

The minutes were confirmed on 23.7.2024 without amendment.

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

Date: 28 May 2024 (Tuesday)  
Time: 2:30 p.m. to 7:05 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  
Miss ONG Kei-hang, Chelsea 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 CHU Lap-hung 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  
Ms NG Wing-mei, Elizabeth Acting District Environmental Hygiene  
Superintendent (Yuen Long),  
Food and Environmental Hygiene Department  
Miss CHAN Kam-kuk, Tammy District Commander (Yuen Long),  
Hong Kong Police Force  
Ms SIN Ka-yiu 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 YAU Sai-yuen 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

**Item II**

Mr YAU Cheuk-hang, Vic, JP Director, Northern Metropolis Co-ordination Office,  
Development Bureau  
Mr YUEN Shing-yip, Kepler Head, Planning & Development Team (2),  
Northern Metropolis Co-ordination Office,  
Development Bureau  
Ms HUI Chung-kei, Gisele Assistant Secretary (Northern Metropolis) Policy  
Support, Development Bureau

**Item III**

Mr CHUI Yu-ming, Daniel Regional Officer/New Territories West,  
Independent Commission Against Corruption  
Mr LEUNG Wing-hang Senior Community Relations Officer,  
(transliteration) Independent Commission Against Corruption

**Item IV**

Mr KONG Mau-shing, Chief Engineer/Energy Efficiency C,  
Marsden Electrical & Mechanical Services Department  
Mr CHIU Chun-ting Senior Engineer/Energy Efficiency C3,  
Electrical & Mechanical Services Department

**Item VI**

Mr LO Kwok-chung, David Deputy Project Team Leader, Highways Department  
Mr HO Chon-tat, Andy Senior Engineer 1/Tuen Mun Bypass,  
Highways Department  
Mr HO Yiu-wa, Charles Engineer 3/Tuen Mun Bypass, Highways Department

**Item VII**

Mr NG Ki-yiu, Kevin Senior Engineer/Yuen Long 2, Transport Department

**Item VIII**

Mr WAI For, Frankie Senior Structural Engineer/C3, Buildings Department  
Mr HUI Hung-wai, Terrance Senior Building Surveyor/Fire Safety 2,  
Buildings Department  
Mr WONG Lam-kin, Felix Structural Engineer/Mandatory Building  
Inspection 1-A5, Buildings Department  
Mr WONG Wang-leong, Divisional Commander 'North' (New Territories  
Wade North), Fire Services Department  
Mr WONG Yuk-ping Senior Divisional Officer (Building Improvement  
Strategy Office), Fire Services Department  
Mr CHAN King-keung Station Commander Yuen Long Fire Station,  
Fire Services Department

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**Opening Remarks**

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

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

- (1) Ms POON Yuk-cheung, Senior School Development Officer (Yuen Long)<sup>4</sup> of the Education Bureau (“EDB”), who stood in for Ms YOUENG Wai-sze, Sally, Chief School Development Officer (Yuen Long) of the EDB, to attend the meeting;
- (2) Mr YEUNG Kwan, Senior Housing Manager/Tuen Mun & Yuen Long 2 of the Housing Department (“HD”), who stood in for Mr WONG Chun-hung, Samuel, Chief Manager/Management (Tuen Mun & Yuen Long) of the HD, to attend the meeting; and
- (3) Mr Kenny KWOK, Senior Engineer/4 (West) of the Civil Engineering and Development Department (“CEDD”), who stood in for Mr NG Kam-leung, Julian, Chief Engineer/West 1 of the CEDD, to attend the meeting.

**Item I: Confirmation of minutes of the second YLDC meeting held on 26 March 2024**

3. Members confirmed the minutes of the second YLDC meeting held on 26 March 2024.

**Discussion Items**

**Item II: Northern Metropolis Action Agenda and the latest developments**

4. The Chairman welcomed the following representatives of the Development Bureau (“DEVB”) to the meeting:

Director, Northern Metropolis Co-ordination Office	<u>Mr Vic YAU, JP</u>
Head, Planning & Development Team (2), Northern Metropolis Co-ordination Office	<u>Mr Kepler YUEN</u>
Assistant Secretary (Northern Metropolis) Policy Support	<u>Ms Gisele HUI</u>

5. Mr Vic YAU, JP of the DEVB briefed Members on the Northern Metropolis Action Agenda and the latest developments.

6. Mr SHUM Ho-kit, BBS, JP suggested that renowned local, Mainland and overseas institutions should be recruited to set up campuses in the Northern Metropolis University Town to nurture innovation and technology (“I&T”) talents. To complement the I&T development in the Northern Metropolis, he suggested setting up a judicial institution in the area to handle cases involving I&T and intellectual property. Besides, he suggested setting up an international arbitration centre in Hung Shui Kiu (“HSK”), which he believed could attract both law firms and legal talents to the HSK commercial core. In addition, he suggested that a large stadium or performance venue with a capacity of over 10 000 spectators should be built in the Northern Metropolis to attract overseas organisations to stage international sports and cultural events in Hong Kong.

7. Mr Daniel CHAM, BBS, MH, JP said that the public generally supported the development of the Northern Metropolis, in particular the San Tin Technopole. However, he was worried that the progress of the project would be affected if the environmental impact assessment (“EIA”) report of the San Tin Technopole was subject to judicial review. In respect of land planning, he suggested reserving more land in the Northern Metropolis and Ngau Tam Mei near the San Tin Technopole for the development of a university town, so as to focus on the development of a technology and

education hub to create synergy. He also suggested adjusting the residential sites in the Northern Metropolis to reserve more land for I&T purpose, and reserving more sites for large government office buildings in HSK, which fronted Qianhai, to tie in with the development of the area. In respect of residential sites, he proposed to convert part of the residential sites in the Lau Fau Shan (“LFS”) Development Area for I&T uses and to study the possibility of increasing the number of residential sites in the HSK New Development Area (“NDA”) accordingly. He also proposed to open up the Wetland Conservation Park in the Northern Metropolis for sightseeing and environmental education, and to study the feasibility of linking up the Sam Po Shue Wetland Conservation Park with the existing Hong Kong Wetland Park, and the wetlands in Fung Lok Wai, Nam Sang Wai and Mai Po for joint conservation and management. In addition, he suggested revitalising the Tin Shui Wai (“TSW”) River as a buffer zone and an attraction between HSK and TSW. Furthermore, he said that a freezing survey had been conducted in Kwu Tung in 2014, but some brownfield operators who started their operation after 2014 were not compensated under the second phase of the land resumption in Kwu Tung commencing this year, which he considered to be a debatable arrangement. Lastly, he considered that it was not suitable to build high-density housing in the wetland buffer area (“WBA”) outside the San Tin Technopole and suggested that high-density housing should be built to the south of San Tin Highway or in the vicinity of the San Tin Technopole, and hoped that the Planning Department and the Town Planning Board (“TPB”) would act as the gatekeepers.

8. Mr LEUNG Ming-kin suggested increasing I&T land supply in the Yuen Long South (“YLS”) Development Area and the HSK/Ha Tsuen (“HT”) NDA to enhance the overall I&T capability. Besides, he suggested that Tuen Mun should be included in the development blueprint of the Northern Metropolis to further expand the population. In addition, he suggested that apart from conducting I&T research and development, Hong Kong could also engage in the production and sale of I&T products in order to increase returns. Furthermore, he enquired whether leisure facilities such as urban farms would be introduced in the Northern Metropolis and what would be done to attract foreign enterprises to invest and develop I&T in Hong Kong.

9. Mr Donald MAN, JP declared that he held land in San Tin. He urged the Government to provide the land resumption schedule as soon as possible so as to allay the concerns of residents of Ngau Tam Mei, Lok Ma Chau and Ha Wan Tsuen.

