

**Minutes of the 11th Meeting of
the 7th Term Kowloon City District Council**

Date: 30 September 2025 (Tuesday)
Time: 2:30 p.m.
Venue: Conference Room, Kowloon City District Office

Present:

Chairman: Mr CHANG Chi-ho, Ivanhoe, JP

Members: Mr TING Kin-wa, MH
Mr CHO Wui-hung, MH
Mr LEE Chiu-yu
Mr NG Fan-kam, MH
Mr NG Po-keung, MH
Dr Rizwan ULLAH, MH, JP
Mr HE Huahan, MH
Mr LAM Pok
Mr LAM Tak-shing, MH
Ms LEUNG Yuen-ting
Mr CHAN Chi-wah
Mr CHEUNG King-fan
Ms WONG Man-lei, Vivian
Mr WONG Man-kong
Mr WONG Chi
Ms FUNG Mo-kwan
Ms LAU Yuen-yin
Mr PUN Kwok-wah, JP
Mr LAI Yin-chung
Mr KWAN Ho-yeung, MH

Secretary: Ms LAU Wai-yin, Stella Senior Executive Officer (District Council), Kowloon City District Office

In Attendance:

Mr WU Ho-man, Kenneth Assistant District Officer, Kowloon City District Office
Mr LEE Chi-leung, Humphrey Senior Executive Officer (District Management), Kowloon City District Office

Miss MAK Wai-man, Sandy	Senior Liaison Officer (Building Management), Kowloon City District Office
Mr CHAN Yat-kin, Kaiser	Senior Liaison Officer (District Liaison)1, Kowloon City District Office
Miss LIU Suk-fun, Connie	Senior Liaison Officer (District Liaison)2, Kowloon City District Office
Ms SO Lai-yee, Ivy	Senior Liaison Officer (District Liaison)3, Kowloon City District Office
Mr LIU Kin-wai, Rick	Chief Transport Officer/ Kowloon 2, Transport Department
Mr WONG Lap-yan, Ivan	District Environmental Hygiene Superintendent (Kowloon City), Food and Environmental Hygiene Department
Ms MAK Siu-ling, Iris	Chief Manager/Management (Kowloon West and Sai Kung), Housing Department
Ms CHEUNG Yee-mei, May	Chief Leisure Manager (Kowloon), Leisure and Cultural Services Department
Ms CHIU Shui-man, Tabitha	District Leisure Manager, Kowloon City, Leisure and Cultural Services Department
Mr CHAN Hoi-ki, Francis	Senior Engineer/12 (East), Civil Engineering and Development Department
Mr LEUNG Kwok-wing	Deputy District Commander, Kowloon City District, Hong Kong Police Force
Mr WAN Cheuk-pong	Assistant Police Community Relations Officer, Kowloon City District, Hong Kong Police Force
Ms TSE Tsui-yan	District Commander, Sau Mau Ping District, Hong Kong Police Force

Mr CHIU Tai-wai, David Executive Officer I (District Council), Kowloon City District Office

Attendance by Invitation:

Item 2	Mr CHUNG Cheuk-ming, Derek	Chief Electrical and Mechanical Engineer/Bus Safety, Transport Department
	Mr LAM Bun, Ben	Senior Electrical and Mechanical Engineer/Bus Safety, Transport Department
	Ms Claire HU	Representative of Baidu Apollo International Limited
	Mr Alvin CHEN	Representative of Baidu Apollo International Limited
	Ms Iris WONG	Representative of Baidu Apollo International Limited
	Mr Samuel CHOI	Representative of Baidu Apollo International Limited
	Mr Alex WONG	Representative of China Travel Tours Transportation Services Hong Kong Limited
Item 3	Ms LAI Man-foon, Vivian	District Planning Officer/Kowloon, Planning Department
	Mr WONG Wai-yin, Patrick	Senior Town Planner/Kowloon 4, Planning Department
	Mr CHAN Hoi-ming, Jaime	Town Planner/Kowloon 6, Planning Department
	Mr LO Chi-cheung, Stephen	Chief Engineer/East 5, Civil Engineering and Development Department
	Mr LAU Lik-wing, Ray	Senior Architect/1 (East), Civil Engineering and Development Department
	Mr Louis LAU	Project Manager, AtkinsRealis Asia Limited

Item 4	Mr LEUNG Hon-man	Deputy Chief Occupational Safety Officer (Operations Division) (Mega Projects Office), Labour Department
	Mr WONG Tat-foo	Acting Senior Divisional Occupational Safety Officer (Operations Division) (Mega Projects Office)2, Labour Department

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Opening Remarks by the Chairman

1. **The Chairman** welcomed all Members and representatives of departments to the eleventh meeting of the 7th term Kowloon City District Council (KCDC).
2. **The Chairman** reminded Members to register their interests in accordance with the stipulation of Order 22 of the Kowloon City District Council Standing Orders (the Standing Orders) and stated that if the matters to be discussed had any connection or potential conflict of interests with their personal interests such as property rights, profession or investment, they should make a declaration proactively at the meeting so that he could make a decision in accordance with the Standing Orders.
3. **The Chairman** stated that in accordance with Order 32 of the Standing Orders, the quorum of the District Council meeting was not less than half the District Council Members holding the office for the time being. If the quorum was not present at the commencement of the meeting or in the course of the meeting, he would direct the Secretary to summon the absentees. If the quorum was still not present 15 minutes thereafter, he would adjourn the meeting. According to the stipulation of Order 13 of the Standing Orders, he then set out that each attendee was allowed to make a maximum of two speeches during a discussion on the same agenda item and the time limit for each speech was two minutes. He also reminded the attendees to switch off their mobile phones or to switch the ringers to vibration notification to avoid causing disturbances to the meeting.

Item 1**Confirmation of Minutes of the 10th Meeting**

4. **The Chairman** announced that the minutes of the tenth meeting were unanimously endorsed without amendments.

Item 2**Trials of Autonomous Vehicles in Kowloon East**

(KCDC Paper No. 48/2025)

5. **The Chairman** welcomed the representatives of the Transport Department (TD), Baidu Apollo International Limited (Baidu) and China Travel Tours Transportation Services Hong Kong Limited to the meeting.

6. **The Chairman** stated that he had received the declarations from **Mr PUN Kwok-wah and Mr LAM Tak-shing** that they were employees of a company under China Travel Service (Holdings) Hong Kong Limited. However, the business of the company they were in was not relevant to China Travel Tours Transportation Services Hong Kong Limited. Therefore, **the Chairman** announced that both Members were permitted to continue to participate in the discussion of the item but were not allowed to vote (if any).

