

The minutes were confirmed on 31.3.2026 without amendment.

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

Date: 27 January 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 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

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 LAM Chung-yin, Samson Chief Engineer/West 1,
Civil Engineering and Development Department
Mr CHAN Chak-sum, Jason District Lands Officer/Yuen Long (District Lands
Office, Yuen Long), Lands Department
Mr CHEUNG Ho-man Administrative Assistant/Lands (District Lands Office,
Yuen Long), Lands Department
Mr WONG Chun-hung, Samuel Chief Manager/Management (Tuen Mun & Yuen
Long), Housing Department
Mr CHAN Wai-leung Assistant District Social Welfare Officer (Yuen Long)1,
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
Mr TANG Wai-lap, Dino Senior Town Planner/Yuen Long West 1,
Planning Department
Mr CHEUNG Chi-yeung, Fabian Chief Transport Officer/New Territories North West,
Transport Department

Item IV

Mr CHEUNG Fei-kit	Senior Engineer/Drainage Maintenance, Drainage Services Department
Mr LEE Wai-chung	Engineer/Main River 3, Drainage Services Department
Mr WONG Tun-wing, Clement	Engineer/Project Management 18, Drainage Services Department
Mr LEUNG Cho-shing, Joe	Senior Environmental Protection Officer (Regional North)2, Environmental Protection Department

Absence

Mr LUI Kin, MH (Absent with apologies)

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Opening Remarks

The Chairman welcomed Members and government department representatives to the thirteenth 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 LEUNG Chung-man, District Commander (Yuen Long) of the Hong Kong Police Force (“HKPF”), who succeeded Miss CHAN Kam-kuk, Tammy and attended the meeting for the first time. He also thanked Miss Tammy CHAN for her assistance rendered to the YLDC in the past;
- (2) Mr Dino TANG, Senior Town Planner/Yuen Long West 1 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 today; and
- (3) Mr CHAN Wai-leung, Assistant District Social Welfare Officer (Yuen Long)1 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 today.

3. The Chairman said that the Secretariat had received prior to the commencement of the meeting an application for absence from the meeting from Mr LUI Kin, MH, who was unable to attend the meeting due to his attendance at the fourth meeting of the thirteenth Hebei Provincial Committee of the Chinese People’s Political Consultative Conference. 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 Mr LUI Kin, MH was endorsed.

Item I: Confirmation of the minutes of the twelfth meeting of the YLDC held on 25 November 2025

5. Members confirmed the minutes of the twelfth meeting of the YLDC held on 25 November 2025.

Discussion Items

Item II: Mr WONG Yuen-tai, Mr WONG Siu-chung, Mr MAN Yick-yeung, Mr LEUNG Ming-kin and Ms HO Hiu-man proposed a discussion on “Compensation and rehousing matters in relation to land resumption in the Northern Metropolis” (YLDC Paper No. 1/2026)

6. The Chairman referred Members to Paper No. 1 and the consolidated written reply from the Development Bureau (“DEVB”), the Lands Department (“LandsD”) and the Agriculture, Fisheries and Conservation Department (“AFCD”).

7. Mr WONG Yuen-tai, MH briefed Members on the paper. He declared his ownership of land in San Tin and his position as the Vice Chairman of the Federation of Hong Kong Agricultural Associations. Regarding the land resumption plans under the development of the Northern Metropolis (“NM”), he noted that many fish farmers in the district reared fish species with high production costs and a rearing period of approximately two to three years. He expressed concern that if the Government resumed the land during the rearing period, the relevant operators would suffer economic losses. He therefore suggested that the Government provide a clear land resumption schedule to allow agriculture and fishery operators to adjust their investment strategies at an early stage, and consider allowing the affected operators to surrender their land to the Government early and receive compensation. On the other hand, he relayed that some livestock farmers had indicated that they were only compensated for part of their structures during the land resumption process, and suggested that the Government maintain good communication with the operators concerned to facilitate a consensus. To enhance support for persons affected by land resumption, he suggested that the Government provide details on land resumption to the community liaison service teams (“service teams”) to facilitate their communication with residents.

8. Mr Daniel CHAM, BBS, MH, JP said that the dimensions, materials and structures of many fish ponds and agricultural structures might differ from their conditions at the time of construction many years ago. He expressed concern that if the Government used the records of structures registered by the relevant operators many years ago for calculation, operators might not receive adequate compensation. Regarding the relocation of business, although farmers affected by land resumption might apply for “agricultural resite” to construct a two-storey domestic structure and resume farming on other private agricultural land, he expressed concern that the relocation arrangements might not effectively align with the land resumption schedule. He also enquired whether the legal status of the domestic structures constructed under “agricultural resite” was equivalent to that of surveyed squatter structures, and what the compensation arrangements would be if such domestic structures were resumed again for development in the future. In addition, he noted that there were concerns that some landowners had required their tenants to move out so that they could operate the business themselves in order to claim for ex-gratia allowances (“EGAs”). However, as he understood, the eligibility for EGA should be based on the operators registered under the freezing survey. Therefore, if the relevant landowners reclaimed the land after the freezing survey, they would not be eligible for compensation. Lastly, he enquired whether operators using agricultural structures for other agricultural purposes would also be granted EGA.

9. Ms HO Hiu-man said that many agriculture and fishery operators in the vicinity of the NM were relatively older. She was pleased to note that the Government had arranged for the service teams to provide support to the persons affected. To align with the development of the NM, she

hoped that the Government would compile a list of affected persons as early as possible and provide support based on individual circumstances to ensure proper land resumption and rehousing arrangements.

10. Mr WONG Siu-chung hoped that the Government would be more proactive in providing residents affected by the land resumption exercise with information such as the schedule and procedures for the resumption, so as to allow residents to plan ahead. In addition, he enquired about the latest land resumption schedule for Sha Po Tsuen and whether farmers affected by land resumption would be given priority in using quality agricultural land in the future.

