

The minutes were confirmed on 28.7.2026 without amendment.

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

Date: 26 May 2026 (Tuesday)  
Time: 2:30 p.m. to 5:35 p.m.  
Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices,  
2 Kiu Lok Square, Yuen Long

**Present**

Chairman : Mr MA Fu-wai, Kelvin, 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 Chi-kwong  
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

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|------------------------|---|------------------------------|---------------------------------------------------------------------------|
| Secretary              | : | Ms TAM Yu-yan, Maggie        | Senior Executive Officer (District Council),<br>Yuen Long District Office |
| Assistant<br>Secretary | : | Miss WONG Cheuk-ying, Cherry | Executive Officer I (District Council),<br>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),<br>Yuen Long District Office                                                |
| Ms CHUI Po-ling, Polly      | Senior Liaison Officer (2),<br>Yuen Long District Office                                                |
| Ms OR Lai-kum, Christina    | Senior Liaison Officer (3),<br>Yuen Long District Office                                                |
| Mr LAU Hiu-lap, Frederick   | Senior Liaison Officer (4),<br>Yuen Long District Office                                                |
| Mr LUK Ka-wing              | Acting Chief Engineer/West 1,<br>Civil Engineering and Development Department                           |
| Ms HEUNG Pui-hang, Pinky    | Acting District Lands Officer/Yuen Long,<br>Lands Department                                            |
| Mr CHEUNG Ho-man            | Administrative Assistant/Lands (District Lands Office,<br>Yuen Long), Lands Department                  |
| Mr YEUNG Kwan               | Senior Housing Manager/Tuen Mun & Yuen Long 2,<br>Housing Department                                    |
| Miss CHAN Lai-han, Veronica | Senior Social Work Officer 2,<br>Social Welfare Department                                              |
| Mr KWOK Ming-gon            | District Environmental Hygiene Superintendent (Yuen<br>Long), Food and Environmental Hygiene Department |
| Mr CHAN Yun-kwan            | Chief Health Inspector (Yuen Long)3,<br>Food and Environmental Hygiene Department                       |
| Mr LEUNG Chung-man          | District Commander (Yuen Long),<br>Hong Kong Police Force                                               |
| Ms LAU Hung-yin             | Police Community Relations Officer (Yuen Long),<br>Hong Kong Police Force                               |
| Ms TAM On-kei, Susan        | Chief Leisure Manager (New Territories North),<br>Leisure and Cultural Services Department              |
| Mr LAM Chi-kin              | District Leisure Manager (Yuen Long),<br>Leisure and Cultural Services Department                       |
| Ms POON Yuk-cheung          | Senior School Development Officer (Yuen Long)4,<br>Education Bureau                                     |
| Ms CHEUNG Chui-ying, Carman | Senior Town Planner/Hung Shui Kiu,<br>Planning Department                                               |
| Mr CHEUNG Chi-yeung, Fabian | Chief Transport Officer/New Territories North West,<br>Transport Department                             |

**Item II**

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|--------------------------|------------------------------------------------------------------|
| Mr WONG Wai-kwong, Eric  | Chief Engineer 2/Major Works, Highways Department                |
| Mr LAW Chi-hang, Andy    | Senior Engineer/Northern Metropolis (7), Highways Department     |
| Mr WONG Yin-pok, Arthur  | Engineer/Northern Metropolis (30), Highways Department           |
| Mr Perran COAK           | Project Manager, AtkinsRéalis - AECOM Joint Venture              |
| Ms CHOI Ho-tung, Charis  | Project Coordinator, AtkinsRéalis - AECOM Joint Venture          |
| Ms CHAN Pak-yan, Pat     | Project Coordinator, AtkinsRéalis - AECOM Joint Venture          |
| Mr CHAN Pak-yin, Nick    | Project Coordinator, AtkinsRéalis - AECOM Joint Venture          |
| Mr PANG Hak-kan, Kan     | Civil Engineering Manager, AtkinsRéalis - AECOM Joint Venture    |
| Mr LAM Cheung-fai, Derek | Deputy Environmental Manager, AtkinsRéalis - AECOM Joint Venture |

**Item III**

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| Ms LIU Yin-man, Diana | Deputy Regional Officer/New Territories 2, Independent Commission Against Corruption |
| Ms Goretti LUI        | Senior Community Relations Officer, Independent Commission Against Corruption        |

**Item IV**

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| Mr PANG Lap-pun, Freeman | Senior Librarian (Yuen Long), Leisure and Cultural Services Department |
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**Item VI**

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| Mr WONG Chi-kong, Martin | Engineer/4 (West), West Development Office, Civil Engineering and Development Department |
| Mr LEE Wai-chung         | Engineer/Main River 3, Drainage Services Department                                      |

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**Opening Remarks**

The Chairman welcomed Members and government department representatives to the fifteenth 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) Ms Pinky HEUNG, Acting District Lands Officer/Yuen Long of the Lands Department (“LandsD”);
- (2) Mr LUK Ka-wing, Acting Chief Engineer/West 1 of the Civil Engineering and Development Department (“CEDD”);

- (3) Ms Carman CHEUNG, Senior Town Planner/Hung Shui Kiu of the Planning Department, who stood in for Mr AU Hei-fan, Raymond, District Planning Officer/Tuen Mun & Yuen Long West, to attend the meeting;
- (4) Miss Veronica CHAN, Senior Social Work Officer 2 of the Social Welfare Department (“SWD”), who stood in for Mrs SHEK CHAN Lai-wah, Judy, District Social Welfare Officer (Yuen Long), to attend the meeting;
- (5) Ms POON Yuk-cheung, Senior School Development Officer (Yuen Long)<sup>4</sup> of the Education Bureau (“EDB”), who stood in for Ms YOUENG Wai-sze, Sally, Chief School Development Officer, to attend the meeting; and
- (6) Mr YEUNG Kwan, Senior Housing Manager/Tuen Mun & Yuen Long 2 of the Housing Department, who stood in for Mr WONG Chun-hung, Samuel, Chief Manager/Management, to attend the meeting.

**Item I: Confirmation of the minutes of the fourteenth meeting of the YLDC held on 31 March 2026**

3. Members confirmed the minutes of the fourteenth meeting of the YLDC held on 31 March 2026.

**Discussion Items**

**Item II: Hong Kong Section of Hong Kong-Shenzhen Western Rail Link (Hung Shui Kiu-Qianhai)  
(YLDC Paper No. 13/2026)**

4. The Chairman referred Members to Paper No. 13 and welcomed the following representatives from the Highways Department (“HyD”) and the consultancy firm, to the meeting:

**HyD:**

Chief Engineer 2/Major Works  
Senior Engineer/Northern Metropolis (7)  
Engineer/Northern Metropolis (30)

Mr Eric WONG  
Mr Andy LAW  
Mr Arthur WONG

**AtkinsRéalis - AECOM Joint Venture:**

Project Manager  
Project Coordinator  
Project Coordinator  
Project Coordinator  
Civil Engineering Manager  
Deputy Environmental Manager

Mr Perran COAK  
Mr Nick CHAN  
Ms Pat CHAN  
Ms Charis CHOI  
Mr Kan PANG  
Mr Derek LAM

5. Mr Eric WONG of the HyD and Ms Charis CHOI of the AtkinsRéalis - AECOM Joint Venture briefed Members on the paper.

6. Mr Daniel CHAM, BBS, MH, JP considered that the Hong Kong-Shenzhen Western Rail Link (“HSWRL”) project would benefit the development of Yuen Long District as well as the entire Northern Metropolis (“NM”), while also strengthening the ties between Hong Kong and the Chinese Mainland. In view of the proposed construction of a depot on residential land, he expressed concern as to whether the authorities would increase the plot ratio of other residential sites in the district to

compensate for the loss of residential land. In addition, he enquired about the entities responsible for the construction and operation of the railway, the future operational details of the railway, and the arrangements for connecting the Hong Kong section with the Qianhai section in Shenzhen. Furthermore, he considered that railway ventilation buildings should be located away from residential areas and ecologically sensitive sites such as wetlands, and expressed support for the concurrent commissioning of the railway with the Northern Link (“NOL”) and its Spur Line, so as to complement the overall development of the NM. Lastly, he expressed concern about the connectivity between the new railway stations and Tin Shui Wai, and enquired whether the authorities planned to add new stops to the existing Light Rail Transit system to connect to the Ha Tsuen and Lau Fau Shan Stations of the HSWRL, with a view to enhancing travel convenience for residents in the district.

