

The minutes were confirmed on 26.5.2026 without amendment.

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

Date: 31 March 2026 (Tuesday)
Time: 2:30 p.m. to 5:30 p.m.
Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices,
2 Kiu Lok Square, Yuen Long

Present

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

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

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 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 LEUNG Wai-yat, Hermann	Liaison Officer i/c (Rural 1), Yuen Long District Office
Mr LAM Chung-yin, Samson	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
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 AU Hei-fan, Raymond	District Planning Officer/Tuen Mun & Yuen Long West, Planning Department
Mr CHEUNG Chi-yeung, Fabian	Chief Transport Officer/New Territories North West, Transport Department

Item II

Ms YONG Pui-wan, Pecvin, JP	Deputy Secretary for Development (Planning & Lands)1, Development Bureau
Ms LAU Wai-cheung, Apple	Assistant Secretary (Northern Metropolis) 3, Development Bureau

Item III

Mr CHOI Kwok-fung	Chief Engineer/Northern Metropolis Railways (3), Northern Metropolis Railways Office, Highways Department
Mr KAM Ka-yuen, Eddy	Chief Engineer/Northern Metropolis Railways (1), Northern Metropolis Railways Office, Highways Department
Mr YU Tik-hang, Eddie	Senior Engineer/Northern Metropolis (9), Northern Metropolis Railways Office, Highways Department
Mr LEE Yat-sun, Sun	Engineer/Northern Metropolis (17), Northern Metropolis Railways Office, Highways Department
Mr CHENG Pit-kai, Andrew	Chief Land Executive/Railway Development, Railway Development Section, Lands Department
Mr WONG Hon-cheung, Stanley	Senior Land Executive/Railway Development 2, Railway Development Section, Lands Department
Mr Sky YIP	Chief Construction Manager - Kwu Tung Station, MTR Corporation Limited
Mr Horace LEUNG	Senior Corporate Communications Manager - Capital Works, MTR Corporation Limited

Item IV & V

Mr CHUNG Siu-wing, Joseph	Deputy Project Manager/Major Works (2), Highways Department
Mr CHUNG Chi-yan, Derek	Chief Engineer 6/Major Works, Highways Department
Mr PANG Ka-yu, Ivan	Senior Engineer 11/Northern Metropolis Highway, Highways Department
Mr KO Sing-leung, Sunny	Engineer 11/Northern Metropolis Highway, Highways Department
Mr CHAN Yuen-heng, Jason	Senior Engineer 1/Transport Planning, Transport Department
Mr MAK Wing-ho	Chief Land Executive/Yuen Long Projects (Acting) (Acquisition Section), Lands Department
Mr Kelvin CHENG	Project Manager, AECOM-Atkins Joint Venture
Ms Connie CHAN	Deputy Project Manager, AECOM-Atkins Joint Venture

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Opening Remarks

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

2. On behalf of the YLDC, the Chairman welcomed Mr Victor CHAN, District Lands Officer (Yuen Long) of the Lands Department (“LandsD”), who succeeded Mr CHAN Chak-sum, Jason and attended the meeting for the first time. He also thanked Mr Jason CHAN for his assistance rendered to the YLDC in the past.

Item I: Confirmation of the minutes of the thirteenth meeting of the YLDC held on 27 January 2026

3. Members confirmed the minutes of the thirteenth meeting of the YLDC held on 27 January 2026.

Discussion Items

Item II: Introduction of dedicated legislation to accelerate the development of the Northern Metropolis (“NM”) (YLDC Paper No. 8/2026)

4. The Chairman referred Members to Paper No. 8 and welcomed Ms Pecvin YONG, JP, Deputy Secretary for Development (Planning & Lands)¹, and Ms Apple LAU, Assistant Secretary (Northern Metropolis) ³, of the Development Bureau (“DEVB”), to the meeting.

5. Ms Pecvin YONG, JP of the DEVB briefed Members on the proposals for the introduction of dedicated legislation to accelerate the development of the NM.

6. Mr TANG Sin-hang pointed out that many brownfield operators had to relocate their businesses as a result of the Government’s land resumption exercise in the vicinity of Ha Tsuen Road, but the authorities had yet to put in place relevant reprovisioning arrangements. He suggested that the Government relax the land use restrictions on areas such as the Green Belt for reprovisioning purposes, so as to minimise the impact on the local economy. He also expressed concern about the rehousing of squatter occupants (commonly known as “red-word houses”). He pointed out that some squatter occupants were ineligible for rehousing because they did not hold full title to their property, and expressed hope that the authorities would handle the matter flexibly according to the actual circumstances in order to accelerate the overall development process.

7. Mr Daniel CHAM, BBS, MH, JP expressed support for the relevant legislation, which he considered would help enhance the speed and efficiency in the development of the NM and steer the development towards an industry-driven direction. He pointed out that, in order to streamline the town planning procedures, the Government proposed to change the application for change of land use in non-conservation zones within the coverage of the NM from the existing procedure under section 12A of the Town Planning Ordinance (“TPO”) (application for amendment of plan) to that under section 16 (application for planning permission), which constituted a major procedural change. Objectors had the right to attend hearings and make oral presentations in respect of applications submitted under the former procedure, whereas they could only submit written representations under the latter. He suggested that the authorities should perform their gatekeeper role properly and strike a balance between different views while enhancing development efficiency. As the proposed change would also apply to applications for private development, and objectors would not be able to attend hearings of the Town Planning Board (“TPB”) to present their objections in person, he suggested that the Planning Department and the TPB strengthen their gatekeeper role effectively. In addition, he supported the introduction of innovative technologies from the Mainland or other advanced regions, particularly those meeting national standards, to accelerate the pace of development. Furthermore, he suggested that the authorities should take actual circumstances into account when formulating the relevant subsidiary legislation. For example, regarding the new arrangement of allowing engineering companies to flexibly deploy different powered mechanical equipment without the need to re-apply for construction noise permits (“CNP”), the authorities should devise appropriate gatekeeping measures to avoid causing any impact on nearby residents after streamlining the procedures. Lastly, he enquired whether personnel regulated under the “white list” mode could also access areas outside the Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone (“Co-operation Zone”).

8. Mr SHUM Ho-kit, BBS, JP expressed support for the introduction of dedicated legislation for the NM, citing that the recently approved Outline of the 15th Five-Year Plan explicitly emphasised the need to accelerate the development of the NM in its chapter on Hong Kong and Macao. Regarding the proposal to expedite compensation payment for land resumed, while the Government could pay the compensation to the registered managers of the Tso/Tong where there were no vacancies for registered managers of the relevant Tso/Tong under the current proposal, in practice, vacancies of registered managers or difficulties in filling such vacancies still occurred from time to time. He suggested that the DEVB should conduct further studies with the Home and Youth Affairs Bureau and the Home Affairs Department (“HAD”), which were responsible for Tso/Tong matters, to consider further relaxing relevant arrangements while protecting the interests of Tso/Tong members. Regarding the arrangement where the authorities could further enact subsidiary legislation on the specified areas as and when necessary in the future, he hoped that the authorities would consult the District Council (“DC”) and local stakeholders in a timely manner as appropriate, with a view to jointly advancing the development of the NM.