11. Mr Donald MAN, JP declared his ownership of assets in San Tin. He relayed that some landowners affected by land resumption had indicated that they had not received any further information after signing the relevant documents to accept the compensation package. He therefore enquired about the relevant land resumption schedule so that Members could assist in explaining the situation to the residents.

12. Mr MAN Yick-yeung declared his ownership of land in San Tin. He stated that residents of San Tin generally supported the development of the NM. However, it was hoped that the Government would strengthen liaison with the persons affected, including providing clearer information on compensation and business relocation arrangements to operators in the agriculture and fishery, and logistics industries so as to allay their concerns. As the compensation amounts for land resumption might be adjusted in light of actual circumstances, he suggested setting up a dedicated team to maintain contact with operators to provide them with the latest information in a timely manner. Lastly, he expressed concern that the large-scale resumption of land for logistics warehouses might affect the overall supply of logistics services in Hong Kong, and urged the Government to assist the operators concerned in identifying sites for relocation of business.

13. Ms LAM Wai-ming relayed that she had received requests for assistance from residents of Tin Sum Tsuen, who stated that while they had received the statutory compensation from the Government for the land resumed, they had not yet received the EGAs. They had recently received demand notes for rates as well. She therefore enquired with the LandsD about the progress of the disbursement of EGAs and the arrangements for payment of rates.

14. Mr LEUNG Ming-kin declared his position as a member of the Federation of Hong Kong Agricultural Associations and the Advisory Committee on Agriculture and Fisheries. He pointed out that several livestock farms had been resumed due to the Yuen Long South Development. However, the business operators concerned considered that multi-storey livestock farms might not meet their actual operational needs, and were concerned that the completion dates of such farms might not align with the land resumption schedule. In addition, he enquired whether the Government would make reference to the practice of Dedicated Rehousing Estate by providing dedicated relocation arrangements for operators of pig farms, chicken farms and fish ponds affected by land resumption. Furthermore, he expressed concern that allowing brownfield operators to run warehouse businesses on agricultural land would reduce the land available for farming, and enquired about the feasibility of using innovation and technology sites in the San Tin Technopole for the development of agriculture and fisheries. Lastly, he pointed out that some squatter occupants had not yet received confirmation of their rehousing arrangements upon moving out, and hoped that the Government would show empathy for the residents' needs and provide appropriate assistance having regard to the actual circumstances.

15. Mr YIU Kwok-wai, MH considered that under the “executive-led” model, the Government should provide various sectors with more information on the NM development plan in a timely manner so that all stakeholders could align with and jointly promote the development of the NM.

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

- (1) The subject of this discussion involved the development of the NM, including areas within Yuen Long District. The District Lands Office, Yuen Long (“DLO/YL”) was mainly responsible for general land affairs in Yuen Long District, which did not include land resumption work within the district. As the development of the NM involved the resumption of a large amount of land, the LandsD had appointed dedicated teams under the Acquisition Section (including the Yuen Long Projects Team and the San Tin Lok Ma Chau Team), and the New Development Area Section to co-ordinate the land resumption and clearance work. The written reply had consolidated the views of these sections/teams. Nevertheless, the DLO/YL would provide information on relatively major and general issues as far as possible;
- (2) In response to the situation where some persons affected by land resumption sought assistance regarding the resumption schedule and access to relevant information, the LandsD had earlier disseminated relevant information through its departmental website. In addition, the LandsD would put up notices and provide contact telephone numbers during the land resumption process. It would also arrange for the service teams to visit the affected persons to understand their problems and needs, and relay the information gathered to the LandsD, the AFCD and other relevant departments for a comprehensive study on how to assist the affected individuals;
- (3) In response to Members’ concern regarding landowners requiring tenants to move out in order to operate the business themselves, the LandsD advised that only those business operators registered in the freezing survey who met other specific conditions were eligible for the EGAs. If the operator was changed after the freezing survey, the new operator would not be eligible to apply for compensation. On this premise, there was no incentive for landowners to force tenants to move out;
- (4) Regarding brownfield operators affected by land resumption, the Government had put in place a series of measures to assist the industry, including releasing vacant government land suitable for open storage, workshops, and other uses from time to time for letting to eligible brownfield operators affected by way of short-term tenancy through restricted tender. The Government was also studying the construction of multi-storey buildings for brownfield operations and other arrangements. The Government had announced at the end of last year that the Hung Shui Kiu Industry Park Company Limited would be established in June this year, at which time it would consider whether to allocate some land for use by affected brownfield operators;
- (5) With regard to the extension of squatter structures, the Government generally provided compensation based on the registered portions, meaning that relevant valid documents must be provided and the dimensions must align with those recorded in the Government’s survey at the time. Portions exceeding those recorded dimensions could hardly be included in the consideration for compensation;
- (6) The LandsD noted the concern that affected households might become homeless if they were forced to move out before receiving compensation, however, such situations had

never occurred in the past. The Government had always adhered to a people-oriented approach and would not render anyone homeless. The LandsD would, through various existing arrangements such as the provision of interim housing or other appropriate assistance, ensure that all affected households were properly rehoused during the transitional period;

