The minutes were confirmed on 29.9.2026 without amendment.

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

Date: 28 July 2026 (Tuesday)
Time: 2:30 p.m. to 4:35 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, JP
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, MH
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 LUK Ka-wing	Acting Chief Engineer/West 1, Civil Engineering and Development Department
Mr CHAN Lok-kin, Victor	District Lands Officer (District Lands Office, Yuen Long), Lands Department
Mr CHEUNG Ho-man	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Mr WONG Chun-hung, Samuel	Chief Manager/Management (Tuen Mun & Yuen Long), 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
Mr LEUNG Chung-man	District Commander (Yuen Long), Hong Kong Police Force
Ms LAU Hung-yin	Police Community Relations Officer (Yuen Long), Hong Kong Police Force
Ms TAM On-kei, Susan	Chief Leisure Manager (New Territories North), Leisure and Cultural Services Department
Mr LAM Chi-kin	District Leisure Manager (Yuen Long), Leisure and Cultural Services Department
Ms YOUENG Wai-sze, Sally	Chief School Development Officer (Yuen Long), Education Bureau
Ms CHEUNG Chui-ying, Carman	Senior Town Planner/Hung Shui Kiu, Planning Department
Mr CHEUNG Chi-yeung, Fabian	Chief Transport Officer/New Territories North West, Transport Department

Item II

Mr NG Hung-fai, Chris	Principal Assistant Secretary (Works) 1, Development Bureau

Mr HSIE Kwun-kuen, Joe	Assistant Secretary (Works Policies 1) 4, Development Bureau
Mr CHEUNG King-man	Senior Engineer/6 (West), West Development Office, Civil Engineering and Development Department
Mr Ken NG	Director - Industry Development, Construction Industry Council
Mr William CHAN	Head of Construction Sector Imported Labour Quarters, Construction Industry Council
Ms Erica HUI	Associate Director, Ove Arup & Partners Hong Kong Ltd
Mr Adman CHU	Senior Resident Engineer, Ove Arup & Partners Hong Kong Ltd
Mr CHAN Sing-tak, John	Senior Project Manager, Gammon - Richwell Engineering Joint Venture

Item III

Ms CHOY Man-yee, Doris	Senior Engineer/Project Management 7, Drainage Services Department
Mr LEE Chak-cho, Joe	Engineer/Project Management 2, Drainage Services Department
Mr LEE Wai-chung	Engineer/Main River 3, Drainage Services Department

Item V

Mr CHUNG Kin-ming, Chris	Housing Manager/Yuen Long 5, Housing Department

Absence

Ms CHAN Yin-kwan, Yankie	(Postnatal recuperation)

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Opening Remarks

The Chairman welcomed Members and government department representatives to the sixteenth 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 LUK Ka-wing, Acting Chief Engineer/West 1 of the Civil Engineering and Development Department ("CEDD"); and

(2) Ms Carman CHEUNG, Senior Town Planner/Hung Shui Kiu 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.

3. The Chairman said that the Secretariat had received prior to the commencement of the meeting an application for absence from the meeting from Ms Yankie CHAN, who was unable to attend the meeting due to postnatal recuperation. According to Order 64(1) of the YLDC Standing Orders, a Member who could not attend a meeting because of sickness, attendance at a meeting or an

activity on behalf of the District Council ("DC"), or other reasons considered reasonable by the meeting might apply to the DC for absence, and the DC should decide whether to consent to the application for absence.

4. There being no objection from Members, the Chairman announced that the application for absence of Ms Yankie CHAN was endorsed.

Item I: Confirmation of the minutes of the fifteenth meeting of the YLDC held on 26 May 2026

5. Members confirmed the minutes of the fifteenth meeting of the YLDC held on 26 May 2026.

Discussion Items

Item II: Labour Importation Scheme for the Construction Sector – Yuen Long Hung Shui Kiu ("HSK") Quarters (YLDC Paper No. 23/2026)

6. The Chairman referred Members to Paper No. 23 and welcomed the following representatives from the Development Bureau ("DEVB"), the CEDD, the Construction Industry Council ("CIC"), the consultancy firm, and the contractor to the meeting:

DEVB:	
Principal Assistant Secretary (Works) 1	Mr Chris NG
Assistant Secretary (Works Policies 1) 4	Mr Joe HSIE
CEDD:	
Senior Engineer/6 (West)	Mr CHEUNG King-man
CIC:	
Director - Industry Development	Mr Ken NG
Head of Construction Sector Imported Labour Quarters	Mr William CHAN
Consultancy firm (Ove Arup & Partners Hong Kong Limited):	
Associate Director	Ms Erica HUI
Senior Resident Engineer	Mr Adman CHU
Contractor (Gammon - Richwell Engineering Joint Venture):	
Senior Project Manager	Mr John CHAN

7. Mr Chris NG of the DEVB and Mr CHEUNG King-man of the CEDD briefed Members on the arrangements for relocating the quarters provided under the Labour Importation Scheme for the Construction Sector from Tam Mi, Yuen Long to HSK.