7. Mr SHUM Ho-kit, BBS, JP supported the HSWRL project, which had been incorporated into the National 15th Five-Year Plan. He noted that the five stations along the railway would connect with the existing railway system, and enquired about the specific connection details between the future Hung Shui Kiu Station and the Hung Shui Kiu Station of the Tuen Ma Line (“TML”) under construction, as well as the connection arrangements between the Shenzhen Bay Port Station and the Mainland railway system, so as to facilitate passengers interchanging to other places in the Chinese Mainland. In addition, he considered that the proposed Lau Fau Shan and Ha Tsuen Stations would help drive local development, and expressed concern about the mitigation measures adopted by the Government to minimise the impact on local residents during the works related to the in-situ preservation and revitalisation of the Lau Fau Shan seafood market.

8. Mr WONG Yuen-tai, MH declared his current position as the Vice Chairman of the Federation of Hong Kong Agricultural Associations and his involvement in agriculture. He supported the proposed railway project, yet expressed concern about the impact of the railway works on the section from Lau Fau Shan to Qianhai on the water quality of the surrounding waters, and hoped that the authorities would strictly monitor the water quality. In addition, he expressed concern about the impact of the vibration generated by trains running through the aforementioned section on oyster farming, and suggested that the authorities adopt “oyster” as the theme for the decoration of the proposed Lau Fau Shan Station to highlight local characteristics.

9. Mr CHING Chan-ming supported the proposed railway project, yet hoped that the HyD would provide further details on the arrangements of the project. He hoped that the progress of the works could be effectively expedited with the enactment of the dedicated legislation and relevant subsidiary legislation for the development of the NM, and urged the authorities to listen to the views and suggestions of the Ha Tsuen Rural Committee regarding the railway project, so as to minimise the impact of the works on local residents.

10. Ms MA Shuk-yin, MH expressed concern about the traffic impact on major roads such as Lau Fau Shan Road, Ping Ha Road and Tin Wah Road during the construction of the Hung Shui Kiu section of the railway. She further pointed out that the traffic volume on the relevant road sections was high and that large vehicles frequently passed through these roads, and enquired whether the authorities had conducted an assessment of the traffic impact of the works on the surrounding road sections. In addition, she expressed concern about the noise level during the works and the impact of tree felling on the living environment of nearby villagers, and enquired about the relevant environmental assessment information.

11. Mr TANG Sin-hang expressed concern about the railway works' overall impact and its effect on the rights of nearby villagers (such as those from San Sang Tsuen) to build "small houses" in the future, and enquired about the land compensation arrangements made by the Government for the affected villagers. In addition, he enquired whether the authorities would follow the practice adopted for Phase 1 of the San Tin/Lok Ma Chau Development Node in carrying out a one-off land resumption, the relevant timetable for the freezing survey, and the specific relocation arrangements for the affected brownfield operators.

12. Mr SO Yuen supported the proposed railway project, yet expressed concern about the time required for the construction of the railway. He further pointed out that the existing boundary control points were under immense traffic pressure, particularly before and after long holidays, and considered that the proposed railway project would help divert the passenger flow between Hong Kong and Shenzhen and alleviate the clearance and traffic pressure at other control points. In this connection, he hoped that the authorities would implement the project as soon as possible to align with the overall development.

13. Ms WONG Wai-ling supported the HSWRL project and considered it one of the key infrastructure projects in Hong Kong. She noted that the railway alignment would traverse sections such as Lau Fau Shan and Tin Wah Road, and that the railway works might overlap with the completion time of the public housing project under construction near Tin Wah Road. She therefore enquired about the impact of the relevant works on existing and future residents in the vicinity. She further enquired about the specific interchange arrangements between Chung Fu Stop of the Light Rail and Hung Shui Kiu Station of the HSWRL, including whether residents of Tin Shui Wai would be able to connect to Hung Shui Kiu Station via the future Smart and Green Mass Transit System ("SGMTS"). She also suggested that the authorities carefully plan the interchange arrangements with a view to providing residents with a more convenient railway system.

14. Mr LEUNG Ming-kin supported the relevant works and raised a number of enquiries on the project, including whether immigration facilities would be provided at Qianhaiwan Station and Shenzhen Bay Port Station, whether the redevelopment of the seafood market could be expedited and whether the works schedule could align with the current operation of the seafood market, the connection arrangements between Hung Shui Kiu Station, Lau Fau Shan Station and Ha Tsuen Station and the existing villages, whether the NOL and the HSWRL would be constructed in parallel, the specific location of the fung shui woodland, whether the progress of the relevant works would be accelerated following the passage of the subsidiary legislation, the arrangements for promoting interaction and exchanges between Qianhai and the digital technology hub in Lau Fau Shan, whether relocation arrangements would be made for the affected warehouses at Lau Fau Shan Station, Ha Tsuen Station and the depot, and the support to be provided by the authorities to the affected non-indigenous villages. He further suggested that the authorities could make reference to the engineering practices in the Chinese Mainland by making full use of construction tents to assist in outdoor works, so as to minimise the impact of the rainy season and adverse weather conditions on outdoor works.

15. Ms Yankie CHAN enquired about the completion dates of the three railway stations on the Hong Kong section of the proposed railway project, and whether consideration would be given to operating the Lau Fau Shan, Ha Tsuen and Hung Shui Kiu sections in phases before the commissioning of the entire railway, so as to facilitate local residents in interchanging with the TML via Hung Shui Kiu Station. Noting that the supporting facilities around Ha Tsuen and Lau Fau Shan Stations were not yet fully developed, she enquired whether the authorities would take the opportunity of the proposed project to improve the local transport network and supporting facilities.

16. Ms YUEN Man-yee, MH supported the HSWRL project, yet considered that the target completion of the railway works in 2035 would not align with the population intake of the housing projects along the railway alignment. She suggested that the HyD follow the national approach of enhancing speed and efficiency, and examine the feasibility of further shortening the construction period, so as to expedite the realisation of the “one-hour living circle” in the Greater Bay Area.

17. Mr WONG Siu-chung noted that the proposed at-grade depot at Ha Tsuen would occupy a relatively large area, and enquired whether the authorities would need to resume other land apart from the sections to be constructed by the cut-and-cover method. Citing the example of Au Tau Station on the NOL, for which the connection arrangements with neighbouring villages and housing estates had yet to be planned, he suggested that the HyD commence planning at an early stage for the connections between the stations on the Hong Kong section of the HSWRL and nearby residential areas, with a view to providing convenient connections for residents.

18. Mr YIU Kwok-wai, MH supported the HSWRL project and considered that, upon commissioning, the railway would effectively divert the passenger flow between Tin Shui Wai North and Shenzhen Bay. He further enquired about the transport connection arrangements in the vicinity of the stations, particularly the connection between the proposed Ha Tsuen Station and Tin Ying Road, which was of great concern to many residents. Given that the proposed project would involve the construction of an underground tunnel in the Lau Fau Shan area, he enquired whether the HyD had conducted investigation for the proposed works to ensure that the works would not cause soil erosion, which would in turn affect the scenic beauty of the mudflats in the Lau Fau Shan area.

19. Mr Allan WONG supported the HSWRL project and suggested that the Hung Shui Kiu Station of the SGMTS should be located between the Hung Shui Kiu Station of the proposed HSWRL and the Hung Shui Kiu Station of the TML, so as to facilitate residents of Tin Shui Wai in interchanging with the TML and the HSWRL.

20. Mr LUI Kin, MH supported the proposed project and raised three enquiries regarding the works, including the locations of the Hung Shui Kiu Stations to be constructed under the TML, the NOL and the proposed HSWRL respectively, as well as the co-ordination arrangements adopted to ensure the timely completion of the various works, whether the proposed works, which had been incorporated into the 15th Five-Year Plan, would adopt national or Hong Kong tendering criteria, and whether the authorities would take forward the second phase of the HSWRL, following the practice of the Shenzhen section in connecting to the Shenzhen Airport Railway by connecting the Hong Kong section with the railway serving the Hong Kong International Airport, thereby realising the vision of connecting the airports in Hong Kong and Shenzhen.