10. Mr LUI Kin, MH said that members of the Northern Metropolis Co-ordination Office (“NMCO”) mainly came from planning-related departments and suggested that relevant officers in the areas of I&T, economic development, and culture and tourism should be included to support the overall development of the Northern Metropolis. Besides, he suggested developing the Northern Metropolis through the district-wide co-ordinated approach, whereby a district comprising residential, commercial and government public facilities would be centralised as a whole for tendering and development in collaboration with enterprises. In addition, he pointed out that the ex-gratia compensation rates for resumption of private land in the New Territories by the Lands Department (“LandsD”) for development purposes had continued to fall from \$1,510 per square foot in October 2022 to \$1,114 per square foot in April 2024, and suggested that the Government should set a specific reference timeframe when determining the acquisition price of a development project, so that the amount of compensation would not be affected by the chronology of the land resumption. Moreover, he said that the first phase of works for the development of Lok Ma Chau Loop had been delayed as a result of the epidemic, and enquired about measures to catch up with the progress of the works. In the meantime, he suggested that the Government should consider relocating the proposed digital technology hub at LFS to the HSK/HT NDA, where planning and land resumption had already commenced, so as to expedite the development progress of Hong Kong’s I&T industry.

11. Mr YIU Kwok-wai, MH suggested that the Government should step up its efforts in publicising and explaining to the public the advantages brought about by the development of the Northern Metropolis, so as to gain public support for the development plan.

12. Mr TANG Che-keung, MH said that there had been a sharp drop in the number of applications for planning permission for the Yuen Long District, for example, the number of applications for the Ping Shan Heung had dropped from 80 per month in the past to only four in May this year, reflecting that the number of industries that could provide employment opportunities for the grassroots was gradually decreasing, and it was hoped that more employment opportunities for the grassroots could be provided upon the completion of the Northern Metropolis in the future.

13. A consolidated reply provided by Mr Vic YAU, JP of the DEVB was as follows:

- (1) Over 60 hectares of land in the Northern Metropolis would be reserved for the development of the sizeable Northern Metropolis University Town, which would be located in HSK, Ngau Tam Mei and the New Territories North New Town respectively. The EDB would allocate sites for the Northern Metropolis University Town in accordance with its policy and also encourage local post-secondary institutions to strengthen co-operation with renowned Mainland and overseas institutions;
- (2) As the geographical location of HSK was close to the Nanshan and Qianhai districts, there would be considerable demand for legal services arising from the business development between the two districts. The proposed HSK commercial core would provide professional services in the future, including legal, finance and wealth management. It would also provide space to accommodate start-ups or I&T enterprises. If there was a policy requirement, the DEVB would identify a place to set up an arbitration centre to facilitate the provision of relevant professional legal services;
- (3) The DEVB had already reserved land for government office buildings in the HSK commercial core;
- (4) Improving TSW River was one of the plans for the Northern Metropolis. The DEVB would improve the landscape of TSW River in conjunction with the development of HSK and LFS;
- (5) Hong Kong had a strong capability in scientific research, but the limited availability of land for I&T hindered the transformation and realisation of research outcomes. It was expected that the land provided by the Northern Metropolis could break through the predicament;
- (6) Having considered the importance of clustering effect, the I&T land would be strategically located in San Tin, the Loop and LFS areas, while the YLS Development Area would primarily be used for residential purposes;
- (7) The ex-gratia compensation rates for land resumption compensation were reviewed on a half-yearly basis in accordance with the established mechanism and adjusted in accordance with the changes in land premiums for developed residential, commercial and industrial sites in major new towns in the New Territories, and hence the ex-gratia compensation rates could fluctuate;

- (8) The DEVB understood that some brownfield operators had to relocate due to land resumption and hoped to extend their operation as far as possible until the commencement of the works. Brownfield operators might seek assistance from the Government on relocation matters as necessary;
- (9) As part of Ha Wan Tsuen was included in the development area of San Tin Technopole, land resumption was required. The DEVB would assist the affected villagers and deal with compensation and rehousing matters;
- (10) Cultural and sports facilities were one of the key projects in the Northern Metropolis. Sites had been identified and planned in various districts, such as San Tin Technopole and LFS. The DEVB noted the views on increasing the capacity of cultural and sports venues;
- (11) The Government intended to enhance the integration of leisure farming activities into urban life in the future, for example, by incorporating farming elements into leisure facilities and parks, and so on;
- (12) Efforts in attracting enterprises and investment were carried out in tandem with land development. The Office for Attracting Strategic Enterprises (“OASES”) had recently announced that a new batch of strategic enterprises would set up or expand their businesses in Hong Kong, and had already organised the OASES Partnership Signing Ceremony;
- (13) The DEVB was considering and identifying suitable sites for development and tendering using the district-wide co-ordinated approach;
- (14) The Director of Environmental Protection had approved the EIA report for San Tin Technopole, and any legal challenge would depend on the content and the judgement of the court. It would be difficult for the DEVB to comment at this stage;
- (15) The development restrictions of the WBA were stipulated by the TPB, and the development parameters and nature of the WBA within the boundaries of the Development Areas would be subject to changes. The Government would play a gate-keeping role in handling developers’ planning proposals for the WBA;
- (16) The DEVB hoped that the LFS Coastal Protection Park could be opened to the public and tourists, so that it could serve its conservation and leisure functions;
- (17) Three buildings would be completed by the end of this year under the first phase of works for the development of Lok Ma Chau Loop, while the remaining five buildings would be constructed after the demolition of the in situ mobile cabin facilities;
- (18) The development of the Northern Metropolis involved different sectors and departments, and different departments were responsible for the implementation of different policies. The NMCO was responsible for co-ordinating, championing and promoting the development of the Northern Metropolis. At present, the NMCO had about 30 members and was open-minded as to whether it would expand its manpower or take up more functions in the future; and
- (19) The DEVB would effectively carry out publicity work on the development of the Northern Metropolis in the hope that the public would understand its benefits and build up a sense of belonging.

14. The Chairman concluded that Members were generally supportive of the development of the Northern Metropolis and had expressed different views and concerns in this regard. He hoped that Members would assist the DEVB in explaining more about the development of the Northern Metropolis to various stakeholders in the district so as to forge a consensus in support of the development of the Northern Metropolis and inject new impetus into Hong Kong's economy.

**Item III: Briefing on the Work Plan of the Independent Commission Against Corruption Regional Office (New Territories North West) for 2024/25 (YLDC Paper No. 26/2024)**

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15. The Chairman referred Members to Paper No. 26 and welcomed the following representatives of the Independent Commission Against Corruption ("ICAC") Regional Office (New Territories North West) ("the Office") to the meeting:

Regional Officer/New Territories West

Mr Daniel CHUI

Senior Community Relations Officer

Mr LEUNG Wing-hang

16. Mr Daniel CHUI of the ICAC briefed Members on the Work Plan of the ICAC Regional Office (New Territories North West) for 2024/25 and invited the YLDC to be the supporting organisation for the "Fighting Corruption: The Mission Continues" Integrity Project for Yuen Long District for 2024/25.

17. Mr Riben LI suggested stepping up the promotion of corruption prevention information to owners' corporations ("OCs"), such as inviting OCs to participate in carnivals organised by the ICAC.

18. Mr LEUNG Ming-kin suggested that the ICAC should, in addition to district councils ("DCs"), provide preventive education to members of the Area Committees, the District Fight Crime Committees and the District Fire Safety Committees ("the Three Committees").

19. Mr MAN Yick-yeung suggested that the ICAC should step up its efforts in promoting preventive education for residents in rural areas.

20. Mr LAM Chung-yin suggested that the ICAC should conduct preventive education in imported labour quarters, such as the quarter in Tam Mei, Yuen Long.