7. **Mr CHUNG Cheuk-ming, Derek, Chief Electrical and Mechanical Engineer/Bus Safety, the TD** introduced Paper No. 48/2025 with the main points as follows:

- (i) the Government had been promoting the further development of autonomous vehicles (AVs) in Hong Kong through a combined approach of policy support, regulatory backing and financial assistance. Since 2017, the Department had been facilitating AV trials by issuing Movement Permits to the vehicles under trial in accordance with the Road Traffic Ordinance (Cap. 374). With a view to promoting the development of AV technology, the Government completed the amendments to the Road Traffic Ordinance and introduced the Road Traffic (Autonomous Vehicles) Regulation in May 2023 and January 2024 respectively. The new regulatory regime had been effective since 1 March 2024. The Department also promulgated the Code of Practice for Trial and Pilot Use of AVs (Code of Practice) that specified the technical, safety and

operational requirements for the trial and application of AVs in detail. The Government would maintain safety as the overriding principle while advancing the steady development of AVs in Hong Kong in an orderly and safe manner;

- (ii) the new legislation was highly flexible in order to embrace the rapidly evolving AV technology. It aimed to facilitate technological breakthroughs, enhance efficiency and expedite approval procedures, which included consideration of the applicant's test performances in Hong Kong and other regions. It would modify or exempt provisions of traffic-related Ordinances that did not apply to AVs as appropriate. Meanwhile, it ensured road safety while taking into account innovation and public interests. To safeguard safety, the Department also adopted multiple measures, including stringent vehicle inspections, comprehensive requirements for operation and road trials, as well as gradual enhancement in the technological complexity and challenges. The regulatory regime facilitated wider and more flexible trials and application of AVs in Hong Kong by the industry;
- (iii) under the new regulatory regime, the Department streamlined the approval process while maintaining rigorous oversight, actively facilitating pilot licencees and granting approvals. Within months, several technical advancements were achieved, including scaling the trial from a single vehicle to multiple vehicles operating simultaneously to collect multi-vehicle data, conducting passenger-carrying trials on specific routes following safety assessments, expanding the trial scope to more complex roads and increasing the maximum speed limit to 50 kilometres per hour based on the trial routes. To ensure road safety, the Department would exercise stringent control and thoroughly examine the monthly test reports submitted by pilot proprietors of AVs to assess the safety performance of AVs;
- (iv) multiple AV projects were currently underway. Taking Baidu's trial AV project on Airport Island as an example, its trial progress fully demonstrated the efficiency of the new regulatory regime and was a testimony to the long-term efforts of the Government and the AV industry in promoting AV-related projects. Baidu commenced AV

road tests on Airport Island from December 2024 and conducted small-scale passenger-carrying trials on Airport Island from end-April 2025. The scale of road tests without passengers was expanded from a single route to cover more public roads with more complex scenarios. The project had largely been smooth to date. The Department also approved Baidu in June and August 2025 to conduct road tests in Tung Chung and Cyberport in Southern District respectively. Trained in-vehicle backup operators were stationed on the AVs to take over control of the vehicles whenever necessary. The AVs demonstrated stable performance when navigating road sections of different scenarios and when sharing the roads with other vehicles, achieving highly automated driving which was equivalent to level 4 under national and international standards. The AVs could continuously perform all dynamic driving tasks under specific operational conditions and automatically execute minimal risk strategies. The technical level was comparable to that of the Mainland and other regions of the world with autonomous driving technologies;

- (v) considering the smooth operations of the aforementioned trial project and the stable performance of the AVs, Baidu was currently planning to conduct trials in the vicinities of the Kai Tak Development Area and Kowloon Bay to test simultaneous cross-district operations in various areas; and
- (vi) to lay the foundation for the subsequent operation services of fully driverless vehicles (i.e. remote-operated vehicles), the TD would continue to exercise stringent control in promoting the trial and application of AVs in Hong Kong in an orderly and safe manner. The Department invited Members to express their views and support to the project to be introduced by Baidu.

8. **Ms Iris WONG, the representative of Baidu**, introduced the Paper with the main points as follows:

- (i) Baidu's mission was to make vehicles smarter and travels easier. By leveraging innovative technologies such as artificial intelligence (AI), Baidu strived to simplify complexities and eliminate traffic accidents caused by human factors through autonomous driving technologies,

thereby creating a safe, easy, efficient, green and economical mobility system for the public;

- (ii) Baidu had been deeply committed to the field of autonomous driving for 12 years. In recent years, Baidu had launched fully driverless services in multiple cities across the Chinese Mainland, completing over 14 million travel orders. Meanwhile, Baidu had begun globalising its autonomous driving business with trials commencing in places such as Dubai and Abu Dhabi;
- (iii) the AVs on trial were RT6, the sixth generation AVs from Baidu. RT6 featured automotive-grade safety design, passed the extreme temperature tests and was certified for its durability and backseat safety. In addition, RT6 also offered passengers a smart and comfortable travelling experience;
- (iv) as at end-September 2025, the safe mileage of Baidu's AV trials in Hong Kong exceeded 50 000 kilometres. In all trials, Baidu's AVs smoothly navigated high-traffic roundabouts, precisely stopped for the pedestrians, accurately identified traffic signals and prioritised the pedestrians. No accidents or traffic disruption occurred during the trials;
- (v) Baidu's trial project in Kowloon East would be conducted with China Travel Tours Transportation Services Hong Kong Limited. The trials would take place from 1:00 a.m. to 5:00 a.m., from 10:00 a.m. to 4:00 p.m. and from 8:00 p.m. to 11:00 p.m. from Mondays to Saturdays, as well as from 8:00 a.m. to 10:00 p.m. on Sundays. Baidu would arrange for three AVs each to undergo tests without passengers in both Kai Tak and Kowloon Bay simultaneously. The trial routes covered Shing Fung Road, Shing Kai Road, Muk On Street, Kai Shing Street, Kai Wah Street, Wang Kwong Road, Kai Shun Road, Wang Chiu Road, Kai Cheung Road, Sheung Yuet Road, Sheung Yee Road, Muk Chui Street, Concorde Road and Muk Yuen Street. The routes for manual driving covered Prince Edward Road East (westbound) and Kai Lai Road;
- (vi) The stopping locations for the trial project in Kowloon East included the Youth Post, Electrical and Mechanical Services Department

Headquarters, Skyline Tower, Sheung Yuet Road, Zero Carbon Building, Muk On Street, Muk Chui Street and Muk Yuen Street, among which, Skyline Tower would be used for parking and charging;

- (vii) Baidu would appropriately adjust the testing hours and flexibly arrange the trials depending on the circumstances. The trial routes were confirmed by technical staff. Safety was therefore assured. The in-vehicle backup operators (safety officers) had an average driving experience of over ten years and a good driving record without serious driving-offence points. They also needed to complete 100 hours of training and examinations. In case of road emergency or road works, the safety officers could take over the vehicles to ensure safety if necessary;
- (viii) in terms of technical safety, having undergone more than ten years of research and development, Baidu's autonomous driving system possessed real-time adaptability and all-rounded safety redundancy to ensure driving safety and stability. Baidu had also formulated emergency procedures to handle emergencies and procured third party insurance in accordance to the legislation. A 24-hour emergency hotline was set up for the fleet to provide immediate assistance;
- (ix) Baidu had established strict procedures for handling malfunctions. This would guarantee swift and safe response to emergencies, thereby reducing the impact of the incidents and ensuring smooth traffic; and
- (x) Baidu had been working to complement the Smart Mobility initiative introduced by the Hong Kong Government. In addition to conducting AV trials, Baidu had been organising various science popularisation activities in Kowloon East, Southern District of Hong Kong Island and Tung Chung, as well as hosting talks and exchanges in schools to promote and spread the knowledge about autonomous driving to the public and students. This would facilitate the development of new quality productive forces and smart city in Hong Kong in the long run.