9. Mr Riben LI expressed support for the promotion of dedicated legislation for the NM, considering that this would help align with the overall national development. He hoped that the relevant legislation would help shorten construction time, thereby boosting enterprises’ confidence in investment, creating more job opportunities and promoting local employment. He considered that, in the course of enhancing efficiency, the authorities should strike a balance between streamlining procedures and ensuring effective regulation. He also suggested establishing key performance indicators to ensure the proper use of public funds, achieve co-existence of development and conservation, preserve rural character and natural values, and bring benefits to local residents. He considered that the introduction of innovative technologies was crucial to the overall development of the NM. Citing the application of the new “Modular Rectangular Tunnel Boring Machine” technology in Yuen Long South by the Civil Engineering and Development Department (“CEDD”) as an example, he suggested that the authorities should make full use of new technologies as soon as possible to accelerate the pace of development of the NM. In addition to hardware support such as the construction of transport systems, he suggested that the authorities should continue to optimise relevant support planning and policy research, including the provision of additional tax incentives, talent support measures, and research on cross-boundary data flow, to complement the overall development.

10. Mr LEUNG Ming-kin expressed support for the introduction of dedicated legislation for the NM and raised a number of enquiries regarding land use matters, including whether innovation and technology (“I&T”) land would be covered under the dedicated legislation and whether the proposal to streamline town planning procedures would also apply to such land, the specific conditions and definitions governing the approval of temporary uses for up to seven years under applications for planning permission pursuant to section 16 of the TPO, the minimum percentage of members required to pass a resolution or agree to a compensation arrangement in the context of Tso/Tong compensation arrangements, the relevant conditions and circumstances for granting CNPs valid for one year, the supporting facilities related to university education in the NM, and how the authorities would enhance the stability of electricity supply in the district to support the development of the NM.

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

- (1) Taking the Lau Fau Shan New Development Area (“NDA”) as an example, since the Government had already announced the land use proposals and indicated that the area would be comprehensively rezoned, it was not recommended to allow changes in land

use through the streamlined procedures prior to rezoning. However, any person might still submit applications through the existing procedures. The Government was also assisting affected brownfield operators in reprovisioning their businesses through a multi-pronged approach;

- (2) Regarding the issue of squatter occupants who held only a certain percentage of property ownership and were therefore ineligible for rehousing, the DEVB advised that the matter was a policy consideration under the rehousing and compensation policy, rather than a statutory restriction under the legislation. The DEVB had noted relevant views and would consider the matter further at the policy level;
- (3) In response to the view that there was no hearing arrangement under the application procedures for planning permission pursuant to section 16 of the TPO, the DEVB pointed out that the procedure still allowed a three-week period for the public to submit written representations, enabling the public to express their views while streamlining the procedures. The DEVB emphasised that the TPB would continue to play its gatekeeper role in respect of applications for planning permission made under section 16, and would give full consideration to public views on each case;
- (4) Regarding the Tso/Tong compensation arrangements, the proposal under the dedicated legislation would only apply in cases where there were no vacancies in the post of registered managers. In such cases, if all registered managers of the relevant Tso/Tong agreed to receive the compensation, the Government would release the compensation to the registered managers without requiring the consent of all members or a specified percentage of members of the Tso/Tong. If there was a vacancy in the post of manager of the Tso/Tong, the LandsD and the HAD would handle the matter in accordance with the existing mechanism;
- (5) As regards whether the streamlined town planning procedures would apply to I&T land, the DEVB advised that the streamlined procedures would apply as long as the relevant sites were located within the NM, fell within non-conservation zones, and were not situated in NDAs where the Government had indicated that the land use would be comprehensively rezoned;
- (6) Regarding temporary uses for up to seven years, the TPB would consider each case based on its specific circumstances;
- (7) Regarding CNPs, compared with the previous maximum validity period of six months, the new arrangement of extending the validity period to a maximum of one year should reduce the frequency of renewals. However, the approved validity period would still be determined by the Environmental Protection Department on a case-by-case basis;
- (8) Regarding the stability of electricity supply, the CLP Power Hong Kong Limited had already planned a number of electricity supply facilities in the NM. Throughout the planning and implementation of the NM, the Government had been maintaining close communication with the power company to ensure that the electricity supply would be adequate and reliable;
- (9) The arrangements for controlling noise from percussive piling and non-percussive piling were different. In the case of percussive piling, a CNP was required for works carried out between 7 a.m. and 7 p.m. on weekdays. Although percussive piling could also benefit from the streamlined procedures in the future, the EPD's considerations during the approval process differed from those for non-percussive piling. Therefore, where percussive piling

was involved, the EPD would review and approve each application on a case-by-case basis;

- (10) Regarding the entry/exit arrangements for the Co-operation Zone under the “white list” mode, the Western Cross-River Link Bridge connecting the Hong Kong and Shenzhen Parks served as an official immigration control point. Personnel entering the Hong Kong Park of Hetao through this control point could also travel to other parts of Hong Kong; and
- (11) Some subsidiary legislation (such as that relating to the cross-boundary flow of data, bio-samples and capital) would be enacted after the details had been finalised, at which time public consultation would be conducted again.

12. The Chairman concluded that Members were generally in favour of the dedicated legislation to accelerate the development of the NM and align with the Outline of the National 15th Five-Year Plan. He requested the DEVB to take note of Members’ views and suggestions.

Item III: Progress update on the Northern Link Project (YLDC Paper No. 9/2026)

13. The Chairman referred Members to Paper No. 9 and welcomed the following representatives from government departments and the Mass Transit Railway Corporation Limited (“MTRCL”) to the meeting:

NM Railways Office, HyD:

Chief Engineer/NM Railways (3)
Chief Engineer/NM Railways (1)
Senior Engineer/NM (9)
Engineer/NM (17)

Mr CHOI Kwok-fung
Mr Eddy KAM
Mr Eddie YU
Mr Sun LEE

Railway Development Section, LandsD:

Chief Land Executive/Railway Development
Senior Land Executive/Railway Development 2

Mr Andrew CHENG
Mr Stanley WONG

MTRCL:

Chief Construction Manager – Kwo Tung Station
Senior Corporation Communications Manager – Capital Works

Mr Sky YIP
Mr Horace LEUNG

14. Mr CHOI Kwok-fung of the HyD, and Mr Sky YIP and Mr Horace LEUNG of the MTRCL briefed Members on the latest progress of the Northern Link (“NOL”) Project and the gazettal of the railway scheme for the Hong Kong section of the NOL Spur Line. Mr CHOI Kwok-fung of the HyD added that the MTRCL had already consulted the Sheung Shui District Rural Committee (“RC”), Kam Tin RC, San Tin RC and Pat Heung RC on the gazettal, and secured their support. The Government and the MTRCL would maintain communication with all stakeholders in respect of the NOL Project and appealed for the community’s continued support for the NOL Project.

15. Mr Daniel CHAM, BBS, MH, JP hoped that the MTRCL would provide a more detailed alignment plan and station locations for the NOL Spur Line, so that Members could assess the specific impact of the project on neighbouring developments and the surrounding land. He supported expediting the construction of the NOL Spur Line, with a view to completing it in tandem with the

Main Line. He also mentioned that past tunnel construction works of the Express Rail Link (“XRL”) had caused soil erosion, ground settlement in some fish ponds, and cracks on the external walls of village houses in the Ngau Tam Mei area of Yuen Long. While the NOL Project would be primarily constructed by utilising the tunnel boring method, he urged that the authorities should closely monitor the ground conditions near the sites during the construction period and implement effective measures to prevent any recurrence of similar incidents. Secondly, he recommended that the MTRCL set up large exhibition boards at stations along the Tuen Ma Line (“TML”) (such as Kam Sheung Road Station and Tin Shui Wai Station) to introduce the NOL Project in detail, including the alignment of the Spur Line, station locations, and future developments, with a view to enhancing public understanding of the project. Given that the development timeframe of the NM would be substantially shortened following the enactment of dedicated legislation for the NM, he enquired whether the NOL Project could be completed ahead of schedule. He also suggested the authorities explore the adoption of more efficient construction methods, such as constructing additional shafts coupled with simultaneous excavation from both sides, so as to align with the completion dates of residential developments along the alignment.

