

**(Translation)**

**Minutes of Meeting of Islands District Council**

Date : 9 September 2025 (Tuesday)  
Time : 2:30 p.m.  
Venue : Islands District Council Conference Room,  
14/F, Harbour Building, 38 Pier Road, Central, Hong Kong

**Present**

**Chairman**

Ms YEUNG Wai-sum, Amy, JP

**Members**

Mr HO Siu-kei  
Mr HO Chun-fai  
Mr YU Hon-kwan, MH, JP  
Mr NG Man-kit  
Mr NG Choi-wah, MH  
Mr CHOW Yuen-kuk, Jonathan  
Mr HUI Chun-lung, MH  
Ms KWOK Wai-man, Mealoha  
Mr WAN Yeung-kin  
Mr WONG Man-hon, MH  
Ms WONG Chau-ping, MH  
Mr WONG Hon-kuen, Ken  
Mr YIP Pui-kei  
Mr LAU Chin-pang  
Ms LAU Suk-han  
Ms LAU Shun-ting  
Mr LUO Chenghuan, MH

**Attendance by Invitation**

Mr LIU Chi-yuen, Stanley  
Senior Engineer/13 (South and Sustainable Lantau),  
Civil Engineering and Development Department  
Mr WONG Yui-him, Tim  
Engineer/Islands 1, Transport Department  
Mr LAM Kan-sau  
Senior Engineer/Islands, Highways Department

**In Attendance**

Mr MOK Mong-chan  
Ms AU YEUNG Wing-sum, Livia  
Mr CHAO Ka-man, Stanley  
Ms LIU Pui-shan, Lis  
Ms HAU Lok-yiu, Cordelia  
Assistant District Officer (Islands)1, Islands District Office  
Assistant District Officer (Islands)2, Islands District Office  
Senior Liaison Officer (1), Islands District Office  
Senior Liaison Officer (2), Islands District Office  
District Secretary, Islands District Office

Mr YEUNG Che-yuen, Patrick	Senior Engineer/15 (South and Sustainable Lantau), Civil Engineering and Development Department
Ms LAM Bun-ngee	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr CHAN Fai	Senior Property Service Manager/Hong Kong Island & Islands, Housing Department
Ms CHU Po-yin, Christine	Chief Health Inspector (Islands)2, Food and Environmental Hygiene Department
Mr LEE Cho-ming, Joe	District Commander (Lantau District), Hong Kong Police Force
Mr Clive WALTON	District Commander (Marine Port District), Hong Kong Police Force
Ms LI Ka-chai, Denise	Police Community Relations Officer (Lantau District), Hong Kong Police Force
Mr CHAN Sheung-yung, Cyrus	Police Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr KWONG Wang-ngai, Walter	District Planning Officer/Sai Kung & Islands, Planning Department
Ms MAN Yuen-ling, Rachel	Chief Leisure Manager (New Territories West), Leisure and Cultural Services Department
Ms LAI Kit-ching, Maureen	District Leisure Manager (Islands), Leisure and Cultural Services Department
Mr AU Siu-fung, Kelvin	Chief Transport Officer/Islands, Transport Department

### **Secretary**

Ms Kennis CHAN

Senior Executive Officer (District Council), Islands District Office

### **Absent with Apology**

Mr CHOW Yuk-tong, SBS, MH

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### **Welcome remarks**

The Chairman welcomed Members and representatives of the government departments to the meeting of the Islands District Council (IsDC), and introduced the following representatives of departments:

- (a) Mr CHAN Fai, Senior Property Service Manager/Hong Kong Island and Islands of the Housing Department, who stood in for Mr NG Chi-shing;
- (b) Ms CHU Po-yin, Christine, Chief Health Inspector (Islands)2 of the Food and Environmental Hygiene Department, who stood in for Mr FUNG Wai-nok; and

(c) Ms HAU Lok-jiu, Cordelia, District Secretary of the Islands District Office, who stood in for Mr LEE Sun-fu, Joe.

2. The District Council agreed to accept the application for absence from the meeting submitted by Mr CHOW Yuk-tong in accordance with the Islands District Council Standing Orders.

