

The preliminary analysis of the
bird-window collision cases in Hong Kong

香港鳥撞玻璃個案 初步分析



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香港觀鳥會成立於1957年，先後成為國際鳥盟、東亞——澳大利西亞遷飛區伙伴關係，以及國際自然保護聯盟成員，亦是本港註冊的法定慈善機構。我們一直致力科研、生境管理、教育、環境監察及政策倡議工作，啟發及鼓勵公眾共同欣賞與保護野生雀鳥及其生境，冀達至「人鳥和諧，自然長存」。

The Hong Kong Bird Watching Society was founded in 1957. It became a BirdLife International Partner in 2013, a member of The East Asian - Australasian Flyway Partnership in 2020 and a member of International Union for Conservation of Nature and Natural Resources (IUCN) in 2022. It is also a public charitable organization in Hong Kong. HKBWS promotes appreciation and protection of birds and their habitats through research, habitat management, education and conservation advocacy to achieve the vision of “People and birds living in harmony as nature continues to thrive.”

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本報告整合了本港在2022年9月1日至2022年12月31日期間的「鳥撞玻璃」(或簡稱「鳥撞」)數據，並作出初步分析，旨在提升社會對鳥撞問題的關注，鼓勵公眾和各界參與監察和採取預防鳥撞的行動，推動本港成為鳥類友善的城市。

背景

香港生境多元，生物多樣性豐富。以雀鳥為例，過去就錄得超過570種鳥類，達中國鳥種數量的三分之一。當中有65種被國際自然保護聯盟(IUCN)列為受威脅物種，亦有逾百種被中國列作國家重點保護野生動物。香港位於東亞—澳大利西亞遷飛區中間，為此航道的候鳥提供重要的中途歇息及補給站。

全球野生雀鳥面臨各種威脅，例如生境持續喪失、都市化。良禽擇木而棲，都市化卻令鳥類的選擇變得越來越有限，城市裡更埋伏了各式各樣的死亡陷阱。不少外國研究估計，除了生境喪失外，「鳥撞玻璃」在美國奪去的野鳥生命，甚至乎超出電纜、農藥、路殺、風力發電土場等城市陷阱，是導致野生雀鳥死亡的主因之一(Klem 2009, Loss et al. 2014)。鳥撞玻璃是指雀鳥無法識別玻璃幕牆或鏡為障礙物，誤以為可以飛過，因而撞上建築物，使其受傷甚至死亡。在美國，估計每年有高達10億隻野鳥因鳥撞而死。

歐美國家有較多與「鳥撞玻璃」相關的研究和政策發展。亞洲方面，韓國、日本、台灣及中國內地等地區，亦有不同團體展開監察及政策倡議工作。然而在香港，雖有個別民間團體及熱心市民向政府部門舉報零星個案，亦曾得到傳媒報導，但鳥撞的監察仍然欠缺持續廣泛的推廣，亦缺乏數據收集和整理，難以讓公眾了解本地鳥撞的實際情況。

自2021年10月開始，香港觀鳥會響應由FLAP Canada發起的全球關注鳥撞行動，開始通過網上社交平台、本會討論區等媒體，鼓勵公眾向我們提交懷疑鳥撞個案，或者直接上載至

This report conducted by The Hong Kong Bird Watching Society (HKBWS) summarizes and initially analyses the data of bird-window collisions in Hong Kong during the period 1 September – 31 December 2022. It aims not only to raise public awareness of bird-window collisions but also to engage the public and different stakeholders in the society in the monitoring and adoption of preventive measures to avoid bird-window collisions, with the ambition of building a bird-friendly city.

Background

Hong Kong has diverse habitats and a rich biodiversity. Over 570 bird species have been recorded in Hong Kong, accounting for a third of the number of bird species in China. Among these 570 species, 65 of them are listed as Threatened Species by the International Union for Conservation of Nature (IUCN), and over a hundred of them are on the List of Wildlife under Special State Protection in China. Located in the centre of the East Asian-Australasian Flyway, Hong Kong provides an important stopover for migratory birds along the route to feed, rest and refuel.