16. Mr SHUM Ho-kit, BBS, JP supported the NOL Spur Line Project and pointed out that the three stations of the Spur Line held great strategic value, as they would not only provide a highly accessible transport network for the Hong Kong-Shenzhen Innovation and Technology Park in the Loop, but would also further extend across the boundary to the new Huanggang Port. In view of the imminent completion of some residential developments in the Kwu Tung North NDA, he enquired about the preliminary commissioning timeline for Kwu Tung Station of the NOL, with a view to aligning with the intake schedule of the residential developments. Regarding the engineering details of the NOL, he enquired whether the design of the Spur Line would predominantly feature viaducts or tunnels, and whether the authorities, when conducting the Environmental Impact Assessment (“EIA”) for the NOL Spur Line Project, would concurrently study the impact of the project on local historic buildings, fung shui, and burial grounds.

17. Mr SO Yuen supported the project. However, he opined that the NOL, which was expected to be commissioned in 2034, would fail to align with the progressive intake of the residential developments along the alignment starting from 2028. To facilitate the commuting of residents along the alignment, he suggested that the authorities explore the feasibility of a phased commissioning approach, with a view to bringing the NOL into service ahead of schedule.

18. Mr Donald MAN, JP supported the NOL Spur Line Project. Given that the population in San Tin was expected to increase significantly from 2031 whereas the NOL Project would only come into operation in 2034 at the earliest, he expressed concern that the road traffic in the vicinity of Ngau Tam Mei and San Tin might be under significant pressure during the interim period. Although the dedicated legislation for the NM might effectively accelerate the progress of railway and road construction works, he urged the Government and the MTRCL to formulate contingency measures in advance to meet the transport demand of the NDA.

19. Ms LI Ching-yee supported the NOL Project. She relayed that residents had high expectations for the project. She was also concerned about the commencement timeline and future train service arrangements at Kam Sheung Road Station, and hoped that the authorities could accelerate the progress of the works. Regarding the ancillary transport facilities of the NOL, she enquired whether the authorities had plans to provide additional bicycle and motorcycle parking spaces at various railway stations, and sought information on the commencement timeline for the new Public Transport Interchange (“PTI”) near Kam Sheung Road Station. In view of concurrent

construction works in the vicinity of Kam Sheung Road Station, she urged the MTRCL to strengthen coordination and communication with the persons-in-charge of nearby sites and local stakeholders during the construction period of Kam Sheung Road Station, so as to minimise the traffic impact on surrounding roads. Lastly, she relayed that passengers at Kam Sheung Road Station of the TML frequently experienced difficulties boarding trains during peak hours due to fully loaded compartments. She hoped that this situation could be alleviated upon the commissioning of the NOL, for instance, by deploying special train departures directly from Kam Sheung Road Station to relieve the carrying capacity pressure on the TML.

20. Mr WONG Yuen-tai, MH supported the NOL Project. He enquired about the land resumption timetable and expressed concern that the commissioning of the NOL Project might fail to align with the intake schedule of the residential developments along the alignment. He was also concerned about the potential impact of the project on fish pond ecology. He urged the authorities to expedite the overall works progress and provide convenient public transport services for residents along the alignment in a timely manner, while maintaining close communication with stakeholders during the construction period.

21. Mr SZE TO Chun-hin noted that the estimated commissioning date of the NOL Project would lag behind the intake schedule of the residential developments along the alignment, and enquired about alternative transport arrangements during the interim period to facilitate commuting for residents along the alignment. Citing the current situation where Pok Oi Hospital and Tin Shui Wai Hospital were situated far from railway stations and major transport hubs, he enquired about the distance between Ngau Tam Mei Station of the NOL and the future University Town as well as the proposed integrated medical, teaching and research hospital. He hoped that the authorities would give due consideration to the situation when finalising the exact location of Ngau Tam Mei Station.

22. Mr YU Chung-leung said that residents along the alignment welcomed the NOL Project, and hoped that the authorities would release the detailed design layouts as early as possible, especially regarding the locations of the entrances and exits of San Tin Station and Ngau Tam Mei Station, their connectivity with the surrounding areas, and the transport interchange arrangements, so as to keep residents informed at an early stage.

23. Mr LAM Wai-ming expressed concern over the provision of barrier-free facilities at various stations of the NOL, pointing out that such facilities at existing TML stations were generally inadequate. He urged the authorities to fully consider the positioning of barrier-free facilities when constructing the new NOL stations, so as to facilitate access for people in need. Considering that the NDA would feature multiple residential developments in the future and residents might need to travel between their residences and railway stations by bicycle or by car, he enquired about the at-grade connection arrangements for various stations of the NOL.

24. Mr WONG Siu-chung welcomed the establishment of the NOL Project Community Liaison Group by the MTRCL and the convening of its first meeting in response to residents' requests. However, he expressed hope that the relevant departments would release more concrete planning data through this platform, such as the planning details for the widening of San Tam Road, to facilitate discussions on the relevant arrangements. Noting that the exits of Au Tau Station of the NOL would be positioned closely adjacent to the main station structure, he recommended that the authorities explore the feasibility of providing additional public facilities on the periphery of the station for the convenience of residents.

25. Mr LEUNG Ming-kin enquired whether the construction period of the NOL Project could be further compressed to align with the “speeding up and efficiency-enhancing” development of the NM. He also enquired whether the construction of the Spur Line would only commence upon the completion of the Main Line, and whether the construction of the NOL Main Line and Spur Line would be expedited under the dedicated legislation for the NM. Furthermore, noting concerns over the adequacy of parking facilities and the connectivity between NOL stations and rural villages, he recommended the authorities exploring the feasibility of constructing underground car parks and bicycle parking facilities to optimise the use of land resources. Finally, he enquired whether the authorities would consider introducing bazaars or leisure shopping facilities near the NOL stations to serve the local community.

26. Mr LAM Chung-yin supported the NOL Project. Given that Kam Sheung Road Station would be upgraded to an interchange hub upon the commissioning of the NOL, with passenger traffic expected to increase substantially, he enquired about the MTRCL’s plans for enhancing the facilities of Kam Sheung Road Station. Drawing reference from the peak-hour crowd conditions at Admiralty Station, which was also a major interchange hub, he hoped that the MTRCL would undertake early planning to cope with the future passenger flow at Kam Sheung Road Station.

27. Mr YIU Kwok-wai, MH said that the public held high expectations for the NOL and expressed satisfaction with the project’s progress milestones, including the target commissioning of Kwu Tung Station on the East Rail Line (“ERL”) in 2027. He pointed out that a vital function of the NOL Spur Line was to provide a cross-boundary connection to the new Huanggang Port. He enquired about the role of the NOL in enhancing east-west connectivity across the New Territories. For instance, whether residents of the Loop could travel to the proposed Science Park / Pak Shek Kok Station on the ERL via the railway network in the future, and whether passengers travelling from Sheung Shui to Yuen Long and Tin Shui Wai would need to interchange at Kam Sheung Road Station. He also enquired about the specific transit and interchange arrangements for travelling from the ERL to the new Huanggang Port, as well as the interchange arrangements for residents travelling from Kwu Tung Station on the ERL to urban areas prior to the full commissioning of the NOL. Lastly, he hoped that the authorities would release more detailed information to keep the public abreast of the latest developments.