21. A consolidated reply provided by Mr Daniel CHUI of the ICAC was as follows:

- (1) The ICAC attached great importance to the liaison and co-operation with the Three Committees. For example, on the eve of the DC election last year, the Office had sent staff to attend a meeting of the Three Committees to brief Members on the Elections (Corrupt and Illegal Conduct) Ordinance. This year, the Office had also invited the Yuen Long District Fight Crime Committee and the Area Committees to be the supporting organisations for the Integrity Project for Yuen Long District. The Office welcomed



views from Members of the Three Committees on further strengthening the co-operation between the two sides;

- (2) To enhance the awareness of building management organisations (“BMOs”) in the district in handling tenders for building maintenance, the ICAC had taken the initiative to approach BMOs in the district, including those which had successfully applied for various government rehabilitation subsidy schemes, to conduct talks and disseminate corruption prevention messages, and so on. DC Members who knew of buildings in the district which were about to undergo large-scale maintenance projects and were in need of the ICAC’s corruption prevention education services could contact the Office;
- (3) The Office was pleased to step up publicity in rural areas and looked forward to Members’ assistance in taking forward the publicity work, for example, by delivering publicity materials to villages for distribution to villagers through Members’ ward offices; and
- (4) The Office had been working closely with the quarter in Tam Mei, Yuen Long. It regularly deployed staff to brief all imported labours staying in the quarter on the anti-corruption legislation. The ICAC would also set up a number of anti-corruption information kiosks at the quarter during the Dragon Boat Festival activities in June this year, where ICAC staff would answer labours’ questions on the spot.

22. As Members raised no objection, the Chairman announced it was unanimously endorsed that the YLDC would be a supporting organisation of the “Fighting Corruption: The Mission Continues” Integrity Project for Yuen Long District for 2024/25.

**Item IV: Provision of Phase 1 District Cooling System for San Tin Technopole NDA  
(YLDC Paper No. 27/2024)**

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23. The Chairman referred Members to Paper No. 27 and welcomed the following representatives of the Electrical & Mechanical Services Department (“EMSD”) to the meeting:

Chief Engineer/Energy Efficiency C

Mr Marsden KONG

Senior Engineer/Energy Efficiency C3

Mr CHIU Chun-ting

24. Mr Marsden KONG and Mr CHIU Chun-ting of the EMSD briefed Members on the Provision of Phase 1 District Cooling System (“DCS”) for the San Tin Technopole NDA.

25. Mr Allan WONG supported the use of DCS in the San Tin Technopole NDA for energy conservation. Besides, he enquired about the estimated operation period, payback period and the energy efficiency that could be brought about by the DCS.

26. Mr Daniel CHAM, BBS, MH, JP supported the use of DCS in the San Tin Technopole NDA. He also enquired about the source of chilled water generated from the central chiller plant, how the hot water generated from the DCS would be treated and whether the discharged hot water would affect wetland conservation. Besides, as the DCS would only be available for use in non-residential public and commercial buildings, he enquired about the relevant cost apportionment arrangements, whether it would be mandatory for all users to subscribe to the DCS, the mechanism for handling disputes over the cost, and whether private users could choose not to continue to

subscribe to the DCS in the event that disputes could not be resolved in the future. In addition, he enquired whether the cost of maintenance and repair of the DCS would be borne by the Government, and whether the area of private non-residential buildings that could be connected to the DCS would include communal areas such as clubhouses and ground floor lobbies.

27. Mr YU Chung-leung said that the future chip manufacturing plant in the San Tin Technopole would require a low-temperature environment and enquired about the minimum temperature in degrees Celsius that could be provided by the DCS. He also enquired about the contingency or back-up measures in the event of failure or breakdown of the DCS.

28. Mr WONG Siu-chung said that there was a difference in the DCS adopted in the Kai Tak Development Area and the San Tin Technopole NDA, with the former using seawater for cooling and the latter using fresh water cooling towers, and enquired about the difference in stability and cost between the two.

29. Mr SEI Chun-hing enquired about the service life of underground pipes of the DCS and the apportionment of maintenance cost. As most technology companies required round-the-clock cooling engines, he enquired about the department's contingency or back-up measures in case of failure or shutdown of the DCS.

30. Mr YIU Kwok-wai, MH supported the construction of the DCS provided that the environmental concept could be effectively implemented and the everyday needs of the public could be taken care of.

31. Mr MAN Yick-yeung said that the roof space originally reserved for installation of individual air-conditioning systems could be released after the buildings were connected to the DCS, and enquired about the department's proposal to optimise the use of such space.

32. Mr LEUNG Ming-kin enquired about the reasons why private residential buildings were not included in the service targets of the DCS. Besides, he enquired whether fresh or salt water would be used for the DCS and expressed concern that the use of the latter would accelerate the ageing of pipes. In addition, he suggested incorporating the use of solar energy in the design of the DCS.

33. The Chairman enquired about the measures to be taken by the department to cope with voltage dips in the DCS.

34. A consolidated reply provided by Mr Marsden KONG and Mr CHIU Chun-ting of the EMSD was as follows:

- (1) DCS consumed 35 percent and 20 percent less electricity as compared to traditional air-cooled air-conditioning systems and individual water-cooled air-conditioning systems using cooling towers respectively;
- (2) DCS would be charged according to the cooling capacity and cooling energy consumption,

and it was expected that the capital and operating costs would be recovered over 30 years of the service life of the DCS. The department would review the charge on a regular basis;

- (3) As the San Tin Technopole NDA was located far away from the sea, fresh water would be used as the cooling medium for the DCS to make it more cost-effective. Besides, the DEVB and the Water Supplies Department were actively exploring the use of purified recycled water as the cooling medium for the DCS;
- (4) A three-pipe design was adopted for the chilled water distribution pipe network of the DCS. In the event that one of the pipes responsible for supplying or recovering chilled water was damaged or required maintenance, the third pipe (i.e. the standby pipe) could be operated immediately to maintain the district cooling service. The above design could enhance the stability of the DCS;
- (5) In respect of power supply, power companies would provide a stable power supply system and activate the backup system in case of over-consumption or failure of the system. Besides, the department would formulate contingency measures in designing the power supply system for the DCS to cope with situations such as unstable supply;
- (6) Regarding the exclusion of the use of DCS in private residential buildings, the department would not mandate the use of DCS in residential buildings since the use of DCS required careful consideration of the technical requirements for connection, the feasibility of facility arrangements and cost-effectiveness. For example, it would be necessary to reserve additional space in buildings and residential flats for connecting pipes and electrical and mechanical installations, to take into account the requirements for maintenance and repair of relevant facilities, and to adjust the design of the residential buildings accordingly; and
- (7) The department would apply for a gold rating in the BEAM Plus assessment for the DCS plant in the San Tin Technopole. It would also install greening facilities, such as solar panels, in the DCS plant, and encourage users of the DCS to install relevant greening facilities on the rooftop of their buildings to minimise the urban heat island effect.

35. The Chairman concluded that Members were generally supportive of the construction of the DCS in the San Tin Technopole NDA and expressed different views and concerns in this regard, and hoped that the department would implement the project as soon as possible to dovetail with the development of the San Tin Technopole.

**Item V: Mr WONG Yuen-tai proposed a discussion on “Tolling arrangements for Tai Lam Tunnel upon the expiry of its franchise in order to reduce the burden of transport expenses on Yuen Long residents and to resolve the traffic congestion problem in the district”**  
**(YLDC Paper No. 28/2023)**

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36. The Chairman referred Members to Paper No. 28 and the written reply from the Transport Department (“TD”).

37. Mr WONG Yuen-tai, MH briefed Members on the paper. He said that the average daily vehicular traffic flow of Tai Lam Tunnel was around 61 000 vehicles in the past 10 years, which was far below the tunnel’s design flow of 118 000 vehicles. He expected that the TD would optimise

use of road resources and take on board public views on tolling arrangements.

38. Ms Fennie LAI said that the toll of Tai Lam Tunnel had been too high and expected that its toll would be set at a reasonable level upon the Government's takeover of the tunnel's franchise, so as to reduce the cost of travelling of residents and drivers.

