiving requests for money from fraudsters impersonating parents she knew, and learnt that a school principal and staff members had recently been deceived, thereby raising concern that schools might become targets

for fraudsters. She asked about the Police's promotion work and how to prevent such incidents from recurring on school campuses.

67. Mr WONG Ho-hon, District Commander of the TMDIST(T), gave a consolidated response to Members' enquiries as follows:

- (i) Prior to the formal legislation listing "space oil" as a dangerous drug, the Police had been continuously conducting promotional activities, including regular visits to schools by the Police Community Relations Offices to convey anti-drug messages to students. He believed that the "space oil drug" had the potential to become more widespread mainly because it was more convenient to abuse compared to other drugs. The Government was actively preparing further legislation to prohibit private possession of e-cigarettes and hoped to combat the abuse of the "space oil drug" through education, law enforcement, and future legislative amendments. He welcomed Members to directly propose suggestions regarding publicity to the Police Community Relations Office to enhance the effectiveness of publicity and education; and
- (ii) Regarding the case of "impersonating parents" mentioned by Ms Vincchi CHAN, it was an isolated incident and had been successfully detected. In addition, there were occasional deception cases involving schools, such as scammers impersonating principals or vice-principals calling the school office and using the "guess who I am" tactic to solicit cash from staff. Such situations also occurred in workplace, where subordinates were afraid to refuse their superiors' requests, increasing the risk of being deceived. The Police would continue to carry out anti-fraud promotional activities and recommend enhancing communication in workplace.

68. Ms Shirley HO of the EDB stated that in addressing the issue of the "space oil drug", the Bureau had been working closely with the Narcotics Division (ND) of the Security Bureau and the Hong Kong Police Force (HKPF). The Police would conduct anti-drug talks in schools across the district. The Bureau had uploaded information on the "space oil drug" provided by the ND and the HKPF to the EDB's website for teachers to use in their lessons and for parents' reference. The Bureau would also organise various teacher training sessions to explain the dangers of the "space oil drug". In February 2025, the Bureau co-organised an Anti-"Space Oil Drugs" Week in schools across the territory, aiming to raise students' awareness and vigilance against the "space oil drug" through a variety of activities.

69. Mr FUNG Pui-yin mentioned that there had been a recent burglary case at a housing estate near the Castle Peak Road area, and residents had reported sightings of drones, raising concern about the security of the housing estate. In this regard, he asked the Police about strengthened measures to combat such crime. In addition, he highlighted issues with pedestrians violating traffic rules and jaywalking at junctions near On Ting Estate, Yau Oi Estate, and the town centre area, as well as reckless riding of electric bicycles on roads, posing dangers to traffic and road safety. He asked whether the Police would take enforcement actions.

70. Mr CHAN Yau-hoi enquired whether the figures for job scam cases listed in the report by the TMDIST included job scams related to Southeast Asian countries.

71. Mr YIP Man-pan mentioned that there had been cases of burglary during the Lunar New Year period. He visited the tenement buildings on Yan Ching Street with the Police to learn about the situation and noted that the Police had already distributed leaflets and anti-theft sensor devices to residents. He suggested that the Police, where resources permitted, could consider distributing anti-theft sensor devices as small gifts during promotional activities to raise awareness among residents about preventing home burglaries. He expressed his gratitude to the TMDIST for their efforts in anti-burglary work.

72. Ms CHING Chi-hung expressed concern over the increasing number of deception cases and enquired about the types of job and investment scams.

73. Mr Kenneth YIP stated that there had been several cases of burglary at residential buildings in the town centre area where maintenance works were underway. He, along with Mr YIP Man-pan, visited the affected residences to learn about the situation and conduct awareness campaigns. He supported Mr YIP Man-pan's suggestion to distribute anti-theft sensor devices to residents as small gifts. In addition, he expressed concern over the issue of the "space oil drug" and noted that current legislation prohibited the provision of any tobacco products to persons under 18. He recommended that the Police take appropriate enforcement actions to reduce smoking among teenagers.

74. Mr WONG Ho-hon, District Commander of the TMDIST(T), gave a consolidated response to Members' enquiries as follows:

- (i) Compared to the same period in 2023, the number of burglary cases decreased to 21 cases in 2024, hitting a new low. However, the Police would continue to maintain vigilance. In addition, the Police Community Relations Office

would proactively provide anti-burglary information to owners' corporations or residents of buildings with recent scaffolding works. For buildings or subdivided flats without owners' corporations, the Police faced certain difficulties in contacting relevant residents. A recent burglary case in an old-style tenement building in San Hui had been detected by the New Territories North Region. The TMDIST would enhance intelligence exchange with other districts and undertake joint enforcement actions when necessary;

- (ii) There were currently no cases involving the use of drones for burglary, but information on drone regulations from the Civil Aviation Department could be provided to Members. To his knowledge, residents could apply to drone manufacturers to designate specific areas as no-fly zones, and housing estates could consider whether such applications were necessary;
- (iii) In terms of combating the illegal use of electric mobility devices, the Police conducted relevant enforcement actions monthly. Over recent weeks, about ten individuals had been arrested in the district for suspected use of these devices for commuting and delivering takeaway food;
- (iv) The most common tactic in job scam cases involved fraudsters adding victims to a social media or instant messaging application group, then pretending to pay commissions for "likes" or purchases. This was a "click farming" tactic and not related to job scams in Southeast Asian countries;
- (v) The most common tactic in investment scam cases involved fraudsters adding victims to a social media or instant messaging application group, then pretending to be investment experts and luring victims into opening investment accounts on fake websites or mobile applications, thereby cheating them in the name of investment; and
- (vi) In the fight against the "space oil drug", the Police would continue to conduct public education and related enforcement actions. Once further legislation banning e-cigarettes was enacted, possession and use of e-cigarettes would be prohibited. E-cigarette capsules might contain nicotine, which was a Part 1 poison, and possession of nicotine-containing capsules violated the Pharmacy and Poisons Ordinance. The Police would confiscate the e-cigarette capsules and send them to the Government Laboratory for testing.

VI. In-house Matters

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

75. The Secretary reported that Ms CHING Chi-hung joined the Food, Environment and Hygiene Committee on 16 January 2025; Mr LAM Tik-fai joined the SWHC on 20 January 2025; Mr CHAN Tsim-heng withdrew from the TTC on 14 February 2025; and Ms SO Ka-man joined the Working Group on Tuen Mun Major Activities and withdrew from the SWHC on 7 March 2025.

**(B) Reports by Committees
(TMDC Paper Nos. 13 to 17/2025)**

76. The Chairman requested Members to peruse the five 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

77. The Chairman announced the meeting closed at 4:44 p.m. The next meeting would be held on 12 May 2025.

Tuen Mun District Council Secretariat

Date: May 2025

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