

**For Discussion on
11 June 2010**

Legislative Council Panel on Home Affairs
Report on the Regulation of Karting in Hong Kong
Supplementary Information

Purpose

This paper updates Members on recent steps taken by the Administration and the Hong Kong Kart Club (HKKC) to improve karting safety in Hong Kong since we submitted an information paper on the subject to this Panel in March 2010.

Background

2. In the information paper “Report on the Regulation of Karting in Hong Kong” (LC Paper No. CB(2)1166/09-10(01)), we briefed Members on the regulatory regime for karting in Hong Kong. Under this regime, the HKKC as the “national sports association” (NSA) of the sport is responsible for the management and development of karting in accordance with recognised codes and standards promulgated by the Commission Internationale de Karting (CIK), the international federation for karting. The Diamond Coast International Kart Circuit at Lung Kwu Tan (the Circuit) where a fatal karting incident occurred on 17 February 2010 was developed and operated by the Hong Kong Kartingsport Association Limited (HKKAL), a member association of the HKKC which had engaged HKKC to monitor the operation of the Circuit to comply with the conditions of the short term tenancy of the site.

3. The information paper also explained how the HKKC and, where accidents are involved, the Leisure and Cultural Services Department (LCSD) monitor and inspect the Circuit. To date, there have been four accident reports from the Circuit – the first three incidents were relatively minor whereas the fourth one, which happened on 17 February 2010, was fatal. In view of the gravity of the latest incident, the Home Affairs Bureau (HAB) coordinated a joint site visit with relevant government

departments on 18 February 2010, and requested the HKKC to conduct a comprehensive review of the safety of the Circuit and its operational procedures, with a view to proposing safety improvement measures that would help prevent similar incidents from occurring in the future.

Recent Developments

4. The HKKC has presented proposed improved safety measures, including –

- more stringent requirements on drivers' apparel, including the compulsory wearing of race suits;
- the installation of an on-track alarm system;
- the designation of an observer to watch all on-track activities; and
- the installation of more safety warning signs at conspicuous locations.

5. Although these measures would no doubt help to improve the overall safety of the Circuit, we considered that it would be prudent for such measures to be reviewed by an independent expert, preferably a representative from or nominated by the CIK.

6. On 24 March, HKKC engaged a track expert from Malaysia to inspect the Circuit and review the proposed safety enhancement measures. Although the expert's views were valuable, he had not been formally appointed by, nor did he formally represent the CIK. On 25 March, representatives from the HAB and the LCSD met the HKKC at the Circuit to be briefed about the inspection result carried out by the track expert. On 1 April, HKKC representatives demonstrated the proposed safety improvements to representatives of the HAB and LCSD.

7. The HAB subsequently suggested that the HKKC should compile a comprehensive safety manual for karting activities that is in line with the standards for leisure karting safety promulgated by the CIK to bring the operation of the Circuit up to the highest possible safety standard. HKKC submitted the first draft of the manual to HAB on 20 May. We offered our initial feedback to HKKC on 24 May.

Way Forward

8. To ensure public safety, we would not wish to see the Circuit re-open until the HKKC has produced a comprehensive safety manual and can ensure that the procedures contained therein will be strictly observed at all times. We will continue to work with HKKC with a view to finalising the manual as soon as possible.

Advice Sought

9. Members are invited to note the content of this supplementary note.

Home Affairs Bureau
June 2010