

The minutes were confirmed on 25.11.2025 without amendment.

**Minutes of the Eleventh Meeting of the Seventh Term Yuen Long District Council**  
**Hong Kong Special Administrative Region**

Date: 14 October 2025 (Tuesday)  
Time: 2:00 p.m. to 5:10 p.m.  
Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices,  
2 Kiu Lok Square, Yuen Long

**Present**

Chairman : Mr WU Tin-yau, Gordon, JP  
Members : Mr MAN Yick-yeung  
Mr MAN Luk-sing, MH  
Mr MAN Ka-ho, Donald, JP  
Mr WONG Wai-leung  
Mr WONG Hiu-shan  
Mr SZE TO Chun-hin  
Ms HO Hiu-man  
Mr YU Chung-leung  
Mr LUI Kin, MH  
Mr LI Kai-lap, Riben  
Ms LI Ching-yee  
Mr SHUM Ho-kit, BBS, JP  
Mr LAM Chung-yin  
Mr LAM Wai-ming  
Mr LAM Tim-fook, MH  
Ms LAM Wai-ming  
Mr YIU Kwok-wai, MH  
Mr SEI Chun-hing  
Mr CHUI Kwan-siu  
Mr TSUI Wai-ngoi  
Ms YUEN Man-yee, MH  
Ms MA Shuk-yin, MH  
Mr CHEUNG Wai-sum  
Mr LEUNG Ming-kin  
Mr LEUNG Yip-pang  
Mr CHONG Kin-shing, MH, JP  
Mr CHAN Ka-fai  
Ms CHAN Yin-kwan, Yankie  
Mr CHAM Ka-hung, Daniel, BBS, MH, JP  
Mr TONG Tak-chun  
Mr CHING Chan-ming  
Mr FUNG Chun-wing  
Mr WONG Yuen-tai, MH  
Mr WONG Siu-chung  
Ms WONG Wai-ling  
Mr WONG Wing-ho, Allan  
Ms CHIU Sau-han, MH  
Ms LAU Kwai-yung  
Mr TANG Che-keung, MH  
Mr TANG Sin-hang  
Mr TANG Ho-nin, MH

Mr TANG Yung-yiu, Ronnie  
 Ms LAI Yuet-kwan, Fennie  
 Mr TAM Tak-hoi  
 Mr SO Yuen

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 Hubert CRUZ	Assistant District Officer (Yuen Long) 1
Mr TSANG Churn, Roy	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 HO Hei-ming, Bryan	Senior Engineer/4 (West), Civil Engineering and Development Department
Mr CHAN Chak-sum, Jason	District Lands Officer/Yuen Long (District Lands Office, Yuen Long), Lands Department
Mr CHEUNG Ho-man	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Mr YEUNG Kwan	Senior Housing Manager/Tuen Mun & Yuen Long 2, Housing Department
Mrs SHEK CHAN Lai-wah, Judy	District Social Welfare Officer (Yuen Long), Social Welfare Department
Mr KWOK Ming-gon	District Environmental Hygiene Superintendent (Yuen Long), Food and Environmental Hygiene Department
Mr CHAN Yun-kwan	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 LAU Hung-yin	Police Community Relations Officer (Yuen Long), Hong Kong Police Force
Ms CHAN Siu-lan	Deputy District Leisure Manager (District Support) Yuen Long, Leisure and Cultural Services Department
Ms YOUENG Wai-sze, Sally	Chief School Development Officer (Yuen Long), Education Bureau
Mr TANG Wai-lap, Dino	Senior Town Planner/Yuen Long West 1, Planning Department
Mr CHEUNG Chi-yeung, Fabian	Chief Transport Officer/New Territories North West, Transport Department

**Item II & III**

Ms YONG Pui-wan, Pecvin, JP	Deputy Director, Northern Metropolis Co-ordination Office, Development Bureau
Mr NG Kim-wai	Head, Planning & Development Team (2), Northern Metropolis Co-ordination Office, Development Bureau
Ms LO Yuk-man, Josephine	District Planning Officer/Fanling, Sheung Shui & Yuen Long East, Planning Department
Mr CHIU Pak-him, Kimson	Senior Town Planner/Yuen Long East 1, Planning Department
Mr CHAN Ka-ho, Benjamin, JP	Project Manager (West), Civil Engineering and Development Department
Mr LEE Chi-ho, Horace	Chief Engineer/West 4, Civil Engineering and Development Department
Mr TSE Hoi-yin, Henry	Senior Engineer/7 (West), Civil Engineering and Development Department
Ms LOU Ching-yee, Esther	Senior Engineer/23 (West), Civil Engineering and Development Department
Mr CHEN Kin-tung, Tommy	Chief Estate Surveyor (Acquisition Section), Lands Department
Mr YUEN Sze-chun, Anthony	Principal Land Executive/Yuen Long Projects (Acquisition Section), Lands Department

**Item V**

Dr CHU Wing-ho, Rico	Senior Dental Officer (Healthy Teeth Collaboration), Department of Health
Mr LAM Ding-fung	Chief Operation Officer (Community Dental Service), Department of Health

**Item VI**

Mr WONG Ka-keung	Senior Electrical & Mechanical Engineer (Electric Vehicle)2, Environmental Protection Department
Mr MA Chun-ho, Marco	Electrical & Mechanical Engineer (Electric Vehicle)11, Environmental Protection Department

**Item VII**

Mr SHUM Lok-yin	Engineer/New Territories West (Distribution 5), Water Supplies Department
Ms LEUNG Ming-yi	Chemist/Resources Management 3, Water Supplies Department

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**Opening Remarks**

The Chairman welcomed Members and department representatives to the eleventh meeting of the seventh term Yuen Long District Council (“YLDC”).

2. On behalf of the YLDC, the Chairman welcomed the following government department representatives to the meeting:

- (1) Mr Dino TANG, Senior Town Planner/Yuen Long West 1 of the Planning Department (“PlanD”), who stood in for Mr AU Hei-fan, Raymond, District Planning Officer/Tuen Mun & Yuen Long West, to attend the meeting;
- (2) Mr Bryan HO, Senior Engineer/4 (West) of the Civil Engineering and Development Department (“CEDD”), who stood in for Mr LAM Chung-yin, Samson, Chief Engineer/West 1, to attend the meeting;
- (3) Mr YEUNG Kwan, Senior Housing Manager/Tuen Mun & Yuen Long 2 of the Housing Department (“HD”), who stood in for Mr WONG Chun-hung, Samuel, Chief Manager/Management (Tuen Mun & Yuen Long), to attend the meeting; and
- (4) Ms CHAN Siu-lan, Deputy District Leisure Manager (District Support) Yuen Long of the Leisure and Cultural Services Department, who stood in for Ms TAM On-kei, Susan, Chief Leisure Manager (New Territories North), and Mr LAM Chi-kin, District Leisure Manager (Yuen Long), to attend the meeting.

