

## **LEGISLATIVE COUNCIL BRIEF**

Road Traffic Ordinance  
(Chapter 374)

### **MANDATORY INSTALLATION OF JOURNEY RECORDING SYSTEMS AND PROVISION OF ELECTRONIC PAYMENT MEANS ON TAXIS**

### **ROAD TRAFFIC (CONSTRUCTION AND MAINTENANCE OF VEHICLES) (AMENDMENT) REGULATION 2025**

### **ROAD TRAFFIC (PUBLIC SERVICE VEHICLES) (AMENDMENT) REGULATION 2025**

## **INTRODUCTION**

A To leverage the use of technology in enhancing the overall quality of taxi service, the Secretary for Transport and Logistics has made the Road Traffic (Construction and Maintenance of Vehicles) (Amendment) Regulation 2025 (“Cap. 374A Amendment Regulation 2025”) and the Road Traffic (Public Service Vehicles) (Amendment) Regulation 2025 (“Cap. 374D Amendment Regulation 2025”), at **Annex A**, to provide that there must be Journey Recording Systems (“JRS”) on all taxis and require all taxi drivers to allow taxi fares to be paid by electronic payment means (“e-payment means”).

## **JUSTIFICATIONS**

### **(A) Background**

2. At present, taxi service is mainly regulated by the Road Traffic Ordinance (Cap. 374) (“the Ordinance”) and its subsidiary legislation. In order to improve quality of taxi services for meeting public’s demand, the Government has implemented a series of measures over the past two years, including the introduction of a taxi fleet regime, a Taxi Driver-Offence Points (“TDOP”) System and a two-tier penalty system for certain taxi-driver-related offences. The Government is actively implementing these measures and closely monitoring their effectiveness.

3. During the scrutiny of the bills related to the aforementioned measures by the Legislative Council (“LegCo”) in 2023, some LegCo Members opined that in addition to increasing the penalties for taxi drivers’ malpractices, the Government should consider requiring all taxis to be installed with camera devices in the compartments and setting up a centralised platform to manage the data collected by the camera devices. Doing so may better safeguard the interests of taxi drivers and passengers in case of disputes, as well as facilitate law enforcement and evidence collection by the Police. Moreover, with the implementation of the TDOP System on 22 September 2024, quite a number of the taxi trade members considered that camera devices should be installed in taxi compartments to strengthen the deterrent effect against the black sheep of the trade. Installation of the devices would also protect law-abiding drivers from worrying about being wrongly accused and convicted by the court based on the one-sided account given by passengers and incurring offence points under the TDOP. We also noted the public’s aspiration for the Government to introduce more measures to further enhance the overall quality of taxi services and to strengthen efforts in combating the malpractices of individual taxi drivers (such as refusing to accept a hire, overcharging and not using the most direct practicable route).

4. Apart from malpractices of individual taxi drivers, the fact that many drivers still refuse to accept passengers’ payment of taxi fares through e-payment means is another issue that attracts much public criticisms, especially considering that taxi is a common public transport mode used by citizens and tourists. While the Government has adopted various measures to encourage the taxi trade to provide e-payment means, including requiring all fleet taxis to be equipped with e-payment systems under the taxi fleet regime, many taxis still only accept cash as payment. This has caused great inconvenience to passengers (especially tourists), and is also prone to causing disputes between drivers and passengers. There have been calls from the public in recent years urging the Government to require all taxi drivers to provide e-payment means, so as to provide passengers with more options for fare payment.

## **(B) Proposals**

### ***JRSs for taxis***

5. Taking into account the operation of local taxis and consulting the taxi trade, we propose to amend the law to provide that there must be JRSs on all taxis. A JRS is a system which may consist of one or more devices that has the following key functions –

- (a) **making video recordings with audio that show a clear view of all persons in the taxi compartment (“in-vehicle recordings”)**: in the event of disputes between taxi drivers and passengers, the relevant in-vehicle recordings can serve as corroborative evidence to facilitate investigations on the alleged illegal acts (such as refusing to accept a hire and overcharging) by the Police or the Transport Department (“TD”);
- (b) **making video recordings without audio that show a clear view of the front view and rear view outside the taxi (“dash camera recordings”)**: in the event of traffic accidents, the relevant dash camera recordings can serve as corroborative evidence to delineate the liabilities for the accidents and facilitate investigation and settlement of claims by insurance companies. Besides, recordings by dash camera helps monitor taxi drivers’ driving behaviour, which is conducive to improving driving safety, thereby reducing traffic accidents and creating room for reduction in taxi insurance premiums; and
- (c) **capturing data concerning the location of the taxi by transmitting and receiving signals under a global navigation satellite system (“GNSS”)<sup>1</sup> (“location data”)**: this will facilitate investigation of disputes related to driving route or driving safety (such as allegations of not using the most direct practicable route) by law enforcement agencies (“LEAs”).