9. **Mr LEE Chiu-yu** extended his staunch support for developing AV technology in Hong Kong. He was delighted to see that Baidu had conducted trials at

the airport, Tung Chung and then Cyberport in an orderly manner. However, compared to the two trial locations of Tung Chung and Cyberport, Kai Tak had more complicated road conditions with higher numbers of vehicles and pedestrians. It was suggested that Baidu should adopt a progressive approach with reference to the experience of conducting the trials at the airport, Tung Chung and then Cyberport. This meant that the trials could first be conducted in the relatively easier road conditions in the Kai Tak Runway Area before gradually expanding to busy and complicated road sections.

10. **Mr PUN Kwok-wah** extended his staunch support to the AV trial project. Based on an earlier AV trial ride, he felt that it was safer than riding on a manually driven vehicle. He would like to gain further understanding on the response and system operation of the AVs in case of traffic accidents.

11. **Mr CHEUNG King-fan** stated that he was very delighted that the AV trial project could be implemented in Kai Tak. His enquiries and views were consolidated as follows:

- (i) would like to understand the current phase of the AV trials, the timeframe and arrangements for future implementation and when passenger-carrying vehicles would be available;
- (ii) while it was understood that Baidu's AVs achieved a zero accident record, it was reminded that Baidu should conduct proper risk management and take preventive measures before the trials. Enquiries were also made on whether the AVs would be equipped with safety alert devices during the trials in Kowloon East;
- (iii) the testing hours included Saturday and Sunday evenings. Since mega events always took place in Kai Tak area on weekends, enquiries were made on the arrangements for AV trials during these special occasions; and
- (iv) whether the additional charging facilities at Skyline Tower were installed for the AVs. There were concerns that charging facilities might be insufficient, which would affect the trials.

12. **Mr CHUNG Cheuk-ming, Derek, the TD** replied with the main points as follows:

- (i) regarding the procedures of the AV trials, once an applicant was granted the permit for a pilot licence from the Department, the 2 500 kilometres of open road trial could be commenced. During the trial, the Department would review the monthly performance report submitted by the applicant to see if the trial performance of the AVs was satisfactory and whether safety problems existed. After completing a trial mileage of 2 500 kilometres, the applicant could apply for a licence;
- (ii) after obtaining the licence, the applicant had to undergo a cumulative trial mileage of 27 500 kilometres on open road in total in accordance with the Department's Code of Practice. The Department would continue to monitor the performance of the AVs to confirm whether they met the conditions for remote operation. If all requirements were fulfilled and the licence or approval was granted by the TD, the AVs would be ready for commercial operation. If the trial performance of the AVs were satisfactory, the trials could be extended to various road sections and more complex scenarios as needed;
- (iii) the autonomous driving operations of the AVs were powered by AI technologies in conjunction with various sensors. In case of a traffic accident, the in-vehicle backup operator could immediately take over and manually control the vehicle when necessary; and
- (iv) Baidu would accommodate the arrangements of the Police and suspend the AV trials on related routes during the staging of major events in the area.

13. **Mr Alvin CHEN, the representative of Baidu,** replied with the main points as follows:

- (i) a safety officer with extensive experience, a good driving record and proper training would be assigned to each AV. During the trials, they would monitor the AVs using a defensive driving approach. They could take over the AVs anytime to prevent collisions and accidents depending on the circumstances; and

- (ii) the safety officers had undergone extensive accident drills and were familiar with the ways to handle different traffic accidents.

14. **Mr Samuel CHOI, the representative of Baidu**, supplemented that the AVs in Kowloon East would use the local charging facilities available at the car park in Skyline Tower and adapters that met the safety standards.

15. **Ms LEUNG Yuen-ting** stated that her previous AV trial ride felt very comfortable and she was highly supportive of the implementation of the trial project in Kowloon East. She further stated that the trial road sections suggested by Baidu included Muk Chui Street, which was only 265 metres long. This road section was frequently used by residents and students and had very high pedestrian usage. The testing hours for the AVs covered the peak hours when classes ended at nearby kindergartens and primary schools and when school buses were operating in the area. Enquiries were made on the purpose and necessity of Baidu's AV trials and parking on this road section, as well as whether Baidu would consider conducting the trials on other road sections.

16. **Mr NG Fan-kam** stated that autonomous driving would be a trend in future society with rapid AI development. He extended staunch support to the Government's promotion of the development of the AI science industry and encouraged AV development. He enquired whether there had been any instances in which the safety officer had to take over the AV since its trials in Hong Kong. In addition, if the AVs could only stop and not perform evasive manoeuvres, how would the safety of in-vehicle passengers be ensured in case of traffic accidents.

17. **Ms FUNG Mo-kwan** stated that she agreed that autonomous driving would be a trend in future society. She was glad to see the exhibition of new technology in Kowloon City District. She continued to point out that Baidu had avoided busy hours and road sections when planning the trial routes. However, Muk Chui Street, Muk On Street and Muk Yuen Street had high pedestrian usage. She enquired about the emergency stopping mechanism of the AVs when pedestrians crossed the roads, the frequency of inspections for the AVs and whether the AV trials would be conducted as scheduled during inclement weather.

18. **Mr LAM Pok** stated that he highly welcomed and anticipated the AV trials in Kowloon City District. His views and enquiries were consolidated as follows:

- (i) the trials were usually arranged at non-peak hours, which might not give an accurate assessment on AV operations under real road conditions. It was suggested that the trials could occasionally be conducted during peak hours to understand the performance of the AV system;
- (ii) enquiries were made on how long the trials would last, whether they would be expanded to other areas of Kowloon City District in the future and whether passenger-carrying trials would be conducted;
- (iii) enquiries were made on whether Cantonese was the primary language of the smart system of the AVs and whether different languages would be available in the future for use by tourists;
- (iv) most AV trials currently took place on flat roads but many roads in Hong Kong involved uphill or downhill sections. Enquiries were made on whether future trials would be conducted in areas with more uphill and downhill sections and more bends to ensure that the AVs could handle all road conditions in Hong Kong when they are launched in the future; and
- (v) the trials were currently supervised by safety officers. Enquiries were made on when fully driverless vehicles would be implemented.