**Item I: Confirmation of the minutes of the tenth meeting of the YLDC held on 29 July 2025**

3. Members confirmed the minutes of the tenth meeting of the YLDC held on 29 July 2025.

**Discussion Items**

**Item II: Proposed amendments to the “Approved Ngau Tam Mei Outline Zoning Plan No. S/YL-NTM/14”**

**(YLDC Paper No. 83/2025)**

**Item III: Proposed site formation and infrastructural works for Ngau Tam Mei New Development Area**

**(YLDC Paper No. 84/2025)**

4. The Chairman said that as Items II and III were both related to the development project at Ngau Tam Mei (“NTM”), they would be combined for discussion. He referred Members to Paper Nos. 83 and 84, and welcomed the following representatives from the Northern Metropolis Co-ordination Office (“NMCO”) under the Development Bureau (“DEVB”), the PlanD, the CEDD, and the Lands Department (“LandsD”) to the meeting:

Deputy Director, NMCO, DEVB  
 Head, Planning & Development Team (2), NMCO, DEVB  
 District Planning Officer/Fanling, Sheung Shui & Yuen Long East, PlanD  
 Senior Town Planner/Yuen Long East 1, PlanD  
 Project Manager (West), CEDD  
 Chief Engineer/West 4, CEDD  
 Senior Engineer/7 (West), CEDD  
 Senior Engineer/23 (West), CEDD  
 Chief Estate Surveyor (Acquisition Section), LandsD  
 Principal Land Executive/Yuen Long Projects (Acquisition Section), LandsD

Ms Pecvin YONG, JP  
Mr NG Kim-wai  
Ms Josephine LO  
  
Mr Kimson CHIU  
Mr Benjamin CHAN, JP  
Mr Horace LEE  
Mr Henry TSE  
Ms Esther LOU  
Mr Tommy CHEN  
Mr Anthony YUEN

5. Ms Pecvin YONG, JP of the NMCO under the DEVB, Mr Kimson CHIU of the PlanD, and Mr Benjamin CHAN, JP of the CEDD briefed Members on the proposed amendments to the Approved NTM Outline Zoning Plan (“OZP”) No. S/YL-NTM/14 and the proposed site formation and infrastructural works for the Ngau Tam Mei New Development Area (“NTM NDA”).

6. Mr Ronnie TANG enquired about the proposed arrangements for the underground electricity cables and other utilities (e.g. gas and water pipes, telecommunication cables, etc.) to be installed in the NTM NDA. Instead of the current practice of installing underground facilities beneath carriageways, he suggested that consideration be given to laying underground utility ducts beneath pavements or in separate dedicated lanes to minimise the impact on the public during future maintenance works.

7. Mr Daniel CHAM, BBS, MH, JP was in favour of the proposed amendments to the Approved NTM OZP and most of the revised land development parameters. As a university town (“UniTown”) and an integrated medical teaching and research hospital (“Integrated Hospital”) would be provided in the NTM NDA, he anticipated a keen demand for private housing from the population in the area. He therefore supported the reservation of more land for private housing purposes, and considered that the future public housing in San Tin Technopole (“STT”) would meet other housing needs of the public. Besides, he enquired whether accident and emergency services would be provided in the Integrated Hospital. In addition, he suggested reserving more pedestrian and green space along both sides of the Ngau Tam Mei Drainage Channel (“NTMDC”) to be revitalised to develop it into a walking centre and activity node of the NDA, and proposed planting trees along pavements to replace part of the walkway covers with natural shades so as to enhance comfort. Moreover, he pointed out that the building height proposed for the “Residential (Group A)” zone in the NDA was relatively high, and suggested lowering the plot ratio of the zone to about six and adopting a stepped building height (higher in the east and lower in the west) to complement the birds’ flight corridors in Mai Po and the natural landscape. On the other hand, he enquired about the specific timetable for land resumption. He also supported the provision of a Dedicated Rehousing Estate (“DRE”) and suggested that early publicity be given to the affected residents. He suggested reserving the school sites in Areas 4E and 4F for the construction of international schools. Furthermore, he suggested expanding the capacity of the San Tin Effluent Polishing Plant (“EPP”) to treat sewage collected from both NTM and Au Tau areas together, instead of diverting part of the sewage from the NTM NDA through the existing Nam Sang Wai Sewage Pumping Station (“SPS”) for treatment at the Yuen Long EPP. Lastly, he enquired about the expected effectiveness of the widening of the NTMDC and the construction of retention tanks in reducing the flood risks in Wai Tsai and San Wai.

8. Mr MAN Luk-sing, MH pointed out that the CEDD had recently sent its staff to meet with the San Tin Rural Committee (“RC”) and said that villagers affected by land resumption would be arranged for rehousing in a DRE. He hoped that the CEDD would make appropriate arrangements in accordance with the relevant principles. As Yau Tam Mei was divided into northern and southern parts with two village representatives, he was concerned that if residents of the two villages were rehoused in the same estate, it might affect the arrangements for future village representative elections. Noting that the former Yau Tam Mei Primary School in Area 1C was located on private land, he enquired whether consent had been obtained from the relevant landowners for the development. Lastly, he drew attention to the fact that Yau Tam Mei and Wai Tsai were a resident village and an indigenous village respectively, and that facilities in some indigenous villages could not be altered arbitrarily.

9. Mr Donald MAN, JP was in favour of developing green mobility and suggested that the projected population growth of the Kwu Tung North NDA and the STT be taken into account when planning the 15-minute neighbourhood and the cycling network. In addition, he enquired about the number of households that could be accommodated in the DRE shown on the Recommended Outline Development Plan.

10. Mr SHUM Ho-kit, BBS, JP pointed out that the NTM Station on the proposed Northern Link (“NOL”) was some distance to the east of the proposed UniTown and enquired whether cycle tracks would be provided on all major roads. He also suggested that adequate bicycle parking spaces should be provided to promote green mobility. Besides, he enquired about the number of households that could be accommodated in the DRE at NTM. In addition, he considered that the construction of international schools would help enhance the attractiveness of the sites concerned, provide incentives for private developers and attract overseas talent, which would be beneficial to the Northern Metropolis (“NM”) and the proposed private housing developments. He therefore suggested reserving the school sites in Areas 4E and 4F for the construction of international schools to facilitate the schooling of children of overseas talents. Lastly, he suggested that while constructing drainage facilities in the NTM NDA, the existing drainage system of rural villages in San Tin should be improved at the same time.

11. Mr CHUI Kwan-siu expressed concern as to whether the DRE would be prioritised for residents affected by land resumption for the development at NTM. He also relayed residents’ expectation that the intake timing of the DRE could tie in with the land resumption schedule, and urged the Government to expedite the formulation of the rehousing package and maintain communication with the affected residents. In addition, he enquired whether the proposed road works for the NTM NDA would include the widening of San Tin Highway. He expressed concern that relying solely on San Tin Highway as the major traffic access could easily lead to traffic bottlenecks. Therefore, he suggested providing additional major access roads.