6. With the above functions, JRSs for taxis will help deter and combat taxi drivers’ malpractices, enhance driving safety of taxis, and safeguard the

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<sup>1</sup> GNSS refers to a system that uses satellites for global autonomous geo-positioning, such as the Beidou Navigation Satellite System (“BDS”) of China and the Global Positioning System (“GPS”) of the United States.

interest of taxi drivers and passengers in case of disputes, which in turn is conducive to improving the quality and overall image of taxi services.

### Requirements relating to the JRSs

7. The TD will specify the requirements for the JRS. Any supplier capable of installing a JRS on a taxi or modifying for a taxi a JRS may be granted a written authorisation upon application to become an authorised installer.

8. After the JRS is properly installed in the compartment of a taxi (or modified for the taxi) by an authorised installer, the JRS should be examined to the satisfaction of the Commissioner for Transport (“the Commissioner”). The JRS should also be properly sealed as an approved JRS. The JRS has to be examined every year thereafter during the annual examination of the taxi. No alteration of an approved JRS will be permitted unless approved by the Commissioner in writing. A notice indicating there is on the taxi a JRS that makes video recordings with audio of persons in the taxi should be clearly displayed inside the taxi compartment to keep passengers informed.

9. The JRS should be linked to the drive system of the taxi and automatically start to make recordings and capture data once the drive system of the taxi is activated. Taxi owners and drivers will not be able to turn off the JRS. The JRS of a taxi should be maintained in good and efficient working order. It should provide coloured signal lamps to indicate whether the JRS is in normal operation or is defective. In the event that a JRS is out of order, the taxi owner and the authorised installer should report to the Commissioner as soon as reasonably practicable. The taxi owner should arrange for the JRS to be repaired and should not use the taxi for hire until the JRS is restored to good and efficient working order.

10. To better protect the privacy of passengers and drivers, the recordings made and the data captured by the JRS should be encrypted for storage in the JRS for a designated period of time<sup>2</sup>. Other than the JRSs approved by the

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<sup>2</sup> For in-vehicle recordings, they should be stored for 30 days on a rolling basis, after the day on which the recordings are made. For dash camera recordings and location data, they should be stored for at least 30 days, after the day on which the recordings are made or data is captured.

TD, no other devices should be installed in the taxi compartments to make audio or video recordings of the passengers. For the avoidance of doubt, driver monitoring safety devices<sup>3</sup> that do not capture the face(s) or voice(s) of passenger(s) will still be allowed to be installed in the taxis and no approval from the TD is required.

### Requirements relating to Information System

B 11. The TD will engage a service contractor to set up and maintain an Information System, which serves as a centralised platform for processing and storing the recordings and data transmitted from the JRSs fitted to the taxis. The Information System to be designated by the Commissioner needs to meet the specifications as set out at **Annex B**. When setting up the Information System, the TD will engage a third party professional institute to conduct privacy impact assessment and security risk assessment, with a view to ensuring the proper safeguard of system and data security, as well as the privacy of all parties.

12. To protect the privacy of passengers and drivers, in-vehicle recordings can only be retrieved or accessed by LEAs, the Commissioner and persons authorised by the Commissioner (i.e. public officers (including LEAs) or employees of the Information System service contractor engaged by the TD) for one of more specified purposes (e.g. for facilitating an investigation into any conduct that constitutes or may constitute a traffic-related contravention under any law of Hong Kong). After the in-vehicle recordings are retrieved from the JRS through remote access, they will be stored under the Information System for access by LEAs, the Commissioner and the authorised persons to facilitate their follow-up actions and investigations.

13. As regards the dash camera recordings and location data, taxi owners/operators may liaise direct with the authorised installers of the JRSs to retrieve the relevant recordings or data. This will help facilitate their daily management of taxis and handling of insurance claims in the event of traffic accidents. Under specified circumstances (e.g. for facilitating investigations

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<sup>3</sup> We understand that some taxi owners have installed driver monitoring safety devices inside the taxi compartments for the purpose of enhancing driving safety. Such devices involve a camera capturing the face of the taxi driver and do not have any audio recording function.

into any conduct that constitutes or may constitute a traffic-related contravention under any law of Hong Kong, as well as conducting researches and compiling statistics relevant to transport services), authorised persons may retrieve the dash camera recordings and location data stored inside the JRSs remotely via the Information System.

### ***Provision of e-payment Means by all taxi drivers***

14. While some taxi drivers are now providing e-payment means, and some taxi hailing mobile applications in the market also allows passengers to use e-payment to settle the fares, many taxis still accept cash only, which has caused great inconvenience to passengers (especially tourists). Taking into account the scattered ownership of taxi licences in Hong Kong, and the fact that most taxi drivers are self-employed and provide services through renting taxis from taxi owners or taxi companies, it is anticipated that it will take a long time to achieve the objective of providing e-payment means extensively on all taxis in Hong Kong, if we solely rely on publicity, education and encouragement. Given that many e-payment means are available in the market for use by the trade, we consider that it is an opportune time to mandate all taxis drivers to provide passengers with e-payment means.