39. Mr Daniel CHAM, BBS, MH, JP suggested that the Government should waive the toll of Tai Lam Tunnel after taking over its franchise to reduce the transportation cost for the public, transport/logistics sector and bus companies in order to boost the economy and to provide an incentive for bus fare reduction. He quoted the toll waiver of Lantau Link implemented by the Government upon the commissioning of the Tuen Mun-Chek Lap Kok Link Northern Connection as an example. He considered that a toll waiver would further attract members of the public to live and take up employment in the Northern Metropolis. Moreover, he considered that the logistics sector was one of the pillars of Hong Kong's economy, lowering or waiving the toll of Tai Lam Tunnel would help driving the development of the logistics sector in the Northern Metropolis and alleviating the traffic congestion between Yuen Long and Tuen Mun upon the commissioning of Tuen Mun-Chek Lap Kok Tunnel.

40. Mr LEUNG Ming-kin favoured the proposal of a toll waiver for Tai Lam Tunnel upon the Government's takeover of its franchise, particularly on waiving the tolls charged on commercial vehicles. He also suggested that the toll during peak hours and non-peak hours be adjusted with reference to the toll plans for traffic rationalisation among the three road harbour crossings.

41. Mr CHONG Kin-shing, MH, JP said that the toll of Tai Lam Tunnel had been too high and hoped that the Government take into consideration of the economic burden on the public during a toll review given the fact that the local economy had not seen any significant improvement. He suggested for a toll reduction of Tai Lam Tunnel with reference to the time-varying tolls implemented at other tunnels/harbour crossings to reduce burden of transport expenses on the public.

42. Mr SHUM Hoi-kit, BBS, JP favoured a toll review upon the Government's takeover of the franchise of Tai Lam Tunnel. However, he had concern that a drastic toll reduction or a toll waiver might lead to an increase in traffic flow and traffic congestion which its extent could reach the Pok Oi Interchange and roads in Yuen Long Town Centre. He therefore suggested the implementation of a time-varying toll to effectively divert traffic. He also said that the Government should at the same time urge public transport operators for a fare reduction if the toll for public transport at Tai Lam Tunnel was to be reduced, so that members of the public could really benefit from the toll reduction.

43. Mr YIU Kwok-wai, MH said that the toll increase of Tai Lam Tunnel had been alarmingly large that placed a heavy burden on the public. He urged for a toll reduction for Tai Lam Tunnel upon the takeover of its franchise by the Government to alleviate the economic burden of the public. Moreover, he deemed it necessary to strike a balance between charging level and vehicular flow for more effective use of road resources.

44. Ms LAM Wai-ming was worried that the additional traffic flow generated as a result of the toll waiver would cause traffic congestion on Tai Lam Tunnel, and it would be more appropriate

to implement a time-varying toll.

45. Mr LAM Chung-yin proposed the provision of barrier-free facilities at Tai Lam Tunnel Bus Interchange for the convenience of elderly and disabled persons. Also, he said that the gradual toll increase had deterred commercial vehicles from using Tai Lam Tunnel and proposed a toll waiver for commercial vehicles during non-peak hours. This would relieve the burden on relevant sectors and avoid posing excessive traffic burden on Tai Lam Tunnel.

46. Ms LI Ching-ye said that she had conducted an opinion poll on the Government's takeover of the franchise of Tai Lam Tunnel, 97% of the respondents expected a toll reduction and the implementation of a time-varying toll to divert traffic, while 2% of the respondents opposed to a toll reduction or a toll waiver for Tai Lam Tunnel as they were worried that the increase in traffic flow could lead to traffic congestion. She hoped that the Government would take into account public views in future reviews on tolling arrangement of Tai Lam Tunnel.

47. Mr WONG Wai-leung considered that a toll waiver for Tai Lam Tunnel would further worsen traffic congestion. He supported implementing a time-varying toll as a means to control traffic flow on Tai Lam Tunnel.

48. Mr SZE TO Chun-hin expressed concern over the pricing arrangement after the Government taking over the franchise of Tai Lam Tunnel in the coming year. Given that Tai Lam Tunnel was a main road connecting Yuen Long and TSW to urban parts of Kowloon and Hong Kong, he opined that the Government should drastically reduce the toll after taking over the franchise of Tai Lam Tunnel to alleviate the burden of transport expenses on Yuen Long residents, including drivers' expenses on toll charges. He also held the view that the Government should take the opportunity to consider a toll reduction after its takeover of the franchise of Tai Lam Tunnel to alleviate burden on members of the public. Moreover, since both Tuen Mun Road and Tai Lam Tunnel faced traffic congestion, he proposed the Government to expedite the construction of new roads, such as Route 11, Tuen Mun Bypass ("TMB") and widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen), to cope with the traffic flow generated from the increase in population of the Yuen Long District.

49. Mr KWOK Wing-cheong was worried that a toll reduction would divert vehicular flow from the New Territories North, such as Tai Po and Fanling, to Tai Lam Tunnel, causing traffic congestion on roads in Pat Heung and Kam Tin.

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

- (1) Road pricing was an essential traffic management measure which could effectively regulate traffic and optimise the use of limited road space. The department would take account of the relevant factors such as traffic management needs, the capacity and capability of the road network in the vicinity as well as the impact to the alternative routes, when reviewing the future toll levels of the Tai Lam Tunnel; and
- (2) In order to meet the transport and logistics demand arising from the progressive development of New Territories North West, the Government had been taking forward a group of major transport infrastructure projects to connect New Territories North West

with Lantau Island and Tsing Yi, including Route 11 (section between Yuen Long and North Lantau), Tsing Yi-Lantau Link, TMB, and widening of Yuen Long Highway (section between Lam Tei and Tong Yan San Tsuen).

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

**Item VI: Mr Daniel CHAM proposed a discussion on “Progress of the works for TMB connecting the airport, the Tuen Mun-Chek Lap Kok Tunnel and Yuen Long Highway” (YLDC Paper No. 29/2024)**

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52. The Chairman referred Members to Paper No. 29 and a consolidated written reply from the Highways Department (“HyD”) and the TD. He also welcomed representatives of the HyD to the meeting:

Deputy Project Team Leader

Senior Engineer 1 / Tuen Mun Bypass

Engineer 3 / Tuen Mun Bypass

Mr David LO

Mr Andy HO

Mr Charles HO

53. Mr Daniel CHAM, BBS, MH, JP briefed Members on the paper. He said that the Tuen Mun Western Bypass (“TMWB”) project had been repeatedly discussed at DC meetings since 2010, and he supported the TMWB project connecting Tuen Mun-Chek Lap Kok Tunnel. However, the project had been put on hold due to a lack of consensus among different parties, and thus the traffic congestion during peak hours on road sections between Tuen Mun and Yuen Long Highway had not seen any improvement after the commissioning of the Tuen Mun-Chek Lap Kok Tunnel. He supported and expected the Government to expedite the construction of TMB, considering that it would give Yuen Long residents convenience in travelling between the airport and the Hong Kong-Zhuhai-Macau Bridge. Moreover, he opined that although the road improvement works mentioned in the paper could alleviate traffic, it would also take a considerable time to complete the works. Therefore, he hoped that the HyD and TD could collaborate to efficiently improve the overall traffic. Furthermore, he suggested that the Government reduce the toll of Tai Lam Tunnel after taking over its franchise to divert traffic and to alleviate traffic congestion on roads between Yuen Long Highway and Tuen Mun. Lastly, he considered that provision of adequate commuting facilities was a prerequisite for the development of the numerous NDAs in Yuen Long. Failure in doing so would put local and future residents under pressure and would diminish the attractiveness of the Yuen Long District.

54. Mr Charles HO of the HyD briefly introduced the TMB and the extension works to major roads in Tuen Mun.

55. Mr LEUNG Ming-kin enquired whether TMB would be connected to the Northern Metropolis Highway and Route 11 in the future and anticipated that TMB could help diverting the additional vehicular flow brought by YLS NDA and HSK/HT NDA. He hoped that the department explore ways to improve traffic congestion on the single-lane slip road of Wong Chu Road.

56. Mr CHING Chan-ming suggested that the Government should draw up a works schedule in conjunction with the gazettal of the project for strict adherence by the relevant departments in

taking forward the project, so that it could be completed as early as possible.