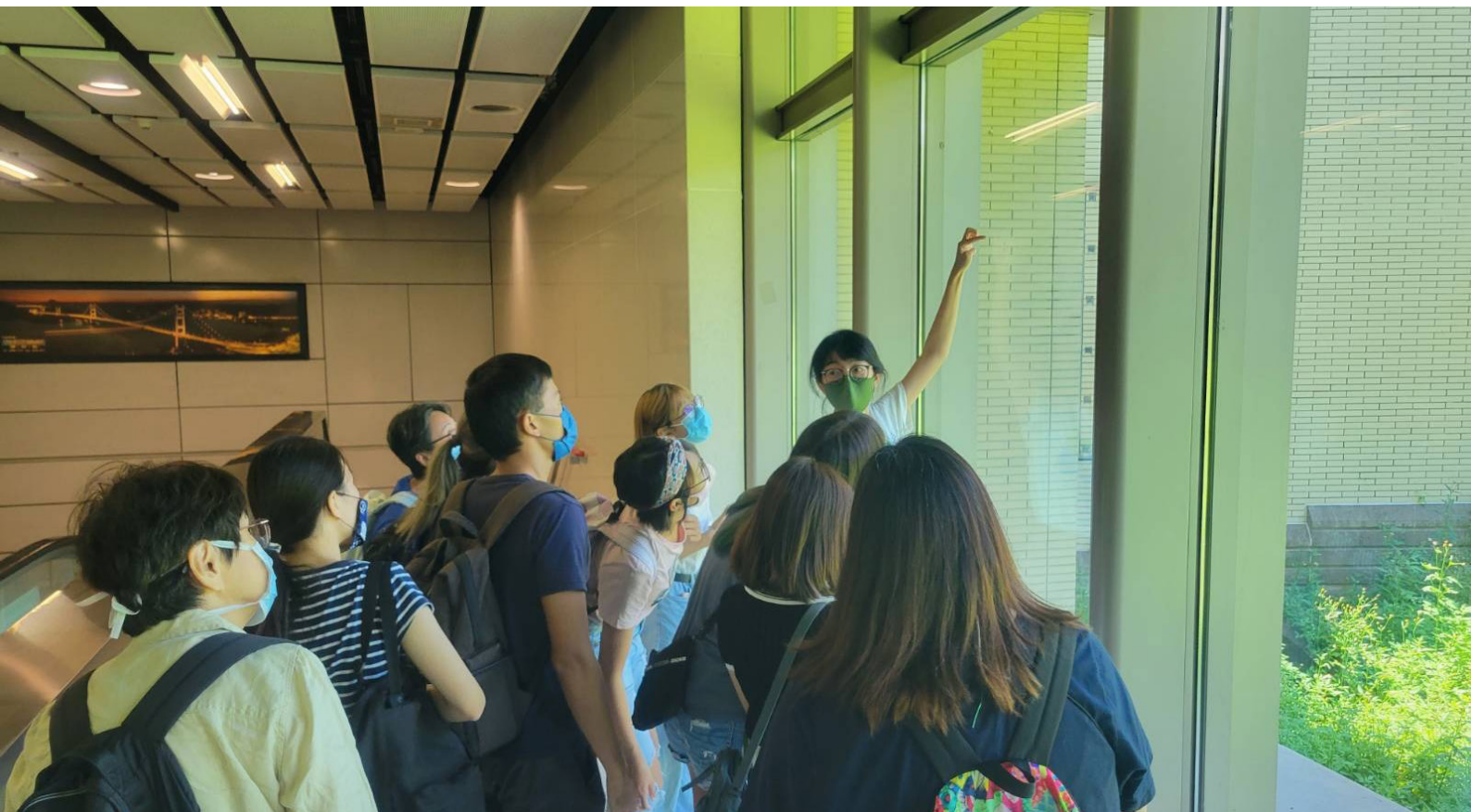
Ongoing habitat loss and urbanisation place threat to wild birds. Furthermore, urban environments are ambushed with death traps to birds. According to foreign studies, the number of deaths resulted from bird-window collisions exceeds that caused by other urban threats, such as electric cables, pesticides, roadkill, wind turbines, etc. Bird-window collision is therefore regarded as one of the largest human-associated sources of avian mortality except habitat destruction in the United States (Klem 2009, Loss et al. 2014). Bird-window collision refers to birds colliding into buildings as they are unable to perceive glass or mirror as obstacles, resulting in injuries or even death. In the United States, it is estimated that a billion of wild birds are killed by bird-window collision each year.

In past years, related studies and policy developments were more common in European and American countries. In recent years, Asian countries and regions like Korea, Japan, Taiwan and Mainland China have started to implement monitoring programmes and launch policy advocacy campaigns. However, in Hong Kong, despite the

全球同步和公開的「全球鳥撞地圖」，希望藉此平台鼓勵市民參與監察，從而收集更多鳥撞數據，以了解本港鳥撞的具體情況。同時，這些數據亦推動我們展開一些鳥撞黑點的定期調查，冀能有系統地收集更詳細的鳥撞數據，以更深入了解個別地點的鳥撞情況。

effort by civil societies and individual citizens to report collision cases to the government and the media coverage, a continuous and extensive monitoring of bird-window collisions is absent, cases and data are unintegrated and unconsolidated. This is hard to provide a clear picture to the public in understanding the situation of bird-window collisions.

Since October 2021, in response to a global bird collision campaign initiated by FLAP Canada, HKBWS has been calling the public through social media to submit suspected bird-window collision cases to HKBWS or to the Global Bird Collision Mapper (GBCM), a publicly accessible online platform which allows people to report bird-window collisions worldwide. More public is engaged in the monitoring of collision cases, more data could be collected. The bird-window collision situation in Hong Kong will become more transparent and comprehensible to all. Furthermore, the data provides evidence for regular investigation into bird-window collision black spots.



2022年香港觀鳥會正式招募義工進行定期鳥撞調查。

In 2022, we recruited volunteers to conduct regular bird collision surveys.

數據收集

本報告從以下兩個途徑搜集本港在2022年9月1日至2022年12月31日期間的鳥撞數據，並作出初步分析。

搜集途徑一：定期鳥撞調查

2022年我們正式招募義工進行定期鳥撞調查。我們首先選定在2022年9月前錄得多於1宗懷疑鳥撞個案的地點，並因應義工招募情況，揀選其中五個潛在鳥撞黑點為調查地點。在2022年9月開始，由22位受訓的義務鳥撞調查員，分別在五個指定地點（即美孚、青衣、尖沙咀、中文大學校園、香港大學校園），每個月按照相同的調查路線（約長500至1000米）進行三次鳥撞調查。首四個月的鳥撞個體數據亦已上傳至「全球鳥撞地圖」。

搜集途徑二：「全球鳥撞地圖」資料庫

「全球鳥撞地圖」是一個全球同步和公開的鳥撞報告平台。本報告會引用「全球鳥撞地圖」，收集發生於2022年9月1日至12月31日期間的懷疑鳥撞個案。

初步分析

綜合搜集得來的鳥撞數據，我們共獲得141宗鳥撞報告，包括196隻鳥撞個體，以及35個鳥撞拓印（即鳥撞玻璃後在玻璃表面留下的羽粉、羽毛或排泄物）。其中51宗鳥撞報告來自定期鳥撞調查，涉及16隻鳥撞個體及35個鳥撞拓印。我們會從以下三方面切入，初步了解本港鳥撞情況：(i) 懷疑鳥撞個體數量及牽涉的物種、(ii) 空間分布及潛在鳥撞黑點、(iii) 鳥撞的季節性。

Data collection

This report summarizes and initially analyses the bird-window collision data from 1 September to 31 December 2022 in Hong Kong collected through the following two means.