15. By drawing reference from the practices adopted under the taxi fleet regime, we propose to require all taxi drivers to provide **at least** two types of e-payment means (including one QR code e-payment means and one non-QR code e-payment means<sup>4</sup>). Given the variety of e-payment means available in the market as well as the fast-evolving technology, we will not mandate a specific type of e-payment means to allow flexibility for taxi drivers to choose based on their operational needs and costs.

16. Depending on the platforms/ equipment/ means adopted, the provision of e-payment means may involve certain charges, such as the procurement cost or rental fee of the relevant equipment, transaction fees, and handling charges for fund transfer to bank accounts. Nevertheless, we also note that there are e-payment platforms/ equipment providers that offer concessions to taxi drivers, such as waiver of equipment fees and handling charges. Given

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<sup>4</sup> QR code payment means include AlipayHK, WeChat Pay HK, BoC Pay, etc., whereas non-QR code payment means include Octopus cards, credit cards, etc.

that there are many e-payment platforms in Hong Kong now, we believe that the relevant fees/ charges relating to the provision of e-payment means by taxi drivers will be maintained at a reasonable level through competition in the market.

### **(C) Implementation Timetable**

17. Considering the variety of e-payment means readily available in the market for the trade to choose from, it is expected that a significant portion of taxi drivers will be able to meet the requirement on e-payment means by early 2026. To facilitate taxi drivers' preparation before the commencement of the relevant requirement, the TD will actively coordinate with various e-payment platforms in arranging workshops or briefing sessions to assist taxi drivers in learning how to collect fares through e-payment means. In view of the above, it is proposed that the mandatory requirement for the provision of e-payment means by all taxi drivers be implemented on 1 April 2026, i.e. around 6 months after the end of the negative vetting period of Cap. 374D Amendment Regulation 2025.

18. As for the requirement for the installation of JRSs on all taxis, the TD will receive applications from and authorise the suppliers capable of installing (or modifying) the JRS inside taxi compartment starting from Q4 2025, so that the trade may start installing (or modifying) the JRSs inside taxi compartments in 2026. We expect that all taxis will complete the installation or modification of JRSs in early 2027. Once all taxis are equipped with approved JRSs, these systems will be ready to come into operation and will have to be connected to the centralised Information System of the TD.

19. To facilitate the taxi trade's early preparation before the commencement of the above requirements, the TD will hold briefings in the second half of this year to apprise the trade of the relevant requirements and details. We will inform the trade through various channels, such as the TD's website, regular publication of "Taxi Newsletter", publicity leaflets and regular meetings with the taxi trade. Besides, the TD will soon invite submissions for expressions of interest from suppliers concerning the setting up of the centralised Information System, with a view to expediting the relevant tendering exercise for taking forward the implementation

arrangements.

## **THE AMENDMENT REGULATIONS**

20. Cap. 374A Amendment Regulation 2025 amends the provisions in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg. A) to stipulate the requirements relating to the JRSs, as well as to provide for their maintenance and operation.

21. Cap. 374D Amendment Regulation 2025 amends the provisions in the Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D) to –

- (i) provide for matters relating to the recordings made and data captured by the JRSs, including –
  - (a) the retrieval and use of such recordings and data by the Commissioner, and the authorisation of persons for retrieving and using such recordings and data);
  - (b) the designation of Information System to be set up by TD; and
- (ii) require taxi drivers to allow taxi fares to be paid by at least one QR code e-payment means and at least one non-QR code e-payment means.

## **LEGISLATIVE TIMETABLE**

22. Cap. 374A Amendment Regulation 2025 and Cap. 374D Amendment Regulation 2025 will be gazetted on 18 July 2025 and tabled at the LegCo for negative vetting on 23 July 2025.

## **IMPLICATIONS OF THE PROPOSAL**

23. The civil service, financial and economic implications of the proposal are set out at **Annex C**. It has no environmental, family, gender, productivity or sustainability implications. The proposal is in conformity with the Basic Law, including the provisions concerning human rights. The Amendment



Regulations will not affect the current binding effect of the Ordinance and its subsidiary legislation.

## **PUBLIC CONSULTATION**

24. We consulted the Panel on Transport of LegCo and the Transport Advisory Committee on the proposals on 13 December 2024 and 17 December 2024 respectively. The Members were supportive of the proposals.

