

The minutes were confirmed on 29.7.2025 without amendment.

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

Date: 27 May 2025 (Tuesday)
Time: 2:30 p.m. to 6:20 p.m.
Venue: Conference Room, Yuen Long District Council, 13/F., Yuen Long Government Offices,
2 Kiu Lok Square, Yuen Long

Present

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

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

Secretary	:	Ms TAM Yu-yan, Maggie	Senior Executive Officer (District Council), Yuen Long District Office
Assistant Secretary	:	Miss WONG Cheuk-ying, Cherry	Executive Officer I (District Council), Yuen Long District Office

In Attendance

Mr Hubert CRUZ	Assistant District Officer (Yuen Long) 1
Mr TSANG Churn, Roy	Assistant District Officer (Yuen Long) 2
Miss LAU Sze-nga, Vivicia	Senior Liaison Officer (1), Yuen Long District Office
Ms CHUI Po-ling, Polly	Senior Liaison Officer (2), Yuen Long District Office
Ms OR Lai-kum, Christina	Senior Liaison Officer (3), Yuen Long District Office
Mr LAU Hiu-lap, Frederick	Senior Liaison Officer (4), Yuen Long District Office
Mr KWOK Sin-hang, Kenny	Senior Engineer/4 (West), Civil Engineering and Development Department
Mr CHAN Chak-sum, Jason	District Lands Officer/Yuen Long (District Lands Office, Yuen Long), Lands Department
Mr CHEUNG Ho-man	Administrative Assistant/Lands (District Lands Office, Yuen Long), Lands Department
Mr YEUNG Kwan	Senior Housing Manager/Tuen Mun & Yuen Long 2, Housing Department
Mrs SHEK CHAN Lai-wah, Judy	District Social Welfare Officer (Yuen Long), Social Welfare Department
Mr KWOK Ming-gon	District Environmental Hygiene Superintendent (Yuen Long), Food and Environmental Hygiene Department
Mr MOK Ka-chun	Chief Health Inspector (Yuen Long)2, Food and Environmental Hygiene Department
Mr WONG Ka-keung, Wilson	Acting 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 POON Yuk-cheung	Senior School Development Officer (Yuen Long) 4, 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

Items II & V

Mr YEUNG Yan-kin, Andy, FSDSM	Director of Fire Services
Mr WONG Wang-leong	Divisional Commander (New Territories North), Fire Services Department
Mr TONG King-man	Assistant Chief Ambulance Officer (New Territories West), Fire Services Department
Mr HUI Kwong-ho, Conal	Divisional Officer (Corporate Services), Fire Services Department
Mr CHOW Siu-hung, William	Senior Country Parks Officer (Management 2), Agriculture, Fisheries and Conservation Department
Mr YIP Sin-hang, Philip	Country Parks Officer (Protection), Agriculture, Fisheries and Conservation Department
Mr TANG Hoong-kin, Philip	Country Parks Officer (West), Agriculture, Fisheries and Conservation Department

Item III

Mr HO Kai-ho, Stanley	Chief Engineer/West 4, Civil Engineering and Development Department
Mr NG Kwok-suen, Carl	Senior Engineer/10 (West), Civil Engineering and Development Department
Mr MAN Ka-ho, Wilson	Senior Engineer/Yuen Long 1, Transport Department
Miss LAW Hoi-ching, Janice	Senior Transport Officer/Bus/Lantau 2, Transport Department
Mr NG Wing-kai, Forrest	Engineer/Yuen Long West 1, Transport Department
Mr CHAN Ho-kong, Simon	Director, Mannings–Egis Joint Venture

Item IV

Mr FUNG Chi-wai, Jamie	Regional Officer/New Territories, Independent Commission Against Corruption
Ms LUI Wing-kam (transliteration)	Senior Community Relations Officer, Independent Commission Against Corruption

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Opening Remarks

The Chairman welcomed Members and government department representatives to the ninth meeting of the seventh term Yuen Long District Council (“YLDC”) and extended a particular welcome to Mr Andy YEUNG, FSDSM, Director of Fire Services, to the meeting.

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

- (1) Mr Wilson WONG, Acting District Commander (Yuen Long) of the Hong Kong Police Force (“HKPF”) and Ms LAU Hung-yin, Police Community Relations Officer (Yuen Long) of the HKPF, who stood in for Miss CHAN Kam-kuk, Tammy and succeeded Ms LO Hoi-lam, Burcu, to attend the meeting. He also thanked Ms Burcu LO for her assistance rendered to the YLDC in the past;
- (2) Mr Kenny KWOK, Senior Engineer/4 (West) of the Civil Engineering and Development

Department (“CEDD”), who stood in for Mr LAM Chung-yin, Samson, the newly appointed Chief Engineer/West 1, to attend the meeting. He also thanked Mr NG Kam-leung, Julian, the former Chief Engineer/West 1, for his assistance rendered to the YLDC in the past;

- (3) Mr YEUNG Kwan, Senior Housing Manager/Tuen Mun & Yuen Long 2 of the Housing Department, who stood in for Mr WONG Chun-hung, Samuel, Chief Manager/Management (Tuen Mun & Yuen Long), to attend the meeting; and
- (4) Ms POON Yuk-cheung, Senior School Development Officer (Yuen Long)⁴ of the Education Bureau, who stood in for Ms YOUENG Wai-sze, Sally, Chief School Development Officer (Yuen Long), to attend the meeting.

Item I: Confirmation of the minutes of the eighth meeting of the YLDC held on 25 March 2025

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3. Members confirmed the minutes of the eighth meeting of the YLDC held on 25 March 2025.

Discussion Items

Item II: Meeting the Director of Fire Services

Item V: Mr WONG Siu-chung, Ms HO Hiu-man and Mr Ronnie TANG proposed a discussion on “Proposed provision of rain shelters and hill fire rescue facilities at Kai Kung Leng” (YLDC Paper No. 37/2025)

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4. The Chairman said that as Items II and V were both related to the work of the Fire Services Department (“FSD”), they would be combined for discussion. He referred Members to Paper No. 37 and once again welcomed Mr Andy YEUNG, FSDSM, Director of Fire Services, to the meeting to meet with Members. He also welcomed the following representatives of the FSD and the Agriculture, Fisheries and Conservation Department (“AFCD”) to the meeting:

Divisional Commander (New Territories North), FSD
Assistant Chief Ambulance Officer (New Territories West), FSD

Mr WONG Wang-leong
Mr TONG King-man

Divisional Officer (Corporate Services), FSD
Senior Country Parks Officer (Management 2), AFCD
Country Parks Officer (Protection), AFCD
Country Parks Officer (West), AFCD