- (7) The issue of the proportion and share of agricultural land was a matter of planning considerations, and the LandsD believed that the Government had already examined the relevant circumstances when planning the NM. There was indeed a considerable amount of agricultural land in Yuen Long District, though some might not actually be used for farming. Therefore, the Agricultural Park project launched by the AFCD was precisely designed to provide land suitable for agricultural use, giving affected farmers the opportunity to relocate and resume farming;
- (8) The Government had always strived for transparency and would keep the public informed of the overall direction and timeline of future development through various channels. However, at certain critical stages, such as the detailed arrangements for conducting a freezing survey, it might not be appropriate to disclose such information. The LandsD would review the existing information dissemination arrangements jointly with the DEVB, and would report to Members if there was any progress;
- (9) Regarding the “agricultural resite” arrangements, if a farmer lived in a surveyed squatter or a licenced structure affected by the works when the freezing survey was conducted, was verified by the AFCD as an eligible farmer, had submitted a feasible re-farming proposal that the Government was satisfied with, and had secured a piece of private agricultural land elsewhere, the LandsD would allow him/her to construct a two-storey domestic structure [with a height not exceeding 5.18 metres (17 feet) and a maximum roofed-over area of 37.16 square metres (400 square feet)] and continue farming, and would issue a relevant short-term waiver. If such private agricultural land was again resumed by the Government in the future, the LandsD would consider compensation arrangements based on the circumstances at the time. There had been similar successful cases in projects such as the Kwu Tung North/Fanling North New Development Areas, where affected farmers had relocated and continued farming elsewhere; and
- (10) Domestic structures newly constructed after “agricultural resite” were structures permitted and constructed under short-term waivers. They were not regarded as surveyed squatter structures and fell under a different policy area.

17. The Chairman concluded by requesting the Secretariat to convey Members’ views and suggestions to the DEVB and the AFCD.

(Post-meeting note: The Secretariat forwarded the consolidated reply from the DEVB, the LandsD and the AFCD to Members on 20 March 2026.)

Item III: Mr Daniel CHAM proposed a discussion on “Introduction and discussion on the co-location and transport arrangements for the new Huanggang Port building” (YLDC Paper No. 2/2026)

18. The Chairman referred Members to Paper No. 2 and the written replies from the Security Bureau (“SB”) and the Transport Department (“TD”).

19. Mr Daniel CHAM, BBS, MH, JP said that the paper outlined the discussion for the future operation arrangement and ancillary transport for the new Huanggang Port building (“Port Building”), which was scheduled for completion in 2026. He recommended that the SB promptly conduct a consultation on the co-location arrangement for the new Huanggang Port and take into account its effectiveness when considering the application of the same streamlined clearance mode of “collaborative inspection and joint clearance” at the Shenzhen Bay Port. He noted the TD’s response that the public transport interchange (“PTI”) at the Port Building might be smaller than that at the Lok Ma Chau (“LMC”) Control Point. Nevertheless, he hoped that the PTI of the Port Building would include bus and green minibus stops offering direct connections to Yuen Long and Tin Shui Wai, to facilitate residents travelling to the port. Given that it was not feasible to provide public bus services at the PTI of the LMC Control Point due to space constraints, he urged the Government to make thorough planning regarding the design of the Port Building’s PTI and public transport services. He suggested, for example, establishing separate routes for travelling between the port and Tin Shui Wai and Yuen Long respectively, and designating pick-up and drop-off points for private vehicles and taxis similar to those at the Liantang Control Point, so as to allow members of the public to reach the port by other means. Finally, he called upon the TD to maintain communication with the DC regarding the transport planning for the new Huanggang Port in order to gather residents’ views.

20. Mr SHUM Ho-kit, BBS, JP recommended that the DC be invited to conduct a site visit prior to the completion and commissioning of the Port Building for Members to familiarise themselves with the operations of the new facilities and assist in explaining their functions to the public. Generally speaking, in light of the imminent commissioning of numerous new development projects in the district, he hoped that the relevant departments would arrange site visits for Members at an early stage so that they might assist in responding to public enquiries.

21. Mr CHONG Kin-shing, MH, JP commended the Hong Kong Special Administrative Region Government and the Shenzhen Municipal Government for their years of research and negotiations, which led to a mutual agreement on the implementation of the co-location arrangement at the redeveloped Huanggang Port, with the support of the Central Government. He considered that the implementation of the co-location arrangement could effectively and substantially reduce the clearance time to five minutes, bringing convenience to members of the public. He suggested that the Government should seize this opportunity to attract Mainland visitors to Hong Kong to promote economic development in both Hong Kong and Shenzhen.

22. Mr SZE TO Chun-hin said that the Shenzhen Bay Port and the LMC Spur Line Control Point had successfully attracted a large number of users owing to transport convenience, and suggested that the TD draw on operational experience of the relevant ports to optimise the transport planning for the new Huanggang Port. He also recommended encouraging more public transport operators to introduce routes serving the new port in order to increase service capacity. Additionally, he pointed out that the inadequate transport services on the LMC Spur Line had yet to be improved, and suggested that the TD implement traffic diversion measures as soon as possible to alleviate the pressure on the LMC Spur Line. Lastly, he enquired about the time for the commissioning of the elevated PTI at LMC Spur Line Control Point, and recommended that the TD arrange on-site visits for Members to understand the scale, design and traffic diversion capacity of the PTI.

23. Mr TONG Tak-chun noted that many residents currently travelled to and from the Mainland after midnight via the Huanggang Port, which operated on a 24-hour basis. However, apart from shuttle buses, the transport options available during the late night hours were taxis and

sporadically scheduled green minibuses. He anticipated that streamlined clearance procedures at the new Huanggang Port would likely attract a significant number of residents to use the port for travel to and from the Mainland, and suggested that proper planning of public transport services was required to prevent traffic congestion arising from space constraints and other factors. Moreover, he considered that the TD should introduce other public transport services, in addition to the railway system, to ease pressure on the railway's carrying capacity.

24. Mr WONG Hiu-shan opined that the new Huanggang Port would develop into a major travel hub and enquired about the relevant clearance procedures, including whether tourists could complete the clearance procedures within the expected five minutes, and whether advance registration or queuing for a counter would be necessary.

