

LCQ8: Development and application of autonomous vehicles

Following is a question by the Hon Martin Liao and a written reply by the Secretary for Transport and Housing, Mr Frank Chan Fan, in the Legislative Council today (November 27):

Question:

The Transport and Housing Bureau has recently indicated that the Government "will consider legislative amendments to stipulate the conditions and supporting measures required for trials of autonomous vehicles so as to foster a suitable and safe road environment for such trials and promote the development and application of autonomous vehicles". In this connection, will the Government inform this Council:

- (1) of the specific plans and contents in respect of its work in considering legislative amendments, and whether it has formulated plans to facilitate the conduct of trials of autonomous vehicles (AVs) in ordinary road environment under safe circumstances;
- (2) of the details of the trials of various models of AVs conducted currently at designated locations in Hong Kong, as well as the technological development stage reached so far;
- (3) whether it has assessed the material support that needs to be provided by the Government to facilitate the development of autonomous driving in Hong Kong, e.g. assisting in perfecting the innovation and technology ecosystem that comprises essential elements such as big data, advanced networks, smart road infrastructure; if so, of the details; if not, the reasons for that;
- (4) whether it will follow the practices of some technologically advanced places by formulating a strategy and interim development goals for the development of AV transport and drawing up a roadmap and an implementation timetable for this purpose; if so, of the details; if not, the reasons for that; and
- (5) as it is anticipated by some technologically advanced places that AVs not only can generate huge business opportunities, but may also, along with the continued development of technologies such as artificial intelligence and ultra high-speed network, bring revolutionary changes to the way in which a society operates, including significantly enhancing road safety, providing highly efficient transportation services featured by public and private passenger and freight transport that operates on a round-the-clock and beck-and-call basis, enabling the efficient use of roads and reducing the demand for car parking spaces, and significantly reducing the need for owning a vehicle, whether the authorities have also articulated a vision for the development of autonomous driving in Hong Kong; if so, of the details?

Reply:

President,

My consolidated reply to the various parts of the Hon Martin Liao's question on promoting the development and application of autonomous vehicles (AVs) is as follows:

The Government published the Smart City Blueprint for Hong Kong (the Blueprint) in December 2017, aiming at building Hong Kong into a world-class smart city. In recent years, as one of the Smart Mobility initiatives, the Transport Department (TD) has strived to facilitate trials of AVs at suitable locations in Hong Kong as well as the development and application of AV technology.

With the rapid development of AV technology in recent years, various road tests have been conducted across the world in the hope of improving road safety, alleviating traffic congestion, enhancing mobility of citizens, increasing productivity and reducing emission by means of new modes of transportation. Specifically, AV technology could hopefully reduce traffic accidents caused by human factors, thereby enhancing road safety, while improved transport efficiency could cut down the use of fuel and its emission, and enhance our living environment and strengthen Hong Kong's competitiveness in the long run.

On facilitation of trials of AV technology, TD has since mid-2017 issued "Movement Permits for Autonomous Vehicles" to eight different models of AVs, enabling 25 trials to take place at designated routes under safe environment. The trial sites include Zero Carbon Building, West Kowloon Cultural District, Hong Kong Science Park, Hong Kong University of Science and Technology, Tai Po Industrial Estate, Hong Kong Air Cargo Terminals and Hong Kong Productivity Council, etc. Moreover, TD issued in December 2017 "A Guide on Application for Movement Permit for Test, Trial and/or Demonstration of Autonomous Vehicles on Roads within Designated Sites in Hong Kong" to help the trade understand the requirements and procedures for application.

To further promote the development of AV technology in the city, TD has earlier on set up the Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong. The Committee, comprising representatives and experts from the trade and relevant research and development institutes, will explore how best to draw up an appropriate regulatory framework for AVs. TD will work in close collaboration and liaison with the trade and make reference to local experience of trials of AV technology when contemplating the long-term regulatory framework with necessary legal backing. Meanwhile, TD is drafting a new set of "Guidance Notes on the Trials of Autonomous Vehicles" so that the trade could have a firmer grasp of the requirements for conducting more sophisticated AV trials on roads under the existing legislation.

At the same time, TD has commenced studying necessary legislative

amendments with a view to allowing the industry to conduct trials of innovative technologies through a "regulatory sandbox" approach while maintaining close liaison with the industry to jointly stipulate the regulatory model for AVs as well as the conditions and supporting measures required for trials of AVs. The objective is to foster a suitable and safe road environment for such trials. We will conduct relevant research in full swing and report our findings to the relevant Panel of the Legislative Council in due course.

Separately, as set out in the Blueprint, the Government will facilitate technology advancement and industry development in vehicle-to-everything (V2X) and AVs, with the ultimate objective of introducing AVs with V2X incorporated. In this connection, TD will continue to maintain close contact with, and render assistance to, organisations which have expressed interest in setting up testing facilities for AV technologies or conducting trials of AVs. TD will also examine the feasibility of conducting joint trials of new AVs and related technologies on public roads. In her 2019 Policy Address, the Chief Executive has also proposed an initiative related to promotion of vehicle technology and indicated that the Government will prepare for the setting up of a Smart Traffic Fund dedicated to the transport field, with \$1 billion earmarked for providing enterprises or organisations with funding support for research into and application of vehicle-related innovation and technology.