Mr Conal HUI
Mr William CHOW
Mr Philip YIP
Mr Philip TANG

5. Mr Andy YEUNG, FSDSM briefed Members on the work of the FSD.

6. Mr Daniel CHAM, BBS, MH, JP expressed concern over potential fire hazards at Kingswood Richly Plaza in Tin Shui Wai. He pointed out that passageways in the shopping centre had become narrow due to shop operators placing goods in front of their stalls, while fire escapes, rear staircases, and smoke stop doors were obstructed by goods placed by shop operators, which might hinder evacuation and rescue operations in the event of a fire. In addition, he said that owners of some low-density residential buildings, including Palm Springs, had recently received Fire Safety Directions (“Directions”) issued by the FSD under the Fire Safety (Buildings) Ordinance (Cap. 572), requiring the installation of fire extinguishers and other fire service equipment on their properties. He enquired whether such requirements applied to all low-density residential buildings. He was

also aware that some old buildings were required to install fire service water tanks on their rooftops, and reflected that building owners might face difficulties in doing so due to land ownership or financial constraints. He suggested that the FSD consider accepting the “Three Treasures for Fire Protection” (i.e. fire extinguishers, fire blankets and stand-alone fire detectors) as alternative fire service equipment for old buildings. Furthermore, he highlighted serious soil erosion along the hiking trails in Kai Kung Leng and suggested that the AFCD carry out restoration works. He also suggested that rain shelters and clear signage should be provided near the television transmitting station at the hiking trail near Fung Kat Heung in Kai Kung Leng and near the hiking trail along Fan Kam Road to ensure the safety of hikers. Lastly, he hoped that the AFCD would step up enforcement and prosecute motocross riders who illegally entered country parks and damaged the hiking trails.

7. Mr Riben LI commended the FSD for actively conducting inspections of old buildings and providing support to the relevant owners through the establishment of FSD Building Improvement Support Centres (“BISCs”). He suggested that the FSD strengthen support for old buildings with subdivided units or guesthouses, implement mandatory building inspections, and carry out defaulted fire safety works, as well as promote the Fire Safety Charter and provide short-term support measures (such as the provision of fire extinguishers) in old buildings. In addition, he considered that the FSD’s use of smart technology and data applications to support its daily work worthy of reference and suggested that the FSD share its experience in the application of drones with other government departments. In light of the fire incident at Tai Wong Temple in Yuen Long Kau Hui last year, he suggested that the FSD conduct regular tests on the water pressure of swan neck fire hydrants to ensure their proper functioning.

8. Mr LAM Wai-ming noted that some three-nil buildings had difficulties in complying with the Directions due to the absence of owners’ corporations (“OCs”) or the lack of consensus among owners. He enquired about the support the FSD could provide in such cases. He also suggested that the FSD collaborate with District Council (“DC”) Members to install automated external defibrillators (“AEDs”) in their ward offices.

9. Mr CHONG Kin-shing, MH, JP commended the FSD for its professionalism and effectiveness in preventing hill fires. He suggested further strengthening fire safety publicity through activities such as seminars and visits to the FSD to raise public awareness of fire prevention.

10. Mr WONG Yuen-tai, MH noted that the FSD had recently conducted inspections of fire service equipment in old buildings along Castle Peak Road (Yuen Long section), On Ning Road, and Kau Yuk Road. He enquired whether these inspections were conducted on a random basis. In addition, he enquired about the schedule for the establishment of a FSD BISC in Yuen Long District. Lastly, he noticed that there was a significant difference in the offered prices provided by different consultancy contractors for fire safety improvement works and suggested that the Government provide a list of recommended contractors or relevant information for owners’ reference.

11. Mr SZE TO Chun-hin expressed concern about the current arrangement where Hong Kong residents in the Mainland who wished to return to Hong Kong for treatment of medical emergencies could only call for an ambulance upon arriving at a boundary control point, which could delay medical treatment. He suggested that the FSD allow Hong Kong residents to call for ambulance service before arrival to enhance efficiency. In addition, he suggested that the FSD consider installing electronic respirators in ambulances with reference to the medical equipment on ambulances in the Mainland. Lastly, he noted that several fire incidents caused by short circuits due

to the use of non-standard electrical appliances had been recorded in Tin Yiu Estate over the past year, and suggested that the FSD step up publicity and education in this regard to raise public awareness of fire safety.

12. Mr YIU Kwok-wai, MH observed an increasing trend in domestic fire incidents in recent years, particularly those involving the use of external power banks and non-compliant indoor electric vehicle (“EV”) charging facilities, which posed safety risks. He suggested that the FSD enhance publicity, education, and enforcement efforts to reduce the occurrence of such incidents. In addition, he commended the FSD for its professional performance in the international rescue operations.

13. Mr WONG Siu-chung hoped that the FSD would strengthen co-operation with DC Members by installing AEDs at their ward offices and providing relevant training to enhance emergency rescue coverage and capabilities. In addition, he noted that the Small Unmanned Aircraft (“SUA”) (Amendment) Order 2025 would extend the existing regulatory regime to cover heavier SUA and enquired about the FSD’s corresponding measures in response to the amendments. Regarding fire prevention and rescue operations at Kai Kung Leng, he suggested setting up a multi-purpose rescue point near the television transmitter on the hillside, integrating rest facilities with the AFCD’s fire warning installations and serving as a drone take-off and landing point to improve rescue efficiency. Furthermore, he pointed out that Kai Kung Leng was a popular route for in-depth tourism and hoped that relevant departments would enhance the ancillary transport facilities and environmental hygiene in the area.

14. Mr Ronnie TANG said that Pat Heung was a high-risk location for hill fires in the district and considered that the FSD’s measure of enhancing patrols during Ching Ming Festival and Chung Yeung Festival had a deterrent effect. In addition, he commended the FSD for its efforts in hill fire prevention, which had resulted in a significant decrease in hill fire cases this year. Furthermore, he suggested gradually increasing the provision of fire beaters to enable the public to assist in tackling hill fires before the arrival of firefighters.

15. Mr LEUNG Ming-kin commended the FSD for effectively using technology to reduce hill fires, which had achieved prominent results. He also thanked the FSD for providing water sources to grave sweepers during Ching Ming Festival and Chung Yeung Festival to extinguish fires and encouraged the public to bring their own buckets for burning incense to prevent hill fires. He considered that the Zero Hill Fire Scheme was highly effective and suggested its continued promotion to deepen public understanding of the impact of hill fires on trees and the ecology. In addition, he commended the FSD Volunteer Team for its outstanding performance in clearing kindling and debris since its establishment in 2002. Lastly, he noted the AFCD’s active assistance in fire-fighting during the hill fire at Kai Kung Leng last year and hoped that relevant departments would be able to control the fire more quickly in the event of fire incidents in the future. Furthermore, he suggested providing rain shelters at Kai Kung Leng for hikers’ convenience.

16. Ms LAM Wai-ming stated that following the fire incident in New Lucky House in Jordan, owners of old buildings in Yuen Long Town Centre had been receiving Directions requiring the provision of fire service installations (“FSIs”) such as hose reels and fire service water tanks. She highlighted that some buildings faced difficulties in installing fire hose reels due to narrow staircases, while some residents questioned the necessity of such FSIs in low-rise old buildings. In addition, she pointed out that some consultancy firms charged exorbitant fees for the works and suggested that the FSD assess the actual needs of buildings before issuing Directions and provide clearer guidelines to owners. Lastly, she welcomed the establishment of a FSD BISC in Yuen Long District.

