

**Minutes of the Fourth Meeting of Yuen Long District Council in 2023**

Date: 4 September 2023 (Monday)  
 Time: 10 a.m. to 1:20 p.m.  
 Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices,  
 2 Kiu Lok Square, Yuen Long

<u>Present</u>	<u>Time of Arrival</u>	<u>Time of Withdrawal</u>
Chairman : Mr SHUM Ho-kit, BBS, JP	(Beginning of the meeting)	(End of the meeting)
Vice Chairman : Mr TANG Ho-nin, MH	(Beginning of the meeting)	(End of the meeting)
Members : Mr CHING Chan-ming	(Beginning of the meeting)	(End of the meeting)
Mr KWOK Wing-cheong	(Beginning of the meeting)	(End of the meeting)
Mr LAI Wing-tim	(Beginning of the meeting)	(End of the meeting)
Mr MAN Fu-wan, BBS	(Beginning of the meeting)	(End of the meeting)
Mr MAN Luk-sing, MH	(Beginning of the meeting)	(End of the meeting)
Mr TANG Che-keung, MH	(Beginning of the meeting)	(End of the meeting)
Mr TANG Ka-leung, MH	(Beginning of the meeting)	(End of the meeting)
Mr TANG Sin-hang	(Beginning of the meeting)	(End of the meeting)
Mr TANG Yung-yiu, Ronnie	(Beginning of the meeting)	(End of the meeting)

Secretary:	Ms TAM Yu-yan, Maggie	Senior Executive Officer (District Council), Yuen Long District Office
Assistant Secretary:	Miss WONG Cheuk-ying, Cherry	Executive Officer I (District Council), Yuen Long District Office

In Attendance

Mr WU Tin-yau, Gordon, JP	District Officer (Yuen Long)
Mr CHAN Park-sun, Sunny	Assistant District Officer (Yuen Long)1
Miss ONG Kei-hang, Chelsea	Assistant District Officer (Yuen Long)2
Miss LAU Sze-nga, Vivicia	Senior Liaison Officer (1), Yuen Long District Office
Ms CHUI Po-ling, Polly	Senior Liaison Officer (2), Yuen Long District Office
Ms OR Lai-kum, Christina	Senior Liaison Officer (3), Yuen Long District Office
Mr LAU Hiu-lap, Frederick	Senior Liaison Officer (4), Yuen Long District Office
Mr NG Kam-leung, Julian	Chief Engineer/West 1, Civil Engineering and Development Department
Ms YOUENG Wai-sze, Sally	Chief School Development Officer (Yuen Long), Education Bureau
Mr LEE Kam-ho, Edwin	District Environmental Hygiene Superintendent (Yuen Long), Food and Environmental Hygiene Department
Ms NG Wing-mei, Elizabeth	Chief Health Inspector (Yuen Long)3, Food and Environmental Hygiene Department
Miss CHAN Kam-kuk, Tammy	District Commander (Yuen Long), Hong Kong Police Force

Ms SIN Ka-yiu (transliteration)	Police Community Relations Officer (Yuen Long), Hong Kong Police Force
Mr WONG Chun-hung, Samuel	Chief Manager/Management (Tuen Mun & Yuen Long), Housing Department
Mr CHAN Chung-ming, Damien	District Lands Officer/Yuen Long (District Lands Office, Yuen Long), Lands Department
Mr CHU Lap-hung	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Mr YAU Sai-yuen	District Leisure Manager (Yuen Long), Leisure and Cultural Services Department
Ms CHAN Siu-lan	Deputy District Leisure Manager (District Support) Yuen Long, Leisure and Cultural Services Department
Mr AU Hei-fan, Raymond	District Planning Officer/Tuen Mun & Yuen Long West, Planning Department
Mrs SHEK CHAN Lai-wah, Judy	District Social Welfare Officer (Yuen Long), Social Welfare Department
Miss AYALA Yi-sum, Sammi	Senior Transport Officer/Special Duties, Transport Department

### **Item III**

Mr CHUNG Lok-chin	Chief Engineer/West 3, Civil Engineering and Development Department
Mr YU Ka-ho, Ken	Senior Engineer/1 (West), Civil Engineering and Development Department
Mr HAU Wai-lun, Victor	Engineer/33 (West), Civil Engineering and Development Department
Miss LAW Hoi-ching, Janice	Senior Transport Officer/Bus/Lantau 2, Transport Department
Mr MAN Ka-ho, Wilson	Senior Engineer/Yuen Long 1, Transport Department
Mr HO Wai-luek, Igor	Project Director, AECOM Asia Company Limited
Mr LAW Pun	Senior Project Engineer, AECOM Asia Company Limited
Mr Karl CHEUK	Transport Design Consultant, AECOM Asia Company Limited
Ms KWOK Yin-kwan (transliteration)	Public Relations Officer, AECOM Asia Company Limited

### **Item IV**

Mrs WONG HO Wing-sze, Susanne	Acting Deputy Secretary (Works) 1, Development Bureau
Mr CHAN King-tak, Alfred	Chief Assistant Secretary (Works) 6, Development Bureau
Mr CHENG Ting-ning, Albert	Executive Director, Construction Industry Council
Mr TONG Chi-chung, Eddy	Chief Executive Officer, Construction Industry Council
Mr NGAI Wing-yin, Eric	Engineer/26 (West) Civil Engineering and Development Department