12. Mr YIU Kwok-wai, MH was in favour of the amendments and suggested improving the planning of the NTM NDA. He enquired about the details of the land acquisition and resumption arrangements, and hoped that a consensus could be reached with the relevant stakeholders as early as possible. He also enquired whether land would be reserved in the NTM NDA or other land parcels in the NM for the construction of police facilities. Given that the major land use of the NTM NDA was a UniTown, he suggested renaming the NOL “Ngau Tam Mei Station” to “Northern Metropolis University Town Station”. On the other hand, he expressed concerns over the supply of parking spaces and road planning in the NTM NDA, and suggested that future needs for technological applications should be taken into account in the planning. Lastly, he suggested that the Government identify a suitable location for the provision of a viewing platform for the public to overlook the landscape of the NDA, thereby enhancing their participation and sense of happiness.

13. Mr Allan WONG considered the scale of the UniTown in the NTM NDA relatively small and expressed concern that the proposed low plot ratio might limit land use efficiency and the potential for the internationalisation of education. In addition, he suggested connecting the retention tanks to other areas in San Tin to enhance the overall flood prevention capability. Lastly, he suggested extending the cycling network to North District and Yuen Long to facilitate green tourism, and reserving space on roads to cater for future implementation of autonomous driving.

14. Mr LEUNG Ming-kin suggested that the drainage system of rural villages in San Tin should be improved together with the sewerage works in the NTM NDA, the STT, and even the entire Loop. In addition, he suggested that villagers affected by land resumption should be rehoused in DREs based on the principle of rehousing in the same village or same Heung. In view of the proximity of residential and hospital facilities in the NTM NDA to Tam Mei Barracks, he suggested that noise insulation facilities should be provided at suitable locations. On the other hand, he enquired about the connection between the link roads of the STT and adjacent village roads, and expressed concern about the rehousing arrangements for existing brownfield operations in NTM.

15. Mr LEUNG Yip-pang enquired whether the NTM NDA would only have three external accesses which were all connected to San Tin Highway. If so, he expressed concern that the entire road network of the area would be affected in the event of a traffic accident on San Tin Highway, and suggested that additional accesses should be provided to enhance road resilience.

16. Mr YU Chung-leung pointed out that currently there were only public hospitals in Tuen Mun and Yuen Long, and suggested providing a private hospital on the site reserved for the Integrated Hospital.

17. Mr SZE TO Chun-hin pointed out that the Northern Metropolis University Town (“NMUT”) would be developed in three sites, including the NTM NDA, the New Territories North New Town (“NTN NT”), and the Hung Shui Kiu/Ha Tsuen New Development Area (“HSK/HT NDA”). In order to expand the scale of the UniTown at NTM and to make the best use of land resources, he suggested merging the UniTown in the HSK/HT NDA into NTM and relaxing the plot ratio restriction.

18. Ms LAM Wai-ming was in favour of the amendments. She also expressed concern about the compensation arrangements for land resumption and suggested that appropriate assistance should be provided to squatter occupants (including the submission of supporting documents required for rehousing applications). In addition, she urged relevant departments to improve transport facilities and provide detailed road and traffic arrangements for reference.

19. Mr WONG Siu-chung anticipated that the residential developments in the NTM NDA and Sha Po area would further increase the traffic load on San Tin Highway and Fairview Park Interchange, and suggested that road widening works should be carried out as early as possible.

20. A consolidated reply provided by Ms Pecvin YONG, JP of the NMCO under the DEVB was as follows:

- (1) Land had been reserved in the NTM NDA for the provision of a DRE to rehouse eligible affected households, and the estate was expected to be completed in 2033. To ensure smooth rehousing arrangements, the Government was examining the feasibility of providing interim arrangements before the completion of the DRE. The DEVB was exploring with the Housing Bureau the feasibility of allowing affected households eligible for rehousing in the DRE to be accommodated in the transitional housing at NTM first as an interim arrangement;
- (2) Apart from the NTM NDA, DREs were also provided or under construction in other areas of the NM (such as the STT, Hung Shui Kiu, Pak Wo Road in Fanling, and Kwu Tung North) to meet the rehousing needs of eligible affected households;
- (3) Ex-gratia allowances would be provided to eligible brownfield operators and appropriate assistance would be provided to affected brownfield operators in relocating their businesses;
- (4) The planning for primary and secondary schools in the NTM NDA was formulated in accordance with the requirements of the Hong Kong Planning Standards and Guidelines. Sites had been reserved in the nearby STT and the Loop for the development of

international schools;

- (5) The Government had increased the area of the NMUT to about 100 hectares, of which about 52 hectares were reserved in the NTM NDA, about nine hectares in the HSK/HT NDA, and about 40 hectares in the NTN NT;
- (6) The site planned for the NMUT was mainly intended to complement the industry positioning of the relevant or neighbouring NDAs and to promote “research, academic and industry” collaboration. For example, the NTM area would dovetail with the overall innovation and technology development of the STT and the Loop, the Hung Shui Kiu area could integrate with nearby high-end professional services for joint development, and the NTN NT could dovetail with the port economy; and
- (7) A Working Group on Planning and Construction of the UniTown, led by the Chief Secretary for Administration, had been established under the Committee on Development of the NM. The group would make recommendations on the positioning and vision regarding the development of the NMUT. The future number of students and staff in the UniTown at NTM remained to be determined.

21. A consolidated reply provided by Mr Benjamin CHAN, JP of the CEDD was as follows:

- (1) About eight kilometres of cycle tracks and nine kilometres of pedestrian walkways would be provided in the NDA, covering the UniTown, residential area and the railway station. Covers would be provided for some of the walkways expected to have high pedestrian flow, trees would be planted along riverside sections to provide shade, and the cycle tracks in the area would be connected to the existing New Territories Cycle Track Network;
- (2) Public transport interchanges would be provided near the NTM Station and within the UniTown to facilitate public access and transfer to public transport;
- (3) Underground public utilities would generally be prioritised for placement beneath pedestrian walkways or cycle tracks to minimise the impact on the public during future maintenance works;
- (4) Roads D1, L1, L2, and L3 would be provided in the area, and some roads in the area would also connect to San Tin Highway and the STT (about one kilometre), with flexibility reserved for Road D1 to facilitate future connection to the planned Northern Metropolis Highway. In addition, an artificial intelligence real-time adaptive traffic signal system would be adopted within the area to further enhance traffic capacity;
- (5) The proposed plan included the widening of the NTMDC (about 2.2 kilometres) and the construction of a retention tank with a capacity of about 60 000 cubic metres within the UniTown to temporarily store excess stormwater during heavy rainfall, thereby protecting downstream areas and surrounding villages and reducing flood risks. Revitalisation works would also be carried out for the drainage channel, including the incorporation of natural habitats and the adoption of a new generation of nature-based design, with open spaces and tree corridors provided on both sides;
- (6) Sewage would be conveyed to San Tin EPP, and a study would also be conducted on diverting part of the sewage to Yuen Long EPP via Nam Sang Wai SPS. Further discussions would be conducted with relevant RCs and departments such as the Drainage Services Department (“DSD”) on the feasibility of allowing flexibility for connection to



nearby villages;

- (7) The environmental impact assessment report indicated that the anticipated noise level from the nearby barracks was minor, and its impact on the NTM NDA was within an acceptable level;
- (8) Noise barriers with a total length of about one kilometre and low noise materials would be provided on roads in the area to further mitigate traffic noise impact;
- (9) Bicycle parking spaces would be designed with reference to relevant requirements, and sufficient parking spaces would be provided;
- (10) Further discussions would be held with relevant RCs and departments such as the DSD on flooding problem in surrounding villages such as Wai Tsai; and
- (11) The planned Northern Metropolis Highway (preliminarily expected to be completed in 2036) would be able to divert some of the traffic from San Tin Highway, thus further easing the pressure at Fairview Park Interchange.