Method 1: Regular bird collision survey

In 2022, we recruited volunteers to conduct regular bird collision surveys. First, we sorted out the sites with more than one case of suspected bird-window collision recorded before September 2022. Then we selected five of them as survey sites after considering the availability of the recruited volunteers. Twenty-two trained volunteers conducted survey along an assigned transect of about 500-1000 meters long at the five spots (Mei Foo, Tsing Yi, Tsim Sha Tsui, The Chinese University of Hong Kong (CUHK) and the University of Hong Kong (HKU) three times a month from September to December 2022. The data of each recorded window collision victim during this period was uploaded to the GBCM.

Method 2: Global Bird Collision Mapper (GBCM) database

GBCM is a platform that allows people to report bird collision cases worldwide. In this report, data of suspected bird collision cases in Hong Kong from 1 September to 31 December 2022 from GBCM was taken for analysis.

Preliminary analysis

The data shows 141 reports of bird-window collisions, with 196 individuals and 35 bird imprints (i.e. the feather dust, feathers or excretion left on the glass surface after collision). Among them, 51 cases were reported from the regular bird collision surveys, with 16 individuals and 35 bird imprints. Further analysis of the data was conducted in three areas: (i) number of suspected bird collision victims and the species involved, (ii) spatial distribution and potential bird collision hotspots and (iii) seasonality of bird collisions.

宗數與物種

196隻鳥撞個體之中，共計179隻死亡，17隻受傷。當中涉及19個科，38種鳥種，有7種屬於具保育級別的物種，例如全球「極度瀕危」黃胸鵯 (IUCN, 2022)、屬國家二級保護動物的鷹鴉及藍喉歌鵯 (國家林業和草原局, 2021)、在內地列作「近危」的矛斑蝗鶯 (蔣志剛等, 2016)，以及屬「本地關注」物種的藍歌鵯、小蝗鶯和黑鵯 (Fellowes et al., 2002)。

在19個科中，屬鶇科和繡眼鳥科的鳥撞個體最多，分別有65和64隻。錄得最多鳥撞紀錄的鳥種分別為栗頸鳳鵯 (繡眼鳥科，屬於候鳥)、白頭鶇 (鶇科，屬於候鳥或留鳥)、栗背短腳鶇 (鶇科，屬於候鳥或留鳥)。這三個鳥種均會集體遷徙和活動，亦較常出現於集體鳥撞事件。例如11月在中文大學伍宜孫書院圓夢臺就發生一宗集體鳥撞事件，至少35隻白頭鶇懷疑因撞向透明玻璃欄杆而死；在觀塘海濱道 One Harbour Squarer有14隻栗頸鳳鵯懷疑撞向玻璃幕牆而死或受傷。12月3日，北角AIA Tower亦錄得10隻栗頸鳳鵯懷疑集體撞玻璃致死。

在38個有鳥撞紀錄的鳥種中，26種屬於候鳥 (68%)，如栗頸鳳鵯、北灰鶇及矛斑蝗鶯；6種屬候鳥或留鳥 (16%)，如白頭鶇、栗背短腳鶇及暗綠繡眼鳥；6種屬於留鳥 (16%)，如珠頸斑鶇、樹麻雀及紅耳鶇。



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Number of cases and the involved species

Of the 196 window collision victims, we have recorded 179 dead and 17 injured individuals. 19 families and 38 species were recorded. Seven of them were species of conservation concern. They were the globally “Critically Endangered” Yellow-breasted Bunting, Northern Boobook and Bluethroat, Class II protected species in China (National Forestry and Grassland Administration 2021), Lanceolated Warbler, nationally “Near Threatened” (Jiang et al. 2016), and Siberian Blue Robin, Pallas’s Grasshopper Warbler and Black Bittern, species of “Local Concern”.

65 and 64 individuals of Pycnonotidae (Bulbuls) and Zosteropidae (White-eyes) were recorded respectively making these two families the top victims among the 19 families. Species with the most records were Indochinese Yuhina (Zosteropidae, migrant), Chinese Bulbul (Pycnonotidae, migrant or resident) and Chestnut Bulbul (Pycnonotidae, migrant or resident). These three species move and migrate in flocks and are relatively common to be found in mass bird-window collision events. There are a few examples from the 4-month data. A flock of at least 35 Chinese Bulbuls were suspected to have collided into transparent glass railings and died at the Terrace of Dreams of Wu Yee Sun College in CUHK in November 2022. In the same month, a group of 14 Indochinese Yuhinas were found dead or injured after a suspected collision into glass facades of One Harbour Square in Hoi Bun Road in Kwun Tong. On 3 December 2022, a mass bird-window collision of 10 Indochinese Yuhinas was recorded at AIA Tower in North Point.