57. Ms LI Ching-yee enquired about the criteria adopted by the department in examining whether the road traffic was maintained at a manageable level. She also said that the estimated total population of Tuen Mun and Yuen Long in 2026 would exceed 1.2 million and expressed concern that TMB might not be able to cope with the heavy traffic by then.

58. A consolidated reply provided by Mr David LO of the HyD was as follows:

- (1) TMB and Route 11 were strategic roads under planning which intersected at the proposed Lam Tei Quarry Interchange and connected to Yuen Long Highway and Kong Sham Western Highway via a slip road. The department would also conduct widening works on Yuen Long Highway. Upon completion of the works, vehicles travelling from Yuen Long or the Northern District could reach Lam Tei Quarry Interchange via Yuen Long Highway and then TMB or Route 11. Route 11 would divert vehicular flow from the Northern District to urban areas while TMB would divert vehicles from Yuen Long or the Northern District to Tuen Mun – Chek Lap Kok Link or Tuen Mun West;
- (2) The department noted that Wong Chu Road was often congested during peak hours. The objective of the extension works to major roads in Tuen Mun (Lung Fu Road Slip Roads) was to connect Tsing Wun Road and Lung Fu Road to divert vehicular flow on Tuen Mun Road (Town Centre Section), Wong Chu Road and its associated slip roads with the aim of alleviating congestion on Wong Chu Road and its associated slip roads;
- (3) According to the traffic impact assessment of the investigation study on the extension works to major roads in Tuen Mun, until 2026, the estimated volume/capacity ratio of Wong Chu Road and its associated slip roads during peak hours would fall into the range of 1.0 to 1.2, reflecting that the congestion of the roads was still manageable;
- (4) The department was working on the detailed design of the extension works to major roads in Tuen Mun. After completing the detailed design, the department would commence construction works for the project according to the established procedures of the Public Works Programme (“PWP”); and
- (5) The department had invited tenders for the design and construction consultancy agreement for the extension works to major roads in Tuen Mun and was scrutinising relevant design and construction consultancy agreements. The Government would take forward the project according to the established procedures of the PWP.

59. The Chairman concluded that Members were generally supportive of the various traffic improvement projects and expected that the department to expedite project implementation, so as to improve the traffic conditions in Tuen Mun and Yuen Long.

**Item VII: Mr YIU Kwok-wai, Ms LAU Kwai-yung, Mr WONG Hiu-shan, Mr LAM Chung-yin, Ms Yankie CHAN, Mr CHUI Kwan-siu, Ms CHIU Sau-han, Mr Riben LI, Mr TSUI Wai-ngoi, Mr SEI Chun-hing, Mr Allan WONG, Mr LEUNG Ming-kin, Ms Fennie LAI, Mr TAM Tak-hoi and Ms WONG Wai-ling proposed a discussion on “Request for increasing the provision of car parking spaces in Yuen Long District” (YLDC Paper No. 30/2024)**

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60. The Chairman referred Members to Paper No. 30 and the written replies from the HD, the TD and the Leisure and Cultural Services Department. He then welcomed Mr Kevin NG, Senior Engineer/Yuen Long 2 of the TD, to the meeting.

61. Mr YIU Kwok-wai, MH briefed Members on the paper. He said that the 300-space public car park at Central Park Towers was under-utilised and that no information about the car park could be found through an online search. Furthermore, it was observed that the car park was only furnished with a chain barrier in lieu of a gate, yet a fee of \$30 per hour was charged for the privilege of parking. He considered that the TD should exercise appropriate supervision to ensure that the fees charged for public parking spaces remained within a reasonable range.

62. Mr CHUI Kwan-siu drew attention to the long-standing issue of insufficient parking spaces in Yuen Long District. Despite suggestions from Members for the construction of additional public car parks for parking by motorcycles or other vehicles at various locations, including a site under the flyover opposite the Light Rail Depot at Hung Tin Road in HSK, the TD had not yet adopted these suggestions. He also requested for information on the locations and numbers of public parking spaces in the rural areas of Yuen Long District.

63. Ms Fennie LAI hoped that the TD would identify suitable sites in TSW for conversion into public car parks to alleviate the issue of illegally parked vehicles obstructing traffic flow. Furthermore, she suggested the provision of public parking spaces at a site opposite T Town and Tin Yuet Estate.

64. Mr TAM Tak-hoi suggested that car parks situated at government premises and school campuses be open for public use on weekends to optimise the use of land resources. He also suggested that a pilot scheme should be implemented to assess the effectiveness of the said proposal.

65. Mr LEUNG Ming-kin proposed the provision of smart car parks with mechanised vehicle parking system at Yuen Long Stadium, Kam Sheung Road Station and Yuen Long Station, in addition to the construction of an elevated car park at Yuen Long Nullah. Furthermore, he proposed that the DEVB revise and raise the standards for the number of parking spaces in the Hong Kong Planning Standards and Guidelines (“HKPSG”), and hoped that the Government would reserve more space for car parking when allocating land for the construction of temporary car parks and when planning development projects. He advised that future planning should include the provision of additional bicycle parking facilities in alignment with the ongoing development of TSW Cycle Tracks. Additionally, he proposed the opening of car parks in both transitional housing and light public housing estates for use by residents of nearby housing estates.

66. Mr Daniel CHAM, BBS, MH, JP considered that public demand for parking spaces was subject to fluctuations in line with the economic cycle and the trend in private car purchases. This was illustrated by the case of TSW, where there was an oversupply of parking spaces during the medium-term development phase. Generally speaking, members of the public preferred to park their vehicles close to their homes which led to under-utilisation of a number of public and temporary car parks. The high fees charged for the use of some temporary car parks in TSW deterred vehicle owners from parking their vehicles, resulting in a significant number of vacant parking spaces. The Government should therefore enhance its monitoring. He suggested that the TD consider the feasibility of increasing the number of parking spaces and public hourly parking spaces in various



development projects. He also hoped that the Police would step up law enforcement against illegal parking, while suggesting that the HD make certain monthly parking spaces that were unoccupied during the day available for hourly rental by the public. He also urged the HD to step up its monitoring of the use of monthly parking spaces for night parking to address issues such as vehicles eligible for night parking only occupying parking spaces in Shui Pin Wai Estate during the day.

67. Mr LUI Kin, MH cited the case of a temporary car park that ceased to operate after the LandsD failed to process the short-term lease (“STT”) in a timely manner, forcing vehicle owners there to immediately make alternative parking arrangements. He suggested that, for the convenience of the public, the LandsD should in future consider the possibility of allowing the renewal of the STT for the original tenants of temporary car parks under the original terms and conditions prior to processing the approval of the new contract, if the original tenant needed time to provide additional documentation or for the LandsD to process the STT.

68. Mr SO Yuen expressed concern that the imminent completion of TSW Market would further exacerbate the parking shortage, given the lack of parking spaces in nearby public housing estates, such as Tin Tsz Estate and Tin Yiu Estate. He suggested that the Government should build multi-storey car parks close to public facilities in order to meet the public’s demand for parking space.

69. Ms LAU Kwai-yung noted that certain professional drivers had expressed frustration over their unsuccessful applications for monthly parking spaces from the HD, although a number of public parking facilities were under-utilised. She hoped that the Government would make proper use of land resources, and suggested that the supply of parking spaces be increased at both the recreation and cultural complex project at Tin Yip Road in TSW and the Hong Kong Wetland Park. She also predicted that the imminent completion of the swimming pool in TSW North would put pressure on the supply of parking spaces in the district, and hoped that the Government would undertake a comprehensive review of the supply of parking spaces in TSW.

70. Mr SEI Chun-hing said that the queues of vehicles waiting to park at Yoho Mall on weekends extended into the Yuen Long Town Centre and Kai Tei and caused traffic congestion. He believed that the parking shortage in Kai Tei and Yuen Long Town Centre would persist despite the provision of about 200 public parking spaces under the sports centre project at Yuen Ching Road, as well as the re-provisioning of about 70 public parking spaces in the housing development project at Yuen Lung Street. He suggested that the Government address the parking shortage to facilitate unimpeded traffic flow to tie in with a number of upcoming development projects in Yuen Long District.