22. A consolidated reply provided by Ms Josephine LO of the PlanD was as follows:

- (1) The building height profile of the NTM NDA would be centred on the NTM Station of the NOL and the topside development at NTM Depot (200 metres above Principal Datum (“mPD”) to 220 mPD), gradually stepping down towards the east and west. The UniTown and the Integrated Hospital were located in the eastern part of the NTM NDA, with building height restrictions stipulated at 50 mPD to 140 mPD, aiming to preserve the existing green mountain backdrop and avoid blocking the mountain views. In addition, the domestic plot ratio for residential developments in the NTM NDA was about 6 to 6.5, striking a balance between the objective of optimising land use and the potential environmental impacts of the development. The technical assessments also confirmed that the proposed developments would not cause significant air ventilation or visual problems, and the Government would continue to monitor the design of future developments; and
- (2) The NTM Station of the NOL and the topside development at the depot were subject to a building height restriction of 200 mPD to 220 mPD to form a landmark development and to create a 15-minute neighbourhood, facilitating future residents of the NDA and existing villagers in the vicinity of the NDA in using facilities to be provided in the future development.

23. Mr Tommy CHEN of the LandsD said that the department accepted various types of address proof (including voter registration, the Immigration Department’s registration of persons records, government correspondence, employers’ certification, etc.), and had set up community liaison service teams to assist residents and provide them with appropriate support.

24. The Chairman concluded that Members were in favour of the proposed amendments to the Approved NTM OZP No. S/YL-NTM/14 and the proposals for the NTM NDA, and hoped that relevant bureaux and departments would conduct further studies on traffic, drainage, flood prevention and land resumption arrangements, and consult the District Council and relevant RCs in a timely manner.

**Item IV: Mr Daniel CHAM proposed a discussion on “Study on the use of autonomous shuttle buses as an environmentally-friendly transport system in New Development Areas in Yuen Long”**  
**(YLDC Paper No. 70/2025)**

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25. The Chairman referred Members to Paper No. 70 and the written reply from the Transport Department (“TD”).

26. Mr Daniel CHAM, BBS, MH, JP briefed Members on the paper. He pointed out that NDAs in Yuen Long (such as the STT, the NTM NDA and the HSK/HT NDA) were well-positioned to take forward high-tech and high-end logistics, and suggested that the Government consider the use of autonomous shuttle buses as a green transport system in the NDAs to complement the development of high-end technology in Hong Kong. He suggested that the TD prioritise the introduction of autonomous driving technology when planning the transport systems in the NDAs to achieve smart and green mobility.

27. Mr Riben LI enquired about data such as the utilisation rate of the autonomous light bus project implemented at Fairview Park in order to assess the need for arranging drivers to supervise from the side. With reference to the successful experience of the trial project in North Lantau where 10 autonomous vehicles operated simultaneously, he enquired whether the TD would apply technologies such as vehicle-to-everything, road condition sensing and early warning systems in the NDAs in Yuen Long to enhance road safety, and whether private enterprises would be invited to participate in planning the autonomous driving and green mobility projects in the NDAs in Yuen Long.

28. A consolidated reply provided by Mr Fabian CHEUNG of the TD was as follows:

- (1) Promoting the development of autonomous driving was one of the important initiatives to facilitate Hong Kong towards smart mobility. With safety as the premise, the Government had been promoting the development of autonomous driving in an orderly manner through policies, regulations and financial assistance;
- (2) The TD had also achieved technological breakthroughs in a number of areas, including breaking the restriction of single-vehicle testing to achieve simultaneous operation of multiple vehicles, conducting passenger-carrying trials on specific routes after completing the open road tests without passengers and passing safety assessments, expanding the trial scope to complex public roads and small areas, and increasing the speed limit from 30 to 50 kilometres per hour;
- (3) Specific data on the autonomous light bus project at Fairview Park were unavailable for the time being; and
- (4) The TD welcomed enterprises to submit applications for a pilot licence for autonomous vehicles, and would continue to promote technological applications.

29. The Chairman concluded by requesting the TD to take note of Members’ views and suggestions.

**Item V: Mr CHONG Kin-shing proposed a discussion on “Concern over the implementation of the Community Dental Support Programme in Yuen Long District” (YLDC Paper No. 71/2025)**

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30. The Chairman referred Members to Paper No. 71 and the written reply from the Department of Health (“DH”). He also welcomed Dr Rico CHU, Senior Dental Officer (Healthy Teeth Collaboration) and Mr LAM Ding-fung, Chief Operation Officer (Community Dental Service) of the DH, to the meeting.

31. Mr CHONG Kin-shing, MH, JP briefed Members on the paper. He relayed the public’s strong demand for the Community Dental Support Programme (“the Programme”), and hoped that the DH would enhance the Programme and continue to step up publicity efforts targeting ethnic minority (“EM”) communities.

32. Regarding the DH’s written reply that there were currently six dental clinics operated by non-governmental organisations (“NGOs”) in the district providing services under the Programme, Ms Fennie LAI pointed out that only one of these dental clinics was located in Tin Shui Wai and suggested that the DH set up additional clinics in that area. In addition, she enquired about the number of EMs among the 135 eligible persons who had participated in the Programme as of early September this year. Lastly, she suggested that the DH encourage more private dental clinics to participate in the Programme by streamlining the procedures or offering tax concessions.

33. Mr WONG Hiu-shan noted that the DH planned to include homeless individuals as one of the target beneficiaries in 2026, and enquired whether the eligibility of beneficiaries needed to be verified by social welfare organisations or registered social workers and the related service quotas. Regarding the current arrangement whereby eligible persons might apply for subsidised dental services once every 180 days for treatment of not more than three teeth at a time, he suggested that the DH shorten the service interval to enhance the services.

34. Mr Daniel CHAM, BBS, MH, JP hoped that public dental services could be enhanced after the merger of relevant services under the DH and the Hospital Authority (“HA”). Also, he considered that the number of participants in the Programme in Yuen Long District as of early September this year was relatively low, and hoped that the DH would find ways to increase the service capacity. In addition, he suggested allowing non-locally trained dentists to register and practice in Hong Kong to increase the manpower of dentists, and enhancing cross-boundary healthcare services by expanding the scope of use of Elderly Health Care Vouchers (“EHCVs”) in clinics on the Mainland to alleviate pressure on dental services in Hong Kong.