17. Ms YUEN Man-ye, MH commended the FSD for its professional services, particularly the care shown by ambulancemen towards elderly patients with serious illnesses. In addition, some owners of three-nil buildings expressed difficulties in complying with Directions as they were unable to contact all building owners. Lastly, she thanked the FSD for providing valuable advice to owners during building inspections.

18. Mr TAM Tak-hoi thanked the FSD for its flexible processing of fire service licence applications to meet district needs in the light of special circumstances. In addition, he pointed out that the FSD had trained approximately 200 000 people in the use of AEDs through the Resuscitation Alliance Programme, achieving remarkable results. He also suggested that the FSD continue to encourage more government departments, public organisations and schools to participate in the programme and to install AEDs in more locations with high pedestrian flow.

19. Mr SEI Chun-hing raised concerns about the difficulties faced by owners of old buildings in Tung Lok Street and Sau Fu Street in the provision of additional FSIs. Regarding the Directions issued to building owners in the district under the Fire Safety (Buildings) Ordinance (Cap. 572) or the Fire Safety (Commercial Premises) Ordinance (Cap. 502), he enquired about the differences between the two. In addition, he suggested that the FSD strengthen communication with the Buildings Department (“BD”) to clarify whether buildings were designated for residential or commercial use. Furthermore, he reflected that some owners were unable to comply with the Directions due to the absence of building plans or structural loading information and suggested that the FSD should provide support.

20. Mr WONG Wai-leung expressed concerns about potential fire hazards associated with EVs and lithium batteries. He noted the increasing popularity of EVs and highlighted that lithium batteries were prone to re-ignition and took longer time to extinguish. He enquired whether fire stations were currently equipped with adequate fire-fighting equipment to tackle fires associated with EVs, and whether frontline firefighters had been provided with training in disassembling or cooling lithium batteries. In view of the increasing number of EV charging stations, he enquired about the FSD’s regulations regarding fire prevention or isolation measures for these stations.

21. Mr LUI Kin, MH expressed concerns about the difficulties faced by owners of old buildings and three-nil buildings in Yuen Long District in the upgrading and enhancement of fire service equipment. He reported that some owners questioned whether the consultancy firms were impartial and whether their offered prices for fire service equipment works were reasonable, and thus lacked confidence to proceed with the upgrading works. He suggested that the FSD make reference to the model adopted by the Urban Renewal Authority (“URA”) by establishing an independent consultancy system at FSD BISCs to help residents monitor the works quality and enhance their confidence in the FSD’s approval process. In addition, regarding the newly passed legislative amendments empowering the FSD and the BD to carry out fire safety improvement works for owners of target buildings who had failed to comply with the Fire Safety (Buildings) Ordinance (Cap. 572), he suggested that the Government establish a mechanism for owners to apply for exemption from surcharges (currently not more than 20% of the works costs), and adopt appropriate measures to ensure that the relevant works costs were in line with the market level.

22. Ms HO Hiu-man commended the FSD and the FSD Volunteer Team for their swift response to the fire in Kam Tin and their provision of clean-up support after the fire. Regarding the AFCD’s written reply indicating that there were no plans to provide rain shelters at Kai Kung Leng

due to its management positioning, she suggested installing a smaller emergency helpline facility at the site, which would not affect the landscape while enhancing the safety of hikers.

23. A consolidated reply provided by Mr Andy YEUNG, FSDSM was as follows:

- (1) The potential fire hazards at Kingswood Richly Plaza were noted. The FSD would review the existing inspection arrangement and replace it with proactive inspections. In addition, the FSD would collaborate with property management companies to conduct regular shop inspections, with enforcement and penalties in place to raise law-abiding awareness and ensure obstruction-free passages;
- (2) According to Section 16(1)(b) of the Buildings Ordinance (Cap. 123), fire extinguishers were required to be installed in low-rise domestic buildings (up to and including three storeys in height). However, this ordinance did not apply to small houses regulated by the Lands Department. Nevertheless, if such small houses were not connected to emergency vehicular access, they were required to be installed with a fire detection system and to have fire extinguishers provided on each floor;
- (3) The water pumps in most buildings could provide sufficient water pressure for water supply. Buildings of seven storeys or less could adopt a direct supply system, eliminating the requirement to install water tank to reduce costs;
- (4) The Fire Safety (Buildings) Ordinance (Cap. 572) as amended in 2024 allowed the Government to carry out defaulted works on behalf of owners. For uncooperative or untraceable owners, the FSD would strengthen enforcement and include them in the defaulted works scheme. Owners with financial difficulties might apply for a waiver of the administrative fee, and the FSD would also assist in applying for subsidy scheme to alleviate their burden;
- (5) A FSD BISC would be established at Yuen Long Fire Station in mid-June this year, providing one-stop services to assist in the formation of OCs, assessment of tenders, and liaison with the URA's Smart Tender Scheme to ensure reasonable quotations;
- (6) The FSD was willing to co-operate with DC Members' ward offices to provide AEDs and emergency training. The funding for AEDs came from the Hong Kong Jockey Club Charities Trust, and the feasibility of installing such equipment in ward offices could be explored in the future;
- (7) The current ambulance service primarily focused on emergency cases. Pre-booked transfers might strain local resources and it was necessary to balance the allocation of resources. For non-emergency cases, alternative solutions could be explored;
- (8) The FSD reminded the public of the risks associated with using power banks through social media platforms and promotional videos co-produced with the MTR Corporation Limited ("MTRCL"). For EVs, the FSD was provided with specialised fire-fighting tools, including emergency plugs (to prevent vehicle movement), high pressure fog applicators, EV fire blankets, battery fire suppression system and temporary water tank;
- (9) The FSD would discuss with the AFCD the suggestion to provide fire beaters at the foot of the hill;
- (10) The Fire Safety (Buildings) Ordinance (Cap. 572) applied to composite buildings, while

the Fire Safety (Commercial Premises) Ordinance (Cap. 502) applied to commercial premises;

- (11) The FSD was testing the Internet of Things technology with a view to speed up the enhancement of fire-fighting efficiency in old buildings, and would promote the trial results in the future;
- (12) The FSD was conducting trials on the use of drones to transport equipment and thermal detectors to inspect high-risk areas for hill fires, with application of drones including inspection, artificial intelligence-assisted image analysis, and gas detection. The experience could be shared with the DC in the future; and
- (13) Each swan neck fire hydrants (“street hydrants”) was numbered. The water pressure and operation of these hydrants were regularly tested by respective fire stations to ensure effectiveness.

24. A consolidated reply provided by Mr William CHOW of the AFCD was as follows:

- (1) The AFCD’s strategy for managing Kai Kung Leng focused primarily on the conservation of its natural landscape, with recreational development concentrated in Tai To Yan area;
- (2) Regarding soil erosion in Kai Kung Leng, the AFCD had restored some gullies and installed warning signs and fences. Closed-circuit television (“CCTV”) cameras had also been installed at motorcross bike black spots to strengthen enforcement actions, and the situation had since improved; and
- (3) Due to the lack of comprehensive telephone network coverage at Kai Kung Leng, it might not be feasible to install an emergency helpline facility. However, mobile phone signals at Kai Kung Leng were good, and the public could make calls for assistance when needed.