28. Ms WONG Wai-ling relayed that residents held high expectations for the NOL Project and expressed support for this infrastructure development. As Tin Shui Wai residents would need to travel to Kam Sheung Road Station to interchange for the NOL in the future, she enquired about the platform configuration to be adopted at Kam Sheung Road Station of the NOL, as well as the interchange arrangements between the NOL and TML platforms. In addition, she was concerned about the walking distance, convenience, and passenger waiting area for interchanging between the TML and the NOL at Kam Sheung Road Station. While Kwu Tung Station on the ERL was expected to commence operation in 2027, the Main Line and Spur Line of the NOL would not be fully commissioned until 2034, she enquired whether the authorities would consider a phased commissioning approach to facilitate cross-boundary travel and commuting to New Territories East for Tin Shui Wai residents. Lastly, she hoped that the authorities could provide more detailed information on the project design and timeline of the NOL so as to enable various sectors to put forward their views.

29. Mr LUI Kin, MH supported the NOL Project and urged the authorities to expedite the construction of the NOL Spur Line. Noting that the TML was currently constrained to eight-car

train operations due to station design limitations at one of its stations, he enquired whether the train configuration of the NOL, which would connect with the TML, would be similarly restricted. Given that the carrying capacity of the TML could hardly keep pace with the population surge in the Northwest New Territories, he expressed concern over whether the carrying capacity of the NOL would be sufficient to cope with peak-hour passenger flows, and urged the authorities to maximise the carrying capacity as far as possible. Lastly, he enquired about the interchange arrangements among the NOL, the ERL and the TML, and suggested that the MTRCL further increase train frequencies to meet future passenger demand.

30. Mr LEUNG Yip-pang noted that the barrier-free facilities at many existing railway stations were inadequate. He urged the MTRCL to incorporate barrier-free access and related facilities at station entrances and exits when designing the new stations along the NOL. He also enquired about the interchange arrangements between the NOL stations and other public transport modes, such as buses and minibuses, to cater for the commuting needs of residents living in the vicinity of the stations.

31. Ms LAM Wai-ming noted that the country attached great importance to the development of the NM, and that the NOL was a core transport infrastructure project in the area. She therefore urged the authorities to fully leverage technological advancements and adopt innovative construction techniques to compress the construction timeline, thereby enabling the NOL to commence operation the soonest possible. Furthermore, she expressed concern regarding park-and-ride arrangements for the NOL, and hoped that the MTRCL would explore the feasibility of introducing additional park-and-ride concessionary schemes for residents driving to the new stations to interchange with the railway network.

32. Mr Allan WONG supported the NOL Project and hoped that the authorities would accelerate works progress. He pointed out that the NOL would play a vital role in alleviating congestion, enabling residents of Fanling and Sheung Shui to reach urban areas by interchanging between the NOL and the TML. However, this would inevitably increase passenger load on the TML. In this regard, he raised concerns regarding the MTRCL's train scheduling arrangements during peak hours, and sought details on plans to enhance TML train frequencies to accommodate substantial future passenger demand.

33. Ms YUEN Man-yi, MH supported the NOL Project. She urged the authorities to expedite the construction progress of the NOL in alignment with the National 15th Five-Year Plan Outline to achieve speed and efficiency enhancements. Emphasising the importance of the NOL to nearby residents, she pointed out that passengers at Kam Sheung Road Station on the TML often experienced difficulties boarding trains during peak hours. She therefore urged the MTRCL to plan ahead to facilitate future passenger interchanges between the TML and the NOL at Kam Sheung Road Station.

34. Mr TONG Tak-chun expressed concern over the carrying capacity and train frequency following the commissioning of the NOL. He anticipated that upon the commissioning of the NOL Main Line, many residents in the North District would interchange with the TML at Kam Sheung Road Station to travel to urban areas. The future commissioning of Hung Shui Kiu Station on the TML would generate additional service demand. While noting the MTRCL's implementation of measures such as operating short-loop train services to ease passenger flow, he was concerned that these initiatives would still be insufficient to cope with the drastic surge in passenger volume. He

therefore suggested that the MTRCL provide more detailed information and specific proposals to enhance the overall carrying capacity of the railway network.

35. A consolidated reply provided by Mr CHOI Kwok-fung and Mr Eddy KAM of the HyD was as follows:

- (1) The Government and the MTRCL were sparing no effort to take forward the NOL Project, with the objective of completing and commissioning it as early as possible. In this regard, the Government had adopted various measures to expedite the project and enhance efficiency, including the concurrent development of the NOL Main Line and Spur Line through a “two-part” approach. Under this approach, the Part 1 Project Agreement had been signed to commence works that were more ready and time-critical, while detailed planning and design of the NOL Spur Line proceeded in parallel;
- (2) In addition to optimising the delivery model of the NOL Project, the HyD had promulgated the Hong Kong Railway Standards, incorporating various efficiency-enhancing measures for application to the NOL Project. Meanwhile, internal resources had been redeployed to establish a dedicated Railway Checking Unit to streamline approval processes and enhance administrative efficiency. Furthermore, prior to the commencement of the NOL Main Line construction in October last year, certain advance works had been proactively taken forward, including the construction of the tunnel boring machine (“TBM”) shaft at Shui Mei Road in Yuen Long, as well as substation and cable laying works. The Government was also exploring ways with the MTRCL to compress the pre-operational testing schedule;
- (3) Moreover, the Government and the MTRCL had implemented various measures and would continue exploring ways to compress the construction period across all aspects, including design, construction, approval and testing, so as to expedite the NOL Project. These measures included studying the adoption of innovative technologies under the Hong Kong Railway Standards during the design stage. For instance, station prefabrication technology allowed components to be manufactured off-site and transported to the construction site for rapid assembly using specialised machinery. Furthermore, mechanical and electrical works within stations could adopt the Multi-trade integrated Mechanical, Electrical and Plumbing (“MiMEP”) approach to speed up installation. Some of these technologies had already been applied at Kwu Tung Station, and similar technologies would be deployed at Hung Shui Kiu Station;
- (4) Regarding the proposal to commission the NOL Main Line and Spur Line in phases, the project was currently being taken forward on the basis of simultaneous commissioning for both lines. As construction progressed, the Government, in conjunction with the MTRCL, would review the feasibility and advisability of phased commissioning in due course. Relevant considerations included the coordination and interface between the railway works and other infrastructure projects in the NDAs along the alignment, the pace of development projects along the railway alignment, and whether implementing phased commissioning would adversely affect the timeline of remaining sections. Regardless of the final commissioning strategy, the HyD and the MTRCL, would actively examine different delivery methods and construction technologies to compress the construction period, with a view to completing and commissioning the NOL Project as early as possible;
- (5) Transport ancillary facilities at each station, including park-and-ride spaces, PTIs and bicycle parking spaces, would be planned having regard to specific circumstances to facilitate public access to railway services and intermodal transfers. In addition, the Government would

strive to coordinate various public transport services to enhance the efficiency of the overall transport network, avoid duplication of resources, and ensure smooth traffic flow. The Government would also formulate reorganisation plans in respect of public transport services in due course to complement the commissioning of the NOL. Meanwhile, the MTRCL would launch promotional campaigns in response to market conditions to attract more passenger groups to use railway services;