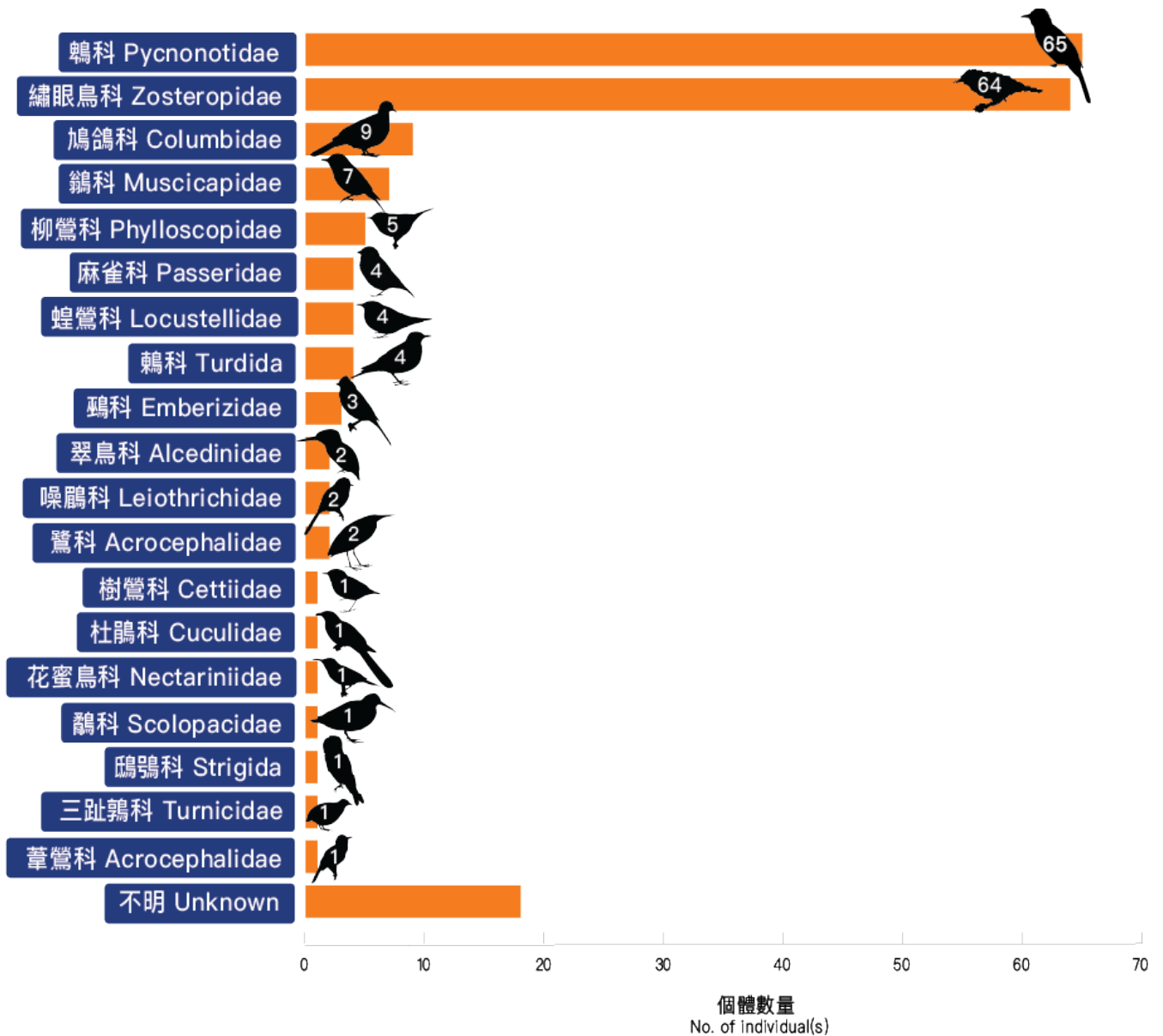
Of the 38 recorded species in bird collision cases, 26 species (68%) were migrants, such as Indochinese Yuhina, Asian Brown Flycatcher and Lanceolated Warbler. 6 species (16%) were migrants or residents, including Chinese Bulbul, Chestnut Bulbul and Swinhoe’s White-eye. The remaining 6 species (16%) were residents in Hong Kong, including Spotted Dove, Eurasian Tree Sparrow and Red-whiskered Bulbul.

2022年10月25日在觀塘的黑鵯鳥撞報告。黑鵯屬「本地關注」物種，亦是香港稀少的過境遷移鳥。

A window collision case of a Black Bittern in Kwun Tong on 25 October 2022 was reported. This species is of Local Concern and is also a scarce passage migrant in Hong Kong.

圖表一：2022年9至12月期間記錄的鳥撞個體所屬的科及其數量

Figure 1: Families and number of window collision individuals recorded from September to December 2022



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2022年9月5日, 九龍灣發現一隻黃胸鵯懷疑在撞玻璃後呆站在地上。

A Yellow-breasted Bunting was found stunned after suspected window collision in Kowloon Bay on 5 September 2022.

表格一：在2022年9至12月期間所記錄的鳥撞個體物種及數量。(橙色為保育級別物種)

Table 1: Species and number of window collision individuals recorded from September to December in 2022. (Species of conservation concern are highlighted in orange)