Mr WONG Wang-leong, Divisional Commander “North” (New Territories  
Wade North), Fire Services Department  
Mr LI Wai-lok Station Commander, Mai Po Fire Station,  
Fire Services Department

**Item V**

Mr TO Kam-biu, David Principal Project Coordinator/Transport Planning,  
Highways Department  
Mr LI Kwok-keung Senior Engineer/Widening Yuen Long Highway,  
Highways Department  
Mr YAU Ka-wa, Lewis Engineer 1/Widening Yuen Long Highway,  
Highways Department  
Mr WONG Tung-leong, Tony Engineer 2/Widening Yuen Long Highway,  
Highways Department  
Mr TONG Kwan-shing, Senior Engineer /Major Projects 2,  
Tommy Transport Department  
Mr MAN Ka-ho, Wilson Senior Engineer/Yuen Long 1,  
Transport Department  
Mr LI Chun-fai, Alex Executive Director, AECOM Asia Company Limited  
Mr Terry CHAN Executive Director, AECOM Asia Company Limited

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**Opening Remarks**

The Chairman welcomed Members and department representatives to the fourth meeting of the Yuen Long District Council (“YLDC”) in 2023.

2. On behalf of the YLDC, the Chairman welcomed the following government department representatives, who were attending the meeting for the first time:

- (1) Ms SIN Ka-yiu, Police Community Relations Officer (Yuen Long) of the Hong Kong Police Force (“HKPF”), who succeeded Ms LAU Hung-yin;
- (2) Miss Chelsea ONG, Assistant District Officer (Yuen Long)<sup>2</sup>, who succeeded Mr CHAN Chun-kit, Luke;
- (3) Mr Frederick LAU, Senior Liaison Officer (4) of the Yuen Long District Office (“YLDO”); and
- (4) Miss Sammi AYALA, Senior Transport Officer/Special Duties of the Transport Department (“TD”), who succeeded Mr YEUNG Chun-wing, Jun, Chief Transport Officer of the TD and attended today’s meeting as TD’s representative.

3. The Chairman thanked Ms LAU Hung-yin of the HKPF and Mr Luke CHAN of the YLDO for their assistance rendered to the YLDC in the past.

**Item I: Confirmation of the agenda**

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4. The Chairman announced that the agenda of this meeting was confirmed.

**Item II: Confirmation of the minutes of the third meeting of YLDC in 2023 held on 27 June 2023**

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5. Mr CHING Chan-ming urged relevant government departments to actively address the problem of water dripping from air-conditioners in Yuen Long District further to the relevant discussion at the last meeting.

6. Members confirmed the minutes of the third YLDC meeting in 2023 held on 27 June 2023.

**Item III: Study findings and recommendations of the “Feasibility Study on Green Transit System in Hung Shui Kiu/Ha Tsuen New Development Area and Adjacent Areas” (YLDC Paper No. 41/2023)**

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7. The Chairman referred Members to Paper No. 41 and welcomed the following representatives from government departments and the consultancy to the meeting:

Chief Engineer/West 3, Civil Engineering and Development Department	Mr CHUNG Lok-chin
Senior Engineer/1 (West), Civil Engineering and Development Department	Mr YU Ka-ho, Ken
Engineer/33 (West), Civil Engineering and Development Department	Mr HAU Wai-lun, Victor
Senior Transport Officer/Bus/Lantau 2, Transport Department	Miss LAW Hoi-ching, Janice
Senior Engineer/Yuen Long 1, Transport Department	Mr MAN Ka-ho, Wilson
Project Director, AECOM Asia Company Limited	Mr HO Wai-luek, Igor
Senior Project Engineer, AECOM Asia Company Limited	Mr LAW Pun
Transport Design Consultant, AECOM Asia Company Limited	Mr Karl CHEUK
Public Relations Officer, AECOM Asia Company Limited	Ms KWOK Yin-kwan

8. Mr CHUNG Lok-chin and Mr Ken YU of the Civil Engineering and Development Department (“CEDD”) briefed Members on the study findings and recommendations of the “Feasibility Study on Green Transit System in Hung Shui Kiu/Ha Tsuen New Development Area and Adjacent Areas”.

9. Having expressed support for the Government to implement the Green Transit System (“GTS”), Mr CHING Chan-ming hoped that the Government could give due consideration to the submission made by Shap Pat Heung Rural Committee earlier on. Also, he enquired whether trackless tram would be unmanned and what measures would be in place in the event of a breakdown or a road accident. In addition, he suggested that the Government draw reference from the underground bicycle parking system in Japan in the planning of bicycle parking spaces in Hung Shui Kiu/Ha Tsuen New Development Area (“HSK/HT NDA”), with a view to reducing illegal parking of

bicycles and minimising occupation of road space by parked bicycles. Lastly, he suggested that the tram stops should be planned with locations that could facilitate commuting of the public so as to encourage the public to use public transport more.

10. Mr TANG Che-keung, MH said Ping Shan Rural Committee had reflected to the CEDD that the current alignment design of GTS would cause undue impact on the old Fung Shui trees and the basketball court at Lam Hau Tsuen, and thus suggested that the CEDD should consider revising the alignment design to minimise the impact on residents.