19. **Mr CHUNG Cheuk-ming, Derek, the TD** replied with the main points as follows:

- (i) the parking performance of the AV system would be tested on Muk Chui Street but the parking spaces would not be occupied for long periods. The AVs would not be required to stop at the stopping location every time they passed. The Department noted the heavy pedestrian flow on Muk Chui Street and would study the relevant trial arrangements with Baidu;
- (ii) the AV were required to first undergo 2 500 kilometres of open road trials, followed by 27 500 kilometres of road trials. During the

trials, the Department would continuously assess the driving performance of the vehicles. Upon satisfactory performance, the Department would consider allowing the trials for remote driving without an in-vehicle backup operator;

- (iii) according to the requirements in the Code of Practice, operators could conduct trials with designated passengers after undergoing a safety assessment;
- (iv) regarding the road sections and times of the trials, considerations would be given to the condition of the trial road sections chosen by the applicant and whether the trials would be conducted during peak hours. Generally speaking, AV trials would be cancelled during inclement weather;
- (v) operators would inspect the AVs and monitor the performance of the AV system daily, while regular vehicle inspections would also be conducted annually; and
- (vi) in case of a traffic accident, the AV would automatically execute a strategy with minimum risk to safeguard the safety of nearby road users. Sudden lane changes or evasive manoeuvres would increase the risk to other road users.

20. **Mr Samuel CHOI, the representative of Baidu**, supplemented that every day before the trial, the safety officers would conduct a comprehensive inspection of the AVs, including their hardware, software, safety and stability. During the trials, potential safety risks would also be detected. This would ensure the entire trial would be carried out in safe conditions.

21. **Mr CHO Wui-hung** stated that he welcomed the AV trials to take place in Kowloon East. It brought innovative elements to the area and facilitated the smart city development in Hong Kong. His views and enquiries were consolidated as follows:

- (i) major events often took place at the vicinity of Kai Tak, leading to heavy traffic and pedestrian flows. During the trial phase, the route planning for the AVs required certain flexibility and a clear contingency proposal to ensure that it would not put pressure on the

traffic in the area;

- (ii) whether the safety officers would be held responsible in case of AV-related traffic accidents, who would bear the responsibility for fully autonomous vehicles, as well as the differences in the coverage and claim procedures of third-party insurance procured for AVs and regular vehicles; and
- (iii) anticipated the TD and Baidu to provide clear and detailed information to the public, which would facilitate public monitoring and garner their understanding and support for the trials.

22. **Mr TING Kin-wa** stated that AVs had been under development for over a decade but they had yet to be launched in Hong Kong. He highly welcomed the AV trials to take place in Kowloon City District and hoped for the early completion of the trials so that the AVs could operate in Hong Kong as soon as possible. He enquired about the timeline for when the AVs would eventually meet the standards and achieve driverless passenger-carrying operations.

23. **Mr HE Huahan** stated that he welcomed the AV trials to take place in Kai Tak. His views and enquiries were consolidated as follows:

- (i) whether there were any non-major incidents since Baidu began the AV trials in Hong Kong, and if so, the number and nature of these incidents;
- (ii) traffic obstruction frequently occurred on Muk Chui Street, Muk Yuen Street and Muk On Street during peak hours. The obstruction was often quite serious. It was suggested that the TD should first solve the problem of traffic congestion before considering whether these road sections were suitable for AV trials and parking; and
- (iii) during the staging of major events in the area, the AV trials on the related road sections would be suspended. Enquiries were made on how mega events and major events were defined.

24. **Mr CHUNG Cheuk-ming, Derek, the TD** replied with the main points as follows:

- (i) the backup operators/safety officers of AVs were defined as drivers in law. Therefore, in case of a traffic accident, they would bear the same legal responsibilities as regular drivers;
- (ii) regarding vehicle insurance, AVs were required to be insured against third-party risks in accordance with Motor Vehicles Insurance (Third Party Risks) Ordinance (Cap. 272), which was no different from the third-party insurance for regular vehicles. In terms of claims, the procedures for AVs after a traffic accident was the same as those for regular vehicles;
- (iii) the Department would continue to maintain safety as the overriding principle while advancing the steady development of AVs in Hong Kong in the orderly and safe manner. The Department also required operators to apply to the TD for the related licenses or permits for commercial operations after completing the corresponding road tests and vetting in accordance with the legislation and the Code of Practice;
- (iv) the trial routes and stopping locations in the current proposal included Muk Chui Street, Muk Yuen Street and Muk On Street. However, not every AV had to operate through all trial routes every day under Baidu's arrangements; and
- (v) Baidu would ensure that the AVs would maintain a safe distance from pedestrians and other vehicles during the trials to prevent accidents and traffic obstruction. The Department would also closely monitor the trials and review the driving performance of the AVs.

25. **Mr Samuel CHOI, the representative of Baidu**, replied with the main points as follows:

- (i) Baidu would maintain communication with the Police. During the staging of mega events, the AVs would avoid entering the related checkpoints and road sections when necessary to minimise traffic impact; and

- (ii) in case of an accident, Baidu would report to the Police of the district at the earliest opportunity.

26. **Ms Claire HU, the representative of Baidu**, replied with the main points as follows:

- (i) zero major accidents referred to having no major accidents caused by the primary responsible party, as well as having no major casualties. Past non-major incidents included being rear-ended and scraped. Even when the aforementioned situations were counted, the incident rate was only a small fraction compared to that of human drivers; and
- (ii) according to global research data on autonomous driving, the safety of autonomous driving was significantly surpassed that of human driving since over 90 per cent of accidents involving human drivers were due to fatigue driving or emotion-induced factors. AVs could effectively avoid accidents caused by emotions or fatigue, thereby enhancing safety.

27. **Mr KWAN Ho-yeung** stated that during the trial ride on the AV, he felt that the vehicle was very stable and was therefore very confident about the safety of AVs. His views and enquiries were consolidated as follows:

- (i) compared to Tung Chung and Cyberport, the roads in Kowloon East were busier with more complex conditions. Enquiries were made on whether Baidu had established a set of procedures for handling accidents where the AVs were affected by other vehicles or pedestrians;
- (ii) Baidu's Paper mentioned "road sections where trials without passengers could be conducted (autonomous or manual)". Enquiries were made on the conditions in which manual driving would take over autonomous driving, and whether trials operated manually would be counted as well; and
- (iii) the TD stated that Baidu was required to complete the trial target of 2 500 kilometres or 27 500 kilometres. Enquiries were made on how many kilometres Baidu expected the AVs to travel in a day and how many days in total were required to complete the related trials.

28. **Ms WONG Man-lei, Vivian** stated that she understood that AVs had a very high factor of safety and most accidents were man-made. Therefore, she would like to understand how AVs would react in the event of an accident. In addition, enquiries were made on whether the TD would require AVs to be tested on all different road conditions (such as uphill and downhill roads, busy road sections, etc.) before allowing the AVs to carry passengers.