科 Family (總數)	鳥種	English Name	受傷	死亡	總數
繡眼鳥科 Zosteropidae (64)	栗頸鳳鶇	Indochinese Yuhina	6	39	45
	暗綠繡眼鳥	Swinhoe's White-eye	2	17	19
鶇科 Pycnonotidae (65)	白頭鶇	Chinese Bulbul	0	40	40
	栗背短腳鶇	Chestnut Bulbul	0	21	21
	紅耳鶇	Red-whiskered Bulbul	0	4	4
鳩鴿科 Columbidae (9)	珠頸斑鳩	Spotted Dove	0	5	5
	綠翅金鳩	Common Emerald Dove	0	1	1
	山斑鳩	Oriental Turtle Dove	0	1	1
	鳩鴿科	Pigeon/dove sp.	0	1	1
	原鴿	Rock Pigeon	0	1	1
麻雀科 Passeridae (4)	樹麻雀	Eurasian Tree Sparrow	0	4	4
翠鳥科 Alcedinidae (2)	普通翠鳥	Common Kingfisher	1	1	2
噪鶇科 Leiothrichidae (2)	藍翅希鶇	Blue-winged Minla	1	1	2
蝗鶇科 Locustellidae (4)	矛斑蝗鶇	Lanceolated Warbler	0	2	2
	小蝗鶇	Pallas's Grasshopper Warbler	1	1	2
鶇科 Muscicapidae (7)	北灰鶇	Asian Brown Flycatcher	0	2	2
	藍喉歌鶇	Bluethroat	0	1	1
	北紅尾鶇	Daurian Redstart	0	1	1
	藍歌鶇	Siberian Blue Robin	0	1	1
	紅喉歌鶇	Siberian Rubythroat	0	1	1
白眉姬鶇	Yellow-rumped Flycatcher	1	0	1	
柳鶇科 Phylloscopidae (5)	褐柳鶇	Dusky Warbler	0	2	2
	淡腳柳鶇/庫頁島	Pale-legged/Sakhalin Leaf	0	1	1
	柳鶇	Warbler	0	1	1
	巨嘴柳鶇	Radde's Warbler	0	1	1
柳鶇科	Warbler sp.	0	1	1	
鶇科 Turdidae (4)	懷氏地鶇	White's Thrush	1	1	2
	灰背鶇	Grey-backed Thrush	0	1	1
	白腹鶇	Pale Thrush	0	1	1
葦鶇科 Acrocephalidae (1)	東方大葦鶇	Oriental Reed Warbler	1	0	1
鶇科 Acrocephalidae (2)	黑鶇	Black Bittern	0	1	1
	黃葦鶇	Yellow Bittern	0	1	1
樹鶇科 Cettiidae (1)	鱗頭樹鶇	Asian Stubtail	0	1	1
杜鵑科 Cuculidae (1)	噪鶇	Asian Koel	0	1	1
鶇科 Emberizidae (3)	灰頭鶇	Black-faced Bunting	0	1	1
	小鶇	Little Bunting	0	1	1
	黃胸鶇	Yellow-breasted Bunting	1	0	1
花蜜鳥科 Nectariniidae (1)	叉尾太陽鳥	Fork-tailed Sunbird	1	0	1
鶇科 Scolopacidae (1)	丘鶇	Eurasian Woodcock	0	1	1
鶇科 Strigidae (1)	鷹鶇	Northern Boobook	0	1	1
三趾鶇科 Turnicidae (1)	黃腳三趾鶇	Yellow-legged Buttonquail	0	1	1
不明 (18)	不明	Unknown	1	17	18
總數			17	179	196



在美孚港鐵站發現屬「本地關注」的小蝗鶇。

Pallas's Grasshopper Warbler of "Local Concern" was reported in Mei Fu MTR station.



一宗在旺角記錄的黃腳三趾鶇鳥撞報告。

A bird-window collision report of Yellow-legged Buttonquail in Mong Kok.



2022年12月在香港大學撞上透明玻璃欄杆的懷氏地鶇。

A White's Thrush was reported collided with transparent glass railing in HKU in December 2022.



在美孚港鐵站的玻璃發現的鳥撞拓印。
The bird imprints left on the glass in Mei Fu MTR station.



2022年10月27日在香港大學發現一隻丘鵲鳥撞致死。
A Eurasian Woodcock was reported on 27 October 2022.



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11月30日，14隻栗耳鳳鵙在觀塘懷疑因撞向玻璃幕牆死亡及受傷。
A flock of 14 Indochinese Yuhinas were found dead or injured after a suspected collision with glass facades in Kwun Tong on 30 November 2022.

空間分布

整合196隻鳥撞個體和35個鳥撞拓印的發現地點，在全港18區中，15個區均有分佈。當中錄得最多鳥撞個體的五個地區分別為沙田區（43隻）、東區（37隻）、觀塘區（22隻）、灣仔區（17隻）、離島區（13隻）。

沙田區（43隻）的數據主要來自中文大學及火炭路兩個地點。除了前述在中文大學的35隻白頭鸚鵡集體鳥撞事件外，在火炭路的隔音屏障亦有5隻栗頸鳳鵡及1隻珠頸斑鳩，於11月懷疑因撞向透明隔音屏障死亡。東區（37隻）的數據則來自多個地點。除了北角AIA Tower的集體鳥撞事件，在四個月內亦於北角政府合署、鯉魚涌的嘉里中心，以及天后的百樂商業中心，分別記錄了4、6和7隻鳥撞個體。觀塘區（22隻）的數據主要來自前文提及的One Harbour Square集體鳥撞事件。