21. A consolidated reply provided by Mr Eric WONG and Mr Andy LAW of the HyD was as follows:

- (1) The alignment of the HSWRL had been planned to avoid villages as far as possible in order to minimise the need for land resumption. The main locations where land resumption was required included the three stations (Hung Shui Kiu Station, Ha Tsuen Station and Lau Fau Shan Station), the depot and railway ancillary buildings (such as ventilation buildings) where the cut-and-cover method would be adopted. The HyD had consulted representatives of the shop tenants of Lau Fau Shan seafood market as well as the Ha Tsuen Rural Committee and the Ping Shan Heung Rural Committee on the alignment;

- (2) The HSWRL project of the HyD would be taken forward in parallel with the Lau Fau Shan New Development Area project of the CEDD, which would be responsible for supporting facilities including roads, land development and the Lau Fau Shan seafood market. The two departments would jointly take forward district development and railway construction, and would co-ordinate with each other to ensure that the railway development would align with district ancillary facilities such as cycle tracks and bus stops, thereby facilitating villagers and members of the public in travelling between the three stations and their residences;
- (3) The railway project would be implemented through open tender, with a view to engaging Chinese Mainland and overseas contractors to apply the latest technologies, so as to expedite the progress of the works and enhance the quality of the works. With regard to operations, new technologies from the Chinese Mainland and overseas railway operators would also be considered;
- (4) Apart from the at-grade structures at the three stations, one ventilation building would be provided along the entire railway line. During the construction period, the cut-and-cover sections at the stations would be enclosed, with only vehicular access points retained. Regarding logistics and traffic support, site vehicles would, as far as practicable, be arranged to enter and leave the sites during non-peak hours, so as to minimise the impact on the surrounding areas;
- (5) The cross-harbour tunnel would be located approximately 20 metres below the seabed, which fell within the soft ground. It was anticipated that the seabed would not be affected during the construction and operation periods. The HyD would give more careful consideration during the design and construction stages to avoid any impact on the oyster industry;
- (6) Due to constraints imposed by the TML, a small section of the tunnel alignment would run close to San Sang Tsuen. Nevertheless, every effort would be made to avoid impacts on buildings in San Sang Tsuen during the construction and operation periods of the railway. With regard to fung shui lane, the design had avoided the construction of at-grade facilities within the fung shui lane area;
- (7) The design of the Hung Shui Kiu Station would align with that of the Hung Shui Kiu Station of the TML under construction. For example, the locations of the entrances/exits would align with the main entrances/exits of the Hung Shui Kiu Station of the TML, so as to facilitate convenient interchange for passengers. The western side of the station would also connect with the SGMST currently under planning. The three stations in the Hong Kong section would be planned in conjunction with existing facilities, with a view to achieving optimal connections;
- (8) The project would require the completion of a series of statutory procedures, including environmental assessment, gazettal and land resumption. It was scheduled for gazettal at the end of 2026, followed by open tender in 2027, and the commencement of associated works in 2027/2028. As the project would need to align with the commissioning timetable of the Shenzhen section, further studies would be conducted with the Shenzhen authorities to explore whether there was room to advance the commissioning date;
- (9) Appropriate ancillary facilities would be provided outside each station. The HyD would co-ordinate with the CEDD on the implementation of the relevant ancillary arrangements. The HyD would also discuss with the Transport Department (“TD”) and other relevant

departments with a view to enhancing bus and public light bus services upon the commissioning of the railway, thereby facilitating residents of Ha Tsuen Heung, Ping Shan Heung and Tin Shui Wai in taking the HSWRL to interchange with the TML or travel to Shenzhen; and

- (10) Land resumption and freezing survey would be carried out in accordance with the gazettal procedures, and land would be resumed in sequence upon completion of the statutory procedures. All potential environmental impacts, such as noise and air pollution, would be assessed in accordance with the relevant legislation and would be included in the environmental impact assessment report.

22. A consolidated reply provided by Mr Perran COAK of the AtkinsRéalis - AECOM Joint Venture was as follows:

- (1) The design of the three stations (Hung Shui Kiu Station, Ha Tsuen Station and Lau Fau Shan Station) would be carried out in accordance with overall planning needs. The layout of station entrances/exits would be designed taking into account factors including the locations of nearby villagers, safety and the overall operation of the stations;
- (2) The primary function of the HSWRL was to provide cross-district and cross-boundary transport. As for ancillary transport facilities at district level, such as the connection arrangements in the vicinity of Chung Fu and Tin Shui Wai, these would need to be complemented by the SGMTS, as well as the bus and public light bus networks; and
- (3) The Hong Kong Railway Standards had fully reflected elements of the national standards, and the application of national standards had been fully considered in the HSWRL project.

23. Ms Pinky HEUNG of the LandsD said that the department would seek the views of relevant departments when processing new “small house” applications to ensure that future planning or development projects would not be affected.

24. The Chairman concluded that Members supported the proposed railway project and requested the HyD and relevant departments to follow up appropriately on the views and suggestions raised by Members.

**Item III: Briefing on the Work Plan of the Independent Commission Against Corruption Regional Office (New Territories North West) for 2026/27  
(YLDC Paper No. 14/2026)**

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25. The Chairman referred Members to Paper No. 14 and welcomed Ms Diana LIU, Deputy Regional Officer/New Territories 2, and Ms Goretti LUI, Senior Community Relations Officer, of the Independent Commission Against Corruption (“ICAC”), to the meeting.

26. Ms Diana LIU of the ICAC briefed Members on the Work Plan of the ICAC Regional Office (New Territories North West) for 2026/27.

27. The Chairman concluded that Members noted the relevant work plan and hoped that the ICAC would continue to maintain close co-operation with the YLDC in promoting probity messages in the district.

**Item IV: Mr Daniel CHAM proposed a discussion on “Proposal to hold exhibitions on national security education in Yuen Long District”  
(YLDC Paper No. 15/2026)**

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28. The Chairman referred Members to Paper No. 15 and welcomed Mr Freeman PANG, Senior Librarian (Yuen Long) of the Leisure and Cultural Services Department (“LCSD”), to the meeting.

29. Mr Daniel CHAM, BBS, MH, JP commended the National Security Exhibition Gallery in Tsim Sha Tsui for its comprehensive content and rich exhibits, and suggested that similar exhibitions be organised in the district to strengthen national security education at the district level. To further promote national security education in other districts, he suggested that the Home Affairs Department (“HAD”), subject to the availability of resources, allocate funding to subsidise district organisations in organising relevant activities, and make good use of public venues under the LCSD, such as libraries, theatres and schools, for displaying national security exhibition boards, thereby further implementing national security education in the community and promoting public understanding of national security messages.

30. Mr CHING Chan-ming acknowledged the importance of national security education. To further enhance its effectiveness, he suggested that activities such as a National Security Education Week be organised around the National Security Education Day on 15 April, so as to deepen the publicity effect through interactive means.

31. Mr CHONG Kin-shing, MH, JP supported the proposal and emphasised that national security was the foundation of the country’s prosperity and stability. He stressed that awareness of national security must be cultivated from an early age, so that students could come into contact with and learn about national security issues, thereby strengthening their sense of national identity. He suggested incorporating interactive national security talks into the exhibition to enable students to understand the relevance of national security to their daily lives, thereby enhancing their sense of participation. He further suggested that the Government provide resources and assist in co-ordinating venues for joint organisation of activities with district organisations and schools.

32. Mr LEUNG Ming-kin supported the relevant proposal. Citing the Police’s promotion of the anti-scam mascot “The Little Grape” at the Tin Hau Festival as an example, he suggested that relevant departments conduct national security publicity during the four major traditional festivals, namely Tin Hau Festival, Kwun Yum Festival, Kwan Tai Festival and Buddha’s Birthday. Meanwhile, he suggested that interactive education be conducted in secondary schools, primary schools and kindergartens so that students could learn the importance of national security from an early age. In addition, he hoped that the LCSD would incorporate elements of national security education into mobile library vans and community libraries.

33. Mr YIU Kwok-wai, MH supported the proposal. Noting that the large-scale event organised by the Government at the Hong Kong Convention and Exhibition Centre on National Security Education Day was only open to certain district personalities, he therefore suggested that the

relevant departments concurrently organise local events in the district on that day, such as arranging for residents to watch videos of speeches delivered by leaders together, so as to deepen the public's understanding of national security and enable more members of the public to participate.

34. Mr SZE TO Chun-hin considered national security education to be a core element of patriotic education, and therefore suggested strengthening patriotic education in the district, for example by establishing a permanent exhibition gallery in the NM to showcase the district's history relating to the War of Resistance against Japanese Aggression and the revolutionary period. Citing the recent milestone of Hong Kong having its first female payload specialist as an example, he suggested that activities open for public participation could be organised in future to enhance the public's sense of national pride and enable them to jointly witness the great achievements of the country's aerospace technology. In order to enhance the degree of community participation, while organising activities in schools, consideration should also be given to how to effectively connect with the community outside schools.