25. Mr LEUNG Ming-kin pointed out that congestion often occurred at the San Tin Interchange and asked whether the TD would expand the interchange following the completion of the new Huanggang Port to accommodate the additional traffic generated. He also believed that the new Huanggang Port possessed the necessary conditions for logistics industry development, and recommended the introduction of cargo clearance services at the port. In addition, he opined that closer ties between Hong Kong and Shenzhen depended on talent exchange and tourist visits, and recommended enhancing transport connectivity between the new port and Yuen Long District to attract Mainland visitors.

26. Mr Donald MAN, JP looked forward to the commissioning of the Port Building, but expressed concern over the impact of increased vehicular flow on nearby traffic, especially at the San Tin Interchange, upon the opening of the new Huanggang Port. He also noted that a number of residential developments had already been completed in Kwu Tung North, adjacent to the new Huanggang Port, which was expected to further aggravate traffic congestion in the area. He suggested that the TD give due consideration to this in its planning to make appropriate arrangements.

27. Ms WONG Wai-ling welcomed the Huanggang Redevelopment Project and the proposed co-location arrangement. She believed that this initiative could substantially reduce clearance time but expressed concern that the additional passenger flow at the new Huanggang Port in the future would strain the local transport network. In addition, she opined that the Government should capitalise on the completion of the new Huanggang Port Building to devise a comprehensive development plan for surrounding areas and upgrade local facilities. Such measures would both promote long-term economic development and improve the quality of life for local residents.

28. Mr YIU Kwok-wai, MH said that the views put forward by Members concerning transport facilities were based on the actual situation currently observed at other ports. He hoped that the relevant departments would proactively take these views into consideration and properly plan the supporting facilities at the new Huanggang Port, including public transport services and parking spaces. He believed that well-developed supporting facilities would enhance the experience of local residents and tourists using the port in the future. He also suggested that the relevant departments provide Members with further information in due course to assist their community outreach and public engagement.

29. Mr Riben LI welcomed the imminent operation of the Port Building and hoped that the TD would announce the specific transport arrangements as soon as possible. He believed that the

new Huanggang Port would not only benefit residents and tourists, but would also stimulate economic activities and promote talent mobility along the Northern Link (“NOL”) within the NM. The new development areas along the NOL would gather talent, thereby helping infusing talent into the overall national development. Moreover, he anticipated that upon the commissioning of the Port Building, the daily passenger traffic could reach as high as 200 000 people, therefore it was necessary to upgrade the facilities at the San Tin Interchange. Since the NOL was not expected to come into operation until 2034, he hoped that the Government would make appropriate arrangements for ancillary transport before the NOL commence operation.

30. Mr TAM Tak-hoi was in favour of the “collaborative inspection and joint clearance” mode to be adopted at the new Huanggang Port. However, the arrangement to reduce the clearance time to five minutes would also bring challenges for the relevant transport connections. He also expressed concern over whether the passenger carrying capacity of the minibuses or other public transport services to be introduced would be sufficient to handle the passenger flow to and from the new Huanggang Port. He urged the TD to announce the specific transport arrangements as soon as possible. Moreover, he hoped that the Government would arrange for Members to visit the new Huanggang Port so that they could observe its operations in person, which would help them address residents’ enquiries.

31. Mr SO Yuen welcomed the commissioning of the Port Building. He urged the relevant departments to give due consideration to ancillary transport issues and to prudently review public transport arrangements, especially given the long queues often seen at Shenzhen Bay Port during outbound and inbound traffic peaks due to insufficient ancillary transport.

32. Ms YUEN Man-ye, MH expressed the hope that the Government would undertake proper planning and arrangements for public transport at the new Huanggang Port in order to align with the commissioning of the Port Building. Given the limited passenger capacity of green minibuses, she suggested that the TD introduce a bus route travelling to and from the new Huanggang Port to effectively divert passenger flows and reduce the burden on the roads. She also suggested the TD consider the introduction of an overnight service to accommodate the 24-hour clearance arrangements.

33. Ms CHIU Sau-han, MH noted that a large number of residents would travel to and from the Mainland through various boundary control points during the weekend and long-holiday peak periods. Recently, the situation in Shenzhen Bay Port had necessitated the implementation of crowd control measures by the Police. Given that clearance at the new Huanggang Port would take only a few minutes, it was expected that a large number of residents would use the port. She therefore urged the TD to plan public transport arrangements early and to consider local views when formulating appropriate measures, so as to ensure that public transport services connecting to the new Huanggang Port could meet actual travel needs.

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

- (1) The Huanggang Redevelopment Project involved inter-departmental collaboration, with the TD providing input on traffic and transportation matters. The project was designed and constructed by the Shenzhen Municipal Government and built on the Shenzhen Bay Port in-situ. It therefore faced certain constraints in terms of scale and site area. Nevertheless, when planning public transport services, the TD was committed to

maintaining overall efficiency, optimising existing transport resources, coordinating the strengths of various public transport services, and considering actual road and traffic conditions, in order to provide the public with convenient transport services connecting boundary control points;

- (2) The new Huanggang Port was designed to handle around 200 000 passenger trips daily, rising to 300 000 upon the operation of the NOL Spur Line. The design flow for cross-boundary vehicles was about 15 000 vehicular trips per day. These capacities would be sufficient to meet the initial passenger and vehicular traffic following the opening of the port;
- (3) The new port was situated in the central part of the Shenzhen-Hong Kong region and was connected to Shenzhen Metro Line 7. The TD would make comprehensive consideration of all relevant factors in its planning, and implement appropriate public transport arrangements;
- (4) The design of the new Huanggang Port was based on the Shenzhen Bay Port model and would, in the future, provide cross-boundary and local transport services, including franchised buses, green minibuses, and suitable types of taxis; and
- (5) The elevated PTI at the LMC Spur Line Control Point formed part of the road network supporting the operations of the Hong Kong-Shenzhen Innovation and Technology Park and was not a standard public transport facility. Therefore, the TD had no plans to relocate any public transport services from the LMC Spur Line PTI to this elevated PTI.