- (6) Noting that population intake for the NDAs would commence prior to the commissioning of the NOL, the Government would provide appropriate temporary transport arrangements, such as temporary stops for public transport, park-and-ride spaces, and PTIs to satisfy the commuting needs of pioneer residents during the interim period;
- (7) Regarding concerns about ground settlement and water loss in fishponds that had occurred during the construction of the XRL, the NOL would deploy TBMs for construction. Tunnelling technology had advanced significantly, for example, prefabricated segments were installed with every few metres of advance to provide structural reinforcement to the tunnel. Grouting would also be carried out at sensitive locations prior to excavation, which would substantially minimise the extent of ground settlement and groundwater ingress. Groundwater levels would be stringently monitored during construction. Should any water loss be detected, prompt measures would be implemented to recharge the groundwater to an appropriate level;
- (8) Station entrances and exits would be strategically positioned, as far as practicable, to match population distribution of surrounding developments. They would be located at the core of these development areas and integrated with pedestrian walkway networks to provide members of the public with convenient station access;
- (9) The dedicated legislation for the NM would cover the relevant works within the area, and the NOL Project would benefit from the arrangements under the legislation;
- (10) The NOL Main Line would connect the existing TML and ERL, forming a railway loop linking the New Territories and the Kowloon urban area. Upon the commissioning of the NOL Main Line, passengers could interchange with the TML at Kam Sheung Road Station or the ERL at Kwu Tung Station to travel conveniently between the eastern and western parts of the New Territories and various urban areas. Meanwhile, the NOL Spur Line would serve as a cross-boundary bifurcation of the NOL Project, allowing passengers to interchange with the NOL Spur Line at San Tin Station to reach the New Huanggang Port in Shenzhen;
- (11) Regarding the specific interchange arrangements for the NOL Main Line, Kam Sheung Road would accommodate two adjacent railway stations: the elevated TML station and the underground NOL station. Passengers interchanging from the TML to the NOL at TML Kam Sheung Road Station would simply need to leave the platform, descend to the concourse level, walk to the adjacent NOL station, and descend further to the platform level. Similarly, Kwu Tung would accommodate two adjacent underground railway stations (namely the NOL Kwu Tung Station and the ERL Kwu Tung Station). Passengers interchanging from the NOL to the ERL at NOL Kwu Tung Station would simply need to proceed from the platform to the concourse level, walk to the adjacent ERL station, and then access the ERL platform;
- (12) The detailed planning and design of the railway scheme for the Hong Kong Section of the NOL Spur Line had largely matured. The Government was preparing the gazettal documents in collaboration with the MTRCL, targeting gazettal of the scheme within

2026. The final alignment would be confirmed upon completion of the gazettal procedures, taking into account technical feasibility, land-use planning, and land resumption requirements;

- (13) Preliminary studies indicated that the NOL Spur Line would not require the resumption of private land under the Railways Ordinance (Chapter 519) (“the Ordinance”). However, the resumption of the underground strata of certain land under the Ordinance would still be necessary;
- (14) Concerning potential crowding on the TML following the commissioning of the NOL, the MTRCL had a series of measures in place to regulate train services. These included increasing train frequencies as necessary, operating short-loop services to ease passenger flow, implementing station crowd management measures, deploying additional platform assistants, and offering fare concessions to encourage rail travel during off-peak hours;
- (15) As with previous railway projects, the construction of the NOL encompassed land resumption and fung shui considerations, such as Tun Fu ceremonies, the relocation of graves, and the construction of Pai Lau. The Government had established a dedicated inter-departmental working group to handle these matters, with a view to respecting the traditional customs and wishes of New Territories villagers during the construction process;
- (16) Regarding the housing estates and villages in the vicinity of Au Tau Station, residents would primarily rely on at-grade footpaths to access the station. In this connection, the authorities had conducted an assessment and concluded that existing pedestrian facilities were sufficient to accommodate the projected pedestrian flow and demand. Nevertheless, there was room for improvement along certain sections, such as the partial widening of footpaths and the installation of additional railings. The authorities would consider these suggestions to ensure that residents could access the station in a comfortable and convenient manner prior to the commissioning of the NOL;
- (17) The HyD would convey Members’ views regarding the connectivity arrangements between Ngau Tam Mei Station and the future integrated medical, teaching and research hospital to the CEDD for follow-up; and
- (18) Members’ views and their support for the gazettal of the railway scheme for the Hong Kong Section of the NOL Spur Line were noted with appreciation.

36. A consolidated reply from Mr Sky YIP and Mr Horace LEUNG of the MTRCL was as follows:

- (1) Construction works at Kwu Tung Station were progressing on schedule, keeping the project on track for its targeted commissioning in 2027;
- (2) Regarding the views on the station names for Au Tau Station and San Tin Station raised by the Kam Tin RC and the San Tin RC respectively, the MTRCL supplemented that the current designations were provisional working names. The official names for the new stations would typically be finalised shortly before their completion;
- (3) The main purpose of establishing the Community Liaison Group (“CLG”) was to provide affected residents with appropriate assistance and information regarding the land resumption arrangements for the NOL Main Line. Therefore, its location was in close

proximity to the areas most heavily affected by land resumption. The MTRCL would continue to utilise various methods and channels to publicise the NOL Project;

- (4) The EIA report for the NOL Spur Line would include an assessment of cultural heritage impacts. As the Spur Line was currently planned as an underground alignment, the potential impact on cultural heritage was anticipated to be minimal;
- (5) On whether tunnelling works would adopt single-directional or bi-directional methods, the MTRCL was studying various options with a view to maximising construction efficiency. The target was to achieve simultaneous commissioning of both the NOL Main Line and Spur Line by 2034 or earlier, enabling the public to benefit from the new railway infrastructure as soon as possible;
- (6) Regarding barrier-free facilities, the MTRCL would take relevant requests into account during the station design stage to cater to the needs of different passengers as far as practicable. The MTRCL would also maintain regular communication with groups representing persons with disabilities to gather their views on existing or future stations, with a view to optimising the design of new stations;
- (7) The MTRCL would coordinate with concurrent works in the vicinity during the construction period to minimise the impact on the public. Regarding the CLG, the MTRCL expressed gratitude for Members' assistance and noted that the CLG's membership comprised DC Members, district personalities, RC representatives, and housing estate representatives. The MTRCL hoped that, through this channel, two-way communication could be established with various stakeholders to effectively coordinate and resolve issues whenever assistance was required or residents' views needed to be gathered;
- (8) The NOL was a completely new railway line independent of the TML and the ERL, and therefore its train frequency and number of cars per train would also differ. The MTRCL was studying the detailed operational arrangements;
- (9) The MTRCL would take the overall railway network into account when formulating train frequency arrangements. Furthermore, Kwu Tung Station on the ERL was designed to accommodate nine-car trains, while Kam Sheung Road Station on the TML could accommodate eight-car trains; and
- (10) The MTRCL would continuously assess current and future passenger flows and endeavour to meet public demand through various measures, such as operating additional short-loop services and enhancing train frequencies. While close communication with relevant DC Members regarding short-term measures was already underway, the MTRCL would continue to study long-term arrangements and provide detailed briefings to DC Members in due course.

37. The Chairman concluded the discussion and requested the HyD and the MTRCL to note Members' views and take follow-up actions as appropriate.