35. Mr SEI Chun-hing agreed that national security education could not be achieved overnight. With regard to the written reply submitted by the EDB, he enquired whether, under the current school-based curricula for national education and national security education, teaching materials were developed independently by schools or provided centrally by the EDB. He enquired about the practical approach schools should take in fostering a sense of national identity among students, and whether the EDB had provided relevant practical examples. He noted that while aided schools currently received funding for national education, Direct Subsidy Scheme schools and private schools were not covered. He also suggested that schools put up banners and posters inside and outside school premises to promote national security.

36. Ms LAM Wai-ming pointed out that all government departments were actively contributing to the promotion of national security, and that every person present had a responsibility to promote national security. She further pointed out that the community could make good use of various resources, for example by applying for funding under the Community Involvement Programme to organise diversified activities, with a view to achieving a rich variety of initiatives to jointly safeguard national security.

37. Mr WONG Yuen-tai, MH noted that the depth of teaching in national security education varied across primary schools, kindergartens and secondary schools, depending on the age of the students. He supported strengthening the promotion of national security education and called on all parties present to work together to promote national security education.

38. A consolidated reply provided by Mr LEUNG Chung-man of the Hong Kong Police Force ("HKPF") was as follows:

- (1) Safeguarding national security was the top priority of the Force. Apart from the National Security Department and the Public Relations Wing of the HKPF, the Yuen Long Police District had also actively organised various activities to reach out to schools and the community, engaging different audiences through diversified means. On 15 April this year, the Junior Police Call organised a pickleball challenge which included a national security seminar and a dialogue session with national security tutors, attracting over 300 teachers and students from 28 primary and secondary schools in the district. The Yuen Long Police District had also led primary and secondary school students in the district on

visits to the Chinese People's Liberation Army Hong Kong Garrison Exhibition Centre at Ngong Shuen Chau, and arranged for teachers and students to watch patriotic films together;

- (2) With regard to publicity in schools, the NSpeed Promotional Truck visited three schools in the district during April this year, where smart quiz machines were set up to distribute gifts to students through interactive games, thereby reinforcing the learning effectiveness. During the 2025/26 school year, the Police had visited 19 schools in the district to deliver thematic talks; and
- (3) During the recent Tin Hau Festival, in addition to disseminating anti-fraud messages to the general public, the Police also arranged for the National Security Express promotional truck to be stationed at the venue for publicity, so as to raise public awareness of national security.

39. A consolidated reply provided by Mr Freeman PANG of the LCSD was as follows:

- (1) Libraries had been organising a variety of reading promotion activities, complemented by relevant collections, to enhance the public's understanding of Chinese history, culture and national security, thereby fostering their patriotic sentiments and raising their awareness about the importance of safeguarding national security;
- (2) Public libraries in Yuen Long District organised extension activities such as book exhibitions, thematic talks and workshops, covering various topics including Chinese history and culture, the victory in the War of Resistance, and national security education. These included the Book Exhibition on National Security Education and the Storytelling Workshop of National Security Education held annually from April to May, with a view to enhancing the public's sense of national identity and understanding of national security across all age groups;
- (3) Apart from physical activities, the Hong Kong Public Libraries had also established a dedicated webpage on National Security Education Resources, covering 20 major fields of national security, with a view to enhancing the public's understanding of national security more comprehensively and from multiple perspectives. The webpage also featured Selected Library Resources, introducing relevant library materials to encourage the public to gain an in-depth understanding of the holistic view of national security through reading;
- (4) The Ping Shan Tin Shui Wai Public Library had also set up a permanent bookshelf dedicated to displaying thematic books related to national security and patriotism, so as to enhance the public's understanding of national security through both online and physical resources;
- (5) Public libraries in Yuen Long District would continue to collaborate with various groups and organisations to organise various library activities and enhance library collections, with a view to deepening the public's understanding of national security. They were also willing to provide venue support to assist in organising exhibitions on national security education;
- (6) Mobile library vans in Yuen Long District would similarly provide books related to national security for members of the public to borrow. The LCSD would also encourage community libraries in the district to borrow relevant books from public libraries for lending to their users; and

- (7) The foyer of Yuen Long Theatre, a performance venue under the Performing Arts Division of the Cultural Services Branch of the LCSD, was equipped with an exhibition corner suitable for hosting various small-scale exhibitions. Local groups and organisations were welcome to apply for its use. The electronic display screen in the foyer of the theatre broadcast publicity videos on the National Security Education Day, so as to promote this meaningful occasion to the public, enable them to understand the importance of national security, and encourage them to perform their civic duty and work together to safeguard national security.

40. A consolidated reply provided by Ms POON Yuk-cheung of the EDB was as follows:

- (1) National education, patriotic education and national security education were integral parts of the school curriculum. They were not only a routine task for schools but also required whole-school participation. The EDB continued to support schools in integrating relevant learning elements into various key learning areas (“KLAs”) and different subjects through whole-school curriculum planning, rather than confining them to individual lessons. Schools could, through diversified activities and the flexible integration of various learning activities outside the classroom, or by making good use of online resources provided by various government departments, strengthen students’ sense of belonging towards our country, affection for the nation, and sense of national identity in a comprehensive and systematic manner from an early age;
- (2) The Primary Education Curriculum Guide (2024), released by the EDB in July 2024, covered elements of national education (including patriotic education and national security education). In May 2025, the EDB updated the Curriculum Framework of National Security Education in Hong Kong, and in July of the same year released the Subject Curriculum Frameworks for 27 subjects, covering eight KLAs and the subject of Citizenship and Social Development, so as to ensure that national security education kept pace with the times and to provide teachers with clearer and more comprehensive guidance to further promote national security education;
- (3) The EDB released the Primary Humanities Curriculum Guide in June 2025. All primary schools in Hong Kong were required to implement Primary Humanities starting from the 2025/26 school year at Primary 1 and Primary 4, and to extend it to all levels by the 2027/28 school year;
- (4) The senior secondary subject of Citizenship and Social Development had been fully implemented starting from the 2023/24 school year, while the junior secondary Citizenship, Economics and Society curriculum had been implemented progressively starting from Secondary 1 across Hong Kong in the 2024/25 school year. The curriculum content of both subjects covered the learning elements of “one country, two systems”, the Basic Law, the Constitution of the People’s Republic of China and national security education;
- (5) In addition, starting from the 2022/23 school year, all primary and secondary schools and kindergartens across the territory offering the local curriculum were required to submit to the EDB, by the end of November each year, an annual report on the previous school year and a work plan for the current school year, in order to report on the progress of implementing measures related to safeguarding national security and national security education. In the same school year, the EDB also provided the “National Security: School Self-evaluation Checklist” to support schools in conducting a comprehensive

review of different areas of work relating to national security. The checklist covered administrative and educational measures such as the co-ordination and planning of national security, monitoring mechanisms, school premises management, raising and lowering of the national flag, procurement, and home-school co-operation; and

- (6) Since the official opening of the National Security Exhibition Gallery in August 2024, the EDB had successively invited school sponsoring bodies and schools to arrange for primary and secondary school students across Hong Kong (including those from schools in Yuen Long District) to take part in guided tours, thereby consolidating their knowledge of national security through exhibition boards and interactive games.

41. The Chairman concluded by requesting relevant departments to take note of Members' views and suggestions.

**Item V: Mr SO Yuen, Ms MA Shuk-yin, Mr SZE TO Chun-hin, Mr TONG Tak-chun, Mr LAM Wai-ming, Ms Fennie LAI, Mr CHUI Kwan-siu, Ms LAM Wai-ming, Mr Riben LI, Mr YU Chung-leung, Mr FUNG Chun-wing, Mr CHEUNG Wai-sum, Mr LEUNG Yip-pang, Mr LUI Kin and Ms WONG Wai-ling proposed a discussion on "Tolls for Tai Lam Tunnel and enhancements to its interchange facilities" (YLDC Paper No. 16/2026)**

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42. The Chairman referred Members to Paper No. 16 and the written reply from the TD.