8. Mr Daniel CHAM, BBS, MH, JP supported the proposed relocation arrangements and considered that the importation of labour would help meet the substantial workforce required for the development of the Northern Metropolis ("NM"). He went on to commend the smooth operation of the dedicated shuttle bus service currently provided at the Tam Mi Quarters, noting that it had minimal

impact on the neighbouring community. In addition, he observed that the proposed site for the HSK Quarters fell within the areas zoned Industrial/Road and Green Belt under the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3, and expressed concern about the long-term arrangements for the imported labour quarters upon expiry of the proposed three-year temporary land use permission. Having regard to the substantial construction works involved in the future developments within the NM, he expressed concern as to whether the 1 800 places reserved at the HSK Quarters could meet the manpower demand of the construction industry in the next seven to ten years, and enquired whether the Government would need to relocate the quarters to a larger site in a couple of years. Regarding living facilities, he pointed out that the new site of the HSK Quarters was relatively remote compared to the Tam Mi Quarters and was some distance away from major public transport facilities. He therefore suggested that, in addition to operating dedicated shuttle buses for commuting to and from work, the Government should provide feeder transport services connecting to Tuen Ma Line stations, and set up a convenience store in the quarters to facilitate the purchase of daily necessities by workers. Lastly, he enquired about the structural feasibility of reusing the single-storey Modular Integrated Construction ("MiC") modules from the community isolation facility in the Lok Ma Chau Loop to construct two-storey quarters.

9. Ms YUEN Man-yee, MH supported the proposed relocation arrangements and hoped that the authorities would strike an appropriate balance between addressing the manpower shortage in the local market through the importation of labour and safeguarding the employment rights of local workers. In addition, she suggested that the authorities reuse the available components from the Tam Mi Quarters at the HSK Quarters, so as to achieve environmental benefits and make optimal use of resources. Furthermore, she noted that the Tam Mi Quarters had been operating smoothly and that the imported labour had blended in harmoniously with the community during their stay in Hong Kong.

10. Mr TANG Sin-hang, MH supported the proposed relocation arrangements. However, he noted that the HSK Quarters was larger in scale and was situated in front of Yuen Tau Shan, which had been designated as a permitted burial ground ("PBG"). Some villagers were concerned about the impact of the quarters on the future accessibility of the PBG, and he suggested that the authorities reserve a road for villagers to travel to Yuen Tau Shan for ancestral worship.

11. Mr WONG Yuen-tai, MH supported the proposed relocation arrangements, and urged the authorities to accord priority to safeguarding the employment rights of local workers. He expressed concern about the living facilities and management of imported labour, pointing out that the HSK Quarters was remotely located. He suggested that the authorities consider setting up a convenience store selling daily necessities in the quarters to meet the daily purchasing needs of the workers.

12. Mr YIU Kwok-wai, MH expressed concern over the employment rights of local workers, and maintained an open attitude towards the provision of imported labour quarters on the premise that relevant safeguard measures would remain unaffected. He expressed concern as to whether the community supporting facilities for the relatively remote HSK Quarters were adequate, and emphasised the need for the relocation arrangements to be integrated with community development. He hoped that the authorities would, through this relocation exercise, concurrently promote and improve the transport network and public facilities in the surrounding areas, so that the community as a whole would benefit and residents' acceptance of the facilities concerned would be enhanced.

13. Ms LAM Wai-ming enquired about the expected service life and demolition time of the HSK Quarters, and expressed concern about the impact of its construction on the original use of the site. In addition, while acknowledging the need for some sectors to import labour due to manpower shortage, she urged the authorities to strictly regulate and enforce relevant requirements to safeguard the rights of local workers.

14. Mr WONG Wai-leung supported the proposed relocation arrangements and enquired about the arrangements upon expiry of the three-year temporary use permission, including whether an application for renewal would be made or whether another relocation would take place.

15. Mr LEUNG Ming-kin pointed out that, in response to the development needs arising from the 15th Five-Year Plan and the NM, various works projects had to be undertaken with enhanced speed and efficiency, which created substantial labour demand. He enquired about the effectiveness of the proposed imported labour quarters scheme in expediting the construction progress of projects such as the Yuen Long South and HSK/Ha Tsuen developments.

16. Mr WONG Siu-chung noted that, unlike the existing Tam Mi Quarters where workers could walk to Castle Peak Road or San Tam Road to take public transport to Yuen Long or Sheung Shui, the new site at HSK was remotely located, and it might take half an hour's walk to the nearest public transport stop. In addition, he expressed concern about the structural issues arising from the reuse of MiC modules, including structural loading issues of stacking the modules into a two-storey building and whether additional reinforcement works would be required.

17. A consolidated reply provided by Mr Chris NG of the DEVB was as follows:

(1) The Government had always adhered to the principle of prioritising local workers for employment to meet the manpower needs of the construction sector. When the construction sector experienced short-term fluctuation, the DEVB would implement various measures to assist the construction workers in seizing opportunities arising from demand for different trades. The DEVB would also enhance local training and promote the adoption of technology within the industry to boost overall productivity;

(2) In respect of the labour importation scheme, the DEVB would strictly perform its vetting and gate-keeping role, which included requiring applicants to conduct local recruitment first, stipulating that the wages of imported workers were no less than the median monthly wages of local workers in comparable posts, and ensuring that the 1:2 manning ratio (i.e. one imported labour to at least two full-time local labour) was complied with. Where applicants breached these terms, the authorities had in place a mechanism for administrative sanctions, including revoking the quotas approved or suspending the processing of their applications for a specified period;

(3) The new site at HSK was planned for a three-year temporary use, and there was no long-term development timetable for the site for the time being. The construction of the imported labour quarters would not affect other long-term developments in HSK and the NM (such as the HSK Industry Park and Logistics Park);