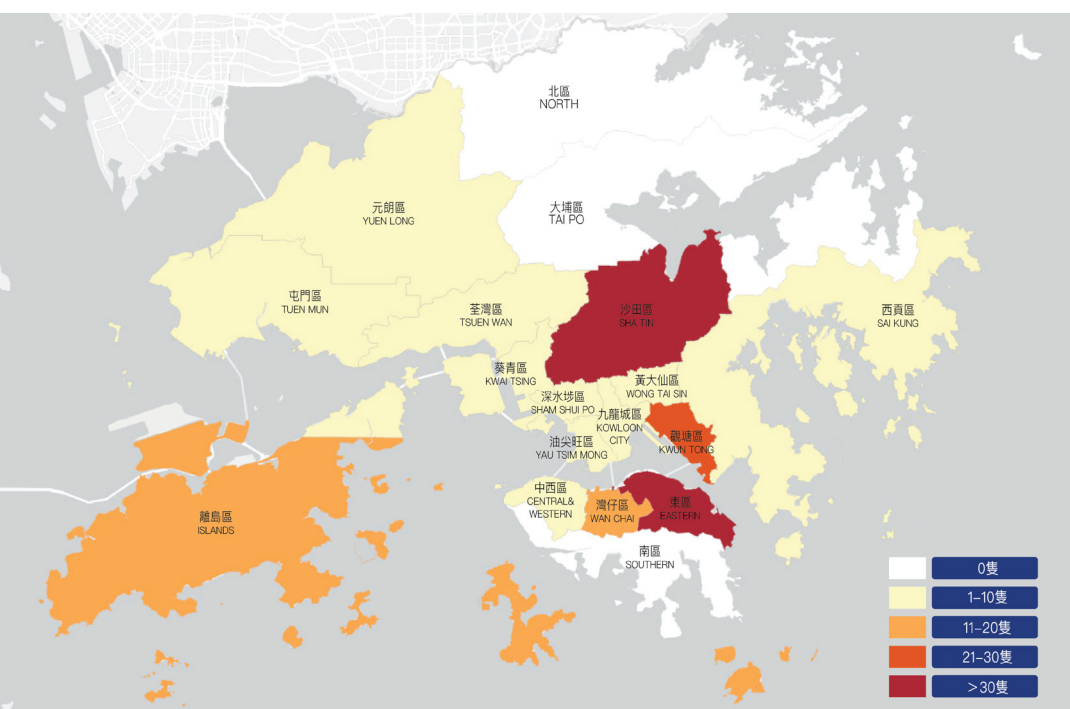
Spatial distribution

The 196 bird collision victims and 35 imprints were distributed across 15 of the 18 districts in Hong Kong. Five districts recorded with the highest number of victims were Sha Tin District (43 individuals), Eastern District (37 individuals), Kwun Tong District (22 individuals), Wan Chai District (17 individuals), and Islands District (13 individuals).

The sites at CUHK and Fo Tan Road were the major contributors to the data of Sha Tin District (43 individuals). In addition to the abovementioned bird collision incident of a flock of 35 Chinese Bulbul in CUHK, 5 Indochinese Yuhinas and a Spotted Dove were recorded at the noise barriers along Fo Tan Road. They were suspected to have died of window collision with the transparent noise barrier in November. The data in Eastern District (37 individuals) came from various sites. Apart from the mass bird collision event at the AIA Tower in North Point, there were 4, 6 and 7 individuals recorded in North Point Government Offices, Kerry Centre in Quarry Bay, and Park Commercial Building in Tin Hau respectively within these four months. The mass bird collision event at One Harbour Square was the major contributor to the data in Kwun Tong District (22 individuals).

圖表二：在2022年9月至12月期間所記錄的鳥撞地理分佈。

Figure 2 : Spatial distribution of recorded bird collisions from September to December 2022.



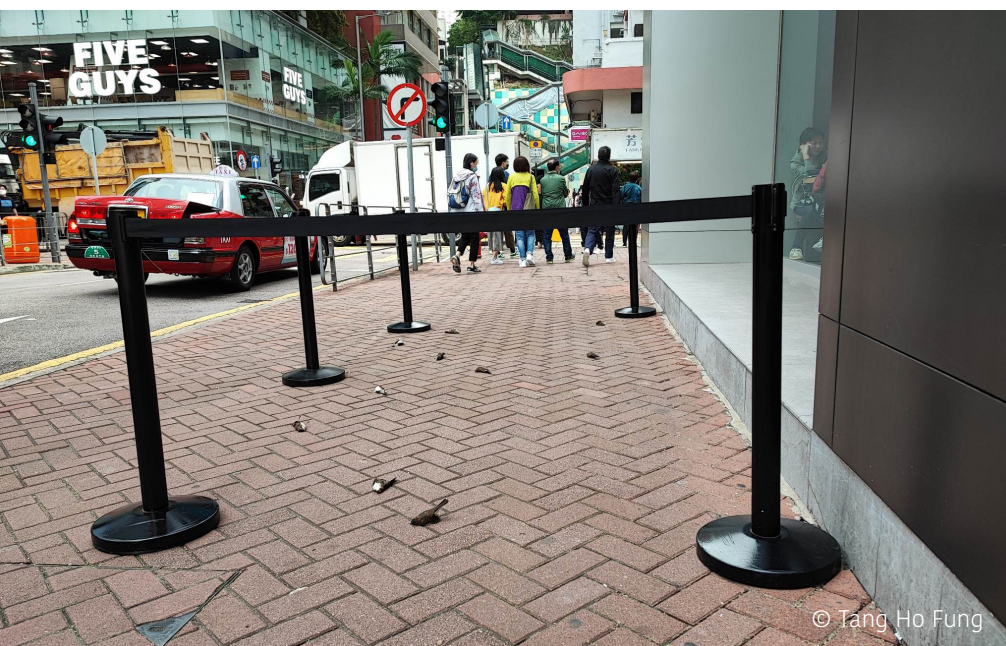
十八區	18 Districts	數量 (Count)
沙田區	SHA TIN	43
東區	EASTERN	37
觀塘區	KWUN TONG	22
灣仔區	WAN CHAI	17
離島區	ISLANDS	13
中西區	CENTRAL & WESTERN	10
葵青區	KWAI TSING	8
深水埗區	SHAM SHUI PO	8
屯門區	TUEN MUN	8
九龍城區	KOWLOON CITY	8
西貢區	SAI KUNG	7
油尖旺區	YAU TSIM MONG	7
荃灣區	TSUEN WAN	3
黃大仙區	WONG TAI SIN	2
元朗區	YUEN LONG	2
南區	SOUTHERN	0
大埔區	TAI PO	0
北區	NORTH	0
	總數	196

