

立法會

Legislative Council

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Panel on Transport

Meeting on 19 June 2020

Information note on the use of electric mobility devices in Hong Kong

Background

In Hong Kong, electric mobility devices ("EDMs"), comprising e-scooters, e-unicycles, pedelecs and self-balancing hoverboards have become increasingly popular for recreational usage and short-distancing commuting. As EDMs can travel at a fast speed and as a result of a number of fatal accidents involving the use of EDMs in recent years, there have been growing safety concerns on their usage and impact on other pedestrians and road users. Discussions have been held in the Legislative Council ("LegCo") at various occasions regarding the usage, safety and regulation of EDMs.

2. According to the Administration, pursuant to the Road Traffic Ordinance (Cap. 374), a "motor vehicle" means any mechanically propelled vehicle. EDMs are mechanically propelled and thus belong to "motor vehicles". All "motor vehicles" must be licenced for use on roads or private roads. Considering from the perspectives of road safety and accessibility, it is the long-standing policy that the Transport Department ("TD") does not register or licence EDMs under the Ordinance. In addition, under section 4(8) of the Summary Offences Ordinance (Cap. 228), it is an offence if any person, in any public place, drives recklessly or negligently or at a speed or in a manner which is dangerous to the public.

Discussions by LegCo Members on the subject matter

3. At the LegCo meeting held on 30 January 2019, a Member raised a written question relating to the regulation of EDMs. Taking note that a

number of cities such as Singapore have permitted the use of EDMs on roads legally through a registration or licencing system, the Member enquired whether the Administration had considered the possibility of allowing EDMs to serve as a short-haul feeder transport means in districts where public transport services were inadequate. In addition, by making reference to overseas experience, the Member also asked about the possibility of establishing a registration and licencing system for EDMs to be used on designated roads legally.

4. The Administration explained that under the "Walk in Hong Kong" initiative, TD had commissioned a consultancy study on enhancing walkability in Hong Kong ("the Study"), which covered the feasibility of using EMDs in Hong Kong. The Study would look into the latest development of relevant technology, the usage of EMDs in Hong Kong, the suitability of their use in Hong Kong for short-distance commuting and so forth. TD would also review the regulation of EMDs in overseas regions and evaluate the implications of the use of these devices in Hong Kong on road safety, accessibility, as well as the relevant legal requirements, management and implementation issues. The Study was expected to be completed in mid-2020.

5. Having regard to a number of fatal accidents involving EMDs, a Member raised a question at the LegCo meeting on 8 January 2020 relating to the number of prosecutions instituted against persons who used EMDs illegally. In addition, since electric wheelchairs were regarded as medical devices and were thus excluded from relevant restrictions of usage on roads, and that some electric wheelchairs travelling at high speed on pavements might also pose safety hazards to other pedestrians, the Member asked if any regulation had been introduced to regulate the proper use of electric wheelchair.

6. The Administration advised that in order to educate wheelchair users on the proper usage of electric wheelchair, the allied health professionals of the hospitals, when prescribing electric wheelchair, would teach patients how to use the wheelchairs safely and correctly according to the needs of individual patients. In addition, the Community Rehabilitation Service Support Centre under the Hospital Authority had provided systematic group training for electric wheelchair users so that they could learn the skills and attitudes of using the wheelchairs safely under different situations, including using public transport and public facilities and handling outdoor obstacles. Under the aforementioned Study, TD would also look into the prevailing regulatory

policies on electric wheelchairs and review the relevant regulation. As regards prosecutions against illegal use of EMDs, the Administration pointed out that a total of 13 arrest cases in relation to the illegal use of EMD on roads had been made by the Hong Kong Police between July and December 2019.

Latest Development

7. The Administration will brief the Panel on the review outcome of the use of EMDs in Hong Kong and the proposed introduction of a regulatory regime for EMDs at the Panel meeting scheduled for 19 June 2020.
8. A list of relevant papers on the subject is in **Appendix I**.

Council Business Division 4
Legislative Council Secretariat
15 June 2020

Appendix I

Use of electric mobility devices in Hong Kong A list of relevant papers

Date	Meeting	Reference
6.5.2015	Legislative Council	Question raised by Hon Frederick FUNG relating to regulation of electric unicycles https://www.info.gov.hk/gia/general/201505/06/P201505060417.htm
9.12.2015		Question raised by Hon Charles Peter MOK relating to mobility devices https://www.info.gov.hk/gia/general/201512/09/P201512090307.htm
30.1.2019		Question raised by Hon Charles Peter MOK relating to electric mobility devices https://www.info.gov.hk/gia/general/201901/30/P2019012900760.htm
8.1.2020		Question raised by Hon CHAN Han-pan relating to electric mobility devices and electric wheelchairs https://www.info.gov.hk/gia/general/202001/08/P2020010800258.htm
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