(4) The CEDD had conducted a traffic impact assessment prior to finalising the site selection, and the results indicated that the quarters would have a minimal impact on local traffic. The transport arrangements for workers would broadly follow the current mode adopted

at the Tam Mi Quarters. If workers needed to return to the Mainland at weekends, they would need to apply to the contractor, who would make centralised transport arrangements to ensure that no impact would be caused to the surrounding traffic. Appropriate arrangements would also be made for weekday commuting (such as buses departing at around 6 a.m.) to avoid the morning and evening peak hours;

(5) A convenience store was once opened at the Tam Mi Quarters, but it was subsequently closed down due to poor business. At the time, automatic vending machines selling drinks and snacks were available at the Tam Mi Quarters. The DEVB would actively explore the feasibility of providing commercial facilities such as convenience stores at the HSK Quarters in the future;

(6) Imported labour might choose to live either in designated quarters in Hong Kong or in the Mainland. Among the approximately 3 500 workers already imported, about 2 000 resided at the Tam Mi Quarters, while the remaining 1 500 or so lived in the Mainland. The HSK Quarters would initially provide 1 800 places, with flexibility built into the design of the foundations and supporting facilities to allow for future expansion. If necessary, it could be expanded to accommodate up to about 3 500 people; and

(7) Noting the current issue of public transport coverage at the new HSK site, the DEVB, together with the CIC and the Transport Department ("TD"), would explore the feasibility of improving the public transport arrangements in the surrounding areas.

18. A consolidated reply provided by Mr CHEUNG King-man of the CEDD was as follows:

(1) The CEDD had previously communicated with the relevant rural committees and village representatives to identify the locations of burial grounds in the vicinity of the quarters. Pedestrian access had therefore been reserved in the design of the quarters to enable villagers to go up the hill for ancestral worship. The CEDD understood the concerns of local villagers on the matter and would continue to maintain communication with them in the future;

(2) The area surrounding the quarters was zoned Green Belt, while the land primarily occupied by the quarters was designated for "Industrial" and "Road" uses. The CEDD had been in close liaison with the PlanD to actively take forward the application for planning permission for temporary land use in accordance with the Town Planning Ordinance; and

(3) The CEDD had conducted a technical assessment and confirmed that it was structurally feasible to reuse the advanced MiC modules from the Loop and stack them up to two storeys. The CEDD considered that maximising the reuse of existing modules was most cost-effective and would also make optimal use of resources.

19. A consolidated reply provided by Mr Ken NG of the CIC was as follows:

(1) Transport arrangements for imported labour, whether for daily commuting or going out on rest days, were made centrally by the contractors. The CIC would continue to co-ordinate with the contractors to arrange feeder transport on the premise of facilitating workers without affecting the public; and

(2) Laundry rooms, free Wi-Fi and recreational facilities were provided inside the quarters to meet the basic daily living needs of workers. Regarding the suggestion to set up a convenience store, the CIC would assess its feasibility. If workers had other daily living needs, the CIC would also endeavour to make appropriate arrangements.

20. The Chairman concluded that the YLDC supported the Yuen Long HSK Quarters project and the related arrangements, and requested the DEVB, the CEDD and the CIC to take note of Members' views and to maintain communication with local stakeholders.

Item III: Mr Daniel CHAM proposed a discussion on "Enhancement of supporting facilities along both banks of the Yuen Long Town Nullah through beautification, greening, and provision of sitting-out facilities"
(YLDC Paper No. 24/2026)

Item IV: Mr Riben LI, Mr LUI Kin, Mr SO Yuen, Ms Fennie LAI, Mr YU Chung-leung, Mr CHUI Kwan-siu, Ms CHIU Sau-han and Ms LAM Wai-ming proposed a discussion on "Request to expedite the flood control and beautification works of the Yuen Long Nullah"
(YLDC Paper No. 25/2026)

21. The Chairman said that as Items III and IV were both related to the Yuen Long Nullah, they would be combined for discussion. He referred Members to Paper Nos. 24 and 25, as well as the written replies from the relevant departments, and welcomed the following representatives from the Drainage Services Department ("DSD") to the meeting:

Senior Engineer/Project Management 7	Ms Doris CHOY
Engineer/Project Management 2	Mr Joe LEE
Engineer/Main River 3	Mr LEE Wai-chung

22. Mr Daniel CHAM, BBS, MH, JP briefed Members on Paper No. 24. Regarding the greening efforts along both sides of the Yuen Long Town Nullah, he considered that the greening effect in the vicinity of Cheong Shing Path and Hi Lee Path was better, whereas the sections around Chung Sing Path and Po Fai Path were still in need of improvement. He suggested making reference to the design concepts for the future improvement and development of the harbourfront promenade at Victoria Harbour and the Tin Shui Wai Nullah, and studying the feasibility of constructing boardwalks, viewing platforms, resting pavilions and sports facilities at the above locations, as well as introducing simple commercial facilities. In addition, he suggested that the DSD co-ordinate the relevant departments to take forward the enhancement works for the nullah and both of its banks in a holistic manner. He pointed out that flood discharge and beautification could co-exist and complement each other, and cited successful examples such as the Kai Tak River and Cheonggyecheon River in Seoul, South Korea, to illustrate that river channels could accommodate both flood discharge functions and recreational uses. Regarding the DSD's written reply stating that the Yuen Long Barrage could withstand extreme weather with a return period of 200 years, he enquired about the specific definition of the flood prevention capacity, including the corresponding rainfall and water levels.