另外，定期鳥撞調查路線分別位於美孚港鐵站、青衣港鐵站及青衣城、尖沙咀彌敦道、中文大學校園及香港大學校園。綜合兩個途徑所得數據，美孚港鐵站錄得最多鳥撞數字，在9月至11月期間已達30宗。港鐵於12月陸續為美孚港鐵站的107塊高風險玻璃貼上防鳥撞貼紙，12月內未有錄得鳥撞個體。

現時所得的數據主要來自公眾隨機的報告，加上我們的定期調查路線所覆蓋的空間亦有限，因此，目前的鳥撞數據仍不足以協助全面了解鳥撞發生的空間分布。根據我們的觀察紀錄，涉及鳥撞的建築物類型包括：以玻璃或鏡面外牆為主的學術大樓、商業大樓、政府大樓、商場、透明隔音屏障、透明玻璃欄杆、裝有玻璃門窗的村屋等等。

In addition to the above, the regular bird collision survey transects were located at Mei Foo Mass Transit Railway (MTR) Station, Tsing Yi MTR Station and Maritime Square, Nathan Road in Tsim Sha Tsui, CUHK and HKU. Combining the data obtained from the regular surveys and the platform, Mei Foo MTR Station recorded with the highest number of bird collisions, which was 30 cases from September to November. The MTR eventually installed anti-bird-collision stickers for a total of 107 high-risk glass panels at Mei Foo MTR Station in December. No bird collision individual was recorded in December.

Given that the collected data mainly came from random reports from the public, and the area covered by our regular surveys was very limited, we consider the current bird collision data is insufficient to clearly present the spatial distribution of bird collision problems in Hong Kong. However, according to our observation, the bird collisions usually associated with buildings or shopping malls with large glass or mirror facades, transparent noise barriers, transparent glass railings, and village houses with glass doors and windows, etc.



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北角AIA Tower錄10隻栗頸鳳鵒懷疑集體撞玻璃致死。

A mass bird-window collision of 10 Indochinese Yuhinas was recorded at AIA Tower in North Point.

表格二：2022年9月至12月，在五個定期鳥撞調查地點，分別透過定期鳥撞調查及全球鳥撞地圖公眾報告所收集的鳥撞數字。

Table 2: The number of bird collisions at the five regular bird collision survey sites from September to December 2022, extracted from the regular bird collision surveys and the public reports in the GBCM.

	定期鳥撞調查數據		全球鳥撞地圖數據	總數 Total
	個體數量 No. of individual(s)	鳥印數量 No. of bird imprint(s)	個體數量 No. of individual(s)	
美孚 Mei Fu	3	23	4	30
青衣 Tsing Yi	6	3	1	10
尖沙咀 Tsim Sha Tsui	1	2	1	4
中文大學 CUHK	0	6	2	8
香港大學 HKU	6	1	2	9

季節分布

本報告採用了9月至12月的數據，覆蓋了秋天過境遷徙季及部分冬季。在四個月當中，11月所錄得的鳥撞個體數字最高，共錄得113隻。這包括了四個月內首3大的集體鳥撞玻璃事件：11月10日在中文大學伍宜孫書院圓夢臺的35隻白頭鵯鳥撞事件、11月30日14隻栗頸鳳鵬在觀塘海濱道One Harbour Square懷疑因撞向玻璃幕牆死亡及受傷，以及11月14日有11隻栗背短腳鵯在金鐘太古廣場三座懷疑因撞向玻璃幕牆死亡。栗頸鳳鵬為香港的候鳥，白頭鵯及栗背短腳鵯在香港的居留狀態屬於候鳥或留鳥，牠們均會集體遷徙和活動。