35. The Chairman concluded by requesting the TD to promptly consult the DC on transport information for the new Huanggang Port, and the Secretariat to relay Members' views and suggestions to the SB.

(Post-meeting note: The Secretariat forwarded a follow-up reply from the SB to Members on 27 March 2026.)

Item IV: Mr WONG Siu-chung, Ms HO Hiu-man and Mr Ronnie TANG proposed a discussion on “Follow-up on the flood prevention works for Kam Tin River and measures to improve pollution and odour problems” (YLDC Paper No. 3/2026)

36. The Chairman referred Members to Paper No. 3 and the written replies from the Food and Environmental Hygiene Department (“FEHD”), the Drainage Services Department (“DSD”), and the Environmental Protection Department (“EPD”) and welcomed the following government representatives to the meeting:

Engineer/Main River 3, DSD
Engineer/Project Management 18, DSD
Senior Environmental Protection Officer
(Regional North)2, EPD

Mr LEE Wai-chung
Mr Clement WONG
Mr Joe LEUNG

37. Mr WONG Siu-chung briefed Members on the paper. He observed that glass railings approximately eight inches high had been installed on a section of the flood protection walls along Chi Ho Road, with the lower part connected to the flood prevention facilities. He therefore asked the DSD about the purpose and details of this design. Moreover, he reported that a large amount of

silt had accumulated in the lower reaches of Kam Tin River. The situation there was even more severe during dry weather, with car tyres and other large refuse occasionally found in the river. He therefore enquired with the relevant departments about the arrangements for river clearance. He also opined that pollution sources should be investigated from a basin-wide perspective. Kam Tin River, from its upper reaches to the lower reaches (near Deep Bay), flowed through numerous villages. These villages continued to rely on decades-old sewage disposal methods, with sewage discharged directly into fields or streams, causing sediment to accumulate downstream. He also suspected that some pig farms were illegally discharging sewage. He further enquired about the number of clearance operations the DSD organised each year for Kam Tin River, and whether the approximately 500 tonnes of silt and refuse removed from Kam Tin River this year included floating refuse removed by the FEHD.

38. Ms HO Hiu-man pointed out that the problem of serious odour in Kam Tin River had persisted for many years. Residents had been complaining about the unpleasant smell from the Kam Tin River area under inclement weather. During her site visit, she observed a large accumulation of refuse and miscellaneous articles in the river, and many photography enthusiasts also said that the pollution in the river was deterring migratory birds from inhabiting the area. In the DSD's reply, it was mentioned that the odour from the river might be caused by factors such as illegal sewage discharge. She had also requested that the EPD step up inspections and law enforcement. The DSD had previously stated in its reply that it would remove silt from the river during the dry season and remove weeds on a regular basis. She hoped that the relevant departments would remove silt from the riverbed before the approach of typhoon season to prevent odour and flooding. On the other hand, she enquired about the area and scale of the flood protection walls to be constructed as part of the flood prevention and drainage improvement works for Kam Tin River.

39. Mr CHUI Kwan-siu raised concern about the odour problem in Kam Tin River, noting that residents of several nearby large private housing estates had reported constantly smelling a strong odour, to the extent that they had to keep their windows closed. He enquired about the causes of the strong odour, the findings of the on-site investigations conducted by the relevant departments, and the frequency of desilting works. He hoped that the problem could be tackled at its source to improve the quality of life for nearby residents.

40. Mr Ronnie TANG said that the roads on both sides of Kam Tin River (namely Chi Ho Road and Ko Po Road) were originally designated as exclusive access routes for DSD vehicles to remove silt from the river. However, they were open to the public as carriageways and pavements for everyday use. As these carriageways and pavements were too narrow, the mixing of vehicles and pedestrians could easily lead to traffic accidents. It was therefore recommended that the department concerned consider widening the roads to ensure the safety of road users. He learnt that during the desilting of Kam Tin River last year, the DSD had removed approximately 500 tonnes of silt and refuse. He believed that increasing the frequency of desilting would help improve the river's flood discharge capacity.

41. Mr YU Chung-leung noted that many residents went fishing in the Kam Tin River area. In view of the hygiene conditions in the area, he recommended that the relevant departments put up signage on the riversides to remind members of the public not to consume aquatic products from the river, in order to safeguard public health.

42. Mr WONG Yuen-tai, MH opined that although the sewage discharged from livestock farms could meet the statutory standards, it was difficult to avoid the emission of odours during the discharge process. He suggested drawing on the current practice of laying sewage pipes underground along Kung Um Road to improve the odour problem in the Kam Tin River area. Moreover, he urged the Government to make every effort to separate agricultural and residential land in future land use planning, so as to minimise the impact on neighbouring households and avoid conflicts.

43. Mr Daniel CHAM, BBS, MH, JP enquired whether the DSD had installed glass panels on the flood protection walls along Kam Tin River to meet future flood discharge needs. While sewage from livestock farms might be a source of river pollution, the river's drainage and flushing capacity were also key factors affecting its hygiene. In this regard, he had previously pointed out that the flushing capacity of Kam Tin River was compromised by the excessive growth of mangroves and overgrown scrub. He believed that the situation had improved following the clearance of mangroves and scrub by the relevant departments. Furthermore, he opined that the accumulation of silt and miscellaneous articles in Kam Tin River might be caused by backflow from Deep Bay during high tides. He proposed drawing reference from the inflatable nylon dams installed downstream of the Yuen Long Nullah to prevent the backflow of silt.

44. Mr Riben LI said that he had received reports from residents in Yuen Long Town regarding the odour problem, but noted that under current legislation, no standards had been established for acceptable odour levels. He had previously conducted an on-site inspection with the EPD and noted that the sources of odours were diverse. He therefore recommended addressing the problem at its source through inter-departmental cooperation to clear drainage channels, trace the sources of sewage discharge, and step up efforts to provide guidance to livestock farm operators on the proper handling of animal waste.