29. **Mr LAM Tak-shing** stated that he was highly supportive of conducting the AV trials in Kowloon City District. He considered that AVs could help solve the challenge of ageing population and labour shortage, while raising transport efficiency, enhancing safety and increasing passengers' options. His views and enquiries were consolidated as follows:

- (i) enquiries were made on whether sufficient parking spaces were reserved for the AVs;
- (ii) how Baidu would handle various types of emergency incidents. It was suggested that Baidu should establish a corresponding set of handling procedures;
- (iii) how Baidu would handle passengers' personal items left in vehicles after passenger-carrying AVs were launched. In addition, it was enquired whether Baidu would have a corresponding application in the future to facilitate the public in hiring AVs;
- (iv) suggested Baidu to mark the AVs clearly so that the public could tell and easily identify the vehicles on trial; and
- (v) during the trials, the work hours of safety officers should be reasonably arranged and scheduled to prevent them from overworking.

30. **Ms LEUNG Yuen-ting** supplemented that two primary schools and one secondary school were located on Muk Hung Street, which was adjacent to Muk Chui Street. It was also the main road connecting Kai Ching Estate and Tak Long Estate. Therefore, during after-school hours, many students, elders picking up students and school buses were on Muk Chui Street, often leading to vehicle-pedestrian conflicts. It was suggested that Baidu should make appropriate adjustments for the peak hours before and after school.

31. **Mr CHEUNG King-fan** supplemented that the roads at the vicinity of Kai Tak Runway Area were relatively smooth currently. It was suggested that Baidu's trials could be conducted in the Runway Area first in a phased approach. In addition, given the lengthy trials of AVs, he enquired whether there was sufficient time for charging.

32. **The Chairman** stated that smart city development and smart mobility were global development trends. Trials for autonomous driving also needed to be conducted in a progressive manner. Integrating with the experience from the AV trial rides in Tung Chung, it was understood that further AV trials in urban areas were an inevitable development and the Kowloon City District Council generally supported it. Meanwhile, Members also conveyed the views of local residents, especially their concerns about traffic safety and the challenge to traffic pressure locally. Several Members also expressed that some schools were situated on several streets along the trial routes, with many schoolchildren and elders frequently moving in and out and crossing the roads, which could become potential traffic and safety hazards. He would like the Department to take this opportunity to elaborate more on the trial procedures and explain to the public in detail how public safety was ensured in the entire process while balancing the convenience of the transportation and travels in the district.

33. **Mr CHUNG Cheuk-ming, Derek, the TD** replied with the main points as follows:

- (i) the manual routes referred to the routes on which the vehicles could be manually driven. There were currently two manual routes. The main purpose was to allow AVs to avoid busy road sections during trials;
- (ii) the pilot licence for AVs was valid for five years and could be renewed every five years, allowing AV trials to continue indefinitely in theory;
- (iii) AVs could only operate on road sections that had been tested and approved by the Department;
- (iv) to facilitate the clear identification of AVs on trial by pedestrians, a designated label for AVs was affixed on the vehicle and a trial label was also displayed as a reminder;

- (v) in terms of traffic safety, AVs had a detection range of over 200 metres. They were capable of early detection of objects or pedestrians in front of or near the vehicle and taking appropriate responsive controls. Their operational capabilities were comparable to those of regular drivers, thereby ensuring road safety. In addition, in-vehicle safety officers for AVs during trials had the same responsibilities as regular drivers. All safety officers had extensive driving experience and were capable of avoiding traffic accidents; and
- (vi) in case of a traffic accident, the TD would assist the Police in conducting an investigation, which would follow the same investigation procedures as handling accidents involving regular private vehicles.

34. **Ms Claire HU, the representative of Baidu**, replied with the main points as follows:

- (i) the AV trial ride event for Members held at the airport mid-September adequately demonstrated how the AVs could navigate various roundabouts and evade other vehicles during peak hours at the airport. If Members would like to have another trial ride on the AVs, they were welcome to contact Baidu for arrangement through the Secretariat;
- (ii) as smart vehicles, the AVs fulfilled all of Hong Kong's certification requirements for private vehicles. They were also equipped with sensors required for the autonomous driving system and safety backup features, including 360-degree view and perception, as well as the ability to navigate different road and weather conditions. In addition, the AVs had instant real-time response in milliseconds. Whether it needed to detour, stop, switch between manual mode and autonomous mode, the AVs could react swiftly at the first instance without stopping for preparation and therefore would not cause traffic obstruction;
- (iii) Baidu always maintained public safety as the overriding principle. Even if other vehicles or pedestrians committed traffic offences such as running red lights or jaywalking, the AVs would always prioritise

evasion and would not commit offences or cause collisions;

- (iv) autonomous ride hailing had been quite prevalent in the Chinese Mainland and the United States. Baidu had developed a complete product and technical solution. In Hong Kong, Baidu would first complete preliminary trials as required and submit reports to the TD before considering further implementation. Details would be timely disclosed to the public through the council; and
- (v) there were differing views among Members on whether the trials should be conducted during peak hours for a thorough understanding of the AVs' performance. Baidu would evaluate with the TD to strike a balance between the two approaches.

35. **Ms Iris WONG, the representative of Baidu**, supplemented that she noted the presence of many schools and students along the road sections of Kowloon East. Baidu would avoid the peak hours before and after school when conducting the trials. Baidu would also actively communicate with the schools and would gradually garner their understanding and support. Apart from Cantonese, English and Mandarin were also available in the AV system.

36. **Mr Samuel CHOI, the representative of Baidu**, replied and stated that they had communicated with the parking service company to reserve parking spaces for the AVs at Skyline Tower on the premise of not affecting the daily use by the public. To avoid affecting the use of charging facilities by car owners of the area, Baidu would make reasonable arrangement for the charging hours and schedule the charging at non-peak hours as much as possible.

37. **The Chairman** concluded and stated that although some of the local transportation issues were not directly related to the AV trials, they might still be highlighted and garner public attention as a result. He would like the TD to pay close attention, ensure proper oversight and continue to maintain communication with local stakeholders.

[Post-meeting note: Baidu would cancel the road trials on Muk Chui Street, whereas the road sections and time for other trials in Kowloon City District would remain unchanged.]

Item 3**Proposed Amendments to the Approved Ho Man Tin Outline Zoning Plan No. S/K7/24**

(KCDC Paper No. 49/2025)

38. **The Chairman** welcomed the representatives of the Planning Department (PlanD), the Civil Engineering and Development Department (CEDD) and AtkinsRealis Asia Limited to the meeting.