25. In conclusion, the Chairman thanked the Director of Fire Services for visiting and meeting with Members. He hoped that Members would actively participate in activities organised by the FSD and the Yuen Long District Fire Safety Committee in the future, and join hands to enhance publicity on fire prevention and disaster prevention to build a safe community.

Item III: Hung Shui Kiu/Ha Tsuen New Development Area – Associated Road Works for Smart and Green Mass Transit System (Phase I)
(YLDC Paper No. 35/2025)

26. The Chairman referred Members to Paper No. 35 and welcomed the following representatives from the CEDD, the Transport Department (“TD”) and the consultancy firm, to the meeting:

Chief Engineer/West 4, CEDD	<u>Mr Stanley HO</u>
Senior Engineer/10 (West), CEDD	<u>Mr Carl NG</u>
Senior Engineer/Yuen Long 1, TD	<u>Mr Wilson MAN</u>
Senior Transport Officer/Bus/Lantau 2, TD	<u>Miss Janice LAW</u>
Engineer/Yuen Long West 1, TD	<u>Mr Forrest NG</u>
Director, Mannings–Egis Joint Venture	<u>Mr Simon CHAN</u>

27. Mr Stanley HO and Mr Carl NG of the CEDD briefed Members on the paper.

28. Mr Daniel CHAM, BBS, MH, JP noted that the Smart and Green Mass Transit System (“SGMTS”) included a Green Transport Corridor comprising system roads, pedestrian walkways and cycle tracks. He believed that the segregated design of roads would ensure a smooth overall traffic flow. He also enquired about the number of bicycle parking spaces that the TD planned to reserve within the footprint of stations. Additionally, he suggested including the cost estimates for constructing covered pedestrian walkways connecting nearby residential estates and commercial areas in the works contract. This would prevent the need for separate funding applications in the future for the addition of walkway covers. Moreover, he enquired about whether the dedicated roads would be restricted solely to SGMTS vehicles or open to other public transport modes to facilitate passenger interchanges. He also raised concerns about whether granting SGMTS vehicles right of way at shared junctions might adversely affect other road users. On the other hand, he enquired whether the SGMTS would adopt an open fare model, and how the operator would co-ordinate with the MTRCL regarding interchange fare concessions should the SGMTS ultimately not be operated by the MTRCL. Furthermore, he suggested that the CEDD consider connecting Tin Shui Wai with Hung Shui Kiu and the Lau Fau Shan New Development Area via elevated sections when planning Phase II of the SGMTS development to avoid worsening traffic congestion at the relevant road junctions. On top of that, he proposed that the Government consider hydrogen energy as a potential power source for the SGMTS and require operators to conduct feasibility studies during the tendering process. Finally, he enquired about the carrying capacity of SGMTS vehicles and requested that operators be mandated to deploy coupled-set vehicles during peak periods.

29. Mr CHUI Kwan-siu suggested adopting an elevated design for sections at road junctions along the SGMTS alignment to minimise disruption to at-grade traffic. He further enquired about the distances and interchange arrangements between the proposed A2 Station and both the Hung Shui Kiu Station on Tuen Ma Line (“TML”) and the Hung Shui Kiu Station on Hong Kong-Shenzhen Western Rail Link (“HKSWRL”) and suggested the construction of public car parks near the stations. Additionally, he recommended extending the SGMTS alignment to Tin Shui Wai North to benefit more residents. Finally, he raised concern over whether the completion date of the SGMTS could align with the intake schedule for residential developments in the Hung Shui Kiu/Ha Tsuen New Development Area (“HSK/HT NDA”).

30. Mr LEUNG Ming-kin said that the Yuen Long South (“YLS”) Development was scheduled for population intake from 2026 onwards, while Phase I of the SGMTS was projected for completion in 2031. He enquired about the timetable for the works connecting YLS and Lau Fau Shan. Furthermore, he expected the SGMTS to connect with the Lau Fau Shan Station and Ha Tsuen Station of the HKSWRL to facilitate passenger interchanges.

31. Mr Allan WONG supported developing the SGMTS and considered this to be conducive to minimising carbon emissions in Hong Kong. He also enquired about whether the dedicated roads were restricted solely to SGMTS vehicles and how to prevent other vehicles from accessing these roads. Moreover, he enquired whether single-set or coupled-set vehicles would be deployed in the SGMTS, and whether the station platform design could accommodate longer vehicles. Moreover, he recommended establishing a dedicated cycle track and multi-tier parking facilities for bicycles and shared bicycles. With reference to experience in the Mainland, he suggested implementing a bicycle positioning system to regulate parking locations and prevent indiscriminate parking of bicycles. Finally, he enquired about the risks associated with vehicle-to-everything (“V2X”) technology and how road safety would be safeguarded.

32. Mr SO Yuen opined that the SGMTS was similar to the Bus Rapid Transit (“BRT”) in the Mainland. Referring to the road conditions observed after the Mainland’s BRT sharing roads with

other vehicles, he enquired whether the SGMTS operation would be affected by other vehicles travelling on the shared sections. Additionally, he sought details on the type of vehicles and capacity envisaged for the SGMTS, and suggested extending its alignment to travel through Tin Wah Road to Tin Shui Wai North, so as to benefit more residents.

33. Mr WONG Yuen-tai, MH raised concern over the impact brought by the dedicated roads of the SGMTS on other road users and suggested adopting an elevated design for sections at road junctions along the SGMTS alignment. For stations close to residential areas, he requested the TD urge future operators to pay attention to the noise generated from vehicle movements and entry / exit gates.

34. Mr CHING Chan-ming was in favour of the SGMTS and suggested provision of additional shared bicycle parking points and bicycle parking spaces near the stations to minimise the need for residents to drive to the stations. Although the alignment for the SGMTS in YLS remained to be finalised, he hoped that the alignment would effectively connect with the HSK/HT NDA. He further suggested adopting an elevated design for key connecting road sections.

35. Mr TONG Tak-chun enquired whether Phase I of the SGMTS, scheduled for completion in 2031, would only cover Stations A1 to A7. He further sought details on the remaining alignment of the SGMTS, the specific plans for extending the alignment to Chung Fu Stop of the Light Rail ("LR"), and whether the SGMTS would adopt the Mainland's Autonomous Rail Rapid Transit or the BRT.

36. Ms LAU Kwai-yung was concerned about the connection between the elevated sections of the SGMTS towards Chung Fu Stop of the LR and Lau Fau Shan Station and Ha Tsuen Station of the HKSWRL. She opined that the impact of a viaduct design on at-grade traffic was relatively low and suggested extending the Green Transit Corridor, which would be shared with bicycles, to cover the entire Tin Shui Wai area.