11. Mr TANG Ka-leung, MH suggested extending the alignment of GTS to cover Lau Fau Shan and organising bazaars there, so that members of the public and visitors could get easier access to Lau Fau Shan and take custom there, which would help boost the local economy and create job opportunities. In addition, he considered the design of “circular route” to be outdated and suggested considering the adoption of “two-way route” in the alignment design. He was concerned about the impact on nearby traffic if GTS had the right of way at road junctions. Lastly, having considered electric bicycles to be increasingly popular, he suggested that the Government plan the provision of cycle tracks along the GTS to facilitate commuting of the public.

12. The Chairman enquired whether interchange service between GTS and Light Rail Transit (“LRT”) could be provided at other LRT stops in Yuen Long District apart from Chung Fu Stop and Nai Wai Stop. In addition, he suggested adding spur lines to GTS to enhance flexibility and reduce journey distance. Furthermore, he suggested that the Government should streamline the fare payment process with the aid of advanced technology. Lastly, he enquired how GTS would be beneficial to residents near Shap Pat Heung South adjacent to the Yuen Long South (“YLS”) Development.

13. Mr MAN Fu-wan, BBS enquired whether the Government had drawn on overseas experience in designing the GTS. He also enquired about the estimated total journey time of GTS from origin to destination and the next stage concept of GTS.

14. A consolidated reply provided by Mr CHUNG Lok-chin of the CEDD was as follows:

- (1) In theory, Phase 1 of GTS would mostly operate on dedicated tracks. For road sections leading to major road junctions, it was proposed that the GTS be grade separated from other road traffic, e.g. on a viaduct over other roads, to ensure smooth traffic flow in general. Other than that, the GTS would share road junctions with other road traffic, as these road junctions had been designed with adequate capacity to meet the traffic flow generated from future developments. They required simple manoeuvres with basically no bends involved, and the waiting time and cycle length for traffic signals were short. Therefore, the GTS would not require the right of way at road junctions in theory;
- (2) Bicycle parking spaces would be provided near GTS stops to facilitate interchange between bicycles and GTS. GTS would connect key activity centres and residential areas in the district to Tuen Ma Line (“TML”) Hung Shui Kiu Station and Tin Shui Wai Station, LRT Chung Fu Stop and Nai Wai Stop as well as public transport interchanges;
- (3) The GTS would serve residents travelling to and from major residential and recreational areas

in the district. GTS stops were initially estimated to be about 600 metres apart on average;

- (4) The CEDD had conducted a site visit to Lam Hau Tsuen with Chairman of Ping Shan Rural Committee and relevant village representatives, and it would examine the alignment at Lam Hau Tsuen at the next investigation stage of GTS;
- (5) A more detailed alignment design would be available at the next implementation phase of GTS;
- (6) Along with GTS, the CEDD had conducted a study on environmental friendly system encompassing pedestrian walkways and cycle tracks, with a view to improving the pedestrian walkways and cycling network in HSK/HT NDA and YLS Development to facilitate the use of bicycles by residents as a mode of transport. The related study sought to provide a Green Transit Corridor comprising a GTS, pedestrian walkways and cycle tracks in HSK/HT NDA;
- (7) The CEDD and Planning Department were undertaking land use reviews for the extension of HSK/HT NDA to cover Lau Fau Shan, Tsim Bei Tsui and Pak Nai areas. They planned to reserve suitable land for green transport. Relevant departments would make co-ordination in taking forward the GTS;
- (8) The CEDD had taken note of the Chairman's suggestion on enhancing the connectivity between GTS and LRT, and it would examine the feasibility of adding interchange points between GTS and LRT at places between Tin Shui Wai Station and YLS at the next investigation stage;
- (9) Members of the public might use the GTS to travel from YLS to Tin Shui Wai Station and then interchange with TML to reach Hung Shui Kiu Station in just one stop for the town centre of HSK/HT NDA;
- (10) As regards the suggestion on introducing additional routes to GTS, the GTS had flexibility in route adjustments and relevant departments could examine extending the routes in light of actual circumstances as long as the road sections concerned could meet the technical requirements on space and gradients;
- (11) The CEDD had made reference to the experience of the Mainland, Malaysia, United Arab Emirates and other places where trackless trams had been introduced or were under planning; and
- (12) The Government would first take forward Phase 1 of GTS, which would entail a road section located within the Phase 2 Development of HSK/HT NDA, running from LRT Nai Wai Stop to the logistics, enterprise and technology quarter of the HSK/HT NDA. This road section would be about 4.5 kilometres in length and the journey time was estimated to be about 12 minutes. Express routes might be provided subject to actual circumstances. As the land use study on the extension of HSK/HT NDA (including the remaining development) and the intensification review for YLS Development were still underway, the journey time of GTS in the relevant areas would be reviewed upon completion of these studies.