Item IV: Northern Metropolis Highway ("NMH") (San Tin Section)

(YLDC Paper No. 10/2026)

Item V: Mr Daniel CHAM proposed a discussion on “Request for optimisation of the planning of the NMH and related trunk roads, the construction of a link road connecting with Yuen Long South, and the enhancement of the functions of Lam Tei Interchange”

(YLDC Paper No. 11/2026)

38. The Chairman said that as Items IV and V were both related to the NMH, they would be combined for discussion. He referred Members to Paper Nos. 10 and 11, and welcomed the following government representatives to the meeting:

Deputy Project Manager/Major Works (2), Highways Department (“HyD”)	<u>Mr Joseph CHUNG</u>
Chief Engineer 6/Major Works, HyD	<u>Mr Derek CHUNG</u>
Senior Engineer 11/NMH, HyD	<u>Mr Ivan PANG</u>
Engineer 11/NMH, HyD	<u>Mr Sunny KO</u>
Senior Engineer 1/Transport Planning, Transport Department (“TD”)	<u>Mr Jason CHAN</u>
Chief Land Executive/Yuen Long Projects (Acting) (Acquisition Section), LandsD	<u>Mr MAK Wing-ho</u>
Project Manager, AECOM-Atkins Joint Venture	<u>Mr Kelvin CHENG</u>
Deputy Project Manager, AECOM-Atkins Joint	<u>Ms Connie CHAN</u>

39. Mr Joseph CHUNG and Mr Ivan PANG of the HyD briefed Members on the latest progress of the NMH (San Tin Section).

40. Mr Daniel CHAM, BBS, MH, JP considered that although the NMH would help strengthen east-west connectivity between Yuen Long District and the surrounding areas, the proposed alignment would have limited effect on enhancing the north-south connectivity between Yuen Long District and the urban areas. He therefore suggested that the authorities should consider extending the NMH to Lam Tei Interchange, so as to enable access to the urban areas via Route 11 and connection to the Shenzhen Bay Bridge. He emphasised that the NM was a long-term development with a substantial population, and that in addition to internal traffic links, roads for external access were equally important. He also pointed out that in the future, vehicles from the Hung Shui Kiu/Ha Tsuen NDA would need to pass through Tin Shui Wai to connect to the NMH, and that such an arrangement would impose a heavy burden on the overall transport network of Tin Shui Wai. Therefore, he suggested that the interchange should be located at the southern part of Tin Shui Wai near the Tin Shui Wai Station of the TML, so as to simultaneously connect to Hung Shui Kiu as well as Lam Tei Interchange, thereby enabling the entire highway to facilitate both north-south and east-west connectivity. He further pointed out that the NMH would connect to Yuen Long Highway near the Pok Oi Roundabout. However, the relevant departments only planned to widen the section of Yuen Long Highway between Tong Yan San Tsuen Interchange and Tuen Mun, and had no plan to concurrently widen the section between Pok Oi Roundabout and Tong Yan San Tsuen Interchange. Given that the capacity of the relevant road section might be insufficient to cope with the additional traffic flow in the future, he suggested that the relevant departments should review the need to widen the section of Yuen Long Highway between Pok Oi Roundabout and Tong Yan San Tsuen Interchange so as to avoid causing traffic congestion.

41. Mr YIU Kwok-wai, MH expressed support for the highway project concerned and hoped that the authorities would expedite the progress of the works. He further pointed out that many roads in the district experienced congestion during peak hours, including Yuen Long Highway, Shap Pat

Heung Interchange, Pok Oi Interchange, Tsing Long Highway, and Tai Lam Tunnel. He suggested that the authorities should take advantage of the construction of the NMH to improve the overall traffic conditions in the district, thereby reducing congestion. In addition, he hoped that the Tin Shui Wai Section could be constructed as soon as possible to alleviate the current congestion on roads including Long Tin Road and Yuen Long Highway.

42. Mr SO Yuen expressed support for the NMH (San Tin Section) project, which would relieve the existing traffic pressure on San Tin Highway. On the premise that the population of San Tin was expected to grow rapidly by 2031, he expressed concern that the existing road network in San Tin would come under significant strain as the NOL and the NMH were not yet commissioned by then. In addition, he considered that the Tin Shui Wai Section of the NMH, which was not mentioned in the paper, would play a key role in diverting traffic on Yuen Long Highway, which connected Tuen Mun, Tin Shui Wai, Yuen Long, San Tin, and North District. He therefore urged the HyD to expedite the implementation of the entire NMH project and to consider commencing the works for various sections simultaneously, so as to keep pace with the rapid development of Yuen Long District.

43. Mr Donald MAN, JP expressed support for the overall planning of the NMH and believed that the HyD would perform its work properly to ensure smooth connection between the future highway and existing roads. In addition, he suggested that the authorities should take advantage of the NMH project to optimise the planning of Lok Ma Chau Road and San Sham Road leading to the future new Huanggang Port Building (“Port Building”), so as to facilitate public access to the Huanggang Port by car and fully utilise the new Port Building.

44. Mr Riben LI pointed out that the population in the San Tin area would continue to grow, and enquired whether the NMH would be commissioned in phases to facilitate residents along the alignment. In view of the HyD’s plan to gazette the project proposal in the second half of this year, he urged the HyD to provide further details on the connection between the major roads and slip roads. He noted that the alignment of the viaduct section at Ngau Tam Mei (“NTM”) might be close to residential buildings and suggested that the HyD should maintain communication with local stakeholders during the construction period to ensure construction safety.

45. Mr CHUI Kwan-siu noted that the five interchanges along the San Tin Section of the NMH would all connect to rural areas, and expressed concern that the capacity of the existing rural roads might be insufficient to cope with the substantial traffic flow exiting from the NMH in the future. He therefore enquired whether the HyD would correspondingly enhance the capacity and standard of the rural connecting road sections. With regard to the paper stating that San Tin Highway would experience congestion during peak hours by 2036 with the progressive development of the San Tin Technopole (“STT”) and the NTM area, he pointed out that there was currently frequent congestion around the Fairview Park Interchange during peak hours. He was concerned that any additional traffic flow in the future would exacerbate the congestion there. In addition, he was concerned about the connection between the section of Tsing Long Highway near the public housing developments at Au Tau Station of the Northern Link and the NMH. He hoped that the HyD would provide further details on the connection between the highway and the existing road network, so as to assess the impact of the project on district traffic.

46. Ms LI Ching-yee expressed support for the NMH project and hoped that the HyD would

consider the suggestions raised by other members with a view to meeting the future transport demand arising from the new population in the Yuen Long South and Kam Tin South NDAs, while alleviating the traffic pressure on Tuen Mun Road and Pok Oi Interchange and facilitating the travel of residents in Pat Heung and Kam Tin. She enquired whether, following the demolition of the Tai Lam Tunnel Toll Plaza, there would be more space available to construct a road on Pat Heung Road connecting to the northbound lane of Tsing Long Highway, so as to link up with the NMH and facilitate residents' travel.

47. Mr MAN Luk-sing, MH said that the San Tin RC was in favour of the construction of the NMH (San Tin Section), but hoped that the HyD would properly handle the relocation arrangements for the affected land. He pointed out that the alignment from Chuk Yuen to San Tin would pass through a large number of graves, some of which had been in use for less than 15 years. It was anticipated that the remains would be difficult to relocate. Therefore, he hoped that the HyD would adjust the alignment as far as possible to avoid the graves along the route. If avoidance was not possible and relocation became necessary, appropriate sites, such as burial grounds, should be provided for the indigenous inhabitants. In addition, he expressed concern regarding the proximity of the highway alignment to the residential areas of Pok Wai Tsuen in NTM, and hoped that the HyD would minimise the impact on residents and avoid demolition. If demolition was unavoidable, suitable sites for relocation should be arranged for those affected.