35. Mr TAM Tak-hoi considered that the figure of only 135 eligible persons participating in the Programme in the district as of early September this year was far below the actual need, and believed that this might be related to insufficient publicity. He suggested incorporating dental services into the scope of services of District Health Centres (“DHCs”) to make good use of the venues and existing resources of DHCs, further expand the services and strengthen publicity efforts so as to benefit more elderly people.

36. A consolidated reply provided by Dr Rico CHU and Mr LAM Ding-fung of the DH was as follows:

- (1) The number of participating clinics had increased from 77 at the initial launch of the Programme to 87 at present. The Government had been continuously encouraging NGOs to participate in the Programme and set up more clinics to ensure there were clinics in every district;
- (2) As of early September this year, there were 135 eligible persons participating in the Programme in Yuen Long District, and the number had now increased to 248. The DH did not maintain records on the number of EMs among participants. The DH anticipated that the number of participants would gradually increase as the Community Care Fund Elderly Dental Assistance Programme came to an end this year;
- (3) Starting from 1 January 2026, the Programme would expand its scope of services to cover dental scaling, root canal treatment, fitting of dentures, and removal of bridges and crowns;
- (4) Given the current number of homeless individuals in Hong Kong was less than 1 500, the DH had not set quotas for homeless service recipients under the Programme;
- (5) As the majority of participants in the Programme mainly underwent dental fillings (i.e. with the objective of tooth retention) and the demand for extractions was relatively low, the DH had no plan for the time being to adjust the arrangement of providing subsidised dental services once every 180 days with treatment of a maximum of three teeth at a time;
- (6) The Working Group on Oral Health and Dental Care had published a report recommending the merger of hospital dental services of the DH and the HA, which was expected to be formally announced later, covering high-risk groups and provision of special care dental services;
- (7) Amendments to the Dentists Registration Ordinance were passed in July 2024 to introduce limited registration and special registration. Non-locally trained dentists had already been registered and NGOs participating in the Programme were given priority to employ them in order to enhance service capacity;
- (8) Medical institutions in the Greater Bay Area already accepted the use of EHCVs for providing dental services; and
- (9) The 2025 Policy Address proposed strengthening oral health education, instructions and risk assessments through DHCs, and providing services through NGOs.

37. The Chairman concluded by expressing the hope that more members of the public could benefit from the Programme after the expansion of its service scope effective from 1 January 2026, and invited Members to assist in publicising the Programme in the community.

(Post-meeting note: The Secretariat forwarded the follow-up reply from the Health Bureau regarding the extension of the coverage of EHCVs.)

**Item VI: Ms HO Hiu-man, Mr WONG Siu-chung and Mr Ronnie TANG proposed a discussion on “Request for the provision of electric vehicle charging facilities” (YLDC Paper No. 72/2025)**

38. The Chairman referred Members to Paper No. 72 and the written replies from the Environmental Protection Department (“EPD”) and the HD. He also welcomed Mr WONG Ka-

keung, Senior Electrical & Mechanical Engineer (Electric Vehicle)<sup>2</sup> and Mr Marco MA, Electrical & Mechanical Engineer (Electric Vehicle)<sup>11</sup> of the EPD, to the meeting.

39. Ms HO Hiu-man briefed Members on the paper. She reported the lack of public charging facilities in rural areas and the frequent breakdowns of some chargers. To tie in with the Government's efforts to promote the use of electric vehicles ("EVs"), she recommended that the Government collaborate with power companies to provide additional charging installations in public car parks, thereby expanding the charging network and boosting the penetration rate of EVs. Moreover, she recommended that the Government devise contingency plans to address breakdowns of charging facilities and enhance maintenance and repair of public charging facilities.

40. Mr WONG Siu-chung reported that a number of rural residents had expressed a desire for the installation of EV chargers in their villages. However, this had not been implemented due to the insufficient capacity of current power grid. In view of the time required for expanding the power grid, he recommended the provision of large transformers in rural villages to promote the popularisation of EVs.

41. Mr Daniel CHAM, BBS, MH, JP said that although private car parks had been progressively installing more charging facilities in recent years, for example, Kingswood Villas would install chargers in approximately 2 500 parking spaces by the end of this year, the lengthy and complex process from application, vetting and approval to project commencement remained a challenge. He recommended that the EPD review the application procedures for the current subsidy programme to shorten vetting and approval times. This would enable more car parks to apply for subsidy and expedite the installation of charging facilities. Additionally, he noted that many owners of roadside or vacant rural agricultural land in Yuen Long District were interested in converting their land into charging stations. However, due to the time required to obtain planning permission and uncertain departmental support, their land had remained vacant for years. Therefore, he recommended that the LandsD, the PlanD, and the EPD collaborate to introduce policy support measures, such as expediting vetting and approval of applications or providing guidelines to assist landowners in converting their land into charging stations. Secondly, he suggested that when the LandsD renewed leases or granted government land for temporary car parks in the future, it could require land users to install a certain number of charging installations in the car parks under the lease terms, with the aim of providing additional charging facilities at temporary car parks. Finally, noting that ample space was available in many petrol filling stations ("PFSs") (particularly those in rural areas), he recommended that the LandsD encourage PFS operators to install fast chargers through land premium concessions or other incentives, thereby enhancing charging accessibility.

42. Mr WONG Yuen-tai, MH said that there was a severe shortage of charging facilities in the district. Although many private car parks and housing estates requested for installation of charging infrastructure, they had been unable to do so due to insufficient capacity of power supply. He recommended that the Government negotiate with power companies to prioritise locations with surplus power supply, such as areas under footbridges in the town centre and the nullah beneath Long Ping Station, equip existing parking meters with charging facilities or establish car parks equipped with charging facilities.

43. In response to HD's written reply stating that car parks under its purview had been equipped with charging facilities for EVs, Mr CHEUNG Wai-sum reported that 13A home plugs were used for the chargers installed at the car park in Hung Fuk Estate, resulting in a charging rate of

approximately 1% per hour. This fell significantly below the standard medium charging efficiency of around 6% to 7% per hour. He had received in the past a number of complaints from residents of Hung Fuk Estate concerning the said situation, and thus hoped that the HD would enhance the charging facilities at Hung Fuk Estate as soon as possible.

44. Mr LAM Wai-ming anticipated that demand for EV charging within the district would increase substantially as new residents moved in the district and more EVs travelled southbound. He recommended that the Government to draw on overseas practices of installing charging facilities on lampposts and consider fitting pay-to-use chargers to parking meters or lampposts. This would both increase charging facilities within the district and generate additional revenue for the Government.

45. Mr SO Yuen highlighted that the utilisation rate of EVs in Yuen Long District would increase exponentially with the growth in population and the number of large-scale developments. The current provision of merely 659 public chargers in Yuen Long District was clearly insufficient to cope with the demand, it was hoped that the Government would strive to increase the number of chargers. He also considered that the HD's provision of merely two fast chargers for every 100 parking spaces in new public housing development projects to be insufficient. Moreover, he expressed concern that the current shortage of charging facilities in car parks might lead to vehicles awaiting charging occupying other parking spaces. He therefore suggested that the HD increase the provision of fast charging infrastructure in car parks to expedite the turnover of parking spaces.