15. A consolidated reply provided by Mr Wilson MAN and Miss Janice LAW of the TD was as follows:

- (1) Trackless trams would be equipped with driverless mode. Nonetheless, all vehicles must be operated by a driver in accordance with the laws in force in Hong Kong;
- (2) Unlike LRT which would unavoidably have an impact on relevant road sections in the event of a breakdown, trackless trams had an advantage that they were operable without tracks and thus control centre could direct other trackless trams to bypass the location of the incident to maintain normal service in case of an emergency;
- (3) Given that the GTS near Lam Hau Tsuen would be located within the YLS Development and in light of the views of the local community, the Government would review the alignment of the relevant locations at the next investigation stage, and the TD would provide traffic and transport inputs to relevant departments;
- (4) Trackless trams would basically operate on a “two-way route” instead of a “circular route”;
- (5) The TD was reviewing the policy on electric mobility devices, including proposing legislative amendments to allow the use of mobility devices such as electric bicycles on dedicated cycle tracks. The Government had rolled out a trial scheme in some districts and would proceed with relevant legislative amendment exercise in due course;
- (6) The alignment of GTS was quite a distance from the LRT stops on Castle Peak Road between the TML Tin Shui Wai Station and YLS Development. The Government would study how to improve the connectivity thereat. For places not covered by the GTS, the TD would arrange provision of other transport services to meet the travelling needs of the public; and
- (7) The TD would review the latest technology with the GTS operator and adopt a suitable ticketing method to streamline the fare payment process of passengers.

16. In conclusion, the Chairman said Members were generally in support of the GTS in line with the principle of environmental protection. Members hoped that the Government would examine how to strengthen the connectivity between the GTS and other modes of transport. In addition, Members suggested that the GTS alignment should be designed in such a way as to minimise the impact on existing residents with emphasis on flexibility, efficiency and accessibility. On a separate note, Members suggested that the Government should expedite the study on extending the GTS to cover the area of Lau Fau Shan. Lastly, he hoped that the Government would draw reference from the operational experience of LRT to further improve the design of GTS.

**Item IV: Labour Importation Scheme for the Construction Sector – Yuen Long Tam Mei Centralised Quarters (YLDC Paper No. 42/2023)**

17. The Chairman referred Members to Paper No. 42 and welcomed representatives of the following government departments and the Construction Industry Council (“CIC”) to the meeting:

Acting Deputy Secretary (Works) 1,  
Development Bureau  
Chief Assistant Secretary (Works) 6,  
Development Bureau

Mrs WONG HO Wing-sze, Susanne  
Mr CHAN King-tak, Alfred

Executive Director, Construction Industry Council	Mr CHENG Ting-ning, Albert
Chief Executive Officer, Construction Industry Council	Mr TONG Chi-chung, Eddy
Engineer/26 (West), Civil Engineering and Development Department	Mr NGAI Wing-yin, Eric
Divisional Commander “North” (New Territories North), Fire Services Department	Mr WONG Wang-leong, Wade
Station Commander, Mai Po Fire Station, Fire Services Department	Mr LI Wai-lok

18. Mrs Susanne WONG of the Development Bureau (“DEVB”), Mr Eric NGAI of the CEDD, Mr Albert CHENG and Mr Eddy TONG of the CIC briefed Members on the operational arrangements for the short-term Yuen Long Tam Mei centralised quarters (“the quarters”) under the Labour Importation Scheme for the Construction Sector.

19. The Vice Chairman enquired which party would shoulder the cost of works to convert the community isolation facility at Tam Mei, Yuen Long into a quarters that could accommodate up to 8 000 persons. He said that large numbers of coaches deployed daily to transport imported labour to and from the quarters might exacerbate traffic congestion in the district. Moreover, he raised concern that communal toilet and bathroom facilities in the quarters could not meet the demand of imported workers during peak hours, which could easily lead to quarrels among them. He added that as sharing of such facilities by male and female occupiers could cause inconvenience, different quarters should be assigned to imported labour in accordance with their backgrounds to achieve effective management and minimise cultural conflicts.

20. Mr MAN Fu-wan, BBS pointed out that the quarters would be located near Pok Wai Village and should not be named after Tam Mei. He suggested that the Government seek advice from the local rural committee on the naming of quarters in future to reflect its geographical location more accurately. He also suggested that the Government meet with the village representatives of nearby villages to understand the impact of quarters on nearby residents.

21. Mr MAN Luk-sing, MH expressed support for the Government’s Labour Importation Scheme but was concerned about its impact on the traffic in the vicinity of the quarters, especially at the Fairview Park roundabout. He suggested that coaches transporting imported labour should travel to and from the quarters via other roundabouts.

22. Mr Ronnie TANG said that the Labour Importation Scheme could help replenish Hong Kong’s labour force, and hoped that the Government could properly accommodate imported labour. He suggested arranging for Members to visit the quarters to understand the situation. Besides, he considered that imported workers were mostly from working class and hoped that the Government could listen to them with patience and understand their needs so that they would not have a bad impression of Hong Kong.

23. Mr TANG Ka-leung, MH expressed support for the Government's Labour Importation Scheme and said that imported labour and their rights should be respected. He enquired how the medical needs of imported workers would be taken care of and suggested that patients be transferred to other hospitals to alleviate the burden on Pok Oi Hospital in Yuen Long. He also enquired whether the Police would deploy manpower in response to the Labour Importation Scheme, and how the Government would decide whether to retain or dismiss imported workers if they committed criminal offences in Hong Kong.