I. Confirmation of the Minutes of Meeting held on 8 July 2025

3. The Chairman said that the captioned minutes had incorporated the amendments proposed by the government departments and Members and had been distributed to Members for perusal prior to the meeting. Members had no other amendment proposals and the minutes were confirmed unanimously.

II. Question on the improvement to the road network and contingency arrangements for Lantau Island  
(IsDC Paper No. 44/2025)

4. The Chairman drew Members' attention to the IsDC Paper No. 44/2025, and welcomed the following guests who attended the meeting to respond to the question: Mr LIU Chi-yuen, Stanley, Senior Engineer/13 (South and Sustainable Lantau) of the Civil Engineering and Development Department (CEDD); Mr WONG Yui-him, Tim, Engineer/Islands 1 of the Transport Department (TD); Mr LAM Kan-sau, Senior Engineer/Islands of the Highways Department (HyD); and Mr LEE Cho-ming, Joe, District Commander (Lantau District) and Ms LI Ka-chai, Denise, Police Community Relations Officer (Lantau District) of the Hong Kong Police Force. The Chairman said that the question was jointly raised by Mr YIP Pui-kei and Mr YU Hon-kwan, and invited Mr YIP Pui-kei to briefly present the question.

5. Mr YIP Pui-kei briefly presented the question.

6. Mr Stanley LIU responded that the CEDD commenced the "Feasibility Study on Road Network Enhancement to South Lantau" in March 2023 to explore the feasibility of improving north-south connectivity in the eastern and western parts of Lantau. The CEDD was currently conducting ground investigations, and would continue the assessments on various aspects such as environment and ecology, technical feasibility, construction costs and social impacts, etc., and the collection of comments and suggestions from relevant departments on the preliminary alignment options. The whole study is anticipated to be completed by end 2025.

7. Mr Tim WONG responded that the TD attached great importance to road safety and had been committed to improving the traffic conditions in South Lantau. To this end, the TD had been working with the relevant departments since 2007 to carry out multiple road widening and bend improvement works on major roads in the area.

To further enhance road safety in South Lantau, the Department was considering initiating other improvement works, including road widening, bend improvement, and the provision of additional traffic signs and road markings.

8. Mr LAM Kan-sau responded that the HyD would, as always, provide technical support for the TD's traffic enhancement measures based on the actual circumstances. The HyD would also arrange road improvement works in a timely manner according to the priority of resource allocation to enhance road safety.

9. Mr Joe LEE gave a consolidated response as follows:

- (a) According to the latest statistics from the Hong Kong Police Force, a total of 166 slight or serious traffic incidents occurred on Tung Chung Road and South Lantau Road during the past 12 months (i.e. from August 2024 to July 2025), averaging 14 incidents per month or one incident every two days. As most of the incidents were promptly handled by the Police and other emergency service units, the impact on traffic was limited.
- (b) The incident referred to in the captioned question occurred at 5:38 p.m. on 19 August 2025. Police and fire personnel arrived at the scene within ten minutes after the incident, promptly rescued the driver involved and assessed the condition of the vehicle. After discovering that the electric vehicle was emitting smoke and the braking system had malfunctioned, the fire personnel spent approximately 25 minutes cooling the battery and securing the vehicle. At 6:15 p.m., while awaiting the arrival of a tow truck, the Police implemented one-lane two-way traffic to divert more than 300 vehicles, including small private cars, seven-seaters and light goods vehicles. However, as the scene was located on an uphill bend, large vehicles (such as buses) were prohibited from passing through due to the risk of overturning. The tow truck arrived at the scene at 7:06 p.m. Yet, in view of the constraints arising from the malfunctioning braking system of the electric vehicle concerned and the limited width of the road, it took about an hour to safely load the vehicle onto the tow truck. The scene was fully cleared at 8:01 p.m., with a total handling time of approximately 2.5 hours. It was worth emphasizing that the personnel on site had already made their best efforts under the circumstances to minimise the impact on traffic.
- (c) The Police identified three reasons why handling the abovementioned traffic incident was difficult: First, the electric vehicle involved was emitting smoke after the incident, and the possibility of a battery malfunction could not be ruled out. Given that there were fire incidents involving electric vehicles in the past, fire personnel had to exercise extra caution to ensure safety. Second, the braking system of the vehicle involved had malfunctioned, and moving the vehicle could cause

it to roll backwards. As a result, fire personnel had to secure the vehicle on-site and cool down its battery while waiting for the tow truck to arrive and remove the vehicle. Third, Tung Chung Road was a two-lane two-way carriageway. At the time, the vehicle was lying across the northbound lane and blocked approximately one-third of the southbound lane. As the location was an uphill bend and the road surface was slippery due to heavy rain earlier that day, additional handling time was required.