71. Mr WONG Hiu-shan said that the open-air car park at Tin Yip Road in TSW had ceased operation in April of this year, the LandsD had to wait until the original tenant to reinstate the site before proceeding with the tender. He suggested that the tendering process be improved so that parking spaces could be provided sooner for public use.

72. Mr WONG Yuen-tai, MH enquired whether the proposed public car parks under the Redevelopment of Tung Tau Industrial Area Playground, Yuen Long, and the Yuen Long Stadium Redevelopment Project would be installed with electric vehicle (“EV”) charging facilities.

73. Ms WONG Wai-ling believed that that the Government should give priority to meeting the needs of the people by providing sufficient parking facilities in residential areas wherever possible. She said that the maximum number of parking spaces should be provided with limited land resources by constructing smart car parks with mechanised vehicle parking system. She urged the Government to devise a long-term plan to address the parking shortage in Yuen Long District.

74. Mr TSUI Wai-ngo recommended that the Government should allocate sufficient space for the construction of car parks when planning the Northern Metropolis. He also proposed the introduction of a smart car park in Yuen Long District, comparable to the smart car park in Sham Shui Po, with the aim of alleviating the parking shortage and curbing unauthorised parking, while also offering convenience for tourists visiting Yuen Long in their own vehicles.

75. Mr SZE TO Chun-hin proposed that the TD should apply to the LandsD for the construction of multi-storey car parks at locations where temporary car parks had been reclaimed, such as the site of the open-air car park at Tin Yip Road in TSW. He also recommended that the Government examine the viability of transforming the existing surface car parks into multi-storey car parks, such as the one situated outside TSW Park, while at the same time optimising land resources to facilitate the provision of supplementary parking spaces.

76. Mr Riben LI hoped that the public car park under the Redevelopment of Tung Tau Industrial Area Playground, Yuen Long, could be completed as soon as possible to address the issue of illegal parking of lorries at Po Yip Street and Hong Yip Street, both situated at Tung Tau Industrial Area, Yuen Long. Furthermore, he suggested the installation of EV charging facilities at newly constructed car parks, as well as the provisioning of motorcycle parking at the Shan Pui Tsuen car park, in order to address the parking needs of residents of the nearby United Court. It was observed that vehicular traffic queues on the road network at Yoho Mall extended as far back as the exit to the Long Yat Road traffic interchange on weekends, resulting in traffic congestion. He proposed that the TD improve the traffic planning for the area.

77. Mr Ronnie TANG hoped that that the TD would conduct a comprehensive review of the issue of insufficient parking spaces in TSW.

78. A consolidated reply provided by Mr Kevin NG of the TD was as follows:

- (1) The TD understood Members' concerns and requests with regard to parking demand in Yuen Long and TSW. It would proactively review the situation and propose short-term solutions wherever possible to meet the district's parking demand. The TD comprehended Members' concerns and requests with regard to parking demand in Yuen Long and TSW. The situation in the districts had consistently been under review, the TD would adopt short-, medium- and long-term solutions to meet the district's parking demand;
- (2) In order to optimise the use of space for additional parking spaces, the TD would take forward automated parking system projects at newly constructed government car parks and STT car parks where applicable. Nevertheless, the feasibility of the project would only be confirmed following a comprehensive assessment, taking into account factors such as environmental constraints and cost-effectiveness in relation to smart parking systems. The project team was studying the possibility of implementing the system at

the Leisure and Cultural Complex at Tin Yip Road, TSW - Phase 2;

- (3) The Government would provide public car parking at both suitable “Government, Institution or Community” facilities and public open space projects, based on the principle of “single site, multiple use”. In line with this principle, the TD had requested the inclusion of a public car park and the supply of as many public parking spaces as possible in the following projects: the Leisure and Cultural Complex at Tin Yip Road, TSW - Phase 2, the Redevelopment of Tung Tau Industrial Area Playground, Yuen Long, and the Redevelopment of Yuen Long Stadium;
- (4) In August 2021, the Government revised the HKPSG to increase not only the standards for ancillary parking facilities for private cars in new development projects, but also the number and type of parking spaces for commercial vehicles. When considering a new development project in the district, the TD would require the project proponent to provide a larger number of parking spaces in accordance with the HKPSG standards;
- (5) In response to proposals from Members, such as the provision of more parking spaces, the TD would assess their feasibility based on a number of factors, including technical specifications, safety standards and cost effectiveness;
- (6) With regard to the occupancy rate of the public car park at Central Park Towers Phase 2, the Government required the developer to provide not less than 300 parking spaces for public use in the Central Park Towers Phase 2 development project in TSW through the Conditions of Sale. While these spaces were to be made available for rental on an hourly, monthly, or quarterly basis in order to meet the demand for parking in the area, the Conditions did not impose any restrictions on the operation mode adopted by the car park operator (for example the imposition of charges); and
- (7) According to the latest project update, the design-and-build contract of the Redevelopment of the Tung Tau Industrial Area Playground, Yuen Long had reached the tendering stage. In addition, relevant departments would install EV charging facilities at newly constructed public car parks in accordance with the latest guidelines issued by the Environment and Ecology Bureau.

79. A consolidated reply provided by Ms Tammy CHAN of the Hong Kong Police Force (“HKPF”) was as follows:

- (1) The Police had always regarded illegal parking as a significant concern in the district, and had taken rigorous law enforcement actions to address the issue. On average, more than 500 fixed penalty notices were issued daily in Yuen Long District;
- (2) In order to ensure the uninterrupted flow of traffic in the Yuen Long Town Centre, the Police would tow away any vehicles parked on the road that presented a danger or caused serious traffic obstruction; and
- (3) From time to time the Police had received requests from members of the public for discretion in dealing with individual parking offences. Enforcement action would be taken as appropriate in light of the actual circumstances.

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

- (1) The LandsD would conduct a timely review of government sites that had not yet been earmarked for long-term development and make best use of them, including those deemed suitable by the TD for use as temporary car parks on STTs, and they would be subject to re-tendering on a regular basis to ensure a seamless transition between old and new operators. In most cases, sites would not be required to undergo any reinstatement works if they were used as temporary car parks; and
- (2) In the event of a re-tendering exercise for a STT for temporary car park, the LandsD would make every effort to ensure a seamless transition between the old and new operators. Unfortunately, the work could not be completed in a timely manner due to the outbreak of the epidemic earlier.

81. Mr YEUNG Kwan of the HD said that the HD would address the management issues of the Shui Pin Wai Estate Car Park. Furthermore, a floating parking system had been implemented in a number of car parks under the HD, whereby the ratio of monthly and hourly parking spaces would be adjusted in accordance with actual demand.

82. In response to suggestions from individual Members for the provision of more bicycle parking areas, the Chairman pointed out that the Yuen Long District Office (“YLDO”), in conjunction with the TD, had provided an additional 64 bicycle parking spaces in the district during the previous year under the District-led Actions Scheme (“DAS”), bringing the total number of bicycle parking spaces provided under the DAS to 1 033. He also requested relevant departments take the initiative to respond to Members’ suggestions regarding the provision of additional parking spaces and how to deal with illegal parking.