45. Mr LEUNG Ming-kin believed that to tackle the pollution problem at source, sewers should be installed in Kam Tin or Pat Heung so that sewage could be channelled into the sewerage system rather than into the drainage channels, and that large drainage channels should not receive significant sewage influx. Moreover, during an earlier inspection of Shui Mei Tsuen in Kam Tin, he observed backflows where water levels rose to the level of the drainage channels, causing sewage to overflow onto the road surface and flow into village paths instead of the course of the river. He considered that this was related to design or drainage issues.

46. Mr TANG Ho-nin, MH noted that the odour in the lower reaches of Kam Tin River was related to the lack of sewers in Kam Tin Heung, and that the livestock farms discharged sewage into the river which had caused a gradual accumulation of silt downstream. He had requested the EPD to send personnel for desilting, but was informed that, for ecological reasons, a two-metre layer of silt would be retained as a foraging ground for birds. However, the winter climate promoted fermentation, which intensified the odour level. In addition, he recommended that the EPD trace the sources of sewage discharge from livestock farms by conducting smoke tests to identify the pipes through which the sewage was discharged.

47. Mr CHEUNG Wai-sum suggested the DSD step up inspections and clearance work at the upper reaches of the main drainage channels before the rainy season. Since some penstocks were connected to low-lying villages in rural areas and were easily clogged by miscellaneous articles after heavy rain, failure to clear these items in time would result in flooding in the surrounding low-lying

areas. This situation was particularly obvious in the drainage channels alongside Lam Tai East and West Road in Yuen Long. He urged the DSD to pay attention to clearance issues at the catch-water in the upper reaches and the penstocks in the main river channels.

48. Mr Allan WONG recommended that the EPD utilise advanced technology to monitor and track illegal sewage discharge, such as drones, smart cameras or infrared water quality sensors, and monitor changes in water quality at various points along the river channel to improve efficiency.

49. Ms LAM Wai-ming said that the intensity of odours was a subjective perception and enquired with the EPD as to whether there were any relevant standards or instruments to measure odour intensity. She also pointed out that current legislation lacked a specific threshold or provide clear indicators for odour offences.

50. A consolidated reply provided by Mr Clement WONG and Mr LEE Wai-chung of the DSD was as follows:

- (1) The department was responsible for the routine maintenance of Kam Tin River. To maintain the river's flood discharge capacity, desilting was usually arranged to be conducted during the dry season. Since water levels could rise suddenly during the rainy season, and factors such as the silt in the river would increase the safety risks for workers, clearance operations would be conducted more frequently during the dry season;
- (2) The department recently conducted extensive desilting of Kam Tin River in December 2025, in addition to regular removal of refuse, dead branches, and other miscellaneous articles to maintain environmental hygiene. In 2025, the DSD conducted three major desilting operations and removed about 500 tonnes of silt and refuse from the Kam Tin River (Ko Po Road section). However, this did not include the amount of floating refuse removed by the FEHD. The department would conduct regular inspections of the river, and if a significant amount of refuse was found, additional manpower would be deployed for clearance. The thickness of silt would be closely monitored to assess the need for increased frequency of desilting operations. The next desilting operation would be conducted before the rainy season;
- (3) The department acknowledged Members' views and commenced removal of invasive mangroves in order to restore the river's flood discharge capacity;
- (4) Each year before the rainy season, the department inspected the main river channels for blockages or accumulations of refuse, and checked that the penstocks were in good working order to ensure the river functioned properly during rainstorms;
- (5) With regard to flood protection walls, the department had upgraded and constructed such walls through the Yuen Long Barrage and Nullah Improvement Schemes to enhance the district's flood prevention capacity. This initiative was conducive to effectively reducing the risk of flooding caused by factors such as extreme weather, thereby safeguarding the lives and property of the public. At present, construction of the flood protection walls was largely completed, and the department was conducting defect rectification to ensure that the walls conformed to safety and functional standards;
- (6) The construction of flood protection walls on both sides of the Kam Tin River was determined based on the results of hydraulic model analysis, with the aim of preventing

flooding in nearby low-lying areas caused by river overflow. The total length of the flood protection walls was approximately 3.2 kilometres (around 1.6 kilometres on each side), and that the raised sections were constructed using reinforced transparent glass measuring 300 millimetres in thickness. The rectification works were expected to be completed within the month;

- (7) Chi Ho Road and Ko Po Road, on either side of the Kam Tin River, were not under the management of the DSD;
- (8) As for the arrangement to raise the height of the flood protection walls after desilting, given that Kam Tin River connected to Deep Bay and the open sea, where water levels would rise during high tide, and coupled with the effects of flooding, raising the height of the flood protection walls was not considered to be helpful; and
- (9) The department looked forward to conducting a site visit with Members regarding the flood protection walls.

51. A consolidated reply provided by Mr Joe LEUNG of the EPD was as follows:

- (1) Members' views regarding the application of more diverse technologies to identify and combat potential illegal sewage discharge had been noted. The department would make use of relevant equipment as appropriate in accordance with actual needs. Members were welcomed to provide further information on these suggestions for considerations;
- (2) The department had worked closely with the AFCD to conduct extensive inspections and monitoring for illegal sewage discharge, and had arranged surprise inspections from time to time during the day, at weekends, and at night. While odours were inevitable during normal farm operations, the department's main focus was on ensuring that there was no illegal sewage discharge. It would further step up inspections and enforcement efforts;
- (3) The department had introduced and applied innovative technologies, such as drones and thermal detectors, in various locations as necessary to assist with enforcement and inspections. Due to the nature of surprise inspections, DC Members or members of the public might not necessarily notice these operations. The department would continue to monitor the situation and apply more relevant technologies as appropriate;
- (4) The department's routine inspections mainly targeted specific premises or discharge sources, particularly those locations suspected of illegal sewage discharge as reported by DC Members and members of the public, such as livestock farms. If relevant information was received, the department would follow up and investigate the case; and
- (5) As regards whether there were instruments capable of measuring all odours, given that odours comprised mixtures of various components or chemicals at extremely low concentrations, their composition was complex. Therefore, measuring a single chemical substance might not necessarily provide a clear or reliable reflection of human sensory responses. The EPD would typically deploy investigation teams to conduct independent investigations, with a view to arriving at objective, professional, and impartial assessments. The department would continue to monitor various studies in the field and remain open to adopting or piloting suitable methods.