10. Mr YU Hon-kwan expressed his views as follows:

- (a) The abovementioned incident sparked widespread discussion on social media, with the public questioning why it took over two hours to handle the incident. Therefore, he considered it necessary to discuss the matter concerned at the meeting to allow the relevant departments to respond promptly, rather than deferring the discussion to the Traffic and Transport Committee meeting in October. In this regard, he thanked the Chairman for approving the inclusion of the captioned question on the agenda of the meeting.
- (b) The incident highlighted that in the event of an emergency, the traffic on Lantau Island would be paralysed, as the island relied solely on a single road to connect its northern and southern parts. Therefore, he expected that the “two tunnels and one viaduct” study report, which was to be completed by the CEDD by the end of 2025, would help improve the north-south connection on Lantau Island.
- (c) In the early hours following the incident, over 300 vehicles passed through the affected section of the road, but the traffic was subsequently paralysed for approximately two hours, causing dissatisfaction among residents. After the incident, the Police had explained the situation to Members, who had in turn conveyed the relevant information to the residents. As the Police had provided a more detailed incident handling report at the meeting, it would help residents better understand the details of the incident.
- (d) According to the figures from the Police, a total of 166 traffic incidents occurred on Tung Chung Road and South Lantau Road over the past year. In addition, Keung Shan Road was also identified as a traffic incident black spot. There were occasions where residents had to travel to and from Tai O on foot due to traffic incidents. The relevant departments should enhance their contingency measures based on the traffic incident data, such as adjusting the distribution of towing service contractors in the Lantau area to shorten their response time.

11. Mr Jonathan CHOW said that Mr CHAN Hok-fung, a Member of the Legislative Council, raised a question at the LegCo meeting on 15 February 2023

regarding a traffic incident that paralysed traffic in South Lantau for four hours. Two and a half years later, however, a similar incident occurred again, reflecting that there was still room for improving the resilience of Lantau's road network against emergencies. Therefore, relevant improvement proposals should be studied as soon as possible. He quoted the response of the Development Bureau (DEVB) at the aforementioned meeting, which stated that Tung Chung Road was currently the only road connecting North and South Lantau. Any serious incident would severely impact the external road traffic of South Lantau. Having considered various factors, especially the resilience of the road network against emergencies, road safety and construction cost, etc., the departments were studying ways to strengthen the traffic infrastructure in East and West Lantau respectively to improve the connection between North and South Lantau. He added that the DEVB had previously stated that the relevant study was expected to be completed by mid-2025, but the CEDD just mentioned that the study would only be completed by the end of 2025. He stressed the urgency of implementing the "two tunnels and one viaduct" proposal, as it would help enhance the resilience of the road network to emergencies and ensure safe and smooth travel for residents and visitors of Lantau Island. He urged the relevant departments to continue following up on the matter and to report the latest progress at the District Council meetings in a timely manner.

12. Mr LUO Chenghuan said that the roads on Lantau Island (such as Tung Chung Road and Keung Shan Road) were narrow, steep and winding, making them prone to traffic incidents. Therefore, the relevant departments should expedite the widening and improvement of these roads. In addition, Lantau Island was a popular tourist attraction, coupled with the Government's active promotion of the "South Lantau Eco-recreation Corridor" project at present, road improvements were of vital importance to people's livelihood and to economic and tourism development. In this regard, the relevant departments, such as the CEDD, the TD and the HyD, should expedite their studies and promptly commence the relevant road improvement works. He acknowledged that the works might have environmental implications, but he believed that a balance should be struck between social development and environmental protection.