25. The TD also consulted the major representatives of the taxi trade and the Committee on Taxi Service Quality in October to November 2024 on the proposals. Regarding the installation of JRSs on all taxis, the trade unanimously agreed on the need to introduce legislation to give effect to this mandatory requirement so as to safeguard the interests of drivers and passengers. As regards the provision of e-payment means, while some trade members considered it more advisable to encourage the trade to provide e-payment means through publicity, education and market forces, others considered that the trade should keep abreast of the times, and supported in principle the proposal of mandating all taxi drivers to provide e-payment means. As mentioned above in paragraph 17, the TD will proactively co-ordinate with various e-payment platforms for arranging workshops or briefings to taxi drivers on how to collect fares by e-payment means.

## **PUBLICITY**

26. A press release will be issued on 16 July 2025. A spokesperson will be available to handle media enquiries.

## **ENQUIRIES**

27. Any enquiries on this brief can be addressed to Miss Joyce KOK, Principal Assistant Secretary for Transport and Logistics, at 3509 8214; or Ms Louisa FUNG, Assistant Commissioner for Transport, at 3842 5513.

**Transport and Logistics Bureau**  
**16 July 2025**

Road Traffic (Construction and Maintenance of Vehicles) (Amendment) Regulation  
2025

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## Road Traffic (Construction and Maintenance of Vehicles) (Amendment) Regulation 2025

(Made by the Secretary for Transport and Logistics under section 9 of the Road Traffic Ordinance (Cap. 374))

### 1. Commencement

- (1) Subject to subsection (2), this Regulation comes into operation on 11 September 2025.
- (2) Sections 4, 5 and 6 come into operation on a day to be appointed by the Secretary for Transport and Logistics by notice published in the Gazette.

### 2. Road Traffic (Construction and Maintenance of Vehicles) Regulations amended

The Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg. A) are amended as set out in sections 3 to 7.

### 3. Part IIIA added

After Part III—

Add

## “Part IIIA

## Journey Recording Systems for Taxis

### 78C. Interpretation of Part IIIA

In this Part—

*approved journey recording system* (認可行車記錄系統)—see regulation 78E;

*authorized journey recording system installer* (獲授權行車記錄系統安裝人) means a person authorized under regulation 120AA(2) to install journey recording systems;

*journey recording system* (行車記錄系統)—see regulation 78D;

*taxi for hire* (出租的士) means a taxi being used on a road—

- (a) to ply for hire; or
- (b) to carry passengers for hire or reward.

### 78D. Meaning of *journey recording system*

- (1) A journey recording system is a system that can be fitted to a taxi and complies with all the requirements set out in paragraphs (2), (3) and (4).
- (2) The system is capable of—
  - (a) making video recordings with audio that show a clear view of all persons in the taxi to which the system is fitted;
  - (b) making video recordings without audio that show a clear view of the front view and rear view outside the taxi; and
  - (c) capturing data concerning the precise location of the taxi in latitude and longitude by transmitting and receiving signals under a global navigation satellite system,

during the period beginning on the activation of the taxi's drive system and ending 15 minutes after the deactivation of the drive system (*operation period*).

- (3) After any recording or data mentioned in paragraph (2)(a), (b) or (c) is made or captured, the system is capable of—

- (a) processing the recording or data such that it is shown on the recording or data—
    - (i) the date (including day, month and year) and time (including second, minute and hour) when the recording is made or data is captured; and
    - (ii) the registration mark of the taxi;
  - (b) encrypting the recording or data;
  - (c) for a recording mentioned in paragraph (2)(a)—
    - (i) storing the recording for 30 days after the date on which the recording is made (*30-day period*); and
    - (ii) automatically deleting the recording on the expiry of the 30-day period;
  - (d) for a recording mentioned in paragraph (2)(b)—storing the recording for at least 30 days after the date on which the recording is made; and
  - (e) for any data mentioned in paragraph (2)(c)—storing the data for at least 30 days after the date on which the data is captured.
- (4) The system—
- (a) is capable of being connected to the designated information system during the operation period of the taxi and—
    - (i) transmitting the recording and data stored in the journey recording system to the information system; and
    - (ii) transmitting signals to the information system indicating whether the journey recording

- system is maintained in good and efficient working order; and
  - (b) provides both of the following telltales that are easily visible to any person in the taxi—
    - (i) a coloured signal lamp that lights up during the operation period of the taxi when the journey recording system is in normal operation;
    - (ii) a coloured signal lamp that lights up during the operation period of the taxi when the journey recording system is defective or otherwise not in normal operation.
- (5) In this regulation—
- designated information system** (指定資訊系統) means the information system designated under regulation 49E(1) of the Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D).

**78E. Meaning of *approved journey recording system***

An approved journey recording system, in relation to a taxi, means a journey recording system that—

- (a) has been installed on the taxi, or modified for the taxi, by an authorized journey recording system installer;
- (b) has been examined to the satisfaction of the Commissioner; and
- (c) has been sealed by the Commissioner or a person authorized in writing by the Commissioner.”.