52. Mr KWOK Ming-gon of the FEHD said that the department would deploy staff on a regular basis to remove floating refuse from the river, and noted that the amount of refuse was not significant, with approximately 30 kilograms removed each time.

53. The Chairman concluded by requesting all departments to take note of Members' views and to follow up accordingly.

(Post-meeting note: The Secretariat forwarded a follow-up reply from the TD to Members on 23 March 2026.)

**Item V: Committees and Working Groups under the YLDC for 2026/2027
(YLDC Paper No. 4/2026)**

54. The Chairman referred Members to Paper No. 4, which concerned the Committees and Working Groups under the YLDC for 2026/2027, and invited the Secretary to brief Members on the paper.

55. The Secretary advised that in 2026-2027, eight Committees would be retained under the YLDC, and one standing Working Group would also be retained under the Traffic and Transport Committee. In addition, to complement the work of the DC in the coming year, the Chairman of the YLDC had earlier established the Working Group on Building Management under the YLDC, with a term of office until 31 December 2027. Furthermore, the term of the Working Group on Boosting Local Economy would be extended for one year to 31 December this year. She referred Members to the Annex for the membership lists of the Committees and Working Groups. Regarding the appointment arrangements for the Chairmen and Vice Chairmen of the Committees and Working Groups for 2026/2027, the Chairman of the YLDC was invited to announce the results.

56. The Chairman thanked the Chairmen and Vice Chairmen of all Committees and Working Groups for their leadership over the past two years, which had enabled the Committees and Working Groups to fully perform their functions. He announced that all Chairmen and Vice Chairmen would remain in office in 2026-2027, and that the Working Group on Building Management, which had held its first meeting on 9 January, would be chaired by Mr CHAN Ka-fai. He invited everyone to continue to support the work of the DC.

57. Members noted the above arrangement.

Report Items

**Item VI: Progress reports of Committees and Working Groups
(YLDC Paper No. 5/2026)**

58. The Chairman referred Members to the ten progress reports of the Committees and Working Groups as set out in Paper No. 5.

59. Members noted the aforesaid progress reports.

**Item VII: HKPF's report on the district's law and order situation and crime figures between
November and December 2025**

60. The Chairman invited Mr LEUNG Chung-man of the HKPF to report on the law and order situation and crime figures in the district.
61. Mr LEUNG Chung-man reported on the law and order situation and crime figures in the district between November and December 2025.
62. Mr Daniel CHAM, BBS, MH, JP commended the Yuen Long Police District for its outstanding performance in fraud prevention. He noted that the Police Community Relations Office had organised many district publicity programmes in the past, working with DC Members and the local community to disseminate anti-deception information to the public. He hoped that the Police would continue to organise such programmes. In addition, he enquired about the reasons for the increase in arson cases compared to the same period last year, the types of offences committed by young offenders, and the situation of relevant reports and enquiries in the district since the Mandatory Reporting of Child Abuse Ordinance came into effect on 20 January 2026. On the other hand, he observed that the number of non-local persons begging in the district was increasing and suggested that the Police strengthen enforcement against such activities during patrols. Regarding the use of electric mobility devices (“EMDs”), he considered that the Police’s current practice of returning the devices to the persons concerned after prosecution weakened the deterrent effect. He suggested amending the relevant regulations to allow for the direct confiscation of such devices, or to prohibit the charging of such devices after prosecution. He also suggested imposing direct fines on offenders illegally using EMDs via fixed penalty tickets, with heavier penalties imposed depending on the severity of the case.
63. Mr LEUNG Ming-kin commended the Yuen Long Police District for its remarkable work, which had led to a decrease in the overall crime figures in Yuen Long District compared to the same period last year. In addition, he enquired about the figures for deception cases involving technology or online scams, such as cases involving virtual currencies like Bitcoin, as well as the proportion and circumstances of such deception cases. Furthermore, he said that the Police had introduced “The Little Grape Fa Pau” and “The Little Grape Dragon”, which were themed after the anti-scam mascot “The Little Grape”, during the past Shap Pat Heung Tin Hau Festival Parade in Yuen Long, integrating traditional culture with anti-deception messages. He suggested the relevant publicity initiatives be featured again at this year’s Tin Hau Festival.
64. Ms YUEN Man-ye, MH was pleased to learn that the number of deception cases had slightly decreased. However, as deception tactics were ever-changing, members of the public still frequently fell victim to scams. She had recently received many enquiries from members of the public, who stated that they had received SMS messages and calls suspected of impersonating public utility service providers, claiming that they had overdue bills and luring them into clicking on links to pay the outstanding amounts. She suggested that the Police strengthen publicity to remind members of the public to verify the source upon receiving suspicious calls or messages, so as to avoid falling into the traps of criminals.
65. Mr YIU Kwok-wai, MH pointed out that despite the Police’s active prosecutions against EMDs, the illegal use of such devices was still observed on the streets from time to time. He hoped that the Police would continue to step up enforcement efforts. In addition, he noted that the Police had launched the “Student Anti-Scam Ambassador Programme” in other districts, which invited students to serve as ambassadors to disseminate anti-scam information to their peers and the community. He suggested that a similar programme be launched in Yuen Long District on a trial basis, with a view to further strengthening anti-deception publicity.