46. Mr WONG Wai-leung quoted statistics from the TD that approximately two thirds of the newly registered vehicles in the first half of this year were EVs, with a sustained growth momentum. This contrasted sharply with the current provision of merely 659 chargers in the district, indicating a significant shortfall in supply. Although the Government's target was to establish 200 000 charging facilities across the territory by 2027, most of these charging facilities were located within car parks, which was inconvenient to vehicle owners. He proposed increasing the number of at-grade fast charging stations, which would not only bring convenience to vehicle owners but also tie in with Hong Kong's roadmap to cease registration of fuel-propelled private cars by 2035, thereby promoting the popularisation of EVs.

47. Mr LAM Chung-yin said that Shenzhen, just a river apart, had become an "ultra-fast charging city" for EVs, possessing more chargers than PFSs, with sophisticated technology and convenient services. He proposed the Government introduce charging technologies from the Mainland or invite Mainland experts to conduct a joint study to assist in improving the EV charging network in Hong Kong. Moreover, he said that chargers were mostly located in housing estates or shopping malls, and recommended that the Government study the feasibility of equipping charging function to roadside parking meters, so that vehicle owners could charge and park their vehicles simultaneously. This would significantly increase the convenience of the charging network.

48. Mr YIU Kwok-wai, MH said that although the Government had progressively provided charging installations and adopted a fee-charging mode, the number of existing charging installations was not enough to cope with the demand derived from the growing popularity of EVs. He recommended that the Government address technical constraints such as power shortages and promote the installation of additional charging stations in locations such as beneath flyovers. Additionally, he highlighted that the current arrangement of locating most chargers within car parks often prevented vehicle owners from accessing them when the car park was full. He suggested

drawing reference from the Mainland's supercharging stations by establishing 24-hour charging points in open-air locations. Finally, he expected that relevant departments would balance the deployment of fast and medium charging installations in light of actual usage patterns in each district.

49. Ms YUEN Man-yee, MH said that the car park in Shui Pin Wai Estate currently provided only two hourly-rated charging spaces, which was insufficient to meet actual demand. Regarding the HD's statement that car parks in older public housing estates might be unable to install additional charging facilities due to insufficient electrical capacity, she urged the HD to devise solutions to resolve technical issues in order to increase the number of hourly-rated charging spaces. This would align with the Government's efforts to promote the popularisation of EVs.

50. Mr SZE TO Chun-hin recommended the EPD consider requesting power companies' assistance in enlarging the electricity network through administrative means to provide additional charging installations. Given that charging fees in Hong Kong were higher than those on the Mainland, he suggested that the Government should promote market competition by introducing more EV charging point operators, with a view to reducing charges and benefitting the public.

51. Ms MA Shuk-yin, MH said that there was currently a severe shortage of charging spaces in public housing estate car parks, with non-EVs frequently occupying these spaces. She recommended the HD to flexibly increase the number of dedicated charging spaces for EVs according to actual demand in various housing estates and adopt measures to ensure optimal utilisation of charging spaces.

52. Ms LAM Wai-ming said that many local residents were unable to install domestic chargers due to insufficient power supply or equipment constraints. She recommended that the Government reserve sufficient power to support installation of domestic chargers when planning NDAs. Moreover, she recommended prioritising provision of additional fast chargers at public car parks to shorten the waiting time for vehicle owners.

53. Mr TONG Tak-chun enquired about the proportion taken up by Yuen Long District in the HD's planned upgrading works for over 5 000 parking spaces, as mentioned by the EPD. In response to the HD's written reply that the Hong Kong Housing Authority had installed EV chargers at 347 private car parking spaces within its car parks in Yuen Long District (representing approximately 12% of the district's private car parking spaces), and that parking spaces equipped with charging infrastructure accounted for approximately 22% of the total number of parking spaces, he sought details from the department concerning these figures.

54. Mr SEI Chun-hing proposed a trial use of fast charger at the open-air metered parking spaces on Wang Lee Street in Tung Tau Industrial Area, in view of the relative low utilisation rate of the car park, the ample space for conversion works and the sufficient power supply in the vicinity of the industrial area.

55. A consolidated reply provided by Mr WONG Ka-keung of the EPD was as follows:

- (1) The Government launched the EV-charging at Home Subsidy Scheme in October 2020 with two phases, with a total funding subsidy of \$3.5 billion. Applications from 43 car

parks of private residential buildings in Yuen Long District had been approved, involving about 8 780 parking spaces, with installation works at 14 out of these car parks (about 2 730 parking spaces) had been completed, installation works at 9 car parks (about 2 660 parking spaces) including those in Kingswood Villas were in progress. Design and related tendering work at 20 car parks (3 380 parking spaces) were underway. It was anticipated that all the car parks with their applications approved in Yuen Long District could complete the installation of EV charging infrastructure by the end of 2027 as scheduled. The EPD had maintained close communication with the applicants and the engineering consultants they engaged and had conducted multiple inspections and refined relevant procedures in the past, including assigning dedicated project assistants and engineers to each approved application for progress follow-up and technical support, compiling relevant guidelines to assist engineering consultants in preparing engineering specifications and tenders, and holding technical meetings with applicants and engineering consultants from time to time to expedite the commencement of installation works;

- (2) As announced in the 2024 Policy Address, the Government would earmark \$300 million for the Fast Charger Incentive Scheme to encourage private sector to install a total of 3 000 fast chargers by the end of 2028. The Environment and Ecology Bureau implemented the scheme in July this year. By mid-September, it had received nearly 50 applications in total. The first batch of fast chargers would be progressively put into operation within this month, covering all 18 Districts across the territory. The peak period for installations was anticipated to occur within the coming one to two years;
- (3) Negotiations with oil companies were underway to expedite the installation of fast chargers at 60 existing oil stations. Three vacant PFS sites (located in Kowloon Bay, Fo Tan and Tai Po respectively) had been approved or were pending to be approved for conversion into EV fast charging stations. The EPD was also actively searching for suitable locations within the district for such purpose;
- (4) Medium charging (32A) was equivalent to the typical consumption of an average household. Since the power supply to roadside lampposts was limited and that for the metered parking spaces was not yet available, conversion into charging facilities for these locations faced technical difficulty. The proposal to install charging facilities beneath flyovers required assessments by the TD on their impact on traffic and safety, and the EPD could provide technical support;
- (5) The EPD convened regular meetings with the HD on the follow-up to the upgrading of charging network in public housing estates. The HD was preparing for the upgrading of chargers for over 5 000 parking spaces and the EPD would continue to provide technical assistance;
- (6) The Government had tightened the gross floor area (“GFA”) exemption arrangements for car parks since 2011, only underground car parks provided with charging infrastructure for EVs at each parking space could be fully exempted from GFA calculations. The main objective of the policy was to ensure that vehicle owners would not be hindered from installing the required chargers due to constraints in respect of power supply capacity, cabling and conduits, etc. when they planned to install the required charger at their parking spaces and arrange for power supply. The Government planned to further tighten the above arrangements from the fourth quarter of this year. For new residential and commercial car parks, in addition to charging infrastructure for EVs, parking spaces of private cars, motorcycles, light goods vehicles must be equipped with 7kW (32A) chargers. Upon completion of the car parks, these facilities would enable immediate



charging for EVs;

- (7) The land lease of the HSK/HT NDA had included a clause mandating developers to install charging facilities for EVs;
- (8) In many older communities (such as rural areas), power outages were not caused by deliberate delays by power companies but control schemes and technical constraints. The situation in remote locations was particularly challenging as these locations might not be covered by the electricity grid, making it difficult to install charging facilities for EVs; and
- (9) The Government was exploring innovative approaches, such as converting vacant PFS site in Kowloon Bay as pilot high-voltage distribution technology site for EV fast charging station. Successful cases could be extended to rural areas in Yuen Long or other open spaces.