24. The Chairman expressed support for the Government's Labour Importation Scheme, citing a chronic manpower shortage in the city's construction sector. He enquired what holiday activities would be arranged for imported workers, and expressed concern that arguments could arise when imported workers of different nationalities and cultural backgrounds lived together in a quarters. He enquired what preventive measures would be put in place in this regard. He also enquired whether places of worship would be arranged for imported workers with religious beliefs, and hoped that separate toilet and bathroom facilities could be provided to offer imported workers safe and comfortable accommodation. Lastly, he enquired whether the employers could specify in the employment contract whether they could summarily dismiss any imported labour for failing to abide by relevant house rules.

25. Mr CHING Chan-ming enquired whether convenience stores or canteens would be provided in the quarters to cater for the daily needs of imported workers, while suggesting the provision of separate toilet and bathroom facilities for each dormitory unit in the quarters in order to avoid waiting times. He was also concerned that there might not be enough security guards in the quarters to maintain order and safety and suggested that the Police set up guard posts there.

26. A consolidated reply provided by Mrs Susanne WONG of the DEVB was as follows:

- (1) The Government would continue to train up local construction talents, deepen co-operation with trade unions and district organisations and recruit top talents to replenish the labour force of the construction industry;
- (2) Employers under the Labour Importation Scheme were required to provide accommodation to their imported workers. The CIC would pay in advance for the costs of converting the community isolation facility at Tam Mei, Yuen Long into the designated quarters as well as the future operating costs, and then recover relevant costs through the collection of rents from the main contractor and the employers, without involving the use of government funds;
- (3) Approval for an application for labour importation as well as the number of imported workers and their working period in Hong Kong would depend on whether there was a genuine need for the eligible works contract, the manpower planning for the works under application and the justifications for labour importation;
- (4) Management of the quarters and its detailed operational arrangements would be further adjusted after listening to the views of all parties;
- (5) Employers were obliged to manage their imported workers to ensure that they were compliant with the house rules of the quarters, and make holiday arrangements for them. The CIC would provide services and co-ordinate arrangements made by the employers;

- (6) It was expected that quarters places would be leased out in phases on application. The DEVB was identifying other sites for the construction of longer-term quarters while maintaining communication with main contractors about the possibility of building quarters on sites under their purview; and
- (7) Prior to granting the quota of imported labour to an employer, the Government had stipulated the terms to require the main contractor and the employer to take reasonable measures when leasing the quarters in order to ensure that imported labour would be compliant with the relevant lease terms and house rules of the quarters. The Government would take into account their management performance when considering whether to approve their applications for labour importation.

27. A consolidated reply provided by Mr Albert CHENG of the CIC was as follows:

- (1) 27 coach parking spaces would be available at the Yuen Long Tam Mei Centralised Quarters. Coaches would be deployed between 6:00 a.m. and 7:30 a.m. to transport imported labour in batches, i.e. only less than 100 coaches would operate per hour;
- (2) Both “zone” and “centralised” modes would be adopted for the management of the quarters. Under the “zone” mode, employers applying for labour importation were required to station staff in the quarters to manage and take care of the daily needs of their workers, such as arranging transport and the use of bathroom facilities. Under the “centralised” mode, the CIC would run a management team dedicated to the day-to-day operation of the quarters, co-ordination and liaison matters to ensure that the employer could make orderly arrangements. The facilities of the quarters had been provided with reference to international and regional standards, so that imported workers were offered a comfortable and safe living environment;
- (3) The quarters would be managed on a “zone” basis according to the type of imported labour based on their gender, religious beliefs, and so on. The main contractor and employers would be required to cater for the special needs of imported labour;
- (4) The employment terms and wages for imported labour would be the same as those for local recruits, ranging from the work hours to the number of work days and qualification requirements, and the wages should not be lower than the prevailing median monthly wage for the relevant positions as announced by the approval authority on the dedicated webpage for the scheme, otherwise the employer’s application would not be considered;
- (5) Information on clinics near the quarters would be disseminated to employers. Medical posts would be available in the quarters;
- (6) District Council (“DC”) Members would be welcome to visit the quarters after its official operation;
- (7) The proposal to open a convenience store in the quarters was noted;
- (8) The employer was required to deploy staff to check whether imported labour had been compliant with the house rules. Any worker found to have repeatedly breached the rules or committed a serious offence would lose his eligibility for living in the quarters. The Government was entitled to rescind the lease agreement because of employer’s

mismanagement;

- (9) Through the formulation of the house rules, an employer would be mindful of the details about the daily management of the quarters. It was also an obligation of the main contractor and employers to engage in the management of imported labour to ensure the smooth operation of the quarters; and
- (10) Any imported worker who had committed a criminal offence while working in Hong Kong would have his employment visa cancelled upon confirmation in the relevant procedures.

28. The Chairman concluded that Members were in support of the Government's Labour Importation Scheme for the Construction Sector as well as the operational arrangements for the Yuen Long Tam Mei quarters provided under the scheme. Members were generally concerned about the quarters' impact on the neighbourhood, and hoped that the daily lives of Yuen Long residents would be less affected. Members also expressed concern about the quarters' environment for imported labour, and suggested that toilets and bathrooms be located as close to their units as possible.