23. Mr Riben LI briefed Members on Paper No. 25. He pointed out that the enhancement works for the facilities along both banks of the Yuen Long Nullah involved a number of departments, and suggested that the CEDD strengthen co-ordination with the relevant departments to beautify the area along the nullah and transform it into a district landmark. He also suggested that the DSD continue to allocate resources to deploy additional large-scale pumping equipment such as the

"Mobile Powerful Pumping Robot" at locations with higher flooding risk, so as to enhance the immediate response capability of high-risk areas during extreme weather.

24. Mr LUI Kin, MH said that local residents had high expectations for the revitalisation and beautification of the Yuen Long Nullah, and commended the DSD for reaching out into the community on the Yuen Long Nullah project and actively listening to residents' views. Considering that the flood walls would run through the entire Yuen Long Town in future and become part of the landscape of the beautified nullah, he considered that the DSD, when constructing the flood walls, should also consider whether the pattern, style and exterior design of the wall surfaces could blend into the nullah landscape and the surrounding environment. In addition, he enquired whether the current flood control and beautification works were being carried out under a single contract or split into two separate contracts. In view of the expected completion of the overall works in 2030, he suggested that the DSD commence the second phase of the beautification works as early as possible and strengthen the close interface between various works contracts, with a view to accelerating the progress of the overall works and minimising the impact on the community during the construction period as far as possible.

25. Ms LAM Wai-ming said that during the period when the Black Rainstorm Warning Signal was in force in the afternoon of 18 June this year, serious flooding had occurred in some streets in Yuen Long town centre. As the heavy rain at noon had coincided with the high tide on that day, rising water levels in both the sea and the drainage channels had prevented stormwater from the tributaries from being discharged in time, resulting in backflow. In light of this, she expressed concern about the backflow and flooding caused when heavy rain coincided with high tide, and enquired about the flood prevention measures formulated by the DSD to address such circumstances and prevent the recurrence of similar flooding incidents in future.

26. Ms HO Hiu-man supported expediting the flood control and beautification works of the Yuen Long Nullah, and pointed out that during the two periods when the Black Rainstorm Warning Signal was in force on 18 June this year, residents in the low-lying areas of Kam Tin were all affected by flooding. She was pleased to note that the DSD had conducted site inspections in the low-lying areas of Kam Tin to carefully examine and analyse the causes of the flooding, and hoped that the DSD would provide a concrete timetable for the regular clearance of weeds from river channels and actively carry out the relevant clearance work, so as to maintain the flood discharge capacity of the river channels.

27. Mr SHUM Ho-kit, BBS, JP pointed out that residents had high expectations for the beautification works that would give the Yuen Long Nullah a completely new look, and had recently become increasingly concerned about its flood prevention function. He said that he had frequently received complaints from residents regarding recurring flooding near the rivers and along low-lying riverbanks during heavy rain. He also thanked the DSD for sending officers to conduct a joint site inspection of the flooding blackspots concerned. Given that rainfall under current extreme weather conditions might have exceeded the estimates made at the planning stage of the works, he suggested that the authorities actively explore countermeasures and complete the barrage works as soon as possible to safeguard the lives and properties of the public.

28. Mr LEUNG Ming-kin, apart from expressing concern about the risk of backflow from the nullah during inclement weather, also pointed out that serious flooding frequently occurred on road surfaces in the vicinity of the Yuen Long South Development Area. He suggested that, while

improving the flood discharge function of the nullah, the authorities should properly clear and maintain roadside drainage facilities to ensure that rainwater on road surfaces could be discharged in a timely manner. Drawing on the successful experience of some villages such as Ma Tin Tsuen, where pumping stations were constructed to prevent flooding, he suggested that the authorities construct pumping stations in upstream areas such as Yuen Long South to divert rainwater for discharge through other channels, thereby alleviating the flood discharge pressure on the Yuen Long Nullah. Lastly, he expressed concern that the greening facilities on the nullah might be washed away during flash floods, and hoped that the DSD would give more consideration to the future overall positioning and planning direction of the Yuen Long Nullah.

29. Mr YU Chung-leung expressed concern about the feasibility of the Yuen Long Nullah serving both flood discharge and beautification functions, pointing out that if the landscaping features were destroyed by rainstorms and floods due to inadequate protective measures, it would result in a waste of resources. He further enquired about the overall planning proposals adopted by the DSD for protecting the landscaping features, such as whether separate diversion pipes would be provided for the nullah to ensure that its flood discharge function would not be affected by the landscaping features.

30. Mr CHING Chan-ming supported carrying out beautification works at locations on both sides of the Yuen Long Nullah that were farther from the water level. However, in view of the increasingly frequent extreme weather in recent years and the resulting seawater backflow, he considered that beautification works carried out at the bottom of the nullah would be easily damaged and would pose potential safety hazards to members of the public viewing or using the facilities concerned. He suggested that the DSD and the consultancy firm formulate an appropriate design proposal based on the actual circumstances. Lastly, he suggested that the DSD review the need for constructing both the barrage and the flood walls at the same time, so as to make effective use of public resources.