**Item VIII: Mr LUI Kin, Ms CHIU Sau-han, Ms WONG Wai-ling, Ms MA Shuk-yin, Mr SZE TO Chun-hin, Mr CHAN Ka-fai, Ms LAM Wai-ming, Mr CHEUNG Wai-sum, Mr YU Chung-leung, Mr CHUI Kwan-siu, Mr Riben LI, Mr TONG Tak-chun, Mr LAM Wai-ming, Mr LEUNG Yip-pang, Mr SO Yuen, Ms Fennie LAI and Mr FUNG Chun-wing proposed a discussion on “Providing assistance to owners of old buildings in Yuen Long District through a multi-pronged approach to comply with building inspection and fire safety directions” (YLDC Paper No. 31/2024)**

83. The Chairman referred Members to Paper No. 31 and the written replies from the Buildings Department (“BD”) and the Urban Renewal Authority (“URA”), and welcomed the following departmental representatives to the meeting:

Senior Structural Engineer/C3, Buildings Department	<u>Mr Frankie WAI</u>
Senior Building Surveyor/Fire Safety 2, Buildings Department	<u>Mr Terrance HUI</u>
Structural Engineer/Mandatory Building Inspection 1-A5, Buildings Department	<u>Mr Felix WONG</u>
Division Commander ‘North’ (New Territories North), Fire Services Department	<u>Mr Wade WONG</u>
Senior Divisional Officer (Building Improvement Strategy Office), Fire Services Department	<u>Mr WONG Yuk-ping</u>
Station Commander Yuen Long Fire Station, Fire Services Department	<u>Mr CHAN King-keung</u>

84. Mr LUI Kin, MH briefed Members on the paper and proposed that the BD and the Fire Services Department (“FSD”) should create a new role of project co-ordinator to assist owners of old buildings in overseeing fire safety improvement works conducted there. He also recommended the establishment of a mediation mechanism to facilitate the resolution of disputes between owners and contractors to ensure the smooth completion of building maintenance and improvement works.

85. Mr LAM Wai-ming said that a significant number of owners wished to apply for the Fire Safety Improvement Works Subsidy Scheme (“FSW Scheme”) to share the cost of fire safety improvement works in old buildings, but the scheme had already closed for applications. He suggested that the FSW Scheme be made permanent or that the application period for each round of the scheme be extended. He also requested for information on the interim measures being implemented to address fire safety concerns in old buildings.

86. Ms LAM Wai-ming said that a significant number of owners of old buildings felt anxious upon receiving the Fire Safety Directions (“Directions”) issued by the BD and the FSD. In view of the possible lack of communication channels among owners of “three-nil” buildings, he suggested that the YLDO should work with such owners to comply with the Directions collectively.

87. Mr LEUNG Ming-kin opined that regular building inspections and enhanced monitoring of fire safety requirements for premises, such as guesthouses and subdivided units were effective in minimising the risk of fire and its severity. He also suggested that small houses and village houses should be included as eligible buildings under the Operation Building Bright.

88. Ms YUEN Man-ye, MH said that the owners of a “three-nil” building had to bear additional costs associated with fire safety improvement works after one of them disagreed to the proposed installation of a fire service water tank on the roof of the building. In light of this, she expected that the BD, the YLDO and the URA would establish a standing communication mechanism to enhance co-operation and take the initiative to settle disputes among owners with a view to improving fire safety standards in “three-nil” buildings.

89. Mr SEI Chun-hing pointed out that, following the fire incident at New Lucky House in Jordan, a significant number of contractors had become much less willing to tender for fire safety improvement works. He suggested that the FSD should provide assistance to building owners in the tendering process for such fire safety improvement works, and hoped that both the YLDO and the FSD would render support to affected building owners in the event that a contractor withdrew during the course of the works.

90. Mr Daniel CHAM, BBS, MH, JP considered the direct pumping design, which had been accepted by the Government as an alternative to the installation of a fire service water tank on the roof of buildings, to be an effective method of reducing installation costs. Nevertheless, he found himself perplexed by the reluctance of certain building owners to adopt this approach, which would benefit them and others. In addition, he suggested that, as a short-term measure to improve fire safety in buildings, subsidies should be made available to owners for the purchase and replacement of equipment, such as fire-rated doors and fire extinguishers, to reduce their financial burden. Finally, he suggested that the BD should step up inspections, particularly of old buildings with severely damaged external walls.

91. Mr TONG Tak-chun opined that increasing penalties alone would not be an effective solution to the issue of inadequate fire safety standards in old buildings. He suggested that the Government should assume a co-ordinating role in providing the necessary support to owners of old buildings to proceed with fire safety improvement works.

92. Mr Riben LI said that fire safety improvement works in numerous old buildings could not be carried out due to the lack of consensus and communication channels among owners. He suggested that the Government should not only engage in co-ordination work but also provide fire safety equipment, such as fire extinguishers, as an interim measure for old buildings where such improvement works had not been completed.

93. A consolidated reply provided by Mr Terrance HUI of the BD was as follows:

- (1) Pursuant to the Fire Safety (Buildings) Ordinance (Cap. 572) (“the Ordinance”), the BD and the FSD would issue the Directions to specify the fire safety improvement works required to improve the fire safety installations and fire safety construction in old buildings, with a view to raising the fire safety standards of target buildings;
- (2) The Security Bureau and the FSD had joined a collaboration platform set up in 2023 by the DEVB. Operation strategies were devised to handle cases of non-compliance with the Directions, in collaboration with the DEVB, the BD, the Home Affairs Department (“HAD”) and the URA;
- (3) The BD and the FSD would prioritise attending to buildings that were progressing at a slow rate, as well as those with a higher age, those without fire safety installations, those with a single-staircase design, those with more guesthouses or unauthorised subdivided flats, and those with large illegal structures (for example unauthorised rooftop structures);
- (4) The BD would re-prioritise its enforcement and prosecution actions, streamline the procedures and deploy manpower with a view to accelerating the prosecution and related inspection work; and
- (5) Fire-rated doors were eligible for subsidy under the FSW Scheme. Applications could be submitted by either the OCs or by all building owners collectively.

94. A consolidated reply provided by Mr Wade WONG and Mr WONG Yuk-ping of the FSD was as follows:

- (1) With regard to building inspections, the FSD had been conducting inspections in various areas based on a risk-based approach. The inspections of several old buildings in Yuen Long District were carried out between the beginning of the year and May;
- (2) Upon receiving a complaint about fire hazards, such as obstruction of escape route by miscellaneous items, the FSD would conduct a site inspection within 24 hours. In cases where the Ordinance had been breached, a Fire Hazard Abatement Notice would be issued or prosecution would be initiated;
- (3) After receiving a donation from the Hong Kong Jockey Club Charities Trust in April of

this year, the FSD distributed a set of fire safety items, commonly known as the “three treasures for fire protection” (i.e. fire extinguishers, fire blankets and stand-alone fire detectors) free of charge to residents of old buildings, including the “three-nil” buildings. This initiative was part of the Hong Kong Fire Services Department’s Disaster Management Programme, which aimed to enhance home fire safety in these buildings;

- (4) The FSD would continue to disseminate fire prevention messages via channels, including district organisations, institutions and schools;
- (5) The Ordinance aimed to enhance the fire safety standards of target buildings, but this did not mean that these buildings were subject to imminent fire risks. In fact, these buildings were constructed in accordance with the prevailing construction and fire safety standards at the time of their construction, with the aim of meeting the relevant requirements at that time;
- (6) The FSD understood that building owners might encounter difficulties in undertaking fire safety improvement works due to factors, such as co-ordination and financial and technical issues. In light of this, the FSD was committed to providing appropriate assistance to building owners in overcoming various difficulties;
- (7) On co-ordination, the FSD would take the initiative to liaise with building owners and attend relevant meetings to explain the requirements of the Ordinance and the specific procedures for carrying out the works. The aim was to achieve a consensus among building owners so that the fire safety improvement works could be carried out in compliance with the Directions;
- (8) Back in 2016, the FSD published the List of Registered Fire Service Installation Contractors Interested in Undertaking Fire Safety Improvement Works as Required by Law. To further assist building owners in complying with the Directions, the FSD published on its website on 16 May of this year the List of Registered Fire Service Installation Contractors Who Have Successfully Completed Fire Safety Improvement Works. These contractors had assisted building owners in meeting the requirements of the Directions by successfully completing fire safety improvement works for the fire service installations and equipment of the entire building, and had not been ordered to be removed from the Registers of Fire Service Installation Contractors after inquiry by the Registered Fire Service Installation Contractors Disciplinary Board within the past five years. The list would be updated for public reference at regular intervals;
- (9) On technology, the FSD noted that a significant number of target buildings might face difficulties in meeting the requirements of the Ordinance due to structural or spatial constraints or other factors. In light of this, the FSD had worked closely with the Water Services Department to introduce the “direct pumping design” in July last year. This design allowed fixed fire pumps to be connected to the government mains for target buildings of four or more storeys, effectively eliminating the need to install a fire service water tank. However, this was subject to two conditions. Firstly, there was no contamination to the fresh water supply system. Secondly, measures were in place to prevent unauthorised water consumption. These measures were designed to help target buildings overcome challenges arising from technical or spatial constraints. The FSD had since received a total of 18 applications for “direct pump design”. Of these, eight had been approved, and works had been completed for two applications;
- (10) In mid-December last year, the FSD established the FSD Building Improvement Support Centre to provide one-stop support services to owners and occupiers of target buildings.