**Item V: Widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) (YLDC Paper No. 43/2023)**

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29. The Chairman referred Members to Paper No. 43 and welcomed representatives of the following government departments and the consultancy to the meeting:

Principal Project Coordinator/Transport Planning, Highways Department	Mr TO Kam-biu, David
Senior Engineer/Widening Yuen Long Highway, Highways Department	Mr LI Kwok-keung
Engineer 1/Widening Yuen Long Highway, Highways Department	Mr YAU Ka-wa, Lewis
Engineer 2/Widening Yuen Long Highway, Highways Department	Mr WONG Tung-leong, Tony
Senior Engineer/Major Projects 2, Transport Department	Mr TONG Kwan-shing, Tommy
Senior Engineer/Yuen Long 1, Transport Department	Mr MAN Ka-ho, Wilson
Executive Director, AECOM Asia Company Limited	Mr LI Chun-fai, Alex
Executive Director, AECOM Asia Company Limited	Mr Terry CHAN

30. Mr David TO and Mr LI Kwok-keung of the Highways Department ("HyD") briefed Members on the latest progress of the widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen).

31. Mr MAN Fu-wan, BBS said that the existing traffic on Yuen Long Highway near Shap Pat Heung Interchange was rather congested during peak hours. Separately, he said that the proposed road widening works would convert not only the section of Yuen Long Highway between Lam Tei Quarry and Tin Shui Wai West Interchange from a dual three-lane carriageway into a dual

four-lane carriageway, but also the link road connecting Hung Tin Road (southbound) and Yuen Long Highway (eastbound) from a single-lane carriageway to a two-lane carriageway. He enquired about the effectiveness of the proposed works to widen the two road sections in improving the traffic. Besides, he suggested that the link road connecting Hung Tin Road (southbound) and Yuen Long Highway (eastbound) should also be improved due to the apparent lack of curvature.

32. Mr TANG Che-keung, MH said that the HyD had consulted the Ping Shan Rural Committee and its representatives on the works concerned on 29 August this year but the representatives at the meeting considered that the HyD did not provide any land resumption details other than design papers on preliminary works. He hoped that the HyD could provide more information in this regard when conducting consultations for any works in future.

33. Mr TANG Ka-leung, MH suggested that the HyD consider not only improving the Pok Oi Interchange but also widening the bypass leading from Tuen Mun Road to Yuen Long and the section of Castle Peak Road - Lam Tei. He added that congestion at the locations concerned was more serious than that of the proposed road section to be widened on Yuen Long Highway.

34. Mr Ronnie TANG said that different styles and sizes of noise barriers were required for different road sections, and enquired about the criteria adopted by the HyD on selecting the style of noise barriers. He complained about the inadequate night-time illumination of some noise barriers, while enquiring about the costs of the proposed road widening works.

35. The Chairman said that the proposed road widening works had provided an opportunity for installing noise barriers at noisy road sections, and enquired about the criteria adopted by the HyD on selecting the style of noise barriers. He also enquired whether the HyD would co-ordinate the timing for the proposed road widening works to avoid any road closure from affecting the traffic, citing major improvement works to be conducted at a section of Tong Yan San Tsuen. Lastly, he enquired whether any part of the carriageway would be closed during the road widening works and whether any other temporary traffic measures would be put in place.

36. A consolidated reply provided by Mr David TO of the HyD was as follows:

- (1) The HyD accorded high priority to the widening of a section of Yuen Long Highway (between Lam Tei and Tong Yan San Tsuen) with a view to meeting traffic demand from the progressive development of the Northwest New Territories (“NWNT”), including YLS and Hung Shui Kiu New Development Area. Meanwhile, the Government was taking forward the works for a number of strategic routes spanning from Lam Tei to Tsing Yi via So Kwun Wat, Tai Lam Chung and North Lantau, such as Route 11 (a section from Yuen Long to North Lantau) and the Tsing Yi - Lantau Link. Traffic pressure would accelerate on Yuen Long Highway as the exits of Route 11 and Tuen Mun Bypass (“TMB”) would be set up near Lam Tei Quarry Interchange on Yuen Long Highway. Therefore, it was necessary to widen the sections concerned on Yuen Long Highway as early as possible;
- (2) After commissioning, Route 11 and TMB would affect the way in which people move about the NWNT. Vehicles would not have to take Tai Lam Tunnel while travelling to and from urban areas due to the diversion effect. This would help alleviate traffic

congestion at Shap Pat Heung Interchange and Pok Oi Interchange;

- (3) The HyD consulted the Ping Shan Rural Committee on the proposed road widening works on 29 August this year. The representatives mainly wanted to know more about land resumption matters related to the works. During the meeting, the HyD explained that about 20 sites with a total area of less than one hectare would be resumed in connection with the proposed widening of Yuen Long Highway, and that the Lands Department (“LandsD”) would take charge of the land resumption matters. Besides, matters pertaining to land resumption had been forwarded to the LandsD for follow-up action with relevant details to be published in the Gazette; and
- (4) The proposed road widening works were still at the preliminary design stage, therefore a cost estimate for the works was not available. A more accurate cost estimate would be provided after the design was completed and when tenders were invited.