**4. Part IIIA, Division 1 heading added**

Before regulation 78C—

**Add**

**“Division 1—Interpretation”**

**5. Part IIIA, Division 2 added**

Part IIIA, after Division 1—

**Add**

**“Division 2—Approved Journey Recording Systems  
be on Taxis and their Maintenance**

**78F. Approved journey recording systems on taxis**

- (1) There must be an approved journey recording system on a taxi.
- (2) If paragraph (1) is contravened, the registered owner of the taxi commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.

**78G. Seals of approved journey recording systems**

- (1) The seal on the approved journey recording system of a taxi for hire must remain intact.
- (2) If, without reasonable excuse, paragraph (1) is contravened, the registered owner and the driver of the taxi for hire each commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.
- (3) If the seal on the approved journey recording system of a taxi is damaged, the registered owner of the taxi must, as soon as reasonably practicable after becoming aware of the damage, report the damage to the Commissioner.

- (4) A person who, without reasonable excuse, contravenes paragraph (3) commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.

**78H. Alteration to approved journey recording systems**

- (1) An application for alteration to the approved journey recording system of a taxi may be made to the Commissioner by—
  - (a) the registered owner of the taxi; or
  - (b) an authorized journey recording system installer.
- (2) The application—
  - (a) must be in writing; and
  - (b) must state the alteration proposed to be made to the approved journey recording system.
- (3) The Commissioner may—
  - (a) approve an application and issue a written notice to the applicant specifying the alteration approved to be made to the approved journey recording system and the manner in which the alteration is to be made; or
  - (b) refuse an application.
- (4) If a person alters the approved journey recording system of a taxi and the alteration—
  - (a) is not specified in a notice issued under paragraph (3)(a) in relation to the system; or
  - (b) is not made in accordance with the manner specified in such a notice,



the person commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.

**78I. Offences on defacing and damaging approved journey recording systems etc.**

- (1) A person must not—
  - (a) deface, damage or remove the approved journey recording system of a taxi; or
  - (b) break the seal on the approved journey recording system of a taxi.
- (2) A person who, without lawful authority or reasonable excuse, contravenes paragraph (1) commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.

**78J. Certain provisions not to apply to existing taxis until first examination**

For a taxi registered before the date on which regulation 78F comes into operation (*commencement date*), regulations 78F, 78G, 78H and 78I do not apply to the taxi until the date on which the taxi is examined under section 78(1) of the Ordinance for the first time on or after the commencement date.”.

**6. Part IIIA, Division 3 added**

Part IIIA, after Division 2—

**Add**

**“Division 3—Operation of Approved Journey Recording Systems**

**78K. Operation of approved journey recording systems**

- (1) The approved journey recording system of a taxi for hire must be—
  - (a) maintained in good and efficient working order; and
  - (b) kept free from any obstruction that may affect the system’s capability to—
    - (i) make video recordings with audio that show a clear view of all persons in the taxi; or
    - (ii) make video recordings without audio that show a clear view of the front view and rear view outside the taxi.
- (2) If paragraph (1)(a) is contravened, the registered owner and the driver of the taxi for hire each commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.
- (3) If, without reasonable excuse, paragraph (1)(b) is contravened, the driver of the taxi for hire commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.
- (4) Paragraph (5) applies if—
  - (a) there is a defect in the approved journey recording system of a taxi for hire; and
  - (b) a person is charged with the offence under paragraph (2) for the contravention of paragraph (1)(a) by reason of the defect.

- (5) It is a defence in any proceedings in respect of the contravention for the person to prove that—
- (a) the defect occurred in the course of the journey during which the contravention was detected; or
  - (b) the telltales of the approved journey recording system mentioned in regulation 78D(4)(b) showed that the system was in normal operation despite the existence of the defect.

**78L. Reporting of defects in or damage to approved journey recording systems**

- (1) The registered owner of a taxi must, as soon as reasonably practicable after becoming aware of a reportable defect in the approved journey recording system of the taxi, report the defect to the Commissioner.
- (2) An authorized journey recording system installer must, as soon as reasonably practicable after becoming aware of a reportable defect in the approved journey recording system of a taxi, report the defect to the Commissioner and the registered owner of the taxi.
- (3) A person who, without reasonable excuse, contravenes paragraph (1) or (2) commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.
- (4) In this regulation—  
*reportable defect* (須報告缺陷), in relation to the approved journey recording system of a taxi, means a defect in or any damage to the system that leads to the system's failure in complying with any requirement under regulation 78D.

