



中國香港汽車會

HONG KONG, CHINA AUTOMOBILE ASSOCIATION

Est. 1918



跨境車輛篇（一）

自動駕駛「整體組合式駕駛輔助系統」及「遙控泊車系統」的合法性

茲收到會員查詢，有關獲批來往粵港兩地的內地 FV/FU 號牌車輛。於在港駕駛期間，啟動智能駕駛系統並「雙手離舵」，對此使用「整體組合式駕駛輔助系統」的合法性存疑。

本會立刻向運輸署查証，根據運輸署於 2025 年 6 月所發出的文件，未獲批准的「整體組合式駕駛輔助系統」，不可在香港道路上使用。若車輛已裝有此類系統，司機在香港行駛時不應啟動其自動駕駛功能。據了解，該系統運作後，會持續執行多項動作，包括處理路面資訊及交通規則。由於香港的交通標誌、交通燈號和道路標記等與內地不同，加上兩地交通規則的差異，因考慮到以上因素，或會造成道路安全隱患，所以運輸署未准予使用該類系統。

運輸署文件中補充，各種「駕駛輔助系統」當中，自動駕駛「整體組合式駕駛輔助系統」（個別車廠或命名為「FSD (Full Self Driving)」，「NOA (Navigate on Autopilot)」，「NGP (Navigation Guided Pilot)」，「NCA (Navigation Cruise Assist)」等功能）有別於一般只能執行單一功能「駕駛輔助系統」，此類功能使車輛可以在司機監控下，自動從一個地點行駛到另一個地點，即在其設計運行條件下車輛可持續地控制車輛橫向和縱向行駛，當中系統會探測車輛附近的環境及發出回應的訊息，但不論車輛能否全自動操作，該系統仍需要全程由司機的監控及控制。

另外有關使用「遙控泊車系統」的要求

根據香港法例第 374A 章第 40C(3)條規定，有關車輛所屬型號的相關遙控泊車系統，須獲香港特別行政區政府運輸署以書面明示認可。因此未獲香港特別行政區政府運輸署批准的「遙控泊車系統」不可在香港道路上(包括停車場)使用。若車輛已裝有「遙控泊車系統」，該車輛的司機在香港的路上行駛時不應啟動車輛的「遙控泊車系統」。

運輸署強調，如接到有關投訴，非法使用「整體組合式駕駛輔助系統」，將嚴肅跟進個案，會透過司機提供的電子聯絡方式，向該名在香港啟動「整體組合式駕駛輔助系統」的司機發出警告信，並就個案的警告信通知廣東有關部門，署方會繼續與相關司機跟進，除非回覆令署方滿意，否則署方會暫停預約其出行的資格。





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Cross-border vehicles section (1)

Legitimacy of autonomous driving "Integrated Driver Control Assistance System" and "remote parking system"

Received enquiries regards the legitimacy of using "Integrated Driver Control Assistance System" to driving with both hand-off on some Mainland FV/FU license plate vehicles while the system is in activating mode.

Addressed on the concerns, we make enquiry immediately to the Transport Department. From the document issued by the Transport Department in June 2025, non-approved "Integrated Driver Control Assistance System" are prohibited using on Hong Kong roads. If a vehicle is equipped with the system, the driver should not activate while driving in Hong Kong. Based on the system continuously performs multiple actions, including processing road information and traffic rules to manoeuvring the vehicle. As Hong Kong's traffic signs, traffic lights, and road markings and traffic rules are difference to the Mainland, the Transport Department has not permitted the use of "integrated driver assistance systems" in considering to the potential road safety and other road users.