31. A consolidated reply provided by Ms Doris CHOY and Mr LEE Wai-chung of the DSD was as follows:

(1) While the overall barrage works were originally scheduled for completion in 2029, the DSD would adopt a phased operation strategy, with the first phase expected to commence operation first in mid-2027. By then, the system would already be capable of withstanding rainfall and tides with a return period of about 50 years (a flood protection level higher than those during super typhoons Mangkhut and Hato), significantly enhancing the district's flood prevention capacity;

(2) The construction of the flood walls would be carried out in parallel with the barrage works, without the need to wait for the completion of the barrage before commencement. According to the latest hydraulic modelling studies, the flood walls did not need to be built too high, and the DSD would integrate them with the newly designed railings along the riverbank, so as to serve both aesthetic and flood prevention functions;

(3) Extreme weather had become increasingly frequent in recent years. As at June this year, the Hong Kong Observatory ("HKO") had issued the Black Rainstorm Warning Signal on three occasions and the Special Announcement on Flooding in the northern New Territories twice. On 18 June, the HKO even issued the Black Rainstorm Warning Signal twice in a single day, with rainstorms concentrated in North District and Yuen Long, resulting in daily rainfall exceeding 200 millimetres in those areas, and the DSD had received a large number of requests for assistance relating to flooding in the district;

(4) According to preliminary analysis, most flooding cases on that day were caused by silt, leaves, and debris being washed into drainage inlets by stormwater, obstructing drainage facilities and reducing their drainage capacity, while flooding in some low-lying areas occurred due to the combined effects of high tide at river outlets and continuous heavy rain, which prevented rainwater from draining away in time;

(5) The DSD was reviewing the design for the revitalisation of the nullah and would closely co-ordinate with the relevant government departments to actively promote and provide recreational facilities and greening landscapes on both sides of the nullah;

(6) Regarding the construction period of the beautification works, the DSD undertook to strive for phased implementation. Should the beautification works of individual sections be completed first, they would be opened for public use as early as possible so as to minimise the impact of the works on the community;

(7) Generally speaking, concrete nullahs offered the highest drainage efficiency. However, the reason why the Yuen Long Nullah could still cater for both flood prevention and beautification functions after revitalisation was entirely due to the construction of the barrage and the installation of six super drainage pumps under the project, which substantially enhanced the overall pumping and drainage capacity, thereby providing the opportunity for the revitalisation of the nullah. The DSD would select durable materials that were resistant to flood damage in order to reduce the frequency of maintenance;

(8) The barrage would be capable of withstanding tides (storm surges) of up to 6 metres at the banks, as well as rainfall of approximately 140 to 150 millimetres per hour. Its flood protection capacity would far exceed the levels experienced during super typhoons Mangkhut and Hato;

(9) As the catchment area of the Yuen Long Nullah was extensive and the water level could rise extremely rapidly during rainstorms, there were no plans to open the nullah area for public access at this stage for safety reasons;

(10) The project was carried out under two separate contracts. The first contract covered the barrage, flood walls and the majority of the hardware works, while the second contract focused mainly on planting and greening. The DSD was reviewing the works arrangements, and upon completion of part of the hardware works under the first contract, arrangements would be made as soon as possible for the second contract to take over. The DSD would also endeavour to carry out the works in phases so that each completed section could be opened for public use at the earliest opportunity; and

(11) The DSD was procuring two additional powerful pumping robots, Mobile Powerful Pumping Robots, to be deployed at the site of the Yuen Long Barrage. Before the permanent flood prevention works were completed, the robots could, if necessary, be immediately deployed to specific locations within the district to assist with pumping operations and address the risk of flooding.

32. A consolidated reply provided by Mr LUK Ka-wing of the CEDD was as follows:

(1) The CEDD was not undertaking any works in the vicinity of Yuen Long town centre for the time being, but would, as always, maintain close communication with the DSD and other relevant departments. If necessary, the CEDD would co-operate with the relevant

departments in conducting studies and providing assistance to explore the feasibility of implementing corresponding works; and

(2) To address the issue of flooding on road surfaces during heavy rain in the Yuen Long South Development Area, the CEDD had, prior to the onset of the rainy season, stepped up the clearance of drainage facilities within the site area and on nearby roads to ensure that all channels and drainage inlets remained unobstructed, thereby reducing the risk of flooding.

33. The Chairman concluded by requesting the relevant departments to take note of Members' views and suggestions and to take appropriate follow-up actions.

Item V: Mr WONG Yuen-tai, Mr WONG Siu-chung, Mr FUNG Chun-wing, Mr CHONG Kin-shing, Ms YUEN Man-yee, Mr LEUNG Ming-kin and Mr CHEUNG Wai-sum proposed a discussion on "Supporting arrangements for the intake of residents at Long Tin Court, a Home Ownership Scheme estate in Yuen Long" (YLDC Paper No. 26/2026)

34. The Chairman referred Members to Paper No. 26 and the written replies from the relevant departments. He also welcomed Mr Chris CHUNG, Housing Manager/Yuen Long 5 of the Housing Department ("HD"), to the meeting.

35. Mr WONG Yuen-tai, MH briefed Members on the paper. He relayed residents' concerns at Long Tin Court over the inadequate ancillary transport facilities in the vicinity, noting that neither a supermarket nor a wet market had yet opened to serve their daily shopping needs. He therefore enquired about the anticipated opening date of the fresh food supermarket to meet residents' daily living needs. In addition, he pointed out that occupants of south-facing units had reported excessive noise from the construction sites for Phase 2 and Phase 3 of Long Tin Court, and enquired about the concrete measures taken by the HD to mitigate noise impacts. As the population of Long Tin Court reached as many as 6 000 residents while current public bus services were limited, many residents had reported difficulties in boarding buses during morning peak hours. To enhance public transport services for Long Tin Court, he enquired about the TD's approval threshold for the MTR Corporation Limited to operate feeder bus services plying between Yuen Long Station and Long Ping Station.