56. A consolidated reply provided by Mr YEUNG Kwan of the HD was as follows:

- (1) Currently, certain housing estates (such as Hung Fuk Estate) deployed standard charging devices for charging EVs. The HD would consider factors such as the current power supply capacity and existing building services installations of individual car parks and relevant housing estates, the space requirements for proposed additional EV charging facilities and the usage pattern of existing EV chargers. The HD would consider upgrading or installing additional chargers where technically feasible and where demand existed;
- (2) “Two fast chargers per 100 parking spaces” stated in the written reply referred to additional chargers beyond those already equipped with medium-speed chargers, rather than only two chargers were provided per 100 parking spaces;
- (3) At present, there were two hourly-rated charging spaces at Shui Pin Wai Estate. The HD would continue its review on the utilisation rate and power supply situation, and consider increasing the number of such parking space where technically feasible;
- (4) The HD was considering converting fixed monthly parking spaces into flexible monthly parking spaces to increase the number of vehicle owners benefitting from the chargers;
- (5) Among the 13 car parks under the purview of the HA in Yuen Long District, 347 private car parking spaces were equipped with chargers, while 263 parking spaces had charging infrastructure in place (without installed chargers), making it to a total of 610 parking spaces, representing 22% of the 2 781 private car parking spaces in the district; and
- (6) The HD anticipated a total of 1 070 private car parking spaces would be provided in the housing projects to be constructed in Yuen Long District over the next five years. Of these, 893 would be equipped with charging devices, and all parking spaces would feature charging infrastructure, enabling installation of charging devices as required.

57. A consolidated reply provided by Mr Jason CHAN of the LandsD was as follows:

- (1) Upon the expiry of current PFS tenancy, the LandsD would request for the installation of additional charging facilities in light of the situation and would also consider converting

the entire old PFS site deemed suitable into a charging station;

- (2) Five applications had been received this year to convert idle private agricultural land into public charging stations. The landowners concerned should connect the power supply themselves upon application approval for the charging stations. It was expected that the completed charging stations would primarily serve vehicle fleets, while benefitting private cars;
- (3) As the lease period of short term tenancy for car parks was relatively short, if operators were mandated to install charging facilities, they might find it difficult to fulfil tenancy terms due to challenges in breaking even on investments and the time required for power connection. Therefore, such terms might not be applicable for small car parks. Nevertheless, if the Government secured policy support in the future, such requirement might be examined for inclusion in large-scale project; and
- (4) Two bus depots in Yuen Long District were applying to install charging facilities, which were expected to become operational from next year.

58. A consolidated reply provided by Mr Fabian CHEUNG of the TD was as follows:

- (1) The TD had consistently optimised the use of road resources. When assessing the need for additional metered parking spaces, factors such as road safety, location of underground utilities, local parking demand and residents' views would be taken into consideration; and
- (2) The TD would examine the feasibility of Members' proposal for additional metered parking spaces along the nullah beneath Long Ping Station.

59. The Chairman concluded by requesting the EPD, the HD, the LandsD and the TD to take note of Member's views and suggestions.

**Item VII: Mr YIU Kwok-wai and Ms LAU Kwai-yung proposed a discussion on “Persistent poor quality of seawater for flushing in Tin Shui Wai” (YLDC Paper No. 73/2025)**

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60. The Chairman referred Members to Paper No. 73 and the written reply from the Water Supplies Department (“WSD”). He also welcomed Mr SHUM Lok-yin, Engineer/New Territories West (Distribution 5), and Ms LEUNG Ming-yi, Chemist/Resources Management 3, of the WSD, to the meeting.

61. Mr YIU Kwok-wai, MH briefed Members on the paper. He noted that since Tin Shui Wai switched to seawater for flushing, numerous complaints had been received from residents. These included serious odour issues, frequent pump damages, and concerns that sediment in water tanks could increase the risk of pipe blockages. He recommended that the department improve water quality through three-tiered filtration at the source, in estate pump rooms, and at household cisterns. He was pleased to note that the WSD's commitment to adjust water supply routes and conduct on-site inspections, and hoped that the current poor water quality would be improved as soon as possible.

62. Mr Allan WONG reported that occasional complaints had been received from residents concerning damages to toilet bowls and impact on household hygiene caused by impurities in the flushing water. Although the WSD stated that installing strainer would remove coarse impurities in salt water, he suggested installing fine mesh screens in pipes to filter out tiny impurities and reduce sedimentation.

63. Mr Daniel CHAM, BBS, MH, JP said that since Yuen Long switched to seawater for flushing, residents' complaints had never stopped. Accompanied by the WSD, he had visited a salt water pumping station and found that the department only took seawater samples from 10 to 20 metres offshore. He believed that this practice would easily draw in seawater mixed with impurities. Additionally, he noted that inadequate cleaning of water tanks in housing estates would further exacerbate the issue, highlighting that the WSD should recommend buildings to shorten the cleaning cycle of seawater tank (such as in every two to three months) to reduce sedimentation.

64. Mr SZE TO Chun-hin noted that during the initial phase of restoring supply of flushing water after cleaning of water tank, substantial quantities of sand and silt would discharge from the water tank and settle at its base, leaving behind yellowish deposits that required high-pressure hoses to flush away. If households utilised built-in cisterns, thorough cleaning would be even more challenging. Although the odour issues at the initial stage of switching to seawater for flushing had been mitigated, the problem of sand and gravel sedimentation remained unresolved. It was therefore recommended that the WSD filter out sand and gravel from the seawater and improve water quality to prevent the long-term accumulation of sediment.

65. Ms LAU Kwai-yung said that the number of complaints about seawater flushing had been on the rise, although it was lower than the level seen during the initial phase. She enquired about the schedule and anticipated effectiveness of the WSD's ongoing works to improve the salt water branch pipes that supply flushing water to specific housing estates in Tin Shui Wai.