The Transport Department document also mentioned that there are various "Driving Assistance Systems," the "Integrated Driver Control Assistance System" for autonomous driving ; (called various name by different manufacturers as "FSD (Full Self Driving)," "NOA (Navigate on Autopilot)," "NGP (Navigation Guided Pilot)," "NCA (Navigation Cruise Assist)," etc.) ; differs from original "Driving Assistance Systems" that only perform an individual function. This type of function allows the vehicle to automatically drive from one location to another under the driver's supervision. Under its designed operating conditions, the vehicle can continuously control its lateral and longitudinal movement. The system detects the surrounding environment and sends corresponding information to driver. However, regardless of whether the vehicle can operate fully automatically, the system still requires full monitoring and control by the driver.

Furthermore, regarding the requirements for using "Remote Parking Systems," according to Section 40C(3) of Chapter 374A of the Laws of Hong Kong, the relevant remote parking system for the individual vehicle model must be granted an approval from the Transport Department of the Hong Kong Special Administrative Region Government. Hence, "Remote Parking Systems" is prohibited to using on Hong Kong roads (including parking lots). If a vehicle is equipped with a "Remote Parking Systems," the driver should not activate while driving on Hong Kong roads.

The Transport Department emphasizes that once complaints received about the illegal using of "Integrated Driver Control Assistance System," it will be an seriously offence violating the Laws of Hong Kong and investigate the cases will be immediately. In general, issue a warning letter through the electronic contact method to the driver who activated the "Integrated Driver Control Assistance System" in Hong Kong. The relevant departments in Guangdong will also be notified in the meantime. The Department will continue to follow up with the drivers, and unless the response is satisfied, the Department will suspend their eligibility for booking services.





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跨境车辆篇（一）

自动驾驶「整体组合式驾驶辅助系统」及「遥控泊车系统」的合法性

兹收到会员查询，有关获批来往粤港两地的内地 FV/FU 号牌车辆。于在港驾驶期间，启动智能驾驶系统并「双手离舵」，对此使用「整体组合式驾驶辅助系统」的合法性存疑。

本会立刻向运输署查证，根据运输署于 2025 年 6 月所发出的文件，未获批准的「整体组合式驾驶辅助系统」，不可在香港道路上使用。若车辆已装有此类系统，司机在香港行驶时不应启动其自动驾驶功能。据了解，该系统运作后，会持续执行多项动作，包括处理路面信息及交通规则。由于香港的交通标志、交通灯号和道路标记等与内地不同，加上两地交通规则的差异，因考虑到以上因素，或会造成道路安全隐患，所以运输署未准予使用该类系统。

运输署文件中补充，各种「驾驶辅助系统」当中，自动驾驶「整体组合式驾驶辅助系统」（个别车厂或命名为「FSD（Full Self Driving）」、「NOA（Navigate on Autopilot）」、「NGP（Navigation Guided Pilot）」、「NCA（Navigation Cruise Assist）」等功能）有别于一般只能执行单一功能「驾驶辅助系统」，此类功能使车辆可以在司机监控下，自动从一个地点行驶到另一个地点，即在其设计运行条件下车辆可持续地控制车辆横向和纵向行驶，当中系统会探测车辆附近的环境及发出回应的讯息，但不论车辆能否全自动操作，该系统仍需要全程由司机的监控及控制。

另外有关使用「遥控泊车系统」的要求

根据香港法例第 374A 章第 40C(3)条规定，有关车辆所属型号的相关遥控泊车系统，须获香港特别行政区政府运输署以书面明示认可。因此未获香港特别行政区政府运输署批准的「遥控泊车系统」不可在香港道路上(包括停车场)使用。若车辆已装有「遥控泊车系统」，该车辆的司机在香港的路上行驶时不应启动车辆的「遥控泊车系统」。

运输署强调 如接到有关投诉 非法使用「整体组合式驾驶辅助系统」将严肃跟进个案，会透过司机提供的电子联络方式，向该名在香港启动「整体组合式驾驶辅助系统」的司机发出警告信，并就个案的警告信通知广东有关部门，署方会继续与相关司机跟进，除非回覆令署方满意，否则署方会暂停预约其出行的资格。