36. Mr CHEUNG Wai-sum said that since the resident intake of Long Tin Court, many heavy vehicles could not access the estate area and were parked along peripheral roads, blocking traffic lanes and causing tailbacks to the northbound carriageway of Long Tin Road towards Tin Shui Wai as well as the bus stops along Castle Peak Road. In view of this, he enquired whether the HD could increase the provision of loading/unloading bays within the estate, and recommended deploying officers for on-site traffic direction. In addition, he enquired whether the adjacent construction sites for Phase 2 and Phase 3 of the public housing development at Long Bin were sharing the sole existing vehicular access to enter the sites, and recommended opening the exit connecting the public transport interchange ("PTI") as soon as possible to avoid traffic congestion due to reliance on a single access point. Lastly, he enquired about the future bus route planning for the Long Tin Road PTI in the hope of providing relevant information to residents and prospective flat owners.

37. Mr CHUI Kwan-siu put forward a number of views regarding the car park arrangements at Long Tin Court. These included the proposal for installation of a real-time parking vacancy display board at the junction of Castle Peak Road and Long Tin Road to prevent queuing vehicles

from blocking adjacent roads, as well as the replacement of the traditional magnetic card access control system with an Octopus card or Automatic Number Plate Recognition system to enhance entry and exit efficiency. He also relayed residents' feedback that the current 20-minute free parking allowance caused inconvenience, requesting that the free parking duration be extended to 30 minutes following the intake period. He further proposed streamlining the paper-based car park booking process for greater flexibility. Moreover, he reported poor mobile network reception within Long Tin Court and recommended that the HD or the property management company implement transitional measures, such as installing temporary base stations or routers prior to the formation of the Owners' Corporation, to resolve signal issues. Lastly, he recommended providing a bus stop near the Light Rail stop on Castle Peak Road (towards Ping Shan direction) adjacent to Long Tin Court to make it easier for residents to board existing bus routes.

38. Mr WONG Siu-chung pointed out that since the intake of Long Tin Court in April this year, a considerable number of residents had moved in, however, the current public transport facilities remained inadequate (for instance, KMB Route No. 63 operating between Long Tin Court and Tuen Mun ran at intervals of only about 40 to 50 minutes, while green minibuses ran at intervals of about 10 minutes), forcing residents to walk a distance to Castle Peak Road to board alternative bus routes. Referring to the HD's written reply that Long Tin Shopping Centre would accommodate ten commercial premises, he enquired about the number of convenience stores and food premises among them as well as their current operational status, so as to ensure residents' daily living needs could be met.

39. Mr TAM Tak-hoi noted that the SWD would establish an Integrated Children and Youth Services Centre ("ICYSC") under Phase 1 of the Long Bin Public Housing Development, and pointed out that the utilisation rate of such facilities might have declined over time Therefore, he recommended that, while providing public facilities with reference to planning standards, the Government should consider adjusting the scope and content of services according to local actual needs, so as to provide more targeted support for the community.

40. Mr LEUNG Ming-kin pointed out that progress of the improvement works at Tong Yan San Tsuen Interchange had fallen short of expectations, and that transport facilities around Long Tin Court had failed to meet residents' commuting needs, which he considered a departure from the "infrastructure-led" principle. He further noted that the residential estate was situated at a considerable distance from bus and green minibus stops serving routes to Kowloon and Hong Kong Island, and enquired whether the TD would enhance the public transport network in the vicinity.

41. Mr Daniel CHAM, BBS, MH, JP pointed out that following the intake of Phase 1 of Long Tin Court, construction works were underway at the adjacent Phase 2 and Phase 3 sites, vehicular traffic and noise generated by engineering vehicles during the construction period affected not only residents of Long Tin Court, but also extended to existing residential estates near Tong Yan San Tsuen and Town Park Road South. He raised concern that this might impose years of environmental and traffic nuisances on residents there. Citing the successful experience of Tin Yiu Estate and Tin Shui Estate in Tin Shui Wai, he remarked that synchronised construction and completion of Public Rental Housing and Home Ownership Scheme developments could effectively minimise nuisances caused during construction, while enabling residents of both housing types to share commercial, social welfare, and transport facilities upon intake. He therefore suggested that the relevant departments adopt this construction model for future housing projects in new development areas, such as Yuen Long South, Ngau Tam Mei, and Wang Chau. Lastly, he pointed out that engineering vehicles and additional traffic from Long Tin Court currently had to travel southbound along Long Tin Road to the

roundabout underneath the flyover to make a U-turn before entering the Yuen Long Highway, resulting in traffic congestion in the vicinity of Long Tin Road, Tong Yan San Tsuen, and Town Park Road South. He urged the relevant departments to review the road design.

42. Ms YUEN Man-yee, MH enquired about the opening date of the footbridge across Long Tin Road leading to Yuen Long Park, noting that the footbridge would enhance access for residents of Long Tin Court to nearby bus stops. She therefore urged the relevant departments to expedite the opening of the footbridge for public use.

43. Mr Riben LI noted that expediting the completion and opening of the footbridge across Long Tin Road leading to Yuen Long Park would yield mutual benefits. It would provide Long Tin Court residents with convenient access to nearby bus stops for cross-harbour services and recreational facilities at Yuen Long Park, while simultaneously boosting footfall at Long Tin Shopping Centre by attracting residents from Town Park Road South.