37. Mr YIU Kwok-wai, MH was in favour of the SGMTS but raised concern that if it was granted the LR's exclusive right of way, it might adversely affect overall traffic flow. Furthermore, he opined that Phase I of the SGMTS development might adversely affect Tin Ying Road, noting that this road served as a vital commuting route for residents of Tin Shui Wai. Additionally, he recommended that the Government fully utilise the space beneath viaducts to increase the efficiency of the SGMTS and the number of beneficiaries.

38. Mr WONG Wai-leung enquired about the anticipated carrying capacity of SGMTS vehicles and area for future expansion. He also enquired about whether SGMTS vehicles would be powered by a variety of green energy, such as solar power, and details of recycling of exhausted vehicle batteries.

39. Mr WONG Siu-chung was concerned about potential traffic congestion if the SGMTS, like the LR, had multiple junctions overlapped with existing road sections. Additionally, he opined that the size of the SGMTS platform space was closely related to the station's capacity, and recommended that the Government reserve sufficient space when designing the platforms. Finally, he sought details on the future connections of the SGMTS with Ha Tsuen and Lau Fau Shan.

40. Ms Fennie LAI was in favour of the SGMTS which would help minimise carbon emissions. Additionally, she hoped that the Government could minimise disruption to existing traffic during road closures for construction works and recommended extending the SGMTS alignment to Tin Shui Wai North.
41. Ms LAM Wai-ming hoped that the SGMTS would help alleviate the additional public transport demand arising from the development of the Northern Metropolis. To effectively divert traffic flow, she expected the SGMTS vehicles to have a higher carrying capacity than the current standard of 240 passengers per LR vehicle.
42. Mr TANG Sin-hang enquired about the measures to prevent private cars from mistakenly driving into the dedicated roads for SGMTS, and the procedures for handling such incidents. He also suggested that the TD extend the cycle track to rural areas such as Ha Tsuen to facilitate residents' access to the SGMTS.
43. Ms WONG Wai-ling enquired about the interchange arrangements between the SGMTS and the Lau Fau Shan Station of the HKSWRL. She also expressed concern about the potential impact on the traffic in the vicinity of Tin Shui Wai Hospital ("TSWH") during construction works to connect the SGMTS to Chung Fu Stop of the LR, and suggested establishing an additional junction on Tin Ying Road leading to TSWH, thereby avoiding the need for ambulances to travel through the congested sections of Tin Wah Road and Tin Shui Road. Moreover, she hoped that the Government could provide timely updates to the DC on the works progress of the SGMTS.
44. Mr SZE TO Chun-hin proposed that the SGMTS alignment be adjusted to pass through TSWH to facilitate access for patients.
45. Mr Riben LI enquired about whether the Real-time Adaptive Traffic Signal System ("RTATSS") would cover the entire HSK/HT NDA and the possibility of its extension to other areas in the future. He also suggested drawing on practice in Hangzhou by implementing green wave sections and integrating applications to enhance the overall traffic environment.
46. Mr YU Chung-leung enquired about the width of a dedicated road and whether private cars were permitted to use such road.
47. Mr SEI Chun-hing raised concern about how disruption to the SGMTS and at-grade traffic could be minimised if future maintenance works had to be conducted along the dedicated roads where utility or drainage infrastructure was already laid beneath. He also enquired about the planning details for pedestrian crossings.
48. Mr SHUM Ho-kit, BBS, JP enquired about the distance between Station A2 of the SGMTS and the Hung Shui Kiu Station on the TML, and the time required for the relevant interchange arrangements.
49. Mr TSUI Wai-ngor proposed that the Government review the number of traffic lanes required for the SGMTS to balance its needs with those of other road users.

50. Mr TAM Tak-hoi enquired about the feasibility of introducing double-decker vehicles by operator of the SGMTS to increase its carrying capacity. He also expressed concern that if the construction cost of the SGMTS was too high, the cost might ultimately be borne by passengers.

51. A consolidated reply provided by Mr Stanley HO of the CEDD was as follows:

- (1) Grade separation arrangement would be implemented at busy road junctions, such as the provision of elevated section. The majority of road sections of SGMTS would adopt an at-grade road-based mode to facilitate passenger boarding and alighting. For non-busy shared road junctions, the RTATSS would be adopted to enable dynamic allocation of green signal time in light of actual traffic flow, thereby enhancing overall traffic flow while saving construction cost;
- (2) As for the spatial arrangement of Station A2 of the SGMTS and other nearby railway systems, Station A2 was at ground level, Hung Shui Kiu Station of the TML was elevated, while the HKSWRL ran underground. The three stations would be connected by lifts, footbridges or tunnels to facilitate passenger interchanges. Station A2 of the SGMTS was not far away from Hung Shui Kiu Station of the TML, it was accessible within a short walking distance;

(Post-meeting note: On 25 June 2025, the Secretariat forwarded to Members the follow-up written reply submitted by the CEDD regarding the distance between Station A2 of the SGMTS and Hung Shui Kiu Station of the TML and the interchange arrangements.)

- (3) The CEDD expected to complete the associated road works for the SGMTS (Phase I) by 2031, with a view to enabling the SGMTS to commence operation in line with the timetable for the main population intake in the NDAs. As for the remaining sections of the SGMTS (Phase I), namely the northward extension from Station A7 to Chung Fu Stop of the LR, its implementation would have to wait until the finalisation of the planning for the Lau Fau Shan NDA and the HKSWLR Depot;
- (4) The feasibility of adopting autonomous driving and V2X technology would be determined following the submission of detailed proposals by operators;
- (5) SGMTS vehicles were equipped with rubber tyres for running on roads, generating a lower noise level compared to that of a light rail system with tracks. Preliminary environmental assessment findings indicated that the operation of SGMTS (Phase I) would not cause any insurmountable adverse impacts on the environment with the implementation of mitigation measures;
- (6) Line 2 and Line 3 of the SGMTS would cover the area along Tin Ying Road and Hung Tin Road east of the HSK/HT NDA and the YLS NDA. The precise alignment of these lines would be determined following the finalisation of planning;
- (7) SGMTS vehicles would utilise green energy, such as batteries, with stations equipped with solar panels as supplementary power sources. According to relevant information, batteries could have a lifespan of around seven to eight years, and they could be replaced upon expiry;
- (8) Most of the road sections in the SGMTS were dual carriageways (one northbound, one

southbound), with additional lay-bys provided at stations to allow flexibility for future operators to arrange express services bypassing certain stations in light of actual circumstances, thereby enhancing overall transport efficiency and coping with passenger demand at different periods;

- (9) A standard double-decker bus had a capacity of approximately 100 passengers, while certain models could carry around 120 passengers. Trolleybuses, however, could accommodate up to 170 passengers. SGMTS vehicles featured multiple doors, allowing simultaneous boarding and alighting, which was more convenient and efficient than double-decker buses in terms of passenger movement;
- (10) The width of a dedicated road in SGMTS measured around seven metres, which was slightly wider than an existing road. A station platform of the SGMTS was approximately 70 metres in length, providing sufficient space to accommodate at least two vehicles for simultaneous boarding and alighting; and
- (11) The SGMTS would adopt a green road-based mode, requiring no physical tracks. In the event of a SGMTS vehicle breakdown, vehicles in working order might bypass the faulty vehicle and continue to maintain normal operations.