48. Mr TONG Tak-chun expressed concern about the progress of the works. He pointed out that before the completion of the NHM and the NOL, residents in the NM area had to rely on Route 9 (i.e. Fanling Highway, San Tin Highway and Yuen Long Highway) for their travel, which imposed significant pressure on the existing road network. Citing the example of the Shenzhen Outer Ring Expressway, which took just six years to complete despite covering a longer section than the NMH, he urged the HyD to study the feasibility of accelerating the progress of the works under the dedicated legislation for the NM and through the adoption of advanced technologies.

49. Ms LAU Kwai-yung expressed support for the advancement of the NMH and considered that the highway was of vital importance to the development of the NM, particularly the San Tin Section, which would complement the development of the STT and the NTM area. She considered that the Government's target of commissioning the highway in 2036 was rather long and hoped that the HyD would expedite the progress of works and provide the DC with the latest progress updates in a timely manner. She was also concerned about the works schedule for the Tin Shui Wai Section of the NMH. She relayed that residents in Tin Shui Wai District currently relied on Yuen Long Highway and Tai Lam Tunnel to travel to the urban areas, and that the population in the district was increasing progressively with the completion of nearby residential projects, which had aggravated traffic congestion during peak hours. She hoped that the HyD would announce the works schedule for the Tin Shui Wai Section of the NMH as soon as possible and ensure its seamless connection with the San Tin Section, so as to truly open up the east-west corridor. To enhance community connectivity and facilitate the travel of rural residents, she suggested that the HyD should concurrently study the provision of cycle tracks, footbridges and facilities connecting to public transport along the highway.

50. Mr LEUNG Ming-kin expressed support for the NMH project, and raised a number of enquiries, including the connection of the NMH with the future stations of the NOL, the specific connection point of the NMH in the Yuen Long South NDA, the future arrangements for connecting the NMH to Shenzhen Bay and the Hong Kong-Shenzhen Western Rail Link, and the role of the NMH in alleviating traffic congestion in Kwu Tung and San Tin.

51. Ms WONG Wai-ling said that residents of Yuen Long and Tin Shui Wai welcomed the construction of the NMH, and enquired about the connection arrangements between the NMH and the future Hung Shui Kiu Station of the TML. In addition, while she was pleased to note that the authorities would retain Tin Ying Road as the eastern starting point of the Tin Shui Wai Section, she expressed concern that this arrangement might increase the traffic flow on Tin Wah Road and Tin Shui Road, which were adjacent to Tin Shui Wai Hospital, thereby affecting ambulance access. She hoped that the authorities would pay particular attention to the congestion problem at the relevant crossroads when designing the road connections and implement appropriate measures to upgrade the relevant roads in parallel. Furthermore, she enquired about the expected completion date of the Tin Shui Wai Section of the NMH and the feasibility of accelerating the progress of the works. She suggested that the works should be carried out in tandem with other road improvement works, so as to minimise the impact on residents and expedite the enhancement of the overall road network.

52. Mr SHUM Ho-kit, BBS, JP noted that one of the interchanges of the NMH would connect to Yuen Long Highway, and considered that the highway's feature of connecting northbound to Shenzhen Bay and southbound to Tuen Mun Road and the future Route 11 made it one of the major roads in Yuen Long District. He mentioned that the DC had previously discussed the widening works of Yuen Long Highway, but the estimates at that time had not taken into account the additional traffic flow brought about by the NMH. He therefore enquired whether the HyD would review the capacity of Yuen Long Highway and the need for widening in light of the NMH project. In addition, he highlighted the importance of overall transport planning to the accessibility of the district, and considered that the authorities should conduct a holistic review of the capacity of other existing roads and carry out appropriate improvement works.

53. Mr CHEUNG Wai-sum enquired whether the capacity of Yuen Long Highway would be sufficient to cope with the additional traffic flow arising from the progressive completion of various development projects in the NM in the future, so as to meet the transport needs of the district.

54. A consolidated reply provided by Mr Joseph CHUNG of the HyD was as follows:

- (1) The NMH was the largest single road project being undertaken in Hong Kong, spanning approximately 24 kilometres in total length and comprising four sections, namely the Tin Shui Wai Section, the San Tin Section, the Kwu Tung Section and the New Territories North ("NTN") New Town Section. Its total length was roughly equivalent to the combined length of the Cross Bay Link, Tseung Kwan O, the Tseung Kwan O – Lam Tin Tunnel, the Trunk Road T2, the Central Kowloon Bypass (Yau Ma Tei Section), the Western Harbour Crossing and its connecting roads, and the Central – Wan Chai Bypass to North Point. The Government had adopted a holistic planning and staged implementation strategy to take forward the NMH project, completing the preliminary planning work for the entire highway in one go, including preliminary design, EIA, traffic impact assessment ("TIA") and gazettal;
- (2) The TIA showed that the proposed alignment of the NMH and the surrounding major connecting roads (including Yuen Long Highway) would be sufficient to cope with the anticipated traffic demand. If improvement works were anticipated for any individual junctions upon the completion of the NMH, relevant recommendations would be provided in the TIA and carried out in a timely manner;

- (3) The Government was planning to widen Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen) from dual three-lane to dual four-lane. The tender exercise for the works was in progress, and the Government planned to seek funding approval from the Legislative Council (“LegCo”) in 2026, with construction works to commence immediately thereafter;
- (4) The HyD targeted to invite tenders for the main construction works of the NMH (San Tin Section) in 2027, with a view to commissioning the highway in 2036 or earlier;
- (5) If the proposed dedicated legislation for the NM was passed by the LegCo, it was believed that the works progress could be expedited through facilitation measures;
- (6) In respect of the procurement of works contracts, the traditional model usually involved the completion of the detailed design by consultants first, followed by the engagement of contractors to carry out the construction works. For the NMH (San Tin Section), it was proposed to adopt the Design and Build procurement approach for the contract, enabling the contractor to concurrently commence detailed design and advance works, with a view to expediting the works progress;
- (7) Regarding cases involving affected graves or private lots, the HyD had been maintaining close communication with the persons concerned and would, having regard to the actual circumstances of individual cases, consider minimising the affected areas where technically feasible; and
- (8) The western end of the proposed alignment of the NMH would connect to the junction of Tin Wah Road and Tin Tsz Road. The TIA report showed that the relevant roads would be sufficient to accommodate the traffic flow brought about by the NMH.

55. A consolidated reply provided by Mr Jason CHAN of the TD was as follows:

- (1) Spanning approximately 24 kilometres, the NMH would extend eastward from the junction of Tin Tsz Road and Tin Wah Road near the centre of Tin Shui Wai, passing through major NDAs such as NTM, Kwu Tung North, STT, and eventually connecting to the NTN New Town;
- (2) According to the current proposed alignment of the NMH, vehicles using the highway could connect via the San Tin Section to Yuen Long Highway and then proceed to Lam Tei Interchange, which was expected to effectively divert traffic from Route 9 (i.e. Yuen Long Highway, San Tin Highway and Fanling Highway);
- (3) To support various developments in Yuen Long District, the Government was taking forward a number of improvement works for Yuen Long Highway, including the widening works for the highway and improvement works at its interchanges. It was expected that the Yuen Long Highway would be able to cope with the traffic flow brought by the NMH; and
- (4) Regarding the proposal to extend the Tin Shui Wai Section to Lam Tei Interchange, the study showed that the proposed extension would be longer than the existing route (i.e. connecting to Yuen Long Highway via the San Tin Section), and therefore the traffic demand and overall benefits were expected to be relatively limited.