13. Mr LAU Chin-pang expressed his views as follows:

- (a) Several large-scale tourism development projects would be implemented on Lantau Island. The Government should invite the relevant developers to jointly study the traffic improvement proposals for South Lantau (including major infrastructure projects such as the "two tunnels and one viaduct" project, as well as other minor improvement works) to ensure accessibility to tourism facilities.
- (b) After the abovementioned traffic incident, Members received many enquiries from the public (such as when the traffic would resume), and the Police also responded promptly to Members' enquiries on the night of the incident, which helped Members address residents' concerns. Nevertheless, the relevant departments should establish a closer

communication mechanism with Members to further enhance information transparency, thereby facilitating Members' response to public enquiries about traffic conditions, so that the impact of traffic incidents on the public could be reduced.

14. Ms WONG Chau-ping expressed support for the long-term road network improvement plan and emphasised that the Department should formulate short, medium and long-term improvement plans. She suggested that in the event of a traffic incident on Tung Chung Road, the relevant department should open the Old Tung Chung Road as an emergency alternative road to minimise the impact of the incident on the public.

15. Mr NG Choi-wah opined that the “two tunnels and one viaduct” project might take five to ten years to complete after the completion of the feasibility study, making it difficult to address the problem in the short term. Therefore, he urged the Police, the TD and the HyD to jointly explore the enhancement of the traffic incident contingency plan. Furthermore, he agreed with the suggestion to open the Old Tung Chung Road as an emergency alternative road and believed this arrangement could effectively shorten the duration of traffic paralysis.

16. The Chairman asked the CEDD and the TD to respond to Members' views on the feasibility study on the “two tunnels and one viaduct” project and the improvement of the road network for Lantau Island. She also asked the Police to respond to the enhancement of the traffic incident contingency plan.

17. Mr Stanley LIU responded that the CEDD would complete the remaining work as soon as possible, aiming to complete the entire study by the end of this year.

18. Mr Tim WONG responded that the TD had always maintained close communication with District Council members and would consider the suggestions when planning road improvement works. The Department noted Members' suggestion to open the Old Tung Chung Road as an emergency alternative road and would discuss the arrangements with relevant departments.

19. Mr Joe LEE gave a consolidated response as follows:

- (a) The Police noted and would consider Members' views, including improving communication mechanism and adjusting the distribution of towing contractors.
- (b) The Police would adopt a “sea, land and air” emergency response strategy in the Lantau area (particularly in the rural areas of South Lantau) to handle emergency situations (such as the rescue of the sick and the injured), and would, depending on the circumstances, deploy police launches or helicopters to transport the sick and the injured to hospitals on Hong Kong Island. The Old Tung Chung Road was divided into two sections, namely the section between Cheung Sha and Pak Kung Au, and the section between Pak Kung Au and Tai Tung Shan

Fresh Water Service Reservoir. He considered that if the location of the incident was close to the above sections, opening the Old Tung Chung Road as an emergency alternative road could be considered. However, as the location of the incident on 19 August could not be bypassed via the Old Tung Chung Road, the aforementioned contingency measure was not applicable.

20. Mr HO Siu-kei expressed gratitude to the departments concerned for their responses, which facilitated Members to explain to residents the actual circumstances of the traffic incident on 19 August and the difficulties encountered in handling the incident. He also understood that the departments concerned had made every effort in handling the incident. The handling time for traffic incidents occurring on the roads on Lantau Island (such as a bicycle accident that occurred on Keung Shan Road and a bus fire incident that occurred on Tung Chung Road near Pak Kung Au on 22 April this year) was generally longer, generally taking two to three hours. He agreed that the distribution of towing contractors in the Lantau area should be adjusted to shorten the time taken for tow trucks to arrive at the scene. He cited the landslide incident on Keung Shan Road in 2008 as an example, which paralysed the traffic for a week, emphasising the importance of improving the road network for Lantau Island. He suggested that when conducting the study on the “two tunnels and one viaduct” project, the CEDD should consider allowing vehicles to divert towards Mui Wo in the event of a traffic incident on Tung Chung Road towards San Shek Wan section. Furthermore, given that the South Lantau Road had also resulted in traffic congestion due to landslides, he suggested that the CEDD should study the construction of a Lantau circular highway to enhance the resilience of the road network under emergency situations.