52. A consolidated reply from Mr Wilson MAN and Miss Janice LAW of the TD was as follows:

- (1) A well-established cycle track network had been planned in the NDAs, and bicycle parking spaces would be reserved near the stations. The TD would also require suitable premises in the surrounding area to provide bicycle parking spaces;
- (2) Hung Shui Kiu Station of the TML was elevated, SGMTS station was at ground level, while the HKSWRL was expected to run underground. Pedestrian walkways and facilities would be provided at different levels to facilitate passenger interchanges;
- (3) It was proposed that the SGMTS would feature seven junctions, four of which would be grade-separated sections, while the remaining three would be shared junctions with lower traffic flow. This arrangement, coupled with a real-time traffic control system, could minimise disruption to other road users and reduce overall construction cost;
- (4) Pedestrian crossings would be provided at appropriate intervals and at both ends of a SGMTS station for pedestrians and bicycles to cross the corridors of the SGMTS;
- (5) The SGMTS might adopt an off-board fare collection system to increase efficiency of passenger boarding and alighting. However, the TD had not yet decided whether to adopt an open or closed fare collection system, and would request the operator to review the latest technologies to find a suitable payment method;
- (6) On fare level, the Government would take into consideration factors including capital and operational costs, fare levels of existing public transport modes, and public affordability, with a view to maintaining an affordable, publicly acceptable and stable fare mechanism. When selecting the operator for the SGMTS, the Government would also encourage applicants to provide various fare concessions for passengers, including interchange concessions;
- (7) The TD would consistently review the transport demand of the NDAs and adjust or

enhance public transport services to meet residents' needs;

- (8) Appropriate priority in right of way could enhance operational efficiency of the transportation system. However, the right of way had not yet been decided in the current design. This would allow flexibility to grant right of way in the future when required. The Government would decide whether such right was necessary and its priority after deliberating with the future operator and conducting a review on the potential impact on other road users under such arrangements;
- (9) Regarding proposals for adopting green energy, the technology and supporting infrastructure for large-scale hydrogen storage and transportation in Hong Kong were not yet mature. However, this possibility was not ruled out, pending the submission of relevant plans by operators;
- (10) Regarding green wave sections, decisions would be made upon completion of the SGMTS, subject to the latest developments in relevant technologies;
- (11) As for the suggestion concerning shared bicycles, it was believed that with comprehensive cycling infrastructure in place, this would help attract operators to extend their shared bicycle services in the NDAs;
- (12) The TD would consult with relevant departments to refrain from establishing major underground public utilities beneath SGMTS roads, thereby reducing disruption to SGMTS operations during maintenance; and
- (13) The carrying capacity of a SGMTS vehicle was designed on the basis of four passengers per square metre (currently, each LR vehicle carried approximately 200 passengers, calculated at around six passengers per square metre). During peak periods, this density might be flexibly increased in light of the situation to allow a higher carrying capacity.

53. The Chairman concluded that Members were in favour of the SGMTS and expected relevant departments to commence the works the soonest possible, while expediting the planning work for the remaining phases. Additionally, he requested the relevant departments to take note of and follow up on Members' views and suggestions.

**Item IV: Briefing on the Work Plan of the Independent Commission Against Corruption Regional Office (New Territories North West) for 2025/26
(YLDC Paper No. 36/2025)**

54. The Chairman referred Members to Paper No. 36 and welcomed Mr Jamie FUNG, Regional Officer/New Territories and Ms LUI Wing-kam, Senior Community Relations Officer of the Independent Commission Against Corruption ("ICAC"), to the meeting.

55. Mr Jamie FUNG briefed Members on the Work Plan of the ICAC Regional Office (New Territories North West) for 2025/26.

56. The Chairman concluded the discussion and hoped that the ICAC and the YLDC would work closely together to promote integrity in the community.

Item VI: Mr Daniel CHAM proposed a discussion on “Suggestion to reconstruct the temporary flyover at Au Tau Roundabout into a permanent flyover” (YLDC Paper No. 38/2025)

57. The Chairman referred Members to Paper No. 38 and the written replies from the TD and the Highways Department (“HyD”).

58. Mr Daniel CHAM, BBS, MH, JP briefed Members on the paper. He said that the flyover at Au Tau Roundabout (“flyover”) was a makeshift structure built with iron and concrete materials, it had been in use for 30 years and differed from a standard flyover in terms of the design and appearance. Although the results of the HyD’s inspection indicated that the current structure of the flyover was safe, the unevenness of some of the I-beams and the exposure of stones on the flyover might indicate that it had already suffered wear and tear. Furthermore, the flyover was narrow and accident-prone for medium-sized or large vehicles and would be unable to accommodate the increased traffic flow upon the completion of various large-scale development projects in Yuen Long. He suggested that the Government rebuild the current temporary flyover into a permanent flyover capable of accommodating trucks in order to divert the traffic flow between Yuen Long Town Centre and San Tin, Sha Po, and other NDAs, thereby alleviating traffic pressure at Au Tau Roundabout. He also proposed the construction of a flyover connecting Kam Tin to Au Tau Roundabout to address the additional traffic demand expected to arise upon the completion of the public-private residential projects in Kam Tin South, the residential project above MTR Pat Heung Depot, and the property development project at Kam Sheung Road Station.

59. Mr YU Chung-leung opined that although the TD had found no record of traffic accidents involving vehicles on the said flyover in the past five years, he highlighted that a fatal traffic accident occurred at the location many years ago. He considered the safety of the flyover still warranted attention, despite the absence of traffic incident record in recent years. With the progressive completion of the public housing development project at Sha Po and the numerous nearby housing estates, he expected that the TD would make early planning for rebuilding the flyover to accommodate the anticipated increase in future traffic flow.

60. Mr LEUNG Ming-kin considered that the flyover would play a crucial role in alleviating the traffic at Au Tau Roundabout, its nearby rural residential buildings such as Park Yoho, and the future Au Tau Station of the Northern Link. He suggested that, in addition to rebuilding the current temporary flyover, the Government should consider building additional flyovers to increase traffic capacity.

61. Mr LEUNG Yip-pang opined that in light of the various road improvement works in the district, the TD could take the opportunity to explore alternative routes for vehicles to travel from Kam Tin or other road sections to Yuen Long Town, with a view to enhancing the flexibility of transport network as a whole and relieving the traffic burden on Au Tau Roundabout.

62. Ms YUEN Man-yeet, MH was concerned about the structural safety of the flyover, noting noticeable vibrations when vehicles passed over it. She highlighted that the narrow deck posed challenges for large vehicles to navigate safely. She said that reconstructing the flyover was essential to cope with future transport demands driven by the development of San Tin and Sha Po.

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

- (1) The HyD conducted regular inspections of the flyover in November 2023 and November 2024, and the flyover was found normal. In case of emergency, the HyD would conduct special inspections to ensure the flyover was safe enough for use; and
- (2) The TD would continue its monitoring of the traffic in the area of Kam Tin and Au Tau, review the feasibility of alternative proposals (including new roads or flyovers), and work in collaboration with the HyD and other departments.