66. Ms LAM Wai-ming commended the Police for their work in fraud prevention and anti-vice operations, which had achieved remarkable results. She hoped that the Police would keep up the efforts in combating vice activities to improve the community atmosphere.

67. Ms CHIU Sau-han, MH commended the Police for their outstanding performance in fraud prevention and other areas. She said that she had received feedback from many local residents regarding the frequent presence of on-street prostitutes in Yuen Long Town Centre, and hoped that the Police would continue to step up anti-vice operations.

68. Mr SZE TO Chun-hin hoped that the Police would step up efforts to combat the illegal use of EMDs. He was concerned that accidents caused by EMDs could have serious consequences, and that it was difficult to establish liability. He therefore urged the Police to continue stringent enforcement actions to ensure public safety.

69. Ms Fennie LAI had received feedback from members of the public regarding the occurrence of illegal gambling activities in the vicinity of Tin Shui Wai Nullah and Chung Fu Shopping Centre, and suggested that the Police step up patrols and provide Members with relevant information on illegal gambling activities in the district.

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

- (1) The improvement in law and order and the decline in deception cases in Yuen Long District between November and December 2025 were definitely not the result of the Police's efforts alone, but were made possible by the participation and collaboration of the local community and all Members;
- (2) Fraudsters' tactics were constantly evolving, and the fraudulent funds were often transferred overseas via online banking within a short period of time, making them difficult to intercept. Even though the Police had collaborated with ten banks to attempt immediate interception upon receipt of large sums of fraudulent funds, success was not guaranteed. There was often a significant time lag between victims realising they had been defrauded and reporting the incident to the Police, by which time the funds had already left Hong Kong. The Police believed that preventive education and publicity were the most effective means to combat deception. The Police also thanked Members for their past collaboration with the Police in carrying out various anti-deception initiatives;
- (3) In 2025, the figures for the four major types of deception cases in Yuen Long District included 215 cases of online shopping scams, 193 cases of telephone deceptions, 96 cases of investment scams (with a loss exceeding \$70 million), and 30 cases of employment scams. While a slight decline in the overall number of deception cases had been recorded, the Police would continue to promote the Yuen Long District Anti-Deception Alliance in the future, working with district stakeholders to disseminate the latest anti-deception information through various channels, including leveraging major events such as the Tin Hau Festival Parade to promote anti-deception awareness;
- (4) Regarding the problem of prostitution, the Police had conducted multiple inspections and noted that there were indeed blackspots in Yuen Long District, both in private premises

and on the streets. Most of the women involved in the cases were holders of Two-way Permits. The Police would continue to co-operate with the Immigration Department to repatriate them as soon as possible under the Immigration Ordinance, which had a greater deterrent effect. In the past two months, three operations had been conducted, resulting in the arrest of over 70 persons;

- (5) The use of EMDs was a prevalent issue across the territory, and the situation in Yuen Long District was more pronounced due to its extensive area and a higher number of rural areas. Whilst the Government was currently discussing the regulation on the use of EMDs, the Police had stepped up proactive enforcement in recent months. In addition to making arrests, the Police also seized the relevant devices for examination, with prosecutions initiated only after the illegal nature of the devices had been confirmed. The seizure of these devices could increase the cost to users and serve as a deterrent effect;
- (6) Regarding the charging of EMDs, after the Police had initiated prosecutions, the relevant exhibits generally had to be presented in court and could only be disposed of upon obtaining directions from the court. As for the proposal to introduce fixed penalties, this involved legislative amendments and required thorough discussion in the community. If there were more effective enforcement methods (such as the enhanced enforcement efficiency observed after the introduction of fixed penalties for shopfront extensions), the Police would welcome such arrangements;
- (7) Regarding juvenile crime, the number of arrests had increased over the past two months, primarily involving ten cases of criminal damage, four cases of deception, and a number of cases each of shop theft and fighting in public. The Police had collaborated with schools, social workers, and the SWD to organise over 53 crime prevention talks and activities in schools between November and December 2025, with a view to raising students' law-abiding awareness in an interactive manner;
- (8) Before the Mandatory Reporting of Child Abuse Ordinance came into effect, the Police had conducted extensive publicity with relevant departments to ensure that stakeholders, such as social workers, understood the requirements of the new legislation. Since the ordinance came into effect, Yuen Long District had recorded its first case reported by a social worker under the ordinance, and the Police were following up on the case;
- (9) Under the law, begging was an illegal act. The Police would regularly arrange for officers to take proactive enforcement actions against such activities. In addition to the offence of begging, some individuals might have breached the Immigration Ordinance by entering Hong Kong on a Two-way Permit; and
- (10) Supplementary information regarding the situation of illegal gambling would be provided by the Police later. Recently, the Police had proactively conducted multiple enforcement operations against street gambling and illegal gambling in private premises, resulting in several arrests. The Police would continue to actively follow up on and address various blackspots across the district, including those in Tin Shui Wai and Yuen Long.

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

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

72. 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").

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

74. Mr LAM Wai-ming noted that indiscriminate parking of shared bicycles occurred from time to time in the district, and suggested that the Yuen Long District Office (“YLDO”) strengthen discussions with shared bicycle operators on concrete measures to effectively address the illegal parking of shared bicycles.

75. Mr Hubert CRUZ said that joint clearance operations against illegally parked bicycles also covered shared bicycles. The YLDO had not observed a significant deterioration in the illegal parking situation of shared bicycles in the district during recent operations. Nevertheless, the YLDO would continue to monitor the situation closely and would step up clearance operations if necessary.

76. Members noted the aforesaid progress report.

Item IX: Any other business

Item X: Date of next meeting

77. The Chairman said that the fourteenth meeting of the YLDC would be held in the conference room of the YLDC at 2:30 p.m. on 31 March 2026.

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

Yuen Long District Council Secretariat
March 2026