66. Mr TONG Tak-chun noted that since the conversion to seawater flushing in older housing estates, the frequency of water tank and pipe damages had increased significantly. With an increasing number of older housing estates in the district over the next 30 years, he considered that the WSD should address the impact of seawater flushing on the deterioration of water tanks and pipes. Additionally, he raised concerns that the WSD's approach of altering water flow direction to increase flow velocity within the system might weaken water flows in other areas of the district, and enquired whether the works would affect the overall balance of flow velocities.

67. Ms WONG Wai-ling said that many residents had reported frequent presence of sediment in their toilet bowls and had raised concerns over the situation. She also reported that, since Tin Shui Wai Hospital switched to seawater for flushing, there had been a significant increase in pipe bursts due to corrosion. This had subsequently compromised hygiene in the hospital's washrooms and the overall environment. She therefore hoped that the WSD would collaborate with the HA to address these issues.

68. A consolidated reply provided by Mr SHUM Lok-yin and Ms LEUNG Ming-yi of the WSD was as follows:

- (1) Seawater for flushing was an environmental friendly and water-saving initiative.

Although the quality of seawater was not as strictly regulated as fresh water, it complied with internal standards after treatment, with an acceptable aesthetic appearance and hygiene;

- (2) The WSD had been monitoring the quality of salt water supplied to users for toilet flushing and had established water quality objectives (“WQO”) of salt water for flushing supply, i.e. the flushing seawater quality should achieve 97% compliance with WSD WQO. The parameters of WQO included colour, turbidity, threshold odour number, acidity, alkalinity, suspended solids, dissolved oxygen, *Escherichia. Coli*, among others. The WSD would regularly publish the testing results on its website on a half-yearly basis;
- (3) The salt water for flushing supply of the entire Yuen Long District (including Tin Shui Wai) came from Lok On Pai Salt Water Pumping Station. Seawater was first filtered through a strainer to remove larger impurities, then disinfected with sodium hypochlorite. Additionally, the pumping station was equipped with a real-time monitoring system to oversee the residual chlorine levels in the salt water for flushing to ensure its quality was in compliance with the WSD’s regulations. Besides, the WSD would take samples twice a month respectively from Lok On Pai Salt Water Pumping Station, its supply network and users’ flushing cisterns for testing. Between April 2024 and March 2025, the compliance rate for the quality of flushing water from the supply network of Lok On Pai Salt Water Pumping Station reached 100%;
- (4) The formation of sediment was attributable to the penetration of fine impurities through the mesh. If flow velocity was low or stagnant, these impurities were prone to adhere and form visible sediment. If the storage cisterns or water tanks of the housing estates had not been cleansed for a prolonged period, they were more prone to accumulating sediments;
- (5) The WSD had implemented measures to address the issue, including optimising pipeline network scheduling to enhance flow velocity and minimise low-flow zones; relocating branch pipes to the top of main conduits to prevent sediment accumulation at the pipe base from entering the system; and advising property management companies to clean water tanks in every six months, with more frequent cleaning as required. If residents found sediments, immediate clearance was necessary; and
- (6) Should complaints regarding water quality issues be received from specific housing estate or Tin Shui Wai Hospital, the WSD might deploy its officers to formulate improvement measures on site.

69. The Chairman concluded by requesting the WSD to take note of Members’ views and suggestions.

### **Report Items**

#### **Item VIII: Progress Reports of Committees and Working Groups**

- (i) **Community Affairs Committee (YLDC Paper No. 74/2025)**
- (ii) **Community Involvement, Culture and Recreation Committee (YLDC Paper No. 75/2025)**
- (iii) **District Facilities and Works Committee (YLDC Paper No. 76/2025)**
- (iv) **Food, Environment and Hygiene Committee (YLDC Paper No. 77/2025)**
- (v) **Traffic and Transport Committee (YLDC Paper No. 78/2025)**
- (vi) **Social Welfare and Labour Committee (YLDC Paper No. 79/2025)**

- (vii) **Town Planning and Development Committee (YLDC Paper No. 80/2025)**  
(viii) **Housing Committee (YLDC Paper No. 81/2025)**  
(ix) **Working Group on Mass Transit Services (YLDC Paper No. 82/2025)**
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70. The Chairman referred Members to the nine progress reports of the Committees and Working Group as set out in Paper Nos. 74 to 82.

71. Members noted the aforesaid progress reports.

**Item IX: Hong Kong Police Force's report on the district's law and order situation and crime figures between July and August 2025**

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72. The Chairman invited Ms Tammy CHAN of the Hong Kong Police Force ("HKPF") to report on the law and order situation and crime figures in the district.

73. Ms Tammy CHAN reported on the law and order situation and crime figures in the district between July and August 2025.

74. While recognising the Police's efforts in combating crime, Mr LEUNG Ming-kin recommended that the Police disseminate anti-fraud messages among young people by organising various sports competitions that were popular among them.

75. Mr Daniel CHAM, BBS, MH, JP said that although the number of fraud cases had dropped compared to the previous reporting period, nearly 600 cases were still recorded each month. He hoped that the Police would further step up their efforts in this regard. He also commended the Police for successfully promoting anti-drug messages among students through the display of physical drug specimens on anti-drug promotional trucks. He recommended that more physical specimens be displayed during school campaigns, so that students could recognise the harms of drugs through these physical specimens.

76. Ms YUEN Man-yee, MH spoke highly of the decline in overall crime rates within the district under the command of the Yuen Long Police District. Additionally, she noted fraudsters had been recently sending false payment notifications to lure victims into clicking on attached links for monetary gain. She urged the Police to strengthen their publicity and education efforts.

77. A consolidated reply provided by Ms Tammy CHAN of the HKPF was as follows:

- (1) The Police would maintain close liaison with schools and raise crime prevention awareness among students through organising different activities. Apart from this, the Police had also strengthened cooperation with hospitals and care homes to ensure crime prevention awareness campaigns were fully integrated across all sectors of society;
- (2) Drug display cases (including physical specimens of drugs such as cannabis, etomidate, and cocaine) offered students the opportunity to observe the authentic appearance of drugs, thereby deepening their understanding of these substances and yielding excellent educational outcomes. The Police would liaise with the Narcotics Bureau to arrange for additional anti-drug promotional trucks as part of school campaigns, so that more students could recognise the harms of drugs through direct observation of physical specimens; and

- (3) In light of the evolving landscape of deception, the Police appealed the public not to trust suspicious calls, not to click on unknown hyperlinks embedded in suspicious text messages and not to disclose credit card details. If in doubt, please call the relevant organisations to verify the telephone numbers and use the “Scameter+” to check the risk level of suspicious calls or websites.

78. The Chairman concluded by requesting the Police to take note of Members’ views.

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

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

80. Mr Hubert CRUZ introduced the DAS and its work progress.

81. Members noted the aforesaid progress report.

**Item XI: Any other business**

**Item XII: Date of next meeting**

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82. The Chairman said that the twelfth meeting of the YLDC would be held in the conference room of the YLDC at 2:30 p.m. on 25 November 2025.

83. There being no other business, the Chairman announced that the eleventh meeting of the seventh term YLDC closed and thanked Members and the department representatives for their attendance.

Yuen Long District Council Secretariat  
November 2025