64. The Chairman concluded the discussion and requested the TD and the HyD to take note of Members' views and suggestions.

**Item VII: Mr SEI Chun-hing proposed a discussion on “Study Report on the Improvement of Tai Kiu Market at Kiu Lok Square”
(YLDC Paper No. 39/2025)**

65. The Chairman referred Members to Paper No. 39 and the written replies from the HyD, the Drainage Services Department, the TD and the Food and Environmental Hygiene Department (“FEHD”).

66. Mr SEI Chun-hing briefed Members on the paper. He hoped that the results of the study and the recommendations set out in the paper could deepen awareness among various parties regarding the current traffic and environmental issues at Tai Kiu Market. He also hoped that relevant departments would give due consideration to the recommended measures including additional parking spaces, extended car park area and improvement to drainage system.

67. Mr WONG hui-shan suggested using mobile application (such as “HKeMobility”) to provide real-time parking information, enabling drivers to keep tabs on the availability of parking spaces and reduce time spent searching for a parking space. He also suggested introducing a smart gate registration system at the public car park near Tai Kiu Market to raise turnover efficiency of parking spaces there.

68. Mr Daniel CHAM, BBS, MH, JP said that the traffic issues at Kiu Lok Square were not attributable to a single factor. In terms of the number of parking spaces, he considered that the current four parking spaces for trucks and 12 for other vehicles in Kiu Lok Square to be acceptable. Compared to illegally parked trucks, private cars with passengers boarding or alighting, or waiting for parking spaces, were the main cause of traffic congestion in the area. As for the proposals listed in the paper, he supported a “Drop-off and Pick-up Zone” but stressed the need to take into account enforcement and policing arrangements. He suggested referencing the design of drop-off zones on Fuk Tak Street and Sau Fu Street by designating a dedicated drop-off zone at the market entrance, ensuring space remained available for passenger boarding and alighting from other vehicles at Kiu Lok Square. On the other hand, he supported the proposal for an “Automatic Ground Lock and Weight Sensing System” and suggested a charging mechanism to discourage prolonged parking and increase vehicle turnover rate.

69. Mr Riben LI said that the report could fully reflect the opinions of commercial tenants and residents. He suggested removing the flower bed near Fuk Tak Street to free up space for additional parking spaces. Additionally, he recognised the FEHD's effort in keeping environmental

hygiene and suggested the FEHD's continuous monitoring of sewage discharge by trucks during unloading to improve environmental hygiene.

70. Mr WONG Yuen-tai, MH noted that commercial tenants in Tai Kiu Market faced operational difficulties, with business turnover declining by about 30 percent due to changes in residents' shopping habits. He suggested improving turnover rates of parking spaces, enhancing the smooth flow in the corridor, and creating a favourable business environment to attract residents to stay in Hong Kong for consumption. He also noted that illegal parking of trucks might be related to loading and unloading. To balance operational needs of vendors, he recommended that relevant departments handle such situations flexibly based on actual circumstances.

71. Mr Allan WONG supported the installation of linear drainage channels and stainless steel gratings as he believed that these measures could reduce up to 80 percent of water accumulation on road surface, thereby improving environmental hygiene. Moreover, he enquired about the cleaning frequency of the sedimentation tank and the impact of the cleaning operations on commercial tenants. He also suggested the provision of bicycle parking spaces next to the parking spaces for trucks to encourage green commuting and reduce traffic flow of private cars.

72. Mr SO Yuen supported the "Automatic Ground Lock and Weight Sensing System" and enquired about its installation cost and the charging mechanism for overtime parking. He also suggested installation of CCTVs to monitor illegal parking to enhance enforcement efficiency. Moreover, he opined that the ten-minute time limit for the proposed "Drop-off and Pick-up Zone" might not be sufficient for completing the unloading process, and suggested that the relevant departments could first introduce a pilot scheme to gather views from commercial tenants.

73. A consolidated reply provided by Mr KWOK Ming-gon of the FEHD was as follows:

- (1) Tai Kiu Market was completed in 1983 and was an old-style public market. The design of its supporting facilities at that time might not meet the operational needs of today's market environment;
- (2) The market had seven entrances and exits, distributed at Kiu Lok Square, Fuk Tak Street, and Sau Fu Street. Vendors primarily used surrounding roads and public parking meters for daily loading and unloading, especially fresh products (such as fish, meat, vegetables, and fruit);
- (3) Goods were typically unloaded from trucks and delivered to the market by handcarts between 3 a.m. and 7 a.m. during off-peak hours. On average, these trucks would stay for about 30 minutes to an hour. Most trucks would leave after loading and unloading, minimising the impact on traffic around the market;
- (4) The market was equipped with a loading platform facing Kiu Lok Square, but it was primarily used by a small number of trucks (such as those carrying saltwater fish or freshwater fish), while other vendors rarely used the platform;
- (5) To manage the order of loading and unloading activities, the FEHD would regularly communicate with vendor representatives, DC Members, contractors, and government departments (such as the Electrical and Mechanical Services Department and the Architectural Services Department) through the Tai Kiu Market Management

Consultative Committee to ensure smooth operations. Most loading and unloading activities were generally conducted in an orderly manner, but the issue of prolonged parking of trucks required further review;

- (6) The FEHD was open to improvement suggestions from Members. While proposals to optimise parking spaces for trucks and drainage facilities fell under the purview of other relevant departments, the FEHD would co-operate with these departments as appropriate to explore feasible improvement measures; and
- (7) On environmental hygiene, the FEHD was committed to providing street sweeping and washing services, as well as enhancing pest control efforts. Discharging fish water onto streets or public areas by trucks was illegal and liable to prosecution, with a maximum fine of \$25,000 upon conviction. The FEHD had also strengthened inspections and cleaning of public areas around Kiu Lok Square to maintain environmental hygiene.

74. The Chairman concluded the discussion and requested the TD and the FEHD to take note of Members' views and suggestions for gradually improving the traffic conditions and environmental hygiene at Tai Kiu Market. He also welcomed Members to continue monitoring and providing feedback on the situation.

Report Items

Item VIII: The 2025/26 Work Plan of the Yuen Long District Office (YLDC Paper No. 40/2025)

75. The Chairman referred Members to the 2025/26 Work Plan of the Yuen Long District Office ("YLDO") as set out in Paper No. 40.

76. Mr Daniel CHAM, BBS, MH, JP opined that as an extension to "Meet-the-Public Scheme", the new "Mobile Meeting Room" initiative had provided an additional channel for the public to express their views and make enquiries to DC Members. To utilise resources more effectively, he suggested that the YLDO adjust the duty roster of the existing "Meet-the-Public Scheme" based on the public's needs following the introduction of the "Mobile Meeting Room".

77. The Chairman said that in addition to the "Meet-the-Public Scheme", the YLDO had launched the "Mobile Meeting Room" initiative to provide an additional channel for the convenience of the public to meet with Members. The routine "Meet-the-Public Scheme" would continue to provide the public with a regular and designated meeting channel. He noted that since the introduction of the "Meet-the-Public Scheme", Members had provided various types of services and assistance to numerous members of the public (regardless of whether they had made prior appointments). The YLDO would continue to review the effectiveness of the scheme with the aim of optimising service quality.