37. A consolidated reply provided by Mr Tommy TONG and Mr Wilson MAN of the TD was as follows:

- (1) Upon completion of Route 11, vehicles from the NWNT could travel to urban areas from Yuen Long Highway via Lam Tei Quarry Interchange and Route 11, thereby diverting at least 20% to 30% of the vehicular traffic from Tuen Mun Road. This could help improve the traffic flow between Tuen Mun Road and Lam Tei Interchange of Yuen Long Highway;
- (2) The CEDD had recently carried out improvement works at Lam Tei Interchange, such as alternating traffic signals and providing additional traffic lanes. The TD would closely monitor the situation;
- (3) The Government had plans to enhance Shap Pat Heung Interchange, including the addition of a new slip road connecting Shap Pat Heung Road (southbound) and Pok Oi Interchange, a southbound slip road connecting Pok Oi Interchange and Yuen Long Highway (westbound) bypassing Shap Pat Heung Interchange, and a slip road connecting Yuen Long Highway (eastbound) and Tai Kei Ling Road (westbound) bypassing Shap Pat Heung Interchange. These roads would help reduce the vehicular flow at Shap Pat Heung Interchange, thus improving the traffic situation; and
- (4) The TD would provide additional slip roads and traffic lights at Pok Oi Interchange so as to improve the traffic situation there.

38. A consolidated reply provided by Mr Alex LI of AECOM Asia Company Limited was as follows:

- (1) Noise mitigation measures would be taken in accordance with the Noise Control Ordinance for noise modelling at places where the total noise exceeded 70 decibels or where decibels generated by new roads exceeded the specified limit;
- (2) Prior to determining the adoption of vertical barriers, semi-enclosures or full enclosures, consideration would be given to factors such as the geographical environment, construction constraints and traffic impacts during construction or maintenance. Based on the preliminary environmental impact assessment, either vertical or cantilevered barriers would be adopted for the proposed road section to be widened on Yuen Long

Highway. It was expected that the design adopted would help reduce the construction cost and time; and

- (3) The proposed construction contract would also include terms specifying the temporary traffic measures to be taken during the road widening works, such as maintaining three traffic lanes as far as practicable during peak hours.

39. The Chairman concluded that Members were in support of the proposed road widening works, and hoped that the Government would heed Members' views and provide more information on land resumption matters to the Ping Shan Rural Committee. He hoped that the proposed road widening works could commence as early as possible so as to improve the traffic situation in Yuen Long District.

### **Discussion Items**

**Item VI: Mr SHUM Ho-kit, Mr TANG Ho-nin, Mr CHING Chan-ming, Mr TANG Che-keung, Mr MAN Luk-sing, Mr KWOK Wing-cheong, Mr TANG Sin-hang, Mr MAN Fu-wan, Mr TANG Ka-leung, Mr Ronnie TANG and Mr LAI Wing-tim proposed a discussion on “Matters relating to sewage discharge” (YLDC Paper No. 48/2023)**

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40. The Chairman referred Members to Paper No. 48 and the written replies from the Food and Environmental Hygiene Department and the Office of The Ombudsman. The Environmental Protection Department (“EPD”) could not provide a written reply prior to the meeting due to the tight schedule. The written reply would be provided to Members after the meeting.

(Post-meeting note: The EPD submitted a written reply on 4 September 2023.)

41. The Vice Chairman opined that the report released earlier by the Office of The Ombudsman on direct investigation into the Government's enforcement against defective sewage works of New Territories Exempted Houses (“NTEHs”) had adversely affected residents of NTEHs and hindered them from submitting applications for building village houses in the future. Besides, he said that the Government had been implementing the village sewerage programme for years, including the construction of public sewers in Kam Tin Heung starting from 2006, but sewer connection of village houses in Kam Ting Heung had yet to be arranged. He urged the Government to expedite the implementation of the village sewerage programme.

42. Mr CHING Chan-ming opined that the Office of The Ombudsman had released the report without considering the actual circumstances in rural areas and caused panic among residents of NTEHs. He said that they had been urging the Government to improve the sewerage systems in rural areas, however, no proactive follow-up action had been taken by relevant government departments. Noting the slow progress of the sewer connection works, he hoped that the Drainage Services Department (“DSD”) give an account of the progress of the village sewerage programme.

43. Mr TANG Che-keung, MH expected the Government to expedite the implementation of the village sewerage programme and said that its progress remained slow although it had been launched for years.

44. Mr MAN Fu-wun, BBS opined that the report aroused public misunderstanding that the residents of NTEHs had failed to treat and dispose of sewage properly. He hoped that relevant government departments could have further discussions with Members on rural sewerage facilities.

45. Mr LAI Wing-tim said that in rural areas where no public sewers were available, applicants for construction of NTEHs should build sewage treatment facilities including septic tanks and soakage pits pursuant to requirements. The report had given the public a bad impression of the sewage treatment facilities such as the septic tanks in the villages of the New Territories. He considered that the report would make government departments uncertain about vetting and approving the applications for construction of NTEHs and thus delayed the progress.

46. Mr TANG Sin-hang said that since “urban-rural integration” was advocated by the Government, he hoped that the Office of The Ombudsman would withdraw the report to avoid intensifying social conflicts.