43. Mr SO Yuen said that the new toll levels for the Tai Lam Tunnel ("TLT") remained the second highest among all tunnels in Hong Kong, second only to the Western Harbour Crossing. He opined that both the TLT and Tuen Mun Road were strategic routes for local residents commuting to and from urban areas, and should therefore complement each other to achieve synergy. In view of this, he suggested that the TD provide traffic flow data for the TLT and Tuen Mun Road before and after the implementation of the new tolls to evaluate the effectiveness of the toll adjustments in diverting traffic. He also urged the authorities to explore ways to achieve an optimal traffic diversion effect through toll adjustments.

44. Mr CHUI Kwan-siu expressed concern over the improvement proposal for facilities at the TLT Bus-Bus Interchange ("BBI"). In response to the TD's written reply that it was examining the feasibility of integrating TLTBBI with the bus stop on Pat Heung Road, he sought specific details and tentative timetable of the improvement works, as well as whether the TD would seize this opportunity to comprehensively review the feasibility of upgrading the waiting environment at the bus stop on Pat Heung Road and constructing a large-scale public transport interchange nearby. Lastly, he pointed out that a road section connecting the bus stop on Pat Heung Road to the Kowloon-bound TLTBBI comprised a long gradient and staircases with wide treads, causing inconvenience to persons with impaired mobility and the elderly, and suggested that the TD consider installing a lift or an escalator along the section concerned.

45. Mr Riben LI opined that the implementation of time-varying toll could effectively divert traffic flow, noting that the traffic conditions at the TLT had improved significantly following the demolition works of toll booths. Moreover, he suggested that the TD consider selecting the installation of a lift or escalator at the TLTBBI as a project with clearer benefits under the revised assessment mechanism for Hillside Escalator Links and Elevator Systems ("HEL"), thereby facilitating access for the elderly and persons in need. In view of frequent bus queueing to enter the

TLTBBI, he suggested that the TD conduct feasibility study on extending the bus stop and lay-by to accommodate future additional bus routes operating via the TLT and ensure adequate boarding and alighting space. Meanwhile, he suggested that the TD optimise the integrated planning of TLTBBI and the bus stop on Pat Heung Road, and explore providing additional bicycle parking spaces nearby to facilitate members of the public in interchanging to urban public transport.

46. Mr TONG Tak-chun noted that traffic volume at the TLT during peak time slots was currently close to saturation, and suggested that the TD further study the feasibility of lowering tolls for off-peak directions (such as northbound during morning peak and southbound during evening peak) to optimise road usage. For instance, he proposed applying off-peak toll level to “off-peak directions” during peak time slots, or lowering the maximum charge of the existing transition toll. He considered that the “transitional time slot” implemented upon the Government’s introduction of the new toll for the TLT had operated smoothly, and motorists had become well-accustomed to the arrangements. Therefore, direction-based toll adjustments would be straightforward for the motorists to comprehend.

47. Ms HO Hiu-man welcomed the TD’s plan to submit a report on the new toll for the TLT to the Legislative Council (“LegCo”) within the year, expecting that the new measure would effectively alleviate congestion on Tuen Mun Road. She enquired about the specific details and timeline for the study on the integration of the TLTBBI with the bus stop on Pat Heung Road. She highlighted that a large number of rural residents relied on the TLTBBI for daily commuting to and from urban areas. However, the design of the existing staircases at the BBI caused inconvenience to the elderly, wheelchair users, persons with impaired mobility and passengers pushing prams or carrying heavy luggage. She hoped that the authorities would reassess the prioritisation mechanism for the HEL, and enquired about the expected timeline for the construction of a lift at the BBI.

48. Mr Daniel CHAM, BBS, MH, JP cited the toll waivers for the Tuen Mun-Chek Lap Kok Tunnel (“TM-CLKT”) and the Tsing Ma Bridge, both managed by the Government, as examples, pointing out that motorists generally expected the Government to adopt the same arrangement after taking over the TLT. As the Tuen Mun Bypass (“TMB”) project had yet to be completed, traffic congestion frequently occurred along Tuen Mun Road and the TM-CLKT when travelling from Yuen Long to the Airport during morning and evening peak hours, representing a deterioration compared with the situation two years ago. He considered that the TLT was capable of diverting traffic heading from Yuen Long to urban areas and the Airport, however, its current toll level deterred some motorists. Although the Government had previously stated that the annual maintenance expenditure for the TLT reached \$400 million, he opined that the current revenue forecasts justify a toll reduction. He urged the Government to consider lowering or even waiving the toll for the TLT, so as to divert traffic heading from Yuen Long to urban areas prior to the completion of the TMB.

49. Mr SZE TO Chun-hin recognised the TLT’s functionality in diverting traffic flow from Tuen Mun Road, pointing out that a large volume of heavy vehicles currently travelling to the Tuen Mun Industrial Area through Wong Chu Road during both peak and off-peak hours exerted pressure on the traffic in the vicinity of Tuen Mun Road. To divert traffic effectively, he suggested that the TD consider lowering the toll for the TLT, such as lowering the current toll level for off-peak time slot to provide financial incentives for motorists. Furthermore, considering that the current toll structure of the TLT involving peak and off-peak time slots was somewhat complex, he recommended that the TD introduce an all-day uniform toll for ease of public understanding.

50. Mr LAM Wai-ming opined that the TLT, as a public asset, should be fully utilised by the authorities to divert traffic. He highlighted that there were currently significant directional traffic imbalances at the TLT during morning and evening peak hours. With the future development of the NM, a large number of public and private housing developments would be completed in Yuen Long District. As a key corridor connecting the New Territories with Kowloon, and serving as a vital link between the future “South-North dual engine (finance-innovation and technology)” twin cores, the importance of the TLT was growing by day. Moreover, in the face of future demographic growth, the usage of the TLTBBI would rise substantially. He urged the TD to plan ahead and adjust the spatial layout of the BBI at an early stage, pointing out that if reorganisations were deferred until more bus routes were introduced in future, the engineering and traffic constraints encountered then would be far greater.

51. Mr SHUM Ho-kit, BBS, JP opined that further lowering the TLT toll for urban-bound traffic from Yuen Long during morning peak time slots might increase vehicular flow along the TLT, subsequently causing tailbacks extending to the Pok Oi Interchange in Yuen Long. With reference to traffic conditions along Tuen Mun Road and Wong Chu Road, he noted that as these road sections merged vehicular flows from multiple traffic streams, traffic flow remained relatively slow even under smooth traffic conditions. He noted that constructing additional routes (such as Route 11, the TMB and the widening of Yuen Long Highway) was the fundamental solution to the root cause. Nevertheless, he supported the TD in conducting an in-depth feasibility study on lowering the toll level for off-peak directions of the TLT. He considered that motorists were price-sensitive and could easily adapt to the direction-based tolling arrangements.

52. Mr LEUNG Ming-kin considered that, apart from toll adjustments, the Government could enhance the travel experience of residents by improving facilities at the TLT, such as referencing the Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street in Kwai Chung to explore the possibility of building “inclined lifts” or a hillside pedestrian system at the TLT. Furthermore, he noted that given the differing functions and connecting road networks of the TLT and Tuen Mun Road, the former might not fully divert Airport-bound traffic via Tuen Mun Road. Lastly, regarding a recent incident where an injured stray cow disrupted traffic in the Tai Lam and Yuen Long areas, he urged the operator of the TLT to address the matter seriously and step up relevant management to prevent future occurrences.

53. Mr YIU Kwok-wai, MH recommended extending the low-toll time slots for private cars at the TLT to allow greater flexibility in traffic management. Moreover, he suggested that the Government consider correspondingly reducing bus fares following a toll reduction for the TLT, thereby easing the burden of transport expenses on passengers. Lastly, he recommended expanding the TLTBBI, retrofitting barrier-free access facilities and lifts, and upgrading the public toilet facilities to enhance the travel experience of passengers.

54. Mr TANG Che-kwong considered that the tolls for private cars currently set by the Government for the TLT were reasonable, and expressed concern that a uniform toll reduction might lead to traffic congestion at the TLT during peak hours. In addition, he pointed out that since KMB Route Nos. 251A and 251B began using Pat Heung Road Bus Terminus as their terminus several years ago, overcrowding at the stop concerned had further aggravated. Furthermore, the footpath connecting the TLTBBI to the bus stop on Pat Heung Road was relatively narrow, causing inconvenience to members of the public and persons with impaired mobility when interchanging. Lastly, in view of the huge volume of passengers using the TLTBBI, he suggested that the TD re-evaluate the urgency and priority of retrofitting lifts at the BBI.

