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Legislative Council

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Panel on Transport
Meeting on 24 June 2011

Background brief on measures
to enhance safety of reversing goods vehicle

Purpose

This paper provides background information on the measures to enhance safety of reversing goods vehicle and summarizes the major concerns expressed by the Panel on Transport (the Panel) on the subject.

Background

2. In September 2006, a few fatal accidents involving reversing goods vehicles happened. They led to concerns about the safety of goods vehicles when reversing. The Administration has subsequently taken the following measures to enhance the safety of reversing goods vehicles.

Publicity and Education

3. The safety awareness and driving attitude of drivers are of prime importance in preventing traffic accidents involving reversing vehicles. Since late 2006, the Administration has strengthened publicity and education on the points for attention through radio announcements, leaflets, talks and seminars to the public (especially for senior citizens and children), specific training and refresher courses to drivers of public service vehicles and goods vehicles, and publicity campaigns.

Review of road environment

4. In 2007, the Transport Department (TD) consulted with the District Councils (DCs) to identify a total of 132 priority road sections across the territory for detailed investigations on measures that could be implemented to enhance safety of reversing vehicles. Specific measures

on the priority road sections were considered on a case-by-case basis, taking into account the physical environment, practical needs of the local residents and commercial activities, and impact on local traffic. The improvement measures include restricting vehicular access (for all vehicles or by vehicle types; at all times or during certain periods), designating no-stopping restrictions, installing crash barriers, steel bollards or amenity railings, providing loading/unloading bays, widening carriageways/pavement or changing road layout, and erecting suitable traffic and warning signs.

Installation of reversing aids to enhance safety

Commonly used reversing devices

5. With effect from 1 April 2000, the Administration made it mandatory for all goods vehicles to be fitted with an automatic device capable of giving an audible warning to nearby pedestrians when reversing¹. Installation of reversing sensor², reversing video device (RVD) or additional rear view mirror³ is permitted under the current legislation. With these additional devices, the drivers' view of the area around the rear of their vehicles may be improved. However, the effectiveness and reliability of the devices would depend on the vehicle type, vehicle body form and maintenance condition.

Study on installation of reversing devices on goods vehicles

6. To follow up on the suggestion for mandating the installation of RVD on goods vehicles, TD had commissioned a study to identify suitable reversing devices for goods vehicles which are available in the local market

¹ It should be noted that audible warning device is to warn the pedestrian of a reversing vehicle. It cannot assist the driver to reverse the vehicle more safely.

² The sensor relies on ultrasonic, radar or infrared technologies to detect the presence of an object in the vicinity of the sensor. A visual and/or audible alarm will then be sent to the driver in the driving compartment. The object sensor can only detect objects within a limited horizontal/vertical detection range of usually less than 1.8 metres. While it may be useful to assist a driver when he is parking the vehicle in a car park where it has to detect either a stationary vehicle or a wall at the rear end, it is much less effective in detecting moving objects, such as in the case of a pedestrian walking on the carriageway. Besides, it is not suitable for use on goods vehicles with highly-mounted vehicle body because there can be many blind spots.

³ This is a convex cross-view mirror installed at the rear end of the vehicle giving the view behind the vehicle that is normally not visible to the driver. The image is reflected to the driver through the normal external rear view mirror next to the driver. Installation of an additional cross-view mirror at the rear end of the vehicle may improve the driver's view of the area around the rear of his vehicle, especially for goods vehicle with goods compartment that obstructs the rear view. However, the image produced may have some distortions and is very much affected by the external environment e.g. in rain or at places with poor illumination. Besides, the effective range between the normal external rear view mirror and the additional cross-view mirror is practically limited to about 5 metres. Hence, it is not suitable for most goods vehicles exceeding 3.5 tonnes and is more commonly used by van-type light goods vehicles.

and to establish performance requirements for these devices. At the Panel meeting on 25 May 2007, the Administration briefed the members on the findings of the study.