Report Items

Item IX: Progress Reports of Committees and Working Groups

- (i) **Community Involvement, Culture and Recreation Committee
(YLDC Paper No. 41/2025)**
- (ii) **Food, Environment and Hygiene Committee (YLDC Paper No. 42/2025)**
- (iii) **Community Affairs Committee (YLDC Paper No. 43/2025)**
- (iv) **Town Planning and Development Committee (YLDC Paper No. 44/2025)**

- (v) **District Facilities and Works Committee (YLDC Paper No. 45/2025)**
 - (vi) **Social Welfare and Labour Committee (YLDC Paper No. 46/2025)**
 - (vii) **Housing Committee (YLDC Paper No. 47/2025)**
 - (viii) **Traffic and Transport Committee (YLDC Paper No. 48/2025)**
 - (ix) **Working Group on Mass Transit Services (YLDC Paper No. 49/2025)**
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78. The Chairman referred Members to the nine progress reports of the Committees and Working Groups as set out in Paper Nos. 41 to 49.

79. Members noted the aforesaid progress reports.

Item X: Hong Kong Police Force's report on the district's law and order situation and crime figures between March and April 2025

80. The Chairman invited Mr Wilson WONG of the HKPF to report on the law and order situation and crime figures in the district.

81. Mr Wilson WONG reported on the law and order situation and crime figures in the district between March and April 2025.

82. Mr Daniel CHAM, BBS, MH, JP noted that the crime rate during this reporting period had decreased compared to the same period last year and suggested that the Police provide data from the previous quarter for comparison in future reports to review the crime figures over the past six months. In addition, he expressed concern over the rise in serious drug offences and enquired whether such cases primarily involved "space oil drug". Furthermore, he commended the Police for their proactive approach in handling domestic violence cases. Lastly, he observed that the illegal use of electric mobility devices ("EMDs") in the district had become increasingly serious and suggested that the Police collaborate with the Department of Justice to explore the introduction of fixed penalty tickets and the simplification of prosecution procedures to strengthen deterrence.

83. Mr Allan WONG commended the Police for maintaining close communication with and providing advice to the victim involved in a recent suspected fraud case. In addition, he expressed concern over recent incidents involving lawbreakers targeting primary school students by using food or movie tickets as bait to commit indecent assault, and suggested that the Police step up patrols and surveillance around schools in the district. Lastly, he observed that the potential safety hazards associated with EMDs had worsened as food delivery platforms shortened delivery times, with some food delivery workers even admitting that their use of EMDs posed threats to themselves and pedestrians. He urged the Police to strengthen enforcement against the illegal use of EMDs.

84. Mr YIU Kwok-wai, MH enquired about the progress of police investigation into recent reports of "drop scam gang" in Tin Shui Estate and cases of children being lured to try e-cigarettes. He suggested that the Police release the investigation results to allay public concerns.

85. Mr WONG Yuen-tai, MH commended the Police for actively conducting anti-deception publicity activities in schools. In addition, he reported that someone posed as teachers at Yuen Long Merchants Association Secondary School to order business cards and enquired whether the Police could trace the identities of the fraudsters through their phone numbers. Furthermore, he enquired whether voice imitation technology was sufficiently developed to enable fraudsters to use such technology for telephone fraud.

86. A consolidated reply provided by Mr Wilson WONG of the HKPF was as follows:

- (1) The rise in serious drug offences, which involved drug manufacturing or large quantities of drugs (such as “space oil drug”), was attributed to enhanced proactive investigations and intelligence gathering by the Police. The classification of drug offences was determined by the nature of the cases rather than specific drug types, for example, drug manufacturing was classified as serious drug offences;
- (2) The Police adopted a zero tolerance policy towards domestic violence. Cases were handled immediately after they were reported to the Police, with prosecutions initiated the following day and court orders delivered. The Police also worked with the Social Welfare Department to provide support to victims;
- (3) The Police acknowledged the seriousness of the illegal use of EMDs with frequent accidents. The Police had made it a major offence to crack down on and would continue to step up enforcement. The suggestion to introduce fixed penalty tickets was noted;
- (4) The recent increase in indecent assault cases was related to the Mandatory Reporting of Child Abuse Ordinance (“Ordinance”). The Ordinance, which would come into effect in January 2026, mandated professionals such as teachers and social workers to report cases of sexual abuse and indecent assault. The Police would actively investigate such cases;
- (5) The Police clarified that the report of children being lured to try e-cigarettes was false. In fact, it was an incident involving accosting in a park, which had been followed up by the Police. The infiltration of “space oil drug” into schools was a key concern and the Police would actively investigate similar cases;
- (6) Regarding the use of phone numbers to trace the identities of fraudsters, the fact that some of the SIM cards were registered under company names had increased the difficulties in investigation; and
- (7) Current artificial intelligence technology was capable of highly accurate voice imitation. Members of the public were reminded to verify information carefully and remain vigilant to avoid falling victim to scams.

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

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

88. 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”).

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

90. Mr Daniel CHAM, BBS, MH, JP pointed out that some shop operators, after the removal of unauthorised structures such as concrete platforms, had switched to using removable items such as stainless steel platforms to extend their business areas. He enquired about the strategies to address this issue. In addition, he mentioned that members of the public had been placing Kwun Yum statue

and other deity statues under the bridge near Tin Ying Road by Tin Shui Wai Nullah for a long time, and that the practice had resumed despite the FEHD's clean-up efforts. He suggested referring the issue to the DAS for follow-up.

91. Mr YIU Kwok-wai, MH said that a new shared bicycle operator had recently been approved by the TD to operate locally. However, as the problem of indiscriminate parking of shared bicycles remained severe, he enquired whether such cases should be handled by the DAS or the TD.

92. A consolidated reply provided by the Chairman was as follows:

- (1) Government departments would take appropriate actions against illegally parked or abandoned bicycles within their respective purview. The YLDO was responsible for co-ordinating the work of the DAS and maintained an inspection list for regular inspections targeting black spots of illegally parked and abandoned bicycles. For cases of illegal bicycle parking or abandoned bicycles at specific locations, Members could refer them to relevant departments for follow-up actions;
- (2) Generally speaking, the Land (Miscellaneous Provisions) Ordinance (Cap. 28) primarily targeted cases of illegal shopfront extension involving unauthorised structures. However, the FEHD could, in the light of actual circumstances, address cases of illegal shopfront extension through other means such as fixed penalty notices; and
- (3) The YLDO had previously conducted joint clearance operations with relevant departments underneath the Tin Shui Wai Nullah. Relevant departments could also handle abandoned deity statues in accordance with existing procedures.

Item XII: Any other business

Item XIII: Date of next meeting

93. The Chairman said that the tenth meeting of the YLDC would be held in the conference room of the YLDC at 2:30 p.m. on 29 July 2025.

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

Yuen Long District Council Secretariat
July 2025