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

- (1) Following the Government's takeover of the TLT in late May 2025, tolls for all vehicle types had been substantially reduced. Taking motorcycles and private cars as examples, uniform toll rates of \$28 and \$58 were respectively charged round-the-clock across all days prior to the takeover. After the takeover, taking Sundays and public holidays as examples, the tunnel tolls for motorcycles and private cars were reduced to merely \$7.2 and \$18 respectively, representing a substantial reduction of around 70 per cent. Following the toll reduction, the TD needed to accumulate comprehensive and complete traffic data to evaluate the actual effectiveness. The TD was closely monitoring traffic conditions and collecting relevant data, and planned to submit a report to the LegCo within this year. The TD reiterated that the pricing and management objectives for the TLT were very clear: "Maintain Smooth Tunnel Flow and Optimise Overall Traffic";
- (2) Following the implementation of HKeToll free-flow tolling system, space at the tunnel's original toll plaza could be released. The TD planned to review the overall layout for the TLTBBI, and the scope of the study would include the feasibility of extending the bus stop and integrating the bus stop on Pat Heung Road with the TLTBBI;
- (3) The TD would study extending the length of the TLTBBI to cope with future population growth in the North West New Territories; and
- (4) The TD would study the feasibility of reorganising and integrating the TLTBBI with the bus stop on Pat Heung Road, so as to enhance passenger interchange convenience and shorten the walking distance required for transfers. The TD would review the necessity of retrofitting lifts upon completion of the improvement works.

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

**Item VI: Ms Fennie LAI, Mr LEUNG Yip-pang, Ms CHIU Sau-han, Mr SO Yuen, Mr TONG Tak-chun, Mr FUNG Chun-wing, Mr LAM Wai-ming, Mr YU Chung-leung, Mr CHUI Kwan-siu, Ms MA Shuk-yin, Mr SZE TO Chun-hin, Mr CHAN Ka-fai and Mr LAM Chung-yin proposed a discussion on "Beautification works of Tin Shui Wai Nullah"**  
**(YLDC Paper No. 17/2026)**

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57. The Chairman referred Members to Paper No. 17 and the written replies from relevant government departments. He also welcomed Mr Martin WONG, Engineer/4 (West) of the CEDD and Mr LEE Wai-chung, Engineer/Main River 3 of the Drainage Services Department ("DSD"), to the meeting.

58. Ms Fennie LAI briefed Members on the paper. She stated that she frequently received feedback from residents of Tin Chak Estate and Tin Heng Estate, pointing out that certain sections of the pavement along the Tin Shui Wai Nullah ("TSW Nullah") were severely damaged and uneven. As the location was a popular recreational spot for evening jogging or strolling, multiple incidents had occurred where residents were tripped and sustained injuries due to uneven pavement. She therefore urged relevant departments to carry out localised repairs at the specific locations to ensure public safety. Secondly, she pointed out that the trees and mangroves along both sides of the nullah

were currently overgrown, with some branches and foliage extending across the nullah, and enquired of the DSD about the schedule for pruning and clearing the overgrown vegetation on both riversides.

59. Mr Daniel CHAM, BBS, MH, JP pointed out the planning for the Hung Shui Kiu/Ha Tsuen New Development Area would encompass improvement works for the TSW Nullah, although concrete details were currently unavailable. He suggested that the authorities make reference to the greening works for the Yuen Long Nullah when undertaking long-term planning, hoping that the improvement works could capitalise on development opportunities, optimise resource utilisation, and proceed at full speed. He mentioned that over the years, the TSW Nullah frequently suffered from silt accumulation and odour issues during low tides, with downstream water quality being adversely affected by upstream wastewater discharge. He recommended that prior to launching large-scale projects, the authorities draw reference from the Yuen Long Nullah design by constructing a dry weather flow interceptor along the centre of the nullah to consolidate upstream wastewater into a spinal waterway, thereby preventing wastewater from spreading across the riverbed and improving the surrounding environment. Regarding short-term improvement measures, he pointed out that the HyD had currently repaved paving blocks only on the pavement adjacent to the residential area, while the opposite side along Tin Ying Road remained unpaved. However, noting that a significant number of residents also enjoyed jogging and cycling along the Tin Ying Road side, he suggested that the HyD utilise its allocation for routine maintenance to concurrently repave and beautify the pavements on both riversides. Furthermore, he recommended that future repaving works incorporate paving blocks, manhole covers, and directional signage featuring local characteristics to enhance the landscape.

60. Ms CHIU Sau-han, MH said that she frequently received feedback from local residents pointing out that foul odours were periodically emitted from the TSW Nullah and drifted to the upper floors of nearby residential buildings, causing nuisance to residents. She enquired whether the beautification works of the TSW Nullah would be incorporated into the overall development blueprint for Hung Shui Kiu in the future, and whether the Government could introduce more comprehensive supporting designs, such as drawing reference from the successful case of the Cheonggyecheon in Seoul, South Korea, to thoroughly beautify both banks of the river channel, thereby enabling members of the public to reach the riverbank by taking stone stairs for leisure strolls or relaxation. She expressed hope that relevant departments would formulate long-term and comprehensive planning to thoroughly eradicate the odour problem and fully revitalise the nullah. Regarding illegal discharge along the TSW Nullah, she noted that the number of pig farms in the Lau Fau Shan area had decreased significantly in recent years, and enquired about the latest data on illegal discharges, law enforcement statistics, and anti-pollution measures concerning the TSW Nullah.

61. Ms LAU Kwai-yung considered that the ongoing footpath repaving works along the TSW Nullah were currently undertaken merely on a fragmented basis, and suggested that the relevant departments formulate a coherent and comprehensive plan for the paving of the entire footpath. In addition, she recommended installing distance marker posts every 500 metres or one kilometre along the riverside jogging track to enhance the running experience for the public. Given that many elderly residents took daily strolls along the riverside, and in view of a recent case where a member of the public sustained injuries due to damaged facilities, she urged departments to expeditiously replace potentially dangerous equipment and display hotlines on noticeboards to facilitate prompt public reporting of damaged facilities.

62. Mr YIU Kwok-wai, MH pointed out that following the gradual intake of population in private residential developments across TSW North, local residents expected the improvement and

maintenance standards along both the north and south banks to be aligned. He further noted that the TSW Nullah was gradually evolving into a core recreational space comparable to the Lam Tsuen River in Tai Po and the Shing Mun River in Sha Tin. Therefore, members of the public had higher expectations regarding riverside ancillary facilities. He suggested that the authorities study the feasibility of installing drinking fountains and public toilets along both sides of the nullah for public convenience. Secondly, he noted that while the overall water quality of the TSW Nullah had improved significantly, exposed silt at low tide still occasionally emitted offensive odours, and therefore recommended that the department concerned increase the frequency of desilting operations and strengthen upstream interception to minimise riverbed sediment accumulation caused by tidal backflow.

63. Mr LUI Kin expressed concern that mangroves within the TSW Nullah were growing at an extremely rapid pace, occupying nearly half of the river channel and exceeding the height of the nullah wall, thereby severely narrowing the channel and obstructing views. He enquired whether the main nullah was mandatorily subject to the same strict wetland conservation standards as Deep Bay, while emphasising that the channel must prioritise fulfilling baseline flood prevention and drainage standards. In addition, he pointed out that mangrove roots accumulated silt over extended periods, causing environmental nuisances to nearby residents. He therefore enquired about the concrete desilting plans of the DSD and urged the department to resolve the overgrown mangrove issue caused by the lack of pruning over many years. Lastly, he urged the DSD to establish a regular monitoring mechanism for mangrove coverage, step up routine inspections, and schedule periodic pruning, so as to prevent any impairment of the nullah's flood discharge capacity.

64. Mr TAM Tak-hoi supported the various improvement works for optimising the TSW Nullah. Pointing out that the improvement projects for the TSW Nullah involved multiple government departments, he suggested that relevant departments strengthen coordination and communication according to the priorities of various works, so as to further enhance administrative efficiency. In addition, he recommended that the Government consider designating a sole department as the co-ordinator, with a view to implementing the long-term enhancements for the nullah in a more comprehensive and flexible approach.