11月是四個月中錄得最多鳥撞的月份，初步估計與秋天遷徙季節有關，惟我們仍然需要收集更多鳥撞數據，以助我們了解鳥撞發生的季節分布。

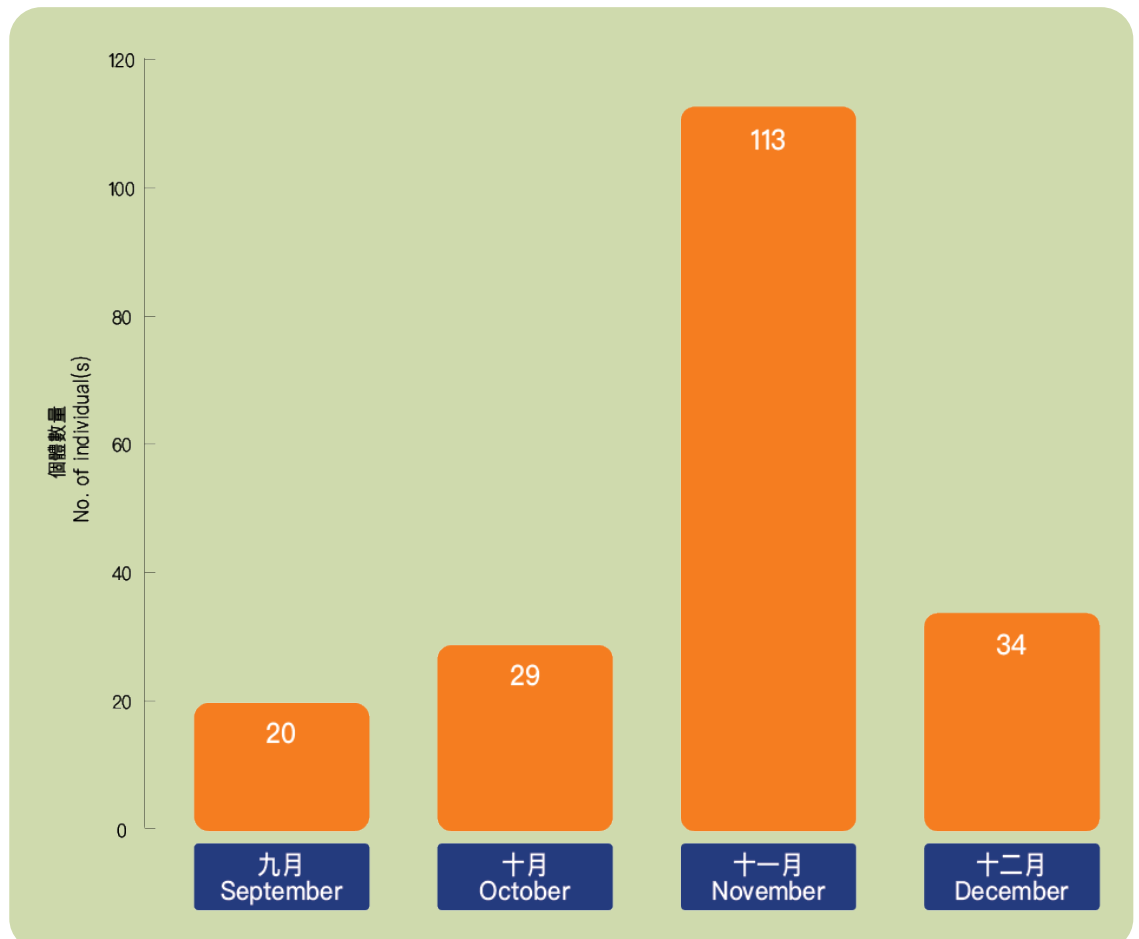
Seasonal Distribution

This report used the data collected from September to December, covering the autumn migration and part of winter. In November, a total of 113 individuals were recorded which was the highest number among the four months. The three largest bird-window collision events all happened in November: 35 Chinese Bulbuls died of bird-window collision at Terrace of Dreams of Wu Yee Sun College in CUHK on the 10 November 2022, 14 Indochinese Yuhinas were suspected to be killed and hurt after hitting the glass facades of One Harbour Square, Hoi Bun Road in Kwun Tong on 30 November 2022, and 11 Chestnut Bulbuls were reported to have died of bird-window collision at Three Pacific Place in Admiralty on 14 November 2022. Indochinese Yuhina is a migrant in Hong Kong, while Chinese Bulbul and Chestnut Bulbul are migrant or resident, and they all migrate and move in flocks.

The large number of bird-window collisions in November could be related to the autumn migration. More data is needed to better understand the seasonal distribution of bird-window collisions.

圖表三：2022年9月至12月期間所記錄的每月鳥撞個體數字。

Figure 3: Number of bird-window collision individuals recorded each month from September to December 2022.



小結

本報告首次就香港的鳥撞玻璃個問題進行系統監察和記錄。2022年9月至12月的鳥撞數據顯示，在全港15個區中，總共記錄了196隻鳥撞個體（179隻死亡，17隻受傷），以及35個鳥撞拓印，當中涉及至少38種鳥種，更不乏7個具保育關注的鳥種。11月發生多宗集體鳥撞事件，涉及一些會作集體遷徙和活動的野生雀鳥。據觀察，涉及鳥撞個案的建構物包括一些裝有玻璃或鏡面外牆的大樓/商場、透明隔音屏障、透明玻璃欄杆和村屋等。

這四個月的數據初步反映香港多區均存在鳥撞玻璃問題，亦有可能會對香港生物多樣性和受威脅物種的保育造成影響。我們需要持續記錄個案，並盡量擴大監察，以進一步了解香港的鳥撞情況，例如物種、空間和季節的分布。

我們未來期望透過長期持續的數據收集、監測和分析，（1）提升社會對鳥撞問題的關注及參與、（2）有助聚焦鳥撞黑點並促進緩解措施的推行、（3）推展相關的政策倡議，長遠推動香港成為鳥類友善城市，減少不必要的人鳥衝突，締造可持續生態及雀鳥友善的社區環境。

港鐵最終於2022年12月為美孚站的107塊高風險玻璃貼上防鳥撞貼紙。

The MTR company eventually installed anti-bird-collision stickers for a total of 107 high-risk glass panels at Mei Foo MTR Station in December 2022.

Summary

This is the first systematic monitoring and documentation for the bird-window collision problem in Hong Kong. According to the data from September to December 2022, a total of 196 bird-window collision individuals (179 deaths and 17 injuries) and 35 bird imprints were recorded in 15 districts in Hong Kong. At least 38 bird species were recorded. 7 of them were species of conservation concern. Several mass bird-window collision events occurred in November, involving bird species that would migrate and move in flocks. From our observation, structures involved in bird-window collisions might range from buildings or shopping malls with glass or mirror facades, transparent noise barriers, transparent glass railings and village houses, etc.

The 4-month data basically reveals that bird-window collisions happen in many districts in Hong Kong. There are potential impacts on biodiversity and also the conservation of threatened species in Hong Kong. Continuous reporting and wider monitoring are needed to understand the bird-window collision problem in Hong Kong in terms of species composition, spatial and seasonal distribution.

Through long-term and continuous data collection, monitoring and analysis, we look forward to (1) increase public awareness of the bird-window collision problem and participation, (2) identify bird-window collision hotspots and facilitate the implementation of corresponding mitigation measures, (3) advocate for the development of relevant

policies. It is our goal to make Hong Kong a bird-friendly city, to reduce unnecessary conflicts between humans and birds, and to build an ecologically sustainable and bird-friendly environment for our community.



支持香港觀鳥會 「全城監察鳥撞行動」

Support HKBWS's
“Bird Collision Monitoring Campaign”

協助報告 鳥撞玻璃個案

Report a bird-window collision



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