In the long run, when AV technology has become more advanced and relevant international technical standards have emerged, TD will formulate in due course the long-term regulatory framework with necessary legal backing to replace the "regulatory sandbox" in the regulation of AVs. Meanwhile, the Government will continue to act as an effective "facilitator" and "promoter" by proactively promoting the development and application of AVs in Hong Kong.

[LCQ12: Modification works for public play spaces](#)

Following is a question by the Hon Tony Tse and a written reply by the Secretary for Home Affairs, Mr Lau Kong-wah, in the Legislative Council today (November 27):

Question:

The Chief Executive has indicated in this year's Policy Address that the Government "plan(s) to modify more than 170 public play spaces managed by the Leisure and Cultural Services Department (LCSD) over the next five years. To make the facilities more innovative and fun, while meeting the needs of residents, LCSD will encourage and promote community participation and public

engagement in the process of modifying these facilities". In this connection, will the Government inform this Council:

(1) of the locations and areas of the aforesaid public play spaces, as well as the timetable and estimated expenditure for the relevant modification works;

(2) whether it will consider organising an open design competition for the modification works for public play spaces in order to make the relevant facilities more innovative and fun through engaging the participation of the relevant professionals; and

(3) whether it will make special arrangements for the modification works at the policy or tender level to encourage more small and medium enterprises, start-up companies and less experienced professionals to participate in the relevant works?

Reply:

President,

The reply to the question raised by Hon Tony Tse is as follows:

(1) The Leisure and Cultural Services Department (LCSD) plans to transform more than 170 of its public play spaces (PPS) across the territory over the next five years. It is initially expected that 17 transformation projects will be launched in the first year of the programme. Details of the projects have yet to be worked out. The total estimated expenditure for the five-year programme is about \$686 million.

(2) In the process of transforming PPS, the LCSD will encourage and promote community participation and engagement by adopting different means, for example, workshops and opinion surveys to engage different stakeholders, such as students and parents of nearby schools, members of District Councils and relevant organisations, and invite them to offer opinions. Meanwhile, the LCSD will keep an open mind in organising open design competitions for the transformation works of some suitable PPS in order to collect the professionals' views and bring about innovation. The LCSD will look into the feasibility of the views with the works department. The LCSD will also take note of and consolidate the opinions collected, and incorporate feasible and suitable designs and facilities into the play spaces in an effort to provide more innovative, challenging and interesting play spaces.

(3) The LCSD and the works department will arrange tender exercises for the works fairly, openly and impartially. In vetting the tenders, special emphasis will be given to the innovativeness of the proposal and the potential of the proposed facilities in bringing benefits to local residents. Given that small and medium-sized enterprises and start-up companies can be rather innovative, eligible small and medium-sized enterprises, start-up companies and individuals or companies with less experience are welcome to participate in the transformation works for PPS.

Hong Kong Customs alerts public on unsafe children's clothing

Hong Kong Customs today (November 27) alerted members of the public to potential strangulation hazards posed by the cords of eight models of children's jackets (Annex).

Customs officers earlier conducted a spot check operation and test-bought children's jackets for safety testing. An examination by the Government Laboratory revealed that eight models of children's jackets violated the requirements of the relevant standard as the cords near the neck part of the jackets were found to pose a risk of strangulation.

Customs seized a total of 11 suspected unsafe children's jackets from four children's clothing retailers from November 7 to today. Prohibition notices were also served on the retailers concerned, prohibiting the continued sale of the children's jackets.

To avoid accidents, Customs reminds parents to watch out for potential hazards when selecting clothing for their children.

Customs is committed to the protection of consumer interests and regularly conducts spot checks and safety tests on consumer goods to ensure that they are reasonably safe for use by consumers.

Under the Consumer Goods Safety Ordinance, it is an offence to supply, manufacture or import consumer goods unless the goods comply with the general safety requirements for consumer goods. The maximum penalty upon conviction is a fine of \$100,000 and imprisonment for one year on first conviction, and \$500,000 and imprisonment for two years on subsequent convictions.

Members of the public with information relating to unsafe consumer goods may report them via Customs' 24-hour hotline 2545 6182 or its dedicated crime-reporting email account (crimereport@customs.gov.hk).

Oil spill sighted at Big Wave Bay Beach

Attention TV/radio announcers:

Please broadcast the following as soon as possible:

Here is an item of interest to swimmers.

The Leisure and Cultural Services Department said today (November 27) that because of an oil spill, the red flag has been hoisted at Big Wave Bay Beach in Southern District. The beach has been closed until further notice. Beach-goers are advised not to swim at the beach. The red flag was hoisted earlier due to big waves.

Reports of the Director of Audit

The Report of the Director of Audit on the Accounts of the Government of the Hong Kong Special Administrative Region for the year ended 31 March 2019 and Report No. 73 of the Director of Audit on the results of value for money audits were tabled in the Legislative Council this morning (November 27).

The Report on the Government Accounts provides an overall assurance that the financial statements properly present the assets and liabilities of the Government as at March 31, 2019, and the receipts and payments for the year that ended on that date.

Value for money audit is an examination into the economy, efficiency and effectiveness with which any bureau of the Government Secretariat, department, agency or other public body has discharged its functions. Report No. 73 of the Director of Audit covers a variety of subjects on the administration of government programmes and provision of public services.

Report No. 73 comprises the following 10 chapters:

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The Report of the Director of Audit on the Accounts of the Government for the year ended 31 March 2019 and Report No. 73 on the results of value for money audits are available on the Audit Commission's website at www.aud.gov.hk.