**78M. Other offences concerning approved journey recording systems**

- (1) A person must not—
  - (a) interfere with the proper operation of the approved journey recording system of a taxi; or
  - (b) alter, delete or damage any recording or data stored in such a system.
- (2) A person who, without lawful authority or reasonable excuse, contravenes paragraph (1) commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.
- (3) A taxi must not be used as a taxi for hire if a device that does not form part of the approved journey recording system of the taxi—
  - (a) is installed on the taxi; and
  - (b) is used to make any audio or video recording of any passenger in the taxi.
- (4) If, without reasonable excuse, paragraph (3) is contravened, the registered owner and the driver of the taxi each commits an offence and is liable on conviction to a fine at level 3 and to imprisonment for 6 months.”.

**7. Regulation 120AA amended (authorized installer)**

- (1) Regulation 120AA(1), definition of *applicable provision*—  
**Repeal**  
everything after “條文”  
**Substitute**  
“—

- (a) in relation to an approved speed limiter, means regulation 24B;
  - (b) in relation to an approved EDRD, means regulation 24C; and
  - (c) in relation to a journey recording system, means Part IIIA;”.
- (2) Regulation 120AA(1), definition of *approved device*, paragraph (a)—
- Repeal**
- “or”.
- (3) Regulation 120AA(1), definition of *approved device*, paragraph (b), after “EDRD;”—
- Add**
- “or”.
- (4) Regulation 120AA(1), definition of *approved device*, after paragraph (b)—
- Add**
- “(c) a journey recording system;”.
- (5) Regulation 120AA(1), English text, definition of *authorized installer*—
- Repeal**
- “(2).”
- Substitute**
- “(2);”.
- (6) Regulation 120AA(1)—
- Add in alphabetical order**

“*journey recording system* (行車記錄系統)—see regulation 78D.”.



Secretary for Transport and Logistics

2025 . 7 . 15



### Explanatory Note

The purpose of this Regulation is to amend the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg. A) (*principal Regulations*) to provide for matters relating to journey recording systems for taxis.

2. Sections 3 to 6 add to the principal Regulations a new Part IIIA, which consists of new regulations 78C to 78M. New regulations 78C, 78D and 78E come into operation on 11 September 2025, while the remaining provisions of the new Part IIIA come into operation on different dates to be appointed by the Secretary for Transport and Logistics.
3. Section 3 adds to the principal Regulations new regulations 78C, 78D and 78E, which provide for the definitions used in the new Part IIIA and the meanings of *journey recording system* and *approved journey recording system*.
4. Section 5 adds to the principal Regulations new regulations 78F to 78J, which require there must be approved journey recording systems on taxis and provide for matters in relation to the maintenance of approved journey recording systems.
5. Section 6 adds to the principal Regulations new regulations 78K, 78L and 78M, which provide for matters in relation to the operation of approved journey recording systems.
6. Section 7 amends regulation 120AA of the principal Regulations to provide for the authorization of persons by the Commissioner for Transport to install journey recording systems. Section 7 comes into operation on 11 September 2025.

## Road Traffic (Public Service Vehicles) (Amendment) Regulation 2025

(Made by the Secretary for Transport and Logistics under section 7(1) and (1A) of the Road Traffic Ordinance (Cap. 374))

### 1. Commencement

- (1) Subject to subsections (2) and (3), this Regulation comes into operation on 11 September 2025.
- (2) Section 3 comes into operation on 1 April 2026.
- (3) The following provisions come into operation on the day on which section 6 of the Road Traffic (Construction and Maintenance of Vehicles) (Amendment) Regulation 2025 comes into operation—
  - (a) section 4 (in so far as it relates to the new regulations 49B, 49C, 49D and 49F);
  - (b) section 5.

### 2. Road Traffic (Public Service Vehicles) Regulations amended

The Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D) are amended as set out in sections 3, 4 and 5.

### 3. Regulation 47A added

After regulation 47—

**Add**

#### “47A. Taxi drivers to allow payment of taxi fares by electronic payment means

- (1) The driver of a taxi must allow taxi fares to be paid by—
  - (a) at least one QR code payment means; and

- (b) at least one electronic payment means that is not a QR code payment means.

- (2) A person who, without reasonable excuse, contravenes subregulation (1) commits an offence and is liable on conviction to a fine at level 2 and to imprisonment for 6 months.

- (3) In this regulation—

**QR code payment means** (二維碼繳費媒介) means an electronic payment means by which a payment is initiated by scanning a Quick Response (QR) code that enables the payer to authorize the transfer of funds to the payee's account.”.