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

Report Items

Item VI: Progress reports of Committees and Working Groups (YLDC Paper No. 12/2026)

57. The Chairman referred Members to the ten progress reports of the Committees and Working Groups as set out in Paper No. 12.

58. Members noted the aforesaid progress reports.

Item VII: HKPF's report on the district's law and order situation and crime figures between January and February 2026

59. The Chairman invited Mr LEUNG Chung-man of the Hong Kong Police Force ("HKPF") to report on the law and order situation and crime figures in the district.

60. Mr LEUNG Chung-man reported on the law and order situation and crime figures in the district between January and February 2026.

61. Mr Daniel CHAM, BBS, MH, JP commended the Yuen Long Police District for their achievements in 2025. Despite a downward trend in the number of fraud cases last year, he expressed concern over the rise in such figures during the first two months of this year, and hoped that the Police and the District Fight Crime Committee ("DFCC") would further strengthen anti-deception publicity. In addition, he noted that the number of juvenile and young offenders arrested had both recorded an increase in the first two months, and enquired whether the Police had initiated prosecution in all cases, or whether some had been dealt with by way of Police Superintendent's Discretion. In light of the rising trend in serious drug offences, he believed that criminals might be taking advantage of the heavy passenger flow at boundary control points and using students, who were less likely to be subject to spot checks, to smuggle etomidate capsules across the border. He hoped that the Police would step up enforcement efforts to prevent drugs from entering the community.

62. Mr TAM Tak-hoi thanked the HKPF for their significant contributions to Yuen Long District and noted that the overall crime figures had shown a notable decline. Regarding the number of domestic violence cases, he enquired about the number of reports made by members of the public and professionals since the Mandatory Reporting of Child Abuse Ordinance came into effect on 20 January this year, and requested the HKPF to elaborate on relevant figures and details in this regard.

63. Mr SZE TO Chun-hin expressed concern over the number of non-ethnic Chinese persons arrested for criminal offences, and pointed out that the figures had been rising continuously since 2024. He enquired about the main categories of offences committed by these offenders and whether the relevant figures had been included in the respective crime categories. Regarding the crackdown on the illegal use of electric mobility devices ("EMDs"), although the Police had stepped up enforcement operations, 13 cases were recorded in the first two months of this year. He urged the Police to continue to strengthen enforcement efforts, particularly targeting the use of EMDs by non-ethnic Chinese persons, who might be unfamiliar with Hong Kong's traffic regulations and often drove recklessly and weaved through pedestrian walkways, posing serious danger to pedestrians.

64. Ms LAU Kwai-yung commended the HKPF for their outstanding performance in crime prevention. Referring to the HKPF's earlier invitation to DC Members to observe a demonstration of aerial patrols by drones, she expressed support for the Police's use of technology in combating crimes. She also hoped that the Yuen Long Police District would prioritise the deployment of drones for patrols and provide the DC with relevant enforcement data to demonstrate the effectiveness of crime-fighting efforts. In addition, she expressed concern about the potential hazards to pedestrian safety posed by the use of EMDs in the district. She hoped that the Police would continue to strengthen enforcement actions to prevent accidents.

65. Ms Fennie LAI thanked the HKPF for their relentless efforts in combating crimes in Yuen Long District. She pointed out that there were occasional noise disturbances caused by cyclists playing music late at night in the district, and enquired about the categories of persons involved in loitering cases.

66. Ms Yankie CHAN noted that a number of incidents of school violence had recently been circulating online, and enquired whether the Police would further strengthen communication with schools and enhance relevant publicity efforts, so as to raise public awareness of the harm caused by school violence. In addition, she said that many residents had reported illegal gambling activities in the vicinity of Tin Tsz Estate and Tin Yiu Estate in Tin Shui Wai, and hoped that the Police would closely monitor the situation and step up enforcement efforts.

67. Ms YUEN Man-yee, MH commended the efforts of the HKPF in combating the illegal use of EMDs in Yuen Long District, noting that the use of such devices in the district had shown a marked decrease recently. She pointed out that EMDs posed a safety risk to pedestrians and the elderly, and hoped that the Police would step up enforcement to prevent accidents and casualties.

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

- (1) The Police fully understood Members' concerns regarding EMDs and had stepped up patrols and enforcement efforts over the past period, and would continue to enhance enforcement actions in the future;
- (2) Regarding the 25.3% increase in deception cases recorded in the first two months of this year, he pointed out that the rise was mainly attributable to online shopping scams and telephone deceptions. Online shopping scams were directly related to the public's growing preference for online shopping, including the purchase of second-hand goods and concert tickets, while telephone deceptions were linked to the relocation of certain overseas fraud syndicates. Investment scams remained the category with the largest amount involved, with victims often losing their life savings or even incurring debts. The Police would, in collaboration with the DFCC and the DC, continue to step up efforts in three areas, namely publicity, prevention and sectoral co-operation, to remind members of the public to stay vigilant;
- (3) Regarding the number of young offenders arrested, he clarified that the figures reported earlier were the number of arrests. The Police would decide whether to handle the cases by way of Police Superintendent's Discretion or other means having regard to factors such as the nature of the case, the remorse shown by the persons involved and whether they had any previous records of conviction. Therefore, the number of arrests had already included cases that were eventually dealt with by way of Police Superintendent's

Discretion;

- (4) Regarding the problem of drug inflow, he emphasised that amid the continuous increase in passenger and vehicular flow at the Shenzhen Bay Port, the Police would work closely with law enforcement agencies such as the Customs and Excise Department, making good use of big data and an intelligence-led approach to conduct targeted checks on high-risk persons and vehicles, thereby enhancing enforcement efficiency without disrupting normal border clearance procedures;
- (5) Regarding school violence, the Yuen Long Police District had been maintaining close liaison with secondary schools, primary schools and kindergartens in the district, and the Police Community Relations Officer had also proactively worked with school principals, teachers and social workers. In the first two months, 44 anti-crime talks were organised for secondary and primary schools in the district, reaching 5 423 students. The Police would continue to foster young people's law-abiding awareness through platforms such as the Junior Police Call;
- (6) Regarding the situation after the Mandatory Reporting of Child Abuse Ordinance had come into effect, the number of cases reported by professionals such as social workers, doctors, and school teachers had indeed increased, which had helped the Police to intervene and conduct investigations at an early stage, thereby strengthening the protection of children and young people; and
- (7) Regarding drone patrols, the Yuen Long Police District had been selected by the Police New Territories North Region as a pilot area for trial implementation. Drone patrols could significantly enhance efficiency, for example, an area that originally required a two-hour vehicle patrol could be covered by a drone in under half an hour, utilising both daytime and night-time thermal imaging capabilities. In the future, in addition to routine patrols, drones would also be deployed during major events (such as the Lunar New Year flower market and the Tin Hau Festival parade) to assist with crowd control and maintenance of public order. The Police would continue to expand the scope of drone applications.

69. 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

70. 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").

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

72. Members noted the aforesaid progress report.

Item IX: Any other business

Item X: Date of next meeting

73. The Chairman said that the fifteenth meeting of the YLDC would be held in the conference room of the YLDC at 2:30 p.m. on 26 May 2026.

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

Yuen Long District Council Secretariat
May 2026