39. **Mr WONG Wai-yin, Patrick, Senior Town Planner/Kowloon 4, the PlanD** introduced Paper No. 49/2025 with the main points as follows:

- (i) a site located adjacent to the sports centre in Ho Man Tin was currently zoned as “Government, Institution or Community (G/IC)”. The site was bounded by Fat Kwong Street to the east, with an existing private housing development, i.e., Ultima, Ho Man Tin Sports Centre and Ho Man Tin Swimming Pool to the south, Ho Man Tin West Fresh Water Service Reservoir to the west and Ho Man Tin Ventilation Building of the Central Kowloon Route (CKR) to the north. Along the northern and eastern edges of the construction site were slopes;
- (ii) the said site was originally reserved for a salt water service reservoir. The Water Supplies Department later confirmed that such use was no longer necessary. It was currently used as a temporary works site of the CKR. Based on the current works progress, the CKR project was expected to be completed by the end of 2025. Upon review, the Government proposed to rezone the site for private housing development so as to meet public demand for residential housing;
- (iii) to tie in with the proposed private housing development, it was now proposed to rezone the said site from “G/IC” to “Residential (Group B)”;
- (iv) upon completion of studies, the proposed plot ratio was not more than 5, with a height restriction of 160 metres above Principal Datum. It was estimated that approximately 230 units could be provided. The development density and scale were similar to the existing “Ultima”;

- (v) in response to the requirements of the Social Welfare Department (SWD), approximately 5% of the domestic floor area would be used for social welfare facilities (SWFs), including a District Elderly Community Centre (DECC) and an Integrated Community Centre for Mental Wellness (ICCMW) Sub-base. The relevant SWFs were preliminary proposals. The types and scale of facilities to be implemented would be studied and confirmed with the related departments, including the SWD, in the future;
- (vi) based on the engineering feasibility study (EFS) conducted by the consultant commissioned by the CEDD, no insurmountable technical problems in terms of traffic and transport, environment, sewage, drainage, water supply, visual appeal, landscape and air ventilation were expected to be brought by this development plan to the vicinity. The assessment results indicated that the proposed height restrictions of this project was in general visually compatible with the height restrictions of the surroundings and the height of nearby developments. No negative visual impact would be brought to the surrounding environment; and
- (vii) the results of the traffic and transport impact assessment also indicated that upon the implementation of the proposed traffic improvement measures, no significant impact would be brought by the proposed development plan to the overall and nearby road traffic. In respect of air ventilation, the proposed buildings would maintain considerable permeability with appropriate layout, orientation and spacing planning. In terms of landscape assessment, the landscaping design and greening measures of the project could mitigate the impact of tree removal required due to the works. It was anticipated that upon completion of the project, the appropriate landscaping and architectural design could provide residents with an ideal outdoor environment.

40. **Ms LAU Yuen-yin's** views and enquiries were consolidated as follows:

- (i) requested the Department to supplement if the proposed building would be a fully private development or a Home Ownership Scheme (HOS) court. Should it be the former, how could it address the housing problem in Hong Kong;

- (ii) there would be approximately 230 units in the proposed private building. Given the type of residential housing, the probability of having at least one private car per unit for commuting would be very high. Enquiries were made on whether sufficient parking spaces would be reserved in the building, as well as how the Department would address the increased traffic pressure; and
- (iii) the site was located on a hill. To facilitate access by elders, comprehensive ancillary traffic facilities and barrier-free facilities were essential for the establishment of a DECC there. In addition, most of the elderly centres were currently closed on Sundays and public holidays. The Member would like this centre to be open on weekends and public holidays to meet service demands.

41. **Dr Rizwan ULLAH** stated that there were many ethnic minority residents in Kowloon City District. Their needs should also be considered when studying and implementing the SWFs in the building in the future.

42. **Mr CHAN Chi-wah**'s views and enquiries were consolidated as follows:

- (i) enquired about the expected completion date of the project;
- (ii) the site was located in a section of the hilltop with a relatively open terrain. The impact of noise would be greater on nearby residents living on higher floors. The Member was concerned about the impact of noise by the construction works in the future on Yan Man House and Nga Man House in Ho Man Tin Estate, as well as Kwun Hei Court, Kwun Fai Court and Kwun Tak Court of the HOS;
- (iii) an ICCMW was also proposed to be established in the proposed Ho Man Tin Government Complex. An elderly centre was not suitable to be established on the hilltop. To make better use of resources, it was suggested to convert the SWFs to the provision of child care services or provide event venues for district organisations; and
- (iv) there had been several works in Ho Man Tin area in recent years. Fat Kwong Street was seriously damaged by the entry and exit of heavy vehicles. Since Fat Kwong Street was a relatively busy road, it was uneasy for the Highways Department to carry out repairs.

Coordination between various departments was required for road closure and repairs. Related departments were requested to take note of it.

43. **Mr NG Fan-kam** stated his support for the Government's proper use of land. However, there were many trees on the said site at present. Enquiries were made on whether the Department would transplant the trees to avoid wastage of resources. In addition, there had been multiple works in the area in recent years. Residents had suffered from noise for years. The Department was suggested to consider the noise control measures taken by contractors during the tendering process with a view to minimising the impact on nearby residents. He supported the establishment of an elderly centre. However, additional lifts should be provided to facilitate access by elders.

44. **Ms LAI Man-foon, Vivian, District Planning Officer/Kowloon, the PlanD** gave a consolidated reply as follows:

- (i) based on the latest projection in the Annual Progress Report 2025 of the Long Term Housing Strategy (LTHS) published by the Government on 30 September 2025, the gross total housing demand for the 10-year period from 2026-27 to 2035-36 was approximately 420 000 units. Among which, the private housing supply target was 126 000 units. To meet the supply target, the Government had been regularly conducting various land use reviews to identify sites with potential for rezoning to residential use. After study, the "G/IC" zone in Ho Man Tin discussed today was deemed suitable for rezoning to "Residential (Group B)" to meet private housing demand;
- (ii) according to the preliminary planning at present, the said site would be used for the construction of private housing, with a scale similar to the nearby "Ultima". If the plan could be carried out smoothly, the project was expected to be completed between 2030 and 2031, which specifically aligned with the first five-year housing target of the LTHS;
- (iii) upon taking into account the characteristics of the construction site, as well as the supply and demand of services in the area, the SWD considered that the existing planned services were still insufficient even the Ho Man Tin Government Complex under planning was

included. Expansion was required to alleviate service demand. Therefore, it was recommended to build these two SWFs there. This notwithstanding, the Department would relay Members' views to the SWD and the relevant departments, with a view to making the best use of the land; and

- (iv) regarding the connectivity of the site, there was a passageway connecting the exit of Ho Man Tin MTR Station to "Ultima" at present. There was also a footbridge crossing Fat Kwong Street to the north of the construction site. It was planned to connect these two passageways to this construction site for the use by residents and users of the SWFs.