From the moment the Directions were received by the building owners, the FSD provided them with appropriate and precise support services at each stage of the process until the works were progressively completed and the legal requirements were met, with the aim of improving the overall fire safety standards of old buildings in a sustainable and effective manner; and

- (11) The Government intended to enable both the FSD and the BD to undertake fire safety improvement works for the owners of target buildings who could not comply with the Ordinance by means of legislative amendments. The relevant costs would then be recovered from them upon completion of the works, in order to assist owners who lacked the necessary resources and those who were in genuine difficulty. The amendment bill would be submitted to the Legislative Council for consideration by July this year at the earliest.

95. The Chairman said that the HAD had previously launched the Building Management Professional Advisory Service Scheme (“BMPASS”) on a trial basis. Under this scheme, property management companies would be engaged to provide a range of free professional building management advice and follow-up services to owners of old buildings, particularly “three-nil” buildings. These included facilitating the formation or re-activation of OCs, assisting OCs to apply for funding under various loan and subsidy schemes for maintenance works, and following up on building or window inspections, maintenance works and tenders. The BMPASS would be made a regular scheme to ensure the provision of appropriate support measures for old buildings.

### **Report Items**

#### **Item IX: The 2024/25 Work Plan of the YLDO (YLDC Paper No. 32/2024)**

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96. The Chairman referred Members to the 2024/25 work plan of the YLDO as set out in Paper No. 32.

97. Members noted the aforesaid work plan.

#### **Item X: Progress Reports of Committees and Working Groups**

- (i) District Facilities and Works Committee (YLDC Paper No. 33/2024)**
  - (ii) Food, Environment and Hygiene Committee (YLDC Paper No. 34/2024)**
  - (iii) Community Involvement, Culture and Recreation Committee (YLDC Paper No. 35/2024)**
  - (iv) Town Planning and Development Committee (YLDC Paper No. 36/2024)**
  - (v) Traffic and Transport Committee (YLDC Paper No. 37/2024)**
  - (vi) Housing Committee (YLDC Paper No. 38/2024)**
  - (vii) Social Welfare and Labour Committee (YLDC Paper No. 39/2024)**
  - (viii) Community Affairs Committee (YLDC Paper No. 40/2024)**
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98. The Chairman referred Members to the progress reports of the Committees as set out in Paper Nos. 33 to 40.

99. Ms CHIU Sau-han, MH said that a number of departments had only provided written responses to the questions raised by Members at the Community Affairs Committee meeting held on 25 April 2024, without sending any staff to attend the meeting in person. She considered this to be highly undesirable and urged the relevant departments to respond enthusiastically to questions raised by Members in the future, so as to ensure the effective conduct of the meeting.



100. The Chairman said that the seventh-term DC would continue to serve as an effective platform through which Members and government departments could discuss district issues. The Secretariat would also liaise proactively with the relevant bureaux and departments to arrange for their representatives to attend meetings. Nevertheless, there might be instances where these representatives were unable to attend the meeting due to their official duties. To follow up on the discussions held at the meeting, the Secretariat would promptly convey Members' questions and views to the relevant bureaux and departments for acknowledgement or for further action.

**Item XI: HKPF's report on the district's law and order situation and crime figures between March and April 2024**

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101. The Chairman invited Ms Tammy CHAN of the HKPF to report on the law and order situation and crime figures in the district.

102. Ms Tammy CHAN reported on the law and order situation and crime figures in the district between March and April 2024.

103. Mr Daniel CHAM, BBS, MH, JP suggested that the Police step up their efforts to combat the illegal use of electric mobility devices ("EMDs") and increase patrol frequency. He expressed support for the installation of closed-circuit television ("CCTV") systems in public places as a strategy to combat and prevent criminal activities. He also requested the Police for the placement of signage near CCTV cameras to indicate that they were in operation.

104. A consolidated reply provided by Ms Tammy CHAN of the HKPF was as follows:

- (1) In May of this year, the Police apprehended 28 persons in Yuen Long District for the illegal use of EMDs. Among them was a woman who operated an electric bicycle with three young children on board and was subsequently charged with multiple offences, including dangerous driving and driving without a licence;
- (2) Although the existing legislation did not explicitly authorise the confiscation of the EMDs in question, the Police would continue to enforce the law in order to reduce the number of accidents caused by the illegal use of EMDs on public pavements and roads; and
- (3) The installation of CCTV cameras by the Police would be restricted to public places only, with no footage being taken in residential areas. In addition, the Police noted the suggestion that "CCTV in Operation" signs should be placed in close proximity to the CCTV cameras.

(Post-meeting note: The Police had already placed signage at 15 locations where CCTV cameras had been installed and would continue to do so at locations where CCTV cameras would be installed in the future.)

105. The Chairman concluded by expressing his hope that the Police would continue to intensify their anti-fraud efforts and encouraged Members to disseminate anti-fraud messages across the community in order to achieve a further reduction in fraudulent crime figures.

## **Item XII: Report on the work progress of DAS**

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106. The Chairman invited Mr Hubert CRUZ, Assistant District Officer (Yuen Long) 1, to report on the latest progress of the DAS.

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

108. Mr CHONG Kin-shing, MH, JP said that illegal bicycle parking on the footbridge linking Yoho Town Phase 2 Yoho Midtown was serious and hoped that the issue would be followed up through the DAS.

109. Mr YU Chung-leung noted a lack of improvement in the standard of cleanliness of road surfaces on Yuen Long Highway, particularly in the vicinity of Fairview Park Interchange. He also expressed concern that mosquito infestation might increase with the accumulation of stagnant water during the rainy season.

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

- (1) While inter-departmental joint clearance operations could be mounted to remove bicycles that had been identified as illegally parked or abandoned for a period exceeding 24 hours, this was not a feasible option for transiently parked bicycles under the prevailing arrangements. Nevertheless, the YLDO was in discussion with both the TD and the HyD concerning the implementation of measures to address the issue of transiently parked bicycles, for example by using a railing design that would render it difficult to lock bicycles at the locations identified as blackspots for illegal parking; and
- (2) The HyD was committed to resolving the issue of accumulated water at Pok Oi Roundabout, where road improvement works were currently underway. The situation at other roundabouts would also be addressed in due course.

## **Item XIII: Any other business**

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111. Mr YIU Kwok-wai, MH proposed the establishment of a fund to pay for refreshments provided at meetings and other official entertainment expenses, whenever necessary.

112. The Chairman noted Member's views and would discuss the arrangements with the chairpersons of all committees.

(Post-meeting note: Following discussions with the chairpersons of all committees, it was agreed that a fund should be established to serve the aforesaid purpose. Ms CHIU Sau-han, MH would be responsible for administering the fund, whereas the Secretariat would be responsible for recording related expenses and providing timely reports to Members.)

## **Item XIV: Date of next meeting**

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113. The Chairman said that the fourth meeting of the YLDC was to be held in the conference room of the YLDC at 2:30 p.m. on 23 July 2024.

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

Yuen Long District Council Secretariat  
July 2024