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

(1) In tandem with the intake of Long Tin Court, KMB Route No. 63 (plying between Tuen Mun Road Bus-Bus Interchange via Waldorf Garden) was introduced on 13 April this year. The department would continue to closely monitor passenger demand and adjust service frequencies as and when necessary;

(2) Residents of Long Tin Court could also make use of existing bus routes along Castle Peak Road – Ping Shan section (including KMB Route Nos. 68X, 268X, 276, 276P and MTR Bus Route No. K65) for their travel. Short-distance sectional fares were offered on these franchised bus routes;

(3) Given the limited road resources in Hong Kong, the department relied primarily on existing public transport resources to make optimal use of road space;

(4) Under the Bus Route Planning Programme 2024-2025 of Yuen Long District, apart from the introduced KMB Route No. 63, planning for another new route operating to and from West Kowloon Station Bus Terminus had been finalised, and would be introduced in due course depending on the intake progress of Long Tin Court; and

(5) Upon an on-site inspection, the section of Castle Peak Road bound for Yuen Long was found to be in close proximity to the Light Rail tracks with extremely narrow road space, and preliminary assessment indicated that the provision of a bus stop would be challenging. Nevertheless, the department would continue to examine the feasibility of the suggestion.

45. A consolidated reply provided by Mr LUK Ka-wing of the CEDD was as follows:

(1) The department was responsible for the site formation works and ancillary transport in the vicinity of Long Tin Court;

(2) Regarding the improvement works for Tong Yan San Tsuen Interchange and Long Tin Road (under the West Development Office's Yuen Long South Development Project), the relevant departments had maintained close co-ordination to ensure that the associated

ancillary transport facilities would be ready prior to the intake of Phase 2 of Long Tin Court; and

(3) The footbridge across Long Tin Road (towards Yuen Long Park) was expected to be officially open for public use in the third quarter of this year.

46. A consolidated reply provided by Mrs Judy SHEK of the SWD was as follows:

(1) Phase 1 of Long Tin Court was only the first phase of development. Together with the Phase 2 and Phase 3 as well as surrounding developments, the youth population in the district was projected to exceed 10 000 in the future, which warranted the establishment of an ICYSC; and

(2) Operating organisations would flexibly collaborate with other relevant welfare service units in light of actual local welfare needs (such as family and mental health support), so as to achieve synergy.

47. A consolidated reply provided by Mr Chris CHUNG of the HD was as follows:

(1) Internal fitting-out works for the fresh food supermarket premises at Long Tin Shopping Centre were expected to be completed between late July and August. These premises would then be handed over to the successful bidder. As rent calculation would commence upon premises handover, it was believed that the tenant would complete fitting-out and commence operation promptly; and

(2) Regarding operational arrangements of the car park, the architectural team was converting the magnetic card access control system into an Octopus system. The department would also review with the property management office the adoption of a more convenient booking method, and confirmed that the 20-minute free parking was a transitional measure. This temporary measure might be reverted to 30 minutes once vehicular traffic stabilised after the intake.

48. The Chairman concluded by requesting the relevant departments to take note of Members' views and suggestions for follow-up as appropriate.

Item VI: Consultation report on the study on issues of community concern and collection of public views
(YLDC Paper No. 27/2026)

49. The Chairman referred Members to Paper No. 27 and invited the Secretary to brief Members on the results of the consultation exercise.

50. The Secretary reported that the YLDC had agreed at its 15th meeting to collect public views on environmental hygiene issues requiring follow-up action and existing community facilities deemed suitable for enhancement works. The Secretariat had consolidated the work reports submitted by Members on the consultation exercise. Members had put forward a total of 220 recommendations on the two issues during the consultation period. A breakdown of the views and a summary of the recommendations were set out in Paper No. 27. The Secretariat had referred the relevant recommendations to the departments concerned and would report on the follow-up progress

to Members in due course.

51. The Chairman requested Members to take note of the above consultation report.

Report Items

Item VII: Progress reports of Committees and Working Groups (YLDC Paper No. 28/2026)

52. The Chairman referred Members to the nine progress reports of the Committees and Working Groups as set out in Paper No. 28.

53. Members noted the aforesaid progress reports.

Item VIII: HKPF's report on the district's law and order situation and crime figures between May and June 2026

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

55. Mr LEUNG Chung-man reported on the law and order situation and crime figures in the district between May and June 2026.

56. Mr CHUI Kwan-siu reported that a suspected fraud incident had recently occurred at Hung Fuk Estate, in which several outsiders had solicited money from residents, and video footage of the incident had been circulated on online platforms. He urged the Police to pay close attention to and follow up on any offences committed by the persons concerned in other districts. In addition, while commending the Police for their relentless efforts in tackling illegal parking, he noted that heavy vehicles were frequently parked along Hung Yuen Road, obstructing pedestrians' line of sight. He requested the Police to maintain strict enforcement action. Furthermore, he pointed out that vehicles were illegally parked behind the riverside cycle track near Hung Yuen Road and had even driven onto the cycle track area. As this posed a safety hazard to residents jogging at night, he suggested that the Police take prompt enforcement action to address the situation.

57. Mr LEUNG Ming-kin raised concern over a potential rise in burglary cases during the summer holidays and commended the Police for effectively utilising surveillance systems to solve cases. He suggested that the Police promote the effectiveness of installing closed-circuit televisions ("CCTVs") in preventing burglaries at locations such as village offices or village entrances. Regarding youth work, he commended the Police and the Junior Police Call ("JPC") for actively disseminating anti-scam messages during the Tin Hau Festival celebrations, which raised anti-scam awareness among youth and the elderly while fostering patriotism among young people. On traffic enforcement against illegal parking, he suggested that the Police exercise flexibility in light of actual circumstances to strike a balance among the needs of different stakeholders.