65. Mr Martin WONG of the CEDD said that the department was actively and continuously taking forward the beautification and improvement works for the TSW riverside. Regarding the suggestions on road and paving block resurfacing as well as the provision of various leisure facilities, the CEDD would continue to perform its coordinating role and work in close collaboration with relevant departments to ensure the expeditious implementation of various minor improvement works, thereby enabling members of the public to enjoy higher-quality riverside facilities as soon as possible;

66. A consolidated reply provided by Mr LEE Wai-chung of the DSD was as follows:

- (1) Foul odours emitted from the nullah stemmed from multiple causes, apart from the accumulation of refuse on the river surface, they were partially attributable to illegal discharges or misconnections of sewers to the Government's stormwater drainage system by individual private premises. Where suspected illegal discharges or misconnections were identified during routine inspections, the DSD would immediately refer the cases to the Environmental Protection Department ("EPD") for follow-up investigation, and render full assistance to the EPD in its law enforcement and prosecution efforts;
- (2) According to the DSD's record, silt accumulation in the TSW Nullah was not particularly

serious. The DSD arranged for contractors to conduct annual desilting, with the latest desilting operation completed in April this year, during which several bicycles abandoned in the river channel were removed. In addition, the DSD arranged for contractors to inspect and clear the nullah on every working day, while departmental staff also conducted targeted inspections and would deploy staff members for immediate handling upon identifying refuse or hygiene issues. The DSD would closely monitor the accumulation of silt and refuse, and increase the frequency of clearance and desilting operations as and when necessary; and

- (3) Certain sections of the TSW Nullah were natural rivers. Apart from enhancing community landscape, trees on both sides also fulfilled the functions of regulating water quality, maintaining the structural stability of the river channel, preventing soil erosion, and providing habitats for wildlife. During the design stage of the works back then, certain areas had been reserved for plant growth. If invasive species (such as *Sonneratia caseolaris*) were found growing in the river channel, the DSD would arrange for contractors to carry out clearance operations.

67. The Chairman concluded the discussion by inviting various departments to note Members' views and suggestions, and requesting the Secretariat to convey these views and suggestions to the HyD, the EPD and the Agriculture, Fisheries and Conservation Department ("AFCD").

(Post-meeting note: The Secretariat forwarded the replies from the HyD, the EPD and the AFCD to Members on 13 July 2026.)

#### **Item VII: Study on issues of community concern and collection of public views (YLDC Paper No. 18/2026)**

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68. The Chairman referred Members to Paper No. 18. To assist the Government in keeping its finger on the pulse of the community and planning district services more effectively, the YLDC had collected public views on various issues of community concern over the past two years. Thanks to the concerted efforts of Members, the YLDC had gathered over 400 views and suggestions during this period. He also expressed gratitude to various departments for their active follow-up action. He then invited the Secretary to brief Members on the proposed issues of community concern for the District Council for the current year.

69. The Secretary said that in light of district development needs, it was recommended that the YLDC collect views from local residents in 2026 on the following two issues of community concern: (a) whether there were specific locations within the district with unsatisfactory hygiene requiring follow-up action, whether waste collection facilities required upgrading, or areas for improvement in community environmental hygiene publicity and public education should be strengthened; and (b) whether there were existing community facilities in the district (such as children's play equipment, leisure facilities, and pedestrian crossing facilities) deemed suitable for enhancement works.

70. As Members raised no objections, the Chairman requested the Secretary to invite Members to gauge public views on at least one of the issues within a period of one and a half months, and to submit a report to the Secretariat thereafter.

## **Report Items**

### **Item VIII: The 2026/27 Work Plan of the Yuen Long District Office (YLDC Paper No. 19/2026)**

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71. The Chairman referred Members to the 2026/27 Work Plan of the Yuen Long District Office (“YLDO”) as set out in Paper No. 19.

72. Members noted the aforesaid work plan.

### **Item IX: Progress reports of Committees and Working Groups (YLDC Paper No. 20/2026)**

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73. The Chairman referred Members to the nine progress reports of the Committees and Working Groups as set out in Paper No. 20.

74. Members noted the aforesaid progress reports.

### **Item X: HKPF’s report on the district’s law and order situation and crime figures between March and April 2026**

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75. The Chairman invited Mr LEUNG Chung-man of the HKPF to report on the law and order situation and crime figures in the district.

76. Mr LEUNG Chung-man reported on the law and order situation and crime figures in the district between March and April 2026.

77. Mr LEUNG Ming-kin commended the Police for their publicity work in disseminating national security and anti-scam messages through the recently organised “Yuen Long Day x Night Vibes @ Shap Pat Heung Tin Hau Festival Grand Showcase”. Noting that local traffic became heavy during large-scale events, he hoped that the Police would adopt a flexible approach when handling illegal parking based on actual circumstances in future, so as to strike a balance among the needs of different stakeholders. In addition, he expressed support for the “Fuzhou and Pingtan Cultural Exchange Tour” organised earlier by the Yuen Long Police District Senior Police Call (“SPC”) Honorary Presidents Council, considering that such Mainland study tours could concurrently achieve the objectives of national education, patriotic education, national security awareness, and scam prevention education. He therefore suggested that the Police organise similar activities in the future. Lastly, he recommended that the Police capitalise on the momentum generated by Dr LAI Ka-ying becoming Hong Kong’s first payload expert selected for the country’s fourth batch of astronauts to further deepen patriotism and national identity education among young people and the public, integrating elements of the holistic approach to national security such as “Outer Space Security”.

78. Mr Daniel CHAM, BBS, MH, JP commended the initial success of “Project i-CAR” launched by the Police for motorcycles and supported its extension to private vehicles. Regarding crime figures, he enquired about the reasons and trends behind the significant year-on-year increases in blackmail and arson cases recorded in the first quarter of 2026. In addition, while supporting the Police’s deployment of drones for patrols to enhance crime prevention efficiency, he expressed concern over personal privacy issues that might arise when drones flew over residential areas, and enquired about the relevant measures and publicity efforts undertaken by the Police to safeguard

personal privacy. Lastly, he enquired whether the Police would correspondingly reduce manpower of frontline police for routine patrols following the introduction of drone patrols, pointing out that routine police patrols were effective in maintaining public confidence in law and order.

79. Mr YIU Kwok-wai, MH suggested that the Police intensify enforcement against electric mobility devices (“EMDs”) to avoid undermining public confidence in police enforcement work. He recommended that the Police publicise cases of successful arrest and law enforcement on social media platforms, so that the public could perceive the Police’s determination in combating such illegal devices.

80. Ms LAM Wai-ming commended the Police for their efficiency in combating illegal parking and clamping down on illegal prostitution. Although the Police had mounted monthly anti-prostitution operations codenamed Operation FLINTSTONE from December last year to May this year, which reduced the number of streetwalkers around Tung Lok Street and Pearl House during specific periods, illegal prostitution activities continued to cause nuisance to the daily lives of residents. She urged the Police to maintain intensified patrols and identity checks to curb the gathering of streetwalkers in the staircases of residential buildings, so as to safeguard the safety of residents.

81. Ms Yankie CHAN enquired about the specific reasons for the increase in the number of juvenile arrests. In addition, she pointed out that street gambling remained prevalent in TSW. To enhance deterrence and raise public awareness of anti-crime operations, she advised the Police to include figures on the combat against gambling activities in future reports, and to display banners at gambling blackspots to publicise law enforcement outcomes. Lastly, in response to recent media reports regarding the issue of EMDs in TSW, she recommended displaying banners in areas with high pedestrian traffic to clearly explain the relevant legal provisions and penalty details concerning the possession and use of such illegal devices, so as to strengthen public education.

82. A consolidated reply provided by Mr LEUNG Chung-man of the HKPF was as follows:

- (1) The Police attached high importance to the issue of EMDs. Between March and April 2026, the Yuen Long Police District arrested a total of 18 persons, with enforcement statistics comparable to the same period last year. The Police would publish information on their official social media platform (Facebook) after each operation, and welcomed Members’ assistance in sharing the content. Following arrests in EMD cases, rigorous legal evidence-gathering procedures had to be conducted, under which seized devices and batteries were required to be submitted to the Government Laboratory for comprehensive examination to prove that they were driven by electric propulsion before summonses could be issued for prosecution. Owing to the limited manpower of examiners, the examination process currently took about two to three months in general. In view of the increased usage of such devices driven by the widespread popularity of food delivery platforms, the Police would sustain enforcement efforts and step up post-operation publicity;
- (2) Regarding the combat against gambling and the inspections at blackspots, the Police conducted two main categories of enforcement operations between March and April. In terms of clamping down on illegal gambling establishments operated inside premises, a total of four operations were mounted, resulting in the arrest of 48 persons. As for street gambling, eight operations were conducted, leading to the arrest of 51 persons. The Police had identified gambling blackspots in the district and would maintain inspections.