7. The study found that RVD was generally speaking more effective than a warning sensor as a reversing aid as the latter's detection range was usually less than 1.8 metres. As far as RVD was concerned, having considered the range of devices available in the market, structures of different goods vehicles and overseas experience, the study recommended that the scope of vision covered by the produced image by RVD should meet the following requirements (see **Appendix I**) -

- (a) minimum width = vehicle overall width + 0.5 metre on each side;
- (b) minimum distance = 3.2 metres from vehicle rearmost; and
- (c) minimum height = 0.3 metre above ground.

8. However, the study also revealed that some technical problems had yet to be resolved and that RVD had its limitations -

- (a) of the some 26 goods vehicle types more commonly found in Hong Kong, about 15 (58%) of them should be able to meet the proposed performance requirements without major difficulties, since camera mounting locations at a height of over 1.5 metres above ground could be identified for such goods vehicle types. However, for the remaining types, the mountable locations were at a height below 1.5 metres above ground due to their construction and body forms. These vehicles were tippers, pick-ups, tractor cranes, tractors, container trailers and those goods vehicles with platform or demountable bodies, etc. Most of these vehicles would have to install additional fittings and/or more than one camera in order to meet the performance requirements, resulting in higher capital and maintenance costs;
- (b) it was found that RVD might not be able to pick up reliable images at all times since it would be affected by the external environment such as weather conditions or the illumination level (e.g. inside car parks or in rural areas at night time); and
- (c) drivers' attitude and behaviour were of paramount importance in the safe reversing of vehicles. RVD could only be regarded as an auxiliary device to assist reversing. The speed of the reversing vehicle, the level of driver's attention, the reaction of the driver,

etc. would affect the effectiveness of the device and hence the safety of reversing vehicles.

Major concerns expressed by the Panel on measures to enhance safety of reversing goods vehicle

9. The safety of reversing goods vehicles was discussed at the Panel meetings on 24 October 2006 and 25 May 2007. On the improvements to the road environment to enhance safety of reversing goods vehicles, the Panel noted that there were some narrow roads or cul-de-sacs in the older built-up areas, where turning of vehicles might be difficult or impossible and vehicles had to reverse for access inevitably. The Panel requested the Administration to liaise closely with DCs to identify road sections with potential risks for reversing vehicles in each district. Where appropriate, TD should consider whether it was necessary to implement additional measures, such as provision of facilities to segregate pedestrians and vehicles, installation of signs to warn drivers and pedestrians of possible reversing vehicles, imposition of restrictions on the time or locations of loading/unloading activities or restrictions on access by certain types of vehicles to enhance road safety.

10. The Panel called on the Administration to actively explore with manufacturers of vehicles to see how reversing sensors or video systems could be installed on different types of goods vehicles, with a view to specifying the related technical requirements and standards, so as to facilitate effective implementation. To speed up the related work, the Panel also suggested that the Administration could consider introducing the relevant legislation governing different types of goods vehicles in batches, having regard to the actual technical problems involved and the practicalities of putting in place clear statutory requirements for effective implementation.

11. On a suggestion of requiring all professional drivers to undergo annual medical examination and to attend road safety refresher courses on a regular basis, the Panel noted the Administration's view that it might not be reasonable to impose such a requirement as the large majority of drivers had good driving practice and were law-abiding citizens. It would also cause them inconvenience and extra cost.

12. Recognizing that the safety awareness and driving attitude of drivers were of prime importance in preventing traffic accidents involving

reversing vehicles, the Panel reminded the Administration to strengthen publicity on road safety awareness for pedestrians, especially the elderly and children.

Council questions

13. Hon Andrew CHENG asked a question about "Reversing vehicle devices and measures to enhance road safety" at the Council meeting on 15 November 2006. Hon CHEUNG Hok-ming asked a question about "Installation of reversing video devices in vehicles" at the Council meeting on 19 December 2007. The questions and the Administration's replies are attached at **Appendix II** for members' reference.