### 4. Part VIA added

After Part VI—

**Add**

## “Part VIA

## Journey Data of Taxis

### 49B. Interpretation of Part VIA

In this Part—

**approved journey recording system** (認可行車記錄系統) has the meaning given by regulation 78E of Cap. 374A;

**authorized person** (獲授權人) means a person authorized under regulation 49F;

**Cap. 374A** (《第 374A 章》) means the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg. A);

**dash camera recording** (行車記錄器錄影), in relation to a taxi, means a video recording without audio described in

regulation 78D(2)(b) of Cap. 374A that is made by the approved journey recording system of the taxi;

**designated information system** (指定資訊系統) means the information system designated under regulation 49E(1);

**in-vehicle recording** (車上錄影), in relation to a taxi, means a video recording with audio described in regulation 78D(2)(a) of Cap. 374A that is made by the approved journey recording system of the taxi;

**journey data** (行車數據), in relation to a taxi, means—

- (a) an in-vehicle recording of the taxi;
- (b) a dash camera recording of the taxi; or
- (c) any location data of the taxi;

**location data** (位置數據), in relation to a taxi, means any data described in regulation 78D(2)(c) of Cap. 374A that is captured by the approved journey recording system of the taxi.

#### 49C. Retrieval and use of journey data by Commissioner

- (1) The Commissioner may, for one or more of the purposes specified in subregulation (2)—
  - (a) retrieve any journey data stored in a taxi's approved journey recording system by transmitting it to the designated information system;
  - (b) access, upload, download, copy, transmit or use any journey data stored in the designated information system; and
  - (c) direct an authorized person to do either or both of the acts mentioned in paragraphs (a) and (b).
- (2) The purposes are—

- (a) to facilitate an investigation into any conduct that constitutes or may constitute a traffic-related contravention under any law of Hong Kong;
  - (b) to facilitate the conduct of any proceedings brought in relation to a traffic-related contravention under any law of Hong Kong;
  - (c) to facilitate the compliance with an order of a court or magistrate;
  - (d) to facilitate the performance of any of the Commissioner's functions under any law of Hong Kong;
  - (e) to facilitate the performance of any of the functions of a public officer under any law of Hong Kong;
  - (f) to facilitate the Commissioner's compliance with a data access request under section 18 of the Personal Data (Privacy) Ordinance (Cap. 486).
- (3) The Commissioner may, for the conduct of research, and the compilation of statistics, relevant to transport services—
    - (a) retrieve any dash camera recording or location data stored in a taxi's approved journey recording system by transmitting it to the designated information system;
    - (b) access, upload, download, copy, transmit or use any dash camera recording or location data stored in the designated information system; and
    - (c) direct an authorized person to do either or both of the acts mentioned in paragraphs (a) and (b).

**49D. Offences concerning in-vehicle recordings**

- (1) A person must not retrieve, access, upload, download, copy, transmit or use an in-vehicle recording of a taxi, unless the act is done—
  - (a) in accordance with the Commissioner's direction given under regulation 49C; or
  - (b) for one or more of the purposes mentioned in regulation 49C(2).
- (2) A person (*information provider*) who has obtained an in-vehicle recording of a taxi (whether under this Part or not) must not disclose any information relating to the recording to another person (*information recipient*), unless the disclosure is made for one or more of the purposes specified in subregulation (3).
- (3) The purposes are—
  - (a) to facilitate the conduct of any proceedings brought in relation to a traffic-related contravention under any law of Hong Kong;
  - (b) to facilitate the compliance with an order of a court or magistrate;
  - (c) to facilitate the performance of any of the information provider's (or the information recipient's) functions under any law of Hong Kong.
- (4) A person who, without lawful authority or reasonable excuse, contravenes subregulation (1) or (2) commits an offence and is liable on conviction to a fine at level 4.

**49E. Designation of information system by Commissioner**

- (1) The Commissioner may, by notice published in the Gazette, designate an information system for the purposes of this Part and Part IIIA of Cap. 374A.

- (2) A notice published under subregulation (1) is not subsidiary legislation.

- (3) In this regulation—

*information system* (資訊系統) has the meaning given by section 2(1) of the Electronic Transactions Ordinance (Cap. 553).

**49F. Authorization for the purposes of this Part**

The Commissioner may, in writing, authorize a person for the purposes of this Part.”.

**5. Regulation 52A added**

Part VII, after regulation 52—

**Add**

**“52A. Notices relating to in-vehicle recordings to be displayed in taxis**

- (1) There must be displayed in a taxi for hire, in the position specified by the Commissioner by notice published in the Gazette (*Gazette notice*), a notice—
  - (a) containing a statement indicating that there is on the taxi an approved journey recording system that makes video recordings with audio of persons in the taxi; and
  - (b) in the form specified in the Gazette notice.
- (2) If, without reasonable excuse, subregulation (1) is contravened, the registered owner and the driver of the taxi for hire each commits an offence and is liable on conviction to a fine at level 1.
- (3) A Gazette notice is not subsidiary legislation.
- (4) In this regulation—

*approved journey recording system* (認可行車記錄系統) has the meaning given by regulation 78E of the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374 sub. leg. A);

*taxi for hire* (出租的士) means a taxi being used on a road—

- (a) to ply for hire; or
- (b) to carry passengers for hire or reward.”.