47. Mr MAN Luk-sing, MH proposed to refer the matter for further discussion at meetings of Heung Yee Kuk New Territories. Besides, since relevant government departments did not send any representatives to the meeting to answer Member’s questions, he suggested inviting relevant departments to a special meeting.

48. The Chairman opined that it was the duty of the Office of The Ombudsman to identify inadequacies of government departments and make recommendations. He believed that the report was not meant to target residents of NTEHs and enquired the LandsD on whether the report had delayed the progress in vetting and approving applications for construction of NTEHs. Besides, he said that since the agenda item was raised hastily, relevant government departments should not be overly blamed for not sending representatives to the meeting. He proposed writing to the Office of The Ombudsman to urge for a direct investigation into the work progress of DSD’s provision of public sewerage system in rural areas of Yuen Long.

49. Mr Damien CHAN of the LandsD said that the department was studying the report on direct investigation into the Government’s enforcement against defective sewage works of NTEHs released by the Office of The Ombudsman. He said that so far no changes to existing policy on the issue of certificate of exemption in respect of drainage works had been observed.

50. Mr Gordon WU, JP, District Officer (Yuen Long), said the YLDO could help arrange a special meeting for departments concerned and Members to discuss rural sewerage matters and to rationalise relevant work.

51. The Chairman concluded that he supported inviting relevant government department representatives to a special meeting for a discussion on rural sewerage facilities in Yuen Long District. He also asked the Secretariat to relay Members’ opinions to the Office of The Ombudsman in writing to request for a direct investigation into the work progress of DSD’s provision of public sewerage system in rural areas of Yuen Long.

(Post-meeting note: Subsequent to the Secretariat’s letter to the Office of The Ombudsman on 12 September 2023 relaying Members’ opinions, the Office of The Ombudsman submitted a written reply on 19 September 2023. Besides, a meeting on matters relating to rural sewerage facilities in Yuen Long District was held on 21 September 2023.)

### **Report Items**

#### **Item VII: Progress reports of Committees**

- (i) **Community Affairs Committee (YLDC Paper No. 44/2023)**
  - (ii) **Environmental Improvement Committee (YLDC Paper No. 45/2023)**
  - (iii) **Traffic and Transport Committee (YLDC Paper No. 46/2023)**
  - (iv) **Cultural and Recreational Affairs and District Facilities Management Committee (YLDC Paper No. 47/2023)**
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52. The Chairman referred Members to the progress reports of the Committees as set out in Paper Nos. 44 to 47.

53. Members noted the aforesaid progress reports.

#### **Item VIII: Progress report of the Yuen Long District Management Committee (YLDC Paper No. 49/2023)**

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54. The Chairman referred Members to the progress report of the Yuen Long District Management Committee as set out in Paper No. 49.

55. Members noted the aforesaid report.

#### **Item IX: Hong Kong Police Force’s report on the district’s law and order situation and crime figures over the past two months**

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56. Ms Tammy CHAN of the HKPF reported on the law and order situation and crime figures in Yuen Long District over the past two months.

57. Members noted the aforesaid progress report.

#### **Item X: Report on the work progress of District-led Actions Scheme**

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58. The Chairman invited Mr Sunny CHAN, Assistant District Officer (Yuen Long) 1, to report on the latest progress of the District-led Actions Scheme (“DAS”).

59. Mr Sunny CHAN introduced the DAS and its work progress.

60. Members noted the aforesaid progress report.

## **Item XI: Any Other Business**

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61. The Chairman said that the Government's preparations for Super Typhoon Saola and the handling of its aftermath had been excellent. On behalf of the YLDC, he offered his heartfelt gratitude and paid tribute to various government departments.

62. The Chairman said that since the sixth DC term would end on 31 December this year, this meeting might probably be the last full council meeting of the current term before suspension of DC operation in view of the election. He would like to offer his heartfelt gratitude towards representatives of various government departments for their co-ordination efforts and assistance to the work of YLDC and its Committees, their proactive approach in responding to Member's opinions and their joint efforts in resolving local issues over the past four years. Moreover, he was grateful to the Vice Chairman and Members for their support. They had offered to the Government their views on different local issues during their term of office, with a view to improving people's livelihood and well-being in Yuen Long District. Lastly, he wished everyone all the best in their work and good health.

63. Mr Gordon WU, JP, District Officer (Yuen Long), thanked the Chairmen, Vice Chairmen and Members of the YLDC and its Committees for their contribution during the sixth YLDC term. He said that Yuen Long District had faced numerous challenges in the past four years, particularly during the COVID-19 pandemic. Nevertheless, with the concerted efforts of the YLDC and local personalities, Hong Kong survived through the pandemic. As Hong Kong advanced from stability to prosperity, the YLDC would endeavour to tender constructive views to the Government on different issues, including HSK/HT NDA, YLS Development, San Tin Technopole and the Northern Metropolis, etc., for the sake of Yuen Long residents. The proposals on improving governance at the district level would further enhance the functions and composition of DCs. He believed that the DC would play a bigger role in district governance after the reform, and hoped that the YLDO and other government departments would continue to work in collaboration with DC Members during the seventh YLDC term and contribute to Yuen Long and Hong Kong.

64. There being no other business, the Chairman declared the meeting closed and thanked Members and the department representatives for attending the meeting.

Yuen Long District Council Secretariat  
November 2023