Latest developments

14. The Administration will brief the Panel on the progress of implementing measures to enhance safety of reversing goods vehicles at the Panel meeting on 24 June 2011.

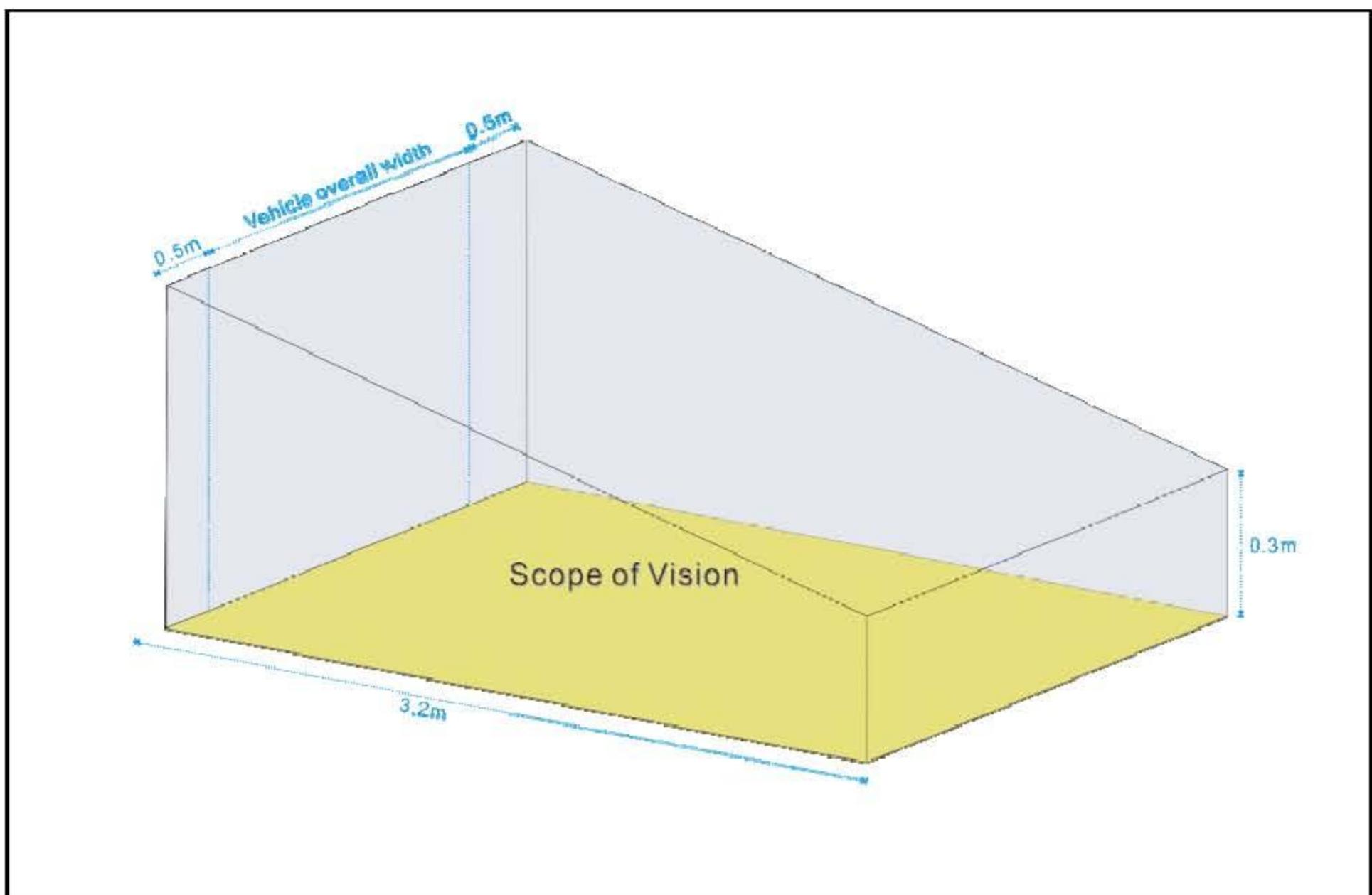
Relevant papers

15. A list of relevant papers is in **Appendix III**.

Council Business Division 1
Legislative Council Secretariat
22 June 2011

**Proposed performance requirements of
the Reversing Video Device (RVD) -**

- Minimum width = vehicle overall width + 0.5 metre on each side;
- Minimum distance = 3.2 metre from vehicle rearmost; and
- Minimum height = 0.3 metre above ground



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LCQ 3: Reversing vehicle devices and measures to enhance road safety

■ Annexes to LCQ3

Following is a question by the Hon Andrew Cheng and a reply by the Secretary for the Environment, Transport and Works, Dr Sarah Liao, in the Legislative Council meeting today (November 15):

Question:

As a number of fatal traffic accidents have occurred in Hong Kong in recent months, will the Government inform this Council:

(a) in respect of the past three years, of the number of traffic accidents involving reversing goods vehicles and the resultant casualties and, concerning the traffic accidents which involved drivers of taxis, public light buses, public buses and goods vehicles as well as other types of motorists respectively, a breakdown of the number of traffic accidents and the resultant casualties by the following seven causes of accidents involving motorists: tailgating, careless changing of lanes, failing to comply with traffic signals, falling asleep or feeling drowsy while driving, falling ill suddenly, speeding and drink-driving;

(b) whether it will expeditiously enact legislation to provide that a goods vehicle may be driven in the reverse mode only if it has been fitted with a closed circuit television system, and study the implementation of measures such as pedestrian and vehicle segregation or banning reversing of vehicles on certain narrow roads in Hong Kong; if it will, of the details; if not, the reasons for that; and

(c) whether it will draw up measures to make it mandatory for all professional drivers to undergo annual medical examination and to attend road safety refresher courses on a regular basis, and to ensure that they will have enough time for rest; and whether it will consider increasing the penalty for the offence of dangerous driving causing death; if it will, of the details; if not, the reasons for that?