45. **Mr LO Chi-cheung, Stephen, Chief Engineer/East 5, the CEDD** gave a consolidated reply as follows:

- (i) according to The Hong Kong Planning Standards and Guidelines (HKPSG), the provision of a car park was required for this private housing. The final number of parking spaces provided by the car park would be subject to the developers' design;
- (ii) the consultancy conducted an assessment based on the maximum number of parking spaces required for private housing under the HKPSG. It was considered that no significant impact would be brought to the overall and nearby road traffic by the proposed development plan upon the implementation of the proposed traffic improvement measures;
- (iii) the developers must comply with various legal requirements during construction, including carrying out corresponding mitigation measures regarding the noise from the works. The study report of the consultancy indicated that the noise generated by works should be within acceptable levels upon the implementation of appropriate noise mitigation measures; and
- (iv) it was estimated that approximately 30 trees within the construction site area would be affected, none of which were of relatively valuable tree species. The developers must follow established procedures to obtain approval if removal of these trees was required.

46. **Mr LAI Yin-chung's** views were consolidated as follows:

- (i) Ho Man Tin MTR Station was far from Ho Man Tin Estate and the residential buildings in the vicinity of Fat Kwong Street. Residents had been striving for the provision of an additional MTR entrance/exit to facilitate commuting. It was anticipated that an additional MTR entrance/exit could be constructed at the location near Ho Man Tin Estate through this private development project; and
- (ii) in addition to the use by the SWD, it was suggested that the non-governmental organisations (NGOs) should be allowed to participate in the proposed SWFs as well.

47. **Mr PUN Kwok-wah** stated that in recent years, many sites originally zoned as "G/IC" in Kowloon City District had been rezoned for residential or other purposes. Enquiries were made on whether a lack of balance in town planning would be resulted under the circumstances of a continued population growth and a decrease in "G/IC" site, leading to a reduction in services required by the public in the district.

48. **Ms WONG Man-lei, Vivian** enquired whether the developers must make an application in accordance with the tree preservation clauses if trees within the site area had to be cut down. In addition, due to insufficient parking spaces in the area, enquiries were made on whether the Authority would consider relaxing the sales restriction of this building so that non-owners could also purchase its parking spaces.

49. **Ms LAI Man-foon, Vivian, the PlanD** gave a consolidated reply as follows:

- (i) unlike schools and hospitals that offered a single service in an entire building, the SWFs in general only required a few units to provide services to the public. To make good use of land, as well as timely and appropriately respond to public needs, the Government had tended to be more flexible in site planning in recent years by allocating part of the floor area to SWFs in addition to providing housing sites. The provision of appropriate premises was expedited through private development, thereby providing services to the public; and
- (ii) a wide range of community facilities was necessary to meet the daily needs of the public. The Authority would determine the facilities to

be provided in accordance with the HKPSG and based on the population growth or density in the area. The service needs of the related department would also be considered when studying changes in land use.

50. **Mr LO Chi-cheung, Stephen, the CEDD** gave a consolidated reply as follows:

- (i) developers were required to assess whether the felling of trees in the construction site could be avoided based on their building designs. Developers were required to provide recommendations on compensation in accordance with the established mechanism and apply for approval if the felling of trees could not be avoided;
- (ii) it was considered that the MTR Corporation Limited (MTRCL) had properly planned the location of each entrance/exit when constructing the Ho Man Tin Station. The chance of providing an additional entrance/exit was slim at the current stage. Therefore, there were no plans to discuss with the MTRCL on the provision of an additional MTR entrance/exit for this development project; and
- (iii) the consultancy carried out a traffic assessment based on the maximum number of parking spaces required for private housing under the HKPSG when conducting an EFS. Allocation arrangements on parking spaces were not involved in the assessment.

51. **Mr WONG Chi** stated that many dual-income parents had expressed a demand for nighttime child care services. In particular, this proposed development project was adjacent to public housing. He would like the Authority to consider the provision of additional nighttime child care services there.

52. **Ms LAI Man-foon, Vivian, the PlanD** stated that the Department would record Members' views on the services provided by the SWFs and whether NGOs would take part in the operations of SWFs. These views would be conveyed to the SWD.

Item 4**Concern over Industrial Accidents at Construction Sites in Kai Tak and Proposal for Stepping up Inspections and Making Good Use of Technology to Enhance Occupational Safety**

(KCDC Paper No. 50/2025)

53. **Mr NG Po-keung** introduced Paper No. 50/2025 with the main points as follows:

- (i) numerous large-scale redevelopment projects in To Kwa Wan were under construction or about to commence, while multiple construction projects in Kai Tak were underway. In recent months, several serious industrial accidents occurred in Kai Tak, raising public concerns about the safety conditions of construction sites in Kowloon City District;
- (ii) suggested the Labour Department (LD) to step up the monitoring and enforcement of construction sites in Kowloon City District. Targeting at high risk work processes, the LD should increase the frequency of surprise inspections and raise the penalties to create a deterrent effect. In addition, to monitor the real-time safety conditions, contractors were requested to install closed-circuit television or sensors in danger zones of large construction sites in Kowloon City District. To prevent structural defects at an early stage, contractors should also make good use of technology and utilise unmanned aircraft to enhance the detection of areas that were hard to reach;
- (iii) a task force should be formed by representatives from stakeholders such as the LD and contractors to regularly hold meetings and review the safety performance of construction sites in Kowloon City District, as well as to share incident statistics and alerts. Safety training should be strengthened by requiring the completion of safety trainings and passing of tests for all workers entering the construction sites in Kowloon City District; and
- (iv) safety ambassadors should be appointed to remind colleagues about the compliance with safety regulations. Joint drills should be regularly conducted to test communication, evacuation and rescue

procedures, ensuring a swift and effective response in the event of accidents in Kowloon City District.

54. **Mr WONG Tat-foo, Acting Senior Divisional Occupational Safety Officer (Operations Division) (Mega Projects Office)2**, the LD replied with the main points as follows:

- (i) the LD was currently investigating the three accidents mentioned by Members in full swing, with a view to determining the causes of accidents and identifying the legal responsibilities of the relevant duty holders. If any violations of occupational safety and health (OSH) legislation were found in the investigation, the Department would strictly handle them in accordance with the law;
- (ii) in respect of strengthening the monitoring and enforcement of construction sites in the district, the LD had been closely monitoring the occupational safety performance and high-risk work processes (such as work-at-height, lifting operations and erection and dismantling of scaffolding) of the construction industry. Corresponding inspection and enforcement strategies would be formulated and adjusted in a timely manner based on risk-based principles;
- (iii) to ensure the OSH of workers, the LD had implemented multiple countermeasures across the territory, including Kowloon City District. Apart from regular site inspections, special enforcement operations targeting at high-risk work processes such as work-at-height, lifting operations and electrical work were conducted from time to time to curb activities that violated safety requirements. Targeting at construction sites involving dangerous work processes or poor safety performances, comprehensive and in-depth surprise inspections would be conducted to monitor safe systems of work and safety management systems of duty holders. Contractors would be aware of the LD's concerns regarding their construction sites through the above actions. A larger number of officers were required to conduct the related inspections, creating a deterrent effect. Contractors were encouraged to fulfill their responsibilities under the OSH legislation, thereby enhancing the deterrent effect of the legislation;

