

香港特別行政區政府  
The Government of the Hong Kong Special Administrative Region

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Clerk to the Legislative Council Panel on Transport  
Legislative Council Secretariat  
Legislative Council Complex  
1 Legislative Council Road  
Central, Hong Kong  
(Attn: Ms Sophie LAU)

**By email and fax**  
(Fax: 2840 0716)

17 June 2021

Dear Ms Lau,

**Legislative Council Panel on Transport  
Meeting on 21 May 2021**

**Proposed Regulatory Framework for Autonomous Vehicles**

**Supplementary Information**

Regarding the supplementary information requested by Members at the meeting on 21 May 2021, the Government's responses are set out at **Annex** for Members' reference.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Joanne Chui', written in a cursive style.

( Miss Joanne CHUI )  
for Secretary for Transport and Housing

Encl.

C.C.:

Commissioner for Transport (Attn: Mr William SHUM)

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**Legislative Council Panel on Transport  
Follow-up Actions to Meeting on 21 May 2021**

**Supplementary Information on the Proposed Regulatory Framework  
for Autonomous Vehicles**

At the meeting of the Legislative Council Panel on Transport held on 21 May 2021, Members requested the Government to provide supplementary information on the subject proposal. The relevant information is set out in the ensuing paragraphs.

**(1) Strategies adopted by the Government in promoting the long-term development of autonomous vehicles (“AVs”) in Hong Kong, including implementation plan and timetable**

**Strategy**

2. In July 2019, the Transport Department (“TD”) issued the Smart Mobility Roadmap for Hong Kong (“Roadmap”), setting out Hong Kong’s vision and specific initiatives to be pursued in the next five years and beyond, including collaboration with various organisations and government departments to facilitate the trials of AVs at suitable locations on public roads in Hong Kong. In order to materialise wider trials of AVs on public roads, or even to introduce autonomous public transport in Hong Kong, apart from overcoming the regulatory barriers posed by existing legislation, we need to consider the implementation of other complementary smart mobility initiatives, such as the promotion of vehicle-to-everything (“V2X”) technology, such that AVs can be introduced into the busy urban road network of Hong Kong safely and efficiently.

**Specific Actions**

3. Since 2017, TD has been allowing road trials of AVs at different locations in Hong Kong by issuing “Movement Permits” in accordance with the Road Traffic (Vehicle Registration and Licensing) Regulations (Cap. 374E), subject to compliance with road safety requirements (such as speed limits, use of designated routes, etc.).

4. To promote the long-term development of AVs in Hong Kong in accordance with the strategy, the Government has been taking forward the following work -

(a) Cooperation with the trade

In November 2019, TD set up the Technical Advisory Committee on the Application of AV Technologies in Hong Kong (“the Committee”). The Committee, comprising representatives and experts from the trade and relevant research and development institutes<sup>1</sup>, has been exploring support measures to promote the development of AV technologies, including the suitable regulatory framework for Hong Kong.

(b) Facilitating trials

Through close cooperation and liaison with the trade, TD has been gathering experience of the local trials of AV technologies, and has also been collecting the trade’s views via the Committee. Subsequently, TD issued the Guidance Notes on the Trials of AVs (“the Guidance Notes”) in December 2019, providing guidance for interested organisations to safely conduct AV trials on roads with due regard to the existing regulations. In December 2020, TD issued an updated version of the Guidance Notes to provide further details on the requirements of trials, including requirements in relation to vehicle maintenance, insurance, electronic data recording device and driver/operator, etc. TD will update the Guidance Notes as necessary taking into account technological developments.

(c) Funding for technology research and application

The Government has set up a \$1 billion Smart Traffic Fund (“the Fund”) to provide funding support to enterprises and organisations for conducting research and application of innovation and technology. The Fund has started to accept applications since March 2021. Eligible projects include vehicle-related big data analysis and V2X

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<sup>1</sup> Members include the Applied Science and Technology Research Institute, Hong Kong Productivity Council, Hong Kong Science and Technology Parks Corporation, Cyberport among others.

technology, etc. We believe that the Fund can help promote the development of AVs in Hong Kong.

(d) Legislative Amendment

TD has commenced the study on legislative amendments with a view to developing a flexible regulatory framework for the wider trial and application of AVs. The framework would embrace changes in AV technologies and allow the adoption of AVs as a new mode of transportation, at the same time ensuring public safety. Our plan is to introduce the relevant Bill into the Legislative Council in 2022. Before that, we will consult the Panel on Transport again on the detailed legislative proposals.

**(2) Regulatory regimes for trial and use of AVs in overseas jurisdictions, and the related offences and penalties**

5. The circumstances and progress in respect of AV development of different jurisdictions are different, and they therefore adopt different modes of regulation for the trial and use of AVs. For example, Singapore's current regulatory framework mainly covers matters such as the relevant definitions, the conditions and legislative requirements for the trial and use of AVs, etc. As for penalties, they include imposing fines as well as cancelling the authorisation for the trial and use of AVs. The Government will continue to make reference to the experience of overseas jurisdictions in studying the regulatory framework for AVs applicable in Hong Kong.

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