Secretary for Transport and Logistics

2025 . 7.15

### Explanatory Note

The Road Traffic (Construction and Maintenance of Vehicles) (Amendment) Regulation 2025 (*Cap. 374A Amendment Regulation*) requires there must be approved journey recording systems on taxis.

2. The purpose of this Regulation is to amend the Road Traffic (Public Service Vehicles) Regulations (Cap. 374 sub. leg. D) (*principal Regulations*) to—
  - (a) provide for matters relating to the recordings made and data captured by approved journey recording systems (*journey data-related matters*); and
  - (b) require taxi drivers to allow taxi fares to be paid by electronic payment means (*e-payment requirement*).
3. Section 3 adds to the principal Regulations a new regulation 47A to impose the e-payment requirement. New regulation 47A comes into operation on 1 April 2026.
4. Section 4 adds to the principal Regulations a new Part VIA, which consists of new regulations 49B to 49F, to provide for journey data-related matters.
5. Section 5 adds to the principal Regulations a new regulation 52A to require notices relating to in-vehicle recordings to be displayed in taxis.
6. The new Part VIA and new regulation 52A come into operation on the day on which section 6 of the Cap. 374A Amendment Regulation comes into operation, except for new regulation 49E, which comes into operation on 11 September 2025.



**Proposed Major Specifications of the Information System**

**Requirement for the Information System**

- The whole Information System shall be effectively placed on the Government Cloud for 24-hour operation, and serve as the management workstation of the Journey Recording Systems (“JRS”) and be capable of remotely transmitting commands to the JRSs on the taxis for uploading and downloading data or testing the operation of the devices;
- Shall pass the stress test, load test and performance test;
- The server shall be able to accommodate multiple devices and/ or device vendors;
- Shall be able to be used in parallel with, be partially used with, or be replaced by existing monitoring architecture of different device vendors;
- Shall not have restrictions on the number of servers and devices of the JRSs vendor to be connected to the system;
- Shall automatically detect anomalies of the functions of the JRSs and missing data;
- Shall support automatic report generation, including complaint figures, abnormal devices, etc.; and
- Shall reserve interfaces and connections to support the addition of other functions, such as electronic taximeters and electronic driver identity plates

**Requirement for supporting devices**

- Shall support different resolution, multiple code formats, and different brands and models of JRSs and their associated components; and
- Shall support different satellite positioning technologies (e.g. BeiDou Navigation Satellite System, Global Positioning System or other similar navigation systems)

**Requirement on record retrieval**

- Shall allow multiple users to use and customise management permissions simultaneously;

- Shall support the selection or retrieval of video and audio recordings and data by the vehicle registration number, date or time;
- The retrieved file shall show the retrieval date, time and the authorised person's identification number;
- Shall support the simultaneous operation of different functions of the JRSs (i.e. recording video and audio footage, as well as retrieving data remotely at the same time); and
- Shall support the integration and synchronised playback of video and audio recordings and data, and adjustment of brightness and playback speed

#### Storage requirement

- The video and audio recordings and data shall be stored on the Government Cloud

#### Security requirement

- Users are required to use multiple-factor authentication to log into the system;
- All transmission of video and audio recordings and data shall be encrypted; and
- Shall pass the privacy impact assessment as well as security risk assessment for Information System

Note: The above are preliminary proposed specifications and will be subject to further review.

## **Implications of the proposals**

### **Financial and civil service implications**

We propose to impose penalties upon conviction of offences relating to the installation, maintenance and operation of Journey Recording Systems (“JRS”), as well as the provision of e-payment means. The actual financial implications depend on the number of conviction cases and the court’s decisions on the fines to be imposed in individual convicted cases. In any case, raising government revenue is not the policy intent behind the proposal.

2. The setting up of the Information System for processing and storing the recordings and data uploaded from the JRSs will require additional financial resources, including a one-off funding of about \$7.5 million for system development and annual recurrent funding of about \$68 million for the setup of the Information System and for its day-to-day management, operation and maintenance. The TD will absorb the one-off and recurrent costs from within its own resources. Additional resources, if necessary, will be sought with justifications in accordance with the established mechanism.

3. Manpower resources will also be required for the maintenance and operation of the Information System, and will be absorbed by the TD’s existing resources.

### **Economic Implications**

4. The proposals should be conducive to enhancing safety of passengers and road users, as well as promoting healthy and sustainable development of the taxi trade in the long run. The increase in taxis’ operating costs arising from the proposals should be largely manageable. In particular, the mandatory provision of at least two types of e-payment means on all taxis will facilitate passengers’ payment of taxi fares and cater for their different needs and preferences, thereby improving the efficiency of the taxi trade. This will also facilitate use of taxi services by tourists and may bring about positive effect to the tourism industry.