Reply:

Madam President,

The number of traffic accidents and casualties involving reversing goods vehicles, as well as the figures in the past three years involving drivers driving too close to the vehicles in front, changing lanes carelessly, failing to comply with traffic signals, speeding, drink driving and falling asleep/feeling drowsy/having sudden illnesses, with breakdowns by major vehicle types, are set out at the Annex to this reply.

We are very concerned about the recent traffic accidents

involving reversing goods vehicles. In the past three years, the average number of traffic accidents involving reversing goods vehicles per year was 185, accounting for about 1.2% of the total number of traffic accidents. The number of accidents during the first ten months this year was 140, which is similar to the figures in the past few years. We will continue our efforts on various fronts to enhance the safety of reversing goods vehicles.

With effect from April 1, 2000, we have made it mandatory for all goods vehicles to be fitted with an automatic device that would give audible warning to nearby pedestrians when the vehicle reverses. Since then, the average number of traffic accidents involving reversing goods vehicles per year has dropped from 223 between 1997 and 1999 to 185 between 2003 and 2005.

In addition, it is also permitted under the law to install other devices on goods vehicles such as reversing sensors and video systems, which can help drivers to reverse safely. However, not all types of goods vehicles are suitable for the installation of reversing sensors, closed-circuit televisions or other video systems. The effectiveness and reliability of these devices are dependent upon the vehicle type and vehicle body form. If we are to mandate all goods vehicles to be fitted with such devices, we will have to specify the related technical requirements and standards, so that people can comply with the law, and departments can take enforcement actions effectively. However, we understand that most overseas countries do not mandate the fitting of these devices on vehicles. Hence, we are actively exploring with manufacturers of vehicles and these devices on whether and how the devices can be installed on different vehicles, with a view to specifying the related technical requirements and standards, so as to facilitate effective implementation.