58. While commending the Police's crime detection capabilities, Mr Daniel CHAM, BBS, MH, JP expressed concern over the persistent rise in scam cases involving substantial sums of money. He suggested that the Police explore collaboration with telecommunications operators to send periodic anti-scam reminders to the public via SMS messages. In addition, regarding the extension

of "Project i-CAR" to private cars and light goods vehicles, he enquired about the quota for location tracking devices and the allocation mechanism. Highlighting the significant increase in the number of juvenile arrests, he also expressed concern that higher crime figures might be recorded during the summer holidays. Concerning enforcement against electric mobility devices ("EMDs"), he supported the Police's deployment of drones for enforcement and enquired about the latest progress of relevant legislative amendments, as well as whether the Police could charge vehicle owners a daily impoundment and storage fee during detention of their vehicles to increase the cost of breaking the law.

59. Mr SZE TO Chun-hin raised concern over the illegal use of EMDs within public housing estates, citing that some ethnic minorities might not be familiar with local traffic regulations, and urged the Police to adopt effective publicity strategies and recommended joint enforcement operations with the HD.

60. Mr CHAN Ka-fai, JP commended the Police for their swift enforcement action against illegal gambling activities in the vicinity of Tin Hang Estate and underneath the flyover at Tin Ying Road, which had resulted in the successful arrest of four persons. As the new school year approached, he suggested that the Police maintain surveillance over the gambling activities at these locations and address the associated environmental hygiene issues to keep the community environment clean and tidy.

61. Mr TONG Tak-chun expressed concern over the illegal use of EMDs within public housing estates, citing that the roads within the estate boundaries were narrow and security personnel lacked enforcement powers, thereby making the handling of such cases difficult. While acknowledging the effectiveness of police enforcement over the past two months, he noted that the existing procedures were relatively cumbersome, and enquired whether the Government would consider introducing a summary offences mechanism or a fixed penalty notice mechanism to streamline enforcement procedures and enhance deterrence.

62. Mr WONG Yuen-tai, MH commended the Police for their enforcement action against EMDs, and supported publishing details of arrests on social media platforms to serve as a deterrent and demonstrate enforcement outcomes to the public. He also expressed gratitude to the Police for conducting routine anti-vice operations to improve the community environment, while acknowledging the effectiveness of the JPC and the Senior Police Call in disseminating anti-scam messages across the community.

63. Ms LAM Wai-ming expressed concern over bicycles speeding recklessly on pavements in Yuen Long town centre, and suggested that in addition to combating EMDs, the Police should step up prosecutions and publicity efforts against bicycle offences. She further suggested displaying promotional banners at prominent locations and producing English-language publicity materials for ethnic minorities who might not be proficient in Chinese, thereby enhancing educational effectiveness.

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

(1) Regarding enforcement against EMDs and bicycle offences, the Police arrested a total of 33 persons using EMDs and issued 72 fixed penalty notices ("FPNs") for cycling on pavements between May and June. The Police disseminated enforcement messages on

social media platforms and conducted publicity on relevant legislation in places where ethnic minorities gathered and at religious venues. Moving forward, the Police would produce more multi-lingual publicity materials and explore strengthening collaboration with departments such as the HD within public housing estate boundaries;

(2) Regarding illegal parking and traffic enforcement, the Police reiterated that the number of FPNs issued was not a Key Performance Indicator they pursued, emphasising that frontline officers were not subject to ticketing quotas. The core objective of enforcement was to prevent serious traffic accidents and ensure smooth traffic flow. Furthermore, traffic accidents involving serious injuries and fatalities in Yuen Long District had shown a steady downward trend;

(3) Regarding anti-scam publicity, as deception cases accounted for over half of overall crime, publicity efforts by the Police alone were insufficient. Therefore, the "Yuen Long Anti-Scam Campaign: Illuminating Community Creativity" (「全『元』防騙・共創亮點」) was launched in June to gather creative anti-scam proposals from young people and the community. Regarding the proposal to send anti-scam SMS messages via telecommunications operators, he noted previous promotional initiatives while highlighting operational constraints such as delivery costs. The Police would continue liaising with telecommunications operators, banks, and social media platforms to encourage major corporations to fulfil greater corporate social responsibility; and

(4) Regarding burglaries and the deployment of CCTV systems, village houses accounted for a relatively high proportion of burglary cases, primarily due to inadequate security measures when residents were away from home during long holidays. The Police were currently stepping up CCTV deployment in urban areas through the "SmartView" initiative, while strongly encouraging villagers to install CCTV systems equipped with recording functions at village offices, village entrances, and their residences to assist the Police in solving cases expeditiously.

65. The Chairman concluded by requesting the Police to take note of Members' views.

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

66. 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").

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

68. Regarding the joint operations targeting bicycle parking racks under the TD, Mr Daniel CHAM, BBS, MH, JP enquired whether such operations were carried out jointly with the Police by invoking the Land (Miscellaneous Provisions) Ordinance or under the authority of the TD. He noted that the TD had rarely participated in similar clearance operations in the past.

69. Mr Hubert CRUZ clarified that the operations in question were not purely a clearance exercise conducted by invoking the Land (Miscellaneous Provisions) Ordinance. Prior to any clearance operation, notices were issued through the TD to request bicycle owners to remove bicycles abandoned at bicycle parking areas within a specified period. Clearance action would only be carried out by the relevant departments upon the expiry of the specified period.

70. Members noted the said progress reports.

Item X: Any other business
Item XI: Date of next meeting

71. The Chairman said that the seventeenth meeting of the YLDC would be held in the conference room of the YLDC at 2:30 p.m. on 29 September 2026.

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

Yuen Long District Council Secretariat
September 2026