21. Mr YIP Pui-kei expressed his views as follows:

- (a) He requested the CEDD to provide detailed information on the “two tunnels and one viaduct” project by the end of 2025 to facilitate Members’ follow-up.
- (b) The TD and the HyD should listen more to the views of various local stakeholders (including the Area Committees) on the enhancement of the road network for Lantau Island (such as road widening and bend improvement) to reduce the occurrence of incidents. Furthermore, the TD and the HyD should strengthen the routine maintenance of the roads on Lantau Island and the emergency recovery works after extreme weather, including tree pruning and weed trimming, as well as repairing damaged road surfaces and street lights, to enhance road safety.
- (c) He asked the Police whether the number of traffic incidents occurring on Tung Chung Road and South Lantau Road in the past year showed an upward trend compared to previous years. With the development of tourism on Lantau Island, the traffic volume was expected to increase further. He therefore suggested strengthening relevant regulatory

measures (including the Lantau Closed Road Permit and the road monitoring systems) to control the number of vehicles entering Lantau Island and enhance road safety.

(d) He suggested that the Police should disseminate relevant information to Members via WhatsApp groups during major traffic incidents to enhance communication efficiency.

22. Mr WAN Yeung-kin said that there were frequent traffic incidents in the Lantau area, with an average of one incident every two days, ranging from traffic congestion to casualties. The Department should carry out road improvement works at traffic accident black spots as soon as possible to reduce the occurrence of traffic incidents.

23. Mr HO Chun-fai expressed his views as follows:

(a) Members had discussed the issue many times in past meetings, but the problem remained unresolved. He particularly emphasised that there were a total of 23 bends along the South Lantau Road, of which about three-quarters were relatively narrow, making driving difficult. In this regard, he urged the departments concerned to expedite the road widening works.

(b) Given that the “two tunnels and one viaduct” project required a longer time to complete and the subject problem could not be addressed immediately, the Police should enhance the traffic incident contingency plan as soon as possible, including traffic management and the rescue of the sick and the injured.

24. Mr YU Hon-kwan said although the Police responded that it was feasible to open the Old Tung Chung Road as an emergency alternative road, according to his understanding, the TD and the HyD had reservations about the aforementioned proposal many years ago. In this regard, he requested the TD and the HyD to provide clear responses.

25. Ms WONG Chau-ping said that the transport issues of Lantau Island had been discussed for many years, and residents had an urgent need for improvements to the road network. She therefore requested the Department to explore long-term improvement measures as soon as possible. In addition, she enquired again whether the Department could open the Old Tung Chung Road as an emergency alternative road within the next three months.

26. The Chairman asked the TD and the HyD to respond to the suggestion of opening the Old Tung Chung Road as an emergency alternative road, and to respond to the views on the enhancement of the road network for Lantau Island (including road widening and bend improvement) to enhance road safety. She also asked the Police to respond to the improvement of the traffic incident contingency plan and provide the

number of traffic incidents occurring on Tung Chung Road and South Lantau Road in the past two years to ascertain whether there was an upward trend. Furthermore, the Police was requested to consider Mr YIP Pui-kei's suggestion on the improvement of the notification mechanism.

27. Mr Tim WONG said that according to his understanding, the Old Tung Chung Road could be opened as an emergency alternative road under appropriate circumstances. Furthermore, the TD would continue to take forward road improvement works in the district.

28. Mr Joe LEE responded that the Police would conduct regular inspections of the road conditions of the Old Tung Chung Road to ensure that it could be opened as an emergency alternative road in response to emergency needs, provided the road surface was safe and the lighting was sufficient. Regarding the data on the traffic incidents on Tung Chung Road and South Lantau Road in the past two years, the Police did not have the relevant information for the time being. The Police would further communicate with Mr YIP Pui-kei after the meeting if necessary.

29. The Chairman asked the CEDD to consider Members' suggestion on the construction of a Lantau circular highway and strengthen communication with the District Council on the study on the "two tunnels and one viaduct" project. She also suggested that the Department should elaborate on the study findings and the implementation timetable at the District Council meeting upon completion of the study.

**III. Reports on the Work of the IsDC Committees / Working Group**  
(IsDC Papers No. 45-49/2025)

30. Members noted and endorsed the papers unanimously.

**IV. Any Other Business**

31. No other business was raised by Members.

**V. Date of Next Meeting**

32. There being no other business, the meeting was adjourned at 3:17 p.m. The next meeting would be held at 2:30 p.m. on 11 November 2025 (Tuesday).

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