- (iv) the LD would also participate in the meetings of the Site Safety Management Committee of large-scale public sector sites to strengthen risk monitoring. If the safety conditions of individual contractors/construction sites were found to be unsatisfactory, the LD would strengthen warnings and enforcement efforts, including holding meetings with the management of contractors to remind them about the importance of legal compliance and warn them of the consequences of neglecting occupational safety, increasing the frequency of inspections and conducting special enforcement operations. If potential existence of systemic safety problems were further identified at the construction sites, comprehensive and in-depth inspections would even be considered;
- (v) the LD also facilitated the use of mobile electronic devices to report unsafe working environment by employees and the public through an online OSH complaint platform. This enabled the LD to conduct inspection work in a more targeted manner and to carry out prompt follow up actions based on risk-based principles;
- (vi) the LD would start using small unmanned aircraft (SUA) to assist in inspections and enforcement in October 2025 to combat unsafe practices. The SUA could conduct aerial remote surveillance of construction sites. Photos and videos could be taken immediately for evidence collection when unsafe work practices were detected. Officers would then be deployed to the construction sites for enforcement. In addition, the SUA also facilitated the inspections of work locations that were remote and hard to reach, thereby significantly enhancing the efficiency of inspection;
- (vii) the Occupational Safety and Occupational Health Legislation (Miscellaneous Amendments) Bill 2023 came into effect on 28 April 2023, raising the overall penalties under the OSH legislation and enhancing the deterrent effect of the legislation. The relevant duty holders were urged to pay more attention to the precautionary measures for safeguarding the OSH of employees. The LD would closely monitor whether court sentences achieved the expected deterrent effect. If necessary, the LD would consider applying for sentence reviews and lodging appeals based on the circumstances of cases; and

- (viii) the Development Bureau (DEVB) and the Construction Industry Council (CIC) also launched the 4S Labelling Scheme. Labels were issued to construction sites where the system had been applied for identification and facilitating monitoring. A notification mechanism had been established between the DEVB and the LD. The LD would notify the DEVB through the notification mechanism for follow-up actions as soon as possible if there were any obvious deficiencies in applications during routine inspections of construction sites with 4S labels. In addition, the LD would also encourage the industry to adopt the 4S system via various channels.

55. **Mr LEUNG Hon-man, Deputy Chief Occupational Safety Officer (Operations Division) (Mega Projects Office), the LD** supplemented with the main points as follows:

- (i) the LD would also share OSH information via various channels. The LD's "OSH 2.0" mobile application facilitated contractors and workers to access the latest OSH information, report unsafe working environments and enroll in OSH training courses online at any time. The information available on the said mobile application included "Work Safety Alert", "Systemic Safety Alert", "OSH Training", "Important Announcement", "Online OSH Complaint Form" and hyperlinks to the LD and the Occupational Safety and Health Council (OSHC);
- (ii) the DEVB had an established mechanism to monitor the performance of contractors in delivering public works contracts. Different follow-up and regulatory actions would be taken based on the severity of contractors' performance, including suspension from tendering or even removal from the approved list;
- (iii) the LD would also be concerned about the adequacy of safety training. According to the related requirements of the OSH legislation, any person must complete a Mandatory Basic Safety Training Course (i.e. "Green Card") and obtain a certificate prior to working in a construction site to ensure that they had acquired the required safety knowledge for working there. Moreover, the OSH legislation also stipulated that contractors held the responsibilities to ensure the OSH of workers working in their construction sites as far as reasonably

practicable, including providing the required information, guidance, training and supervision. In response to the OSH risk levels and changes, the LD would formulate and adjust strategies for education and training, including continuously optimising mandatory safety training courses, strengthening the monitoring of course operators, organising free OSH legislation training courses and OSH seminars with various themes, thereby enhancing the understanding among practitioners in the construction industry to deal with common risks and their ability to cope with these risks;

- (iv) regarding the enhancement of emergency response for various works projects in Kowloon City District, all contractors of large-scale construction sites were generally required to implement a safety management system containing 14 elements in accordance with the Factories and Industrial Undertakings (Safety Management) Regulation (Cap. 59AF). One of the elements required contractors to formulate emergency preparedness and plans for emergency situations. According to the Code of Practice on Safety Management published by the LD, contractors should form an emergency planning committee or a similar set-up (for example, a subcommittee of a safety committee) to identify all potential emergency situations (for example, fire, electric shock, flood, explosion, hazardous chemical spills or releases, internal/external leaks of explosive or flammable gas, personal injuries and illnesses, natural disasters, electrical outage, town gas supply interruption, critical damage to facility/equipment, etc.). Contractors should communicate the emergency response plan to all workers and make it readily accessible to managers and supervisors. In addition, a notice outlining the plan should be posted at a location where it could be seen by all people. Contractors should regularly conduct emergency response drills to familiarise relevant personnel with various arrangements, especially the purpose of first aid and the use of equipment. Contractors could, where appropriate, invite emergency response departments such as Fire Services Department and the Police to jointly conduct emergency drills and training; and
- (v) the overall OSH performance of the construction industry also continued to improve. The five-year average industrial accident rate per 1 000 construction workers was 27.4 in 2024, which was lower

than that of 28.2 in 2023. The LD would continue to ensure the compliance with the requirements of the OSH legislation by employers and employees through strategies such as inspections and enforcement, publicity and promotion, education and training, as well as the use of innovative technologies. The LD would closely collaborate with the related institutions, such as the OSHC, the CIC, chambers of commerce, trade unions, professional bodies and other government bureaux/departments, to collectively deepen the understanding of employers and employees on OSH, with a view to encouraging them to actively cultivate a good OSH culture.

Item 5

Any Other Business

56. **Chief Superintendent of Police Ms TSE Tsui-yan, District Commander, Sau Mau Ping District, the Hong Kong Police Force** introduced the enhanced version of the recently launched Hong Kong Police Mobile App through two short videos. The key points of the Police Superintendent's Discretion were also reviewed with Members. Ms TSE supplemented and stated that the enhanced version of the Mobile App could handle some matters that previously required a visit to the police station. Members could recommend the Mobile App to the public if the related enquiries were received.

57. There being no other items raised by Members, **the Chairman** announced that the discussion on the agenda item be adjourned.

Item 6

Date of Next Meeting

58. **The Chairman** announced that the next meeting would be held at 2:30 p.m. on 27 November 2025 and the closing date for submission of papers would be 12 November 2025.

59. **The Chairman** adjourned the meeting at 4:57 p.m.

The minutes of this meeting were confirmed on 27 November 2025.

The Chairman

The Secretary

KCDC Secretariat
November 2025