Consideration would also be given to reporting and publicising enforcement outcomes to the community via official social media platforms or appropriate channels following law enforcement;

- (3) Although the number of juvenile arrests recorded an increase between March and April, no specific or collective crime trends were observed so far. Most cases involved mutual bullying among young people due to disputes. The Police firmly believed that the prevention of youth crime relied on cross-sector collaboration, and would continue to deepen cross-sector cooperation with schools, the SWD, social workers, and other professionals in the future, with a view to enhancing law-abiding awareness through publicity and positive education;
- (4) The Police adopted a two-pronged strategy in combating illegal prostitution. Regarding the operation of vice establishments, four persons were arrested between March and April. As for street prostitution, five large-scale enforcement operations were mounted, resulting in the arrest of 121 sex workers (among whom 115 were Two-Way Permit holders). Following each law enforcement action, the Police transferred the particulars of the arrested persons to the Immigration Department for follow-up, aiming to curb illegal activities in the district at source by restricting the re-entry of the persons concerned in the short term;
- (5) The “Project i-CAR” had effectively enhanced vehicle owners’ anti-burglary awareness through the distribution of thief resistant locks and location tracking devices, recording zero theft cases for motorcycles since its launch. The Police were currently studying the feasibility of extending the project to private cars and commercial vehicles;
- (6) Regarding the Pilot Scheme for “Operational Deployment of Drones”, the Police had conducted a comprehensive assessment with the Office of the Privacy Commissioner for Personal Data prior to implementation to ensure compliance with relevant legislation. Prior to trial flights in Yuen Long and Tin Shui Wai, local District Council Members were invited to observe field operations. To safeguard privacy, drones were affixed with eye-catching yellow-and-blue markings and equipped with night lighting, while banners were displayed below flight paths to inform the public that flight altitudes of drones were set higher than all buildings in the district, the camera angles would not capture the interiors of residential premises, and current operations were strictly real-time video transmissions without recording functions. Furthermore, drone patrols were designed to complement ground patrol personnel under an “Air-ground Integration Mechanism”. This would not reduce manpower for street patrol, but would significantly enhance rescue and crime prevention efficiency, as demonstrated by a recent case where a fire was detected in real time and promptly extinguished via drone monitoring, as well as search and rescue operations executed in rural areas;
- (7) Regarding the significant percentage increase in arson cases, the primary reason was that zero cases were recorded in the same period last year, leading to a larger variance. Detailed investigations into individual cases revealed that most arson cases were classified as pending arson after the Fire Services Department extinguished the fires and preliminarily categorised the “cause of fire as unknown”. No evidence was found indicating the presence of specific arsonists or the use of accelerants in these cases. Several cases were believed to involve accidental factors such as discarded cigarette butts or short-circuits of old batteries in storerooms, and the Police would re-classify the cases in due course upon receiving the final laboratory reports; and

- (8) The Police agreed that national security was the responsibility of all, and had therefore incorporated national security and national education elements into both the earlier Tin Hau Festival Parade and the SPC's exchange tour to Fuzhou. The Police Force took immense pride in the achievement of Dr LAI Ka-ying, Hong Kong's pioneer payload expert, who originated from the Force. The Police had launched publicity on the domain of "Outer Space Security" via social media platforms. Moving forward, the Police would capitalise on this momentum to boost national identity among young people through Junior Police Call activities and sharing sessions in schools.

83. The Chairman concluded the discussion by requesting the Police to note Members' views.

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

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84. 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").

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

86. Mr Daniel CHAM, BBS, MH, JP noted that despite continuous inter-departmental joint operations mounted by the Government over the past few years to combat illegal shop front extension ("SFE") involving concrete step platforms, several such platforms along the section from Tai Tong Road to Kau Yuk Road had yet to be demolished. He further pointed out that some shop operators had circumvented enforcement by utilising removable platforms made of stainless steel or other materials to extend their business areas. In view of the fact that such removable platforms occupied footpaths and jeopardised pedestrian safety, he suggested that the authorities actively study legal or administrative measures in future operational plans to target SFE cases involving removable platforms.

87. Mr LEUNG Ming-kin opined that the Government should adopt a pragmatic, compassionate, and flexible approach in light of actual circumstances when conducting street management operations. This would help balance the needs of various parties, enhancing the overall efficiency of street management while supporting grassroots livelihoods and harmonious community development.

88. Mr YIU Kwok-wai, MH reported that the problem of illegal parking of shared bicycles in the district had deteriorated. He pointed out that large numbers of shared bicycles were frequently parked in a disorderly manner at the entrances, exits, and major passageways of various public housing estates, creating illegal parking zones that obstructed residents' access and compromised environmental hygiene. He suggested incorporating enforcement against illegal shared bicycle parking as part of the DAS.

89. A consolidated reply provided by Mr Hubert CRUZ of the YLDO was as follows:

- (1) Annual evaluations were conducted by the YLDO to assess the enforcement effectiveness at past blackspots. If specific shop operators adopted new evasion tactics, persisted in non-compliance despite warnings, or caused street obstruction to further deteriorate, the YLDO would re-include the locations concerned into the list of inter-departmental joint

operations for the following year. In conjunction with relevant enforcement agencies such as the LandsD and the Buildings Department, the YLDO would carry out inter-departmental studies and formulate targeted enforcement plans tailored to shop operators' emerging patterns of street encroachment, with a view to safeguarding pedestrian safety; and

- (2) The scope of clearance of illegally parked bicycles under the DAS could cover shared bicycles. The YLDO welcomed Members to provide information on illegal parking blackspots in the district so that the relevant locations could be added to the list of inter-departmental joint operations.

90. A consolidated reply provided by Mr KWOK Ming-gon of the Food and Environmental Hygiene Department ("FEHD") was as follows:

- (1) Irrespective of whether the cases involved on-street wet market stalls (such as those along Yuen Long New Street) or stalls within public markets managed by the FEHD, the enforcement focus remained on assessing "whether SFE had been caused" and "whether obstruction was created in public markets". As long as shop operators placed goods on public passageways outside their stall boundaries, regardless of whether fixed or removable platforms were placed underneath, the FEHD could directly issue Fixed Penalty Notices to non-compliant shop operators, and would also institute prosecutions against offenders causing obstruction in public markets in accordance with the Public Markets Regulation (Cap. 132BO); and
- (2) In response to shop operators utilising removable platforms to circumvent legislation targeting embedded platforms, if a removable platform obstructed street sweeping operations, even if no goods were placed on the platform, the FEHD could still issue a "Notice to Remove Obstruction" for street cleansing purposes. Following the enactment and implementation of the Public Health and Municipal Services (Amendment) Ordinance 2025 last year, the specified removal time had been shortened to not less than 30 minutes. If the articles were not removed within the specified timeframe, the FEHD was empowered under the law to seize them, thereby comprehensively enhancing the efficiency of clearing obstructions to street sweeping operations.

91. The Chairman concluded the discussion and Members noted the said progress reports.

## **Item XII: Any other business**

92. Mr Daniel CHAM, BBS, MH, JP pointed out that since the fourth quarter of last year, pinball machine shops had opened successively across a number of commercial complexes in Yuen Long and Tin Shui Wai. Most of these shops were located in close proximity to schools and tutorial centres. However, the authorities had not yet imposed any restrictions on age or operating hours for such premises. He had received concerns from many parents that students were loitering in these premises for extended periods, which might lead to gambling addiction and distorted values towards money in the long run. He opined that certain operators might be circumventing legislation to conduct activities with gambling elements through cash-for-pinball transactions and bonus point cards for prize redemptions. Noting that the Home and Youth Affairs Bureau ("HYAB") had submitted a discussion paper to the LegCo to improve the licensing regime for "Amusements with Prizes Licence" under the Gambling Ordinance (Cap. 148), he urged the Government to tighten regulatory controls by introducing mandatory licensing requirements as well as restrictions on age and operating hours, such as prohibiting students in school uniforms from entering. Furthermore,

he called on the Police to step up patrols at blackspots and initiate prompt prosecutions against illegal acts in accordance with the Gambling Ordinance.

93. The Chairman requested the Secretariat to convey the relevant views to the HYAB and the relevant sections of the HAD for policy reference and follow-up.

**Item XIII: Date of next meeting**

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94. The Chairman said that the sixteenth meeting of the YLDC would be held in the conference room of the YLDC at 2:30 p.m. on 28 July 2026.

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

Yuen Long District Council Secretariat  
July 2026