In respect of improvements to the road environment, it has all along been one of the major tasks of the Transport Department (TD) to monitor the traffic and road safety conditions in all districts. There are some narrow roads or cul-de-sacs in the older built-up areas, where turning of vehicles may be difficult or impossible and vehicles have to reverse for access inevitably. Also, due to site and land ownership constraints etc, there are difficulties in implementing measures to segregate pedestrians and vehicles. For this reason, TD has been liaising closely with the District Councils to identify road sections with potential risks for reversing vehicles in each district. TD will consider on a case-by-case basis whether it is necessary to implement additional measures, such as provision of facilities to segregate pedestrians and vehicles, installation of signs to warn drivers and pedestrians of possible reversing vehicles, restrictions on the time or location of loading/unloading activities or restrictions on access by certain types of vehicles, taking into account the physical environment, practical needs of local residents and commercial activities, the knock-on impact on nearby roads, as well as the views of the local community.

In fact, the safety awareness and driving attitude of drivers are of prime importance in preventing traffic accidents involving reversing vehicles. We will continue to strengthen publicity on the points for attention when reversing through Announcements of Public Interest, leaflets and regular meetings with the trade. We will also enhance publicity on road safety

awareness for pedestrians, especially elderly and children.

Regarding the proposal of mandating all professional drivers to undergo annual medical examination and to attend road safety refresher courses on a regular basis, it should be noted that there are currently about 1.6 million commercial vehicle driving licence holders in Hong Kong. It is estimated that about 400 000 of them are professional drivers. However, except drivers of franchised buses and green minibuses, we are not able to identify, from among the over one million commercial vehicle licence holders which are professional drivers and which are merely licence holders but not drivers by profession.

Accordingly, there are practical difficulties for us to require all professional drivers to undergo annual medical examination, and this may result in all commercial vehicle driving licence holders having to submit their medical reports to TD every year before their licences can be renewed. This will not only cause inconvenience to all professional drivers, but will bring even greater inconvenience and nuisance to those who are not professional drivers but who hold such licences. Moreover, statistics show that traffic accidents directly related to the physical or mental conditions of commercial vehicle drivers are often individual incidents. Take last year as an example, there were only 47 such accidents, which accounted for less than 0.3% of the total number of the traffic accidents in the year. It may therefore be inappropriate and impractical to mandate all professional drivers to undergo annual medical examination at this stage.

For the same reason, mandating the over one million commercial vehicle driving licence holders to attend road safety refresher courses on a regular basis may not be reasonable or fair to the vast majority of drivers who have good driving practice and are law-abiding citizens. It also brings them inconvenience as well as financial and time costs.

We consider that a more targeted approach should be adopted by mandating all repeat traffic offenders, be they private car or professional drivers, to take driving improvement courses. We are drawing up proposals for submission to the Panel for Transport of this Council and will start consultation in due course. Separately, through the media and through regular meetings with the trade, we will urge members of the transport trades to attend, on a voluntary basis, driving improvement courses and specific training courses and safety workshops for professional drivers. We will also step up publicity and education efforts on the driving attitude and safety awareness of professional drivers.


As regards rest time for professional drivers, we have issued guidelines on working schedules to franchised bus and green minibus operators, which carry more than five million passengers daily, so as to ensure that their drivers have sufficient rest time. As for other professional drivers who are mostly self-employed rather than employees of any organisations, it is difficult to enforce or monitor their rest time. Nevertheless, in regular meetings with the transport trades, TD has been encouraging them to make reference to or follow the working schedules of franchised buses or green minibuses, with a view to ensuring adequate rest time for drivers.

Under the Road Traffic Ordinance, if a traffic accident involves the driving behaviour of the driver and causes the

death of another person, the driver can be charged with causing death by dangerous driving. He is liable to a maximum fine of \$50 000, five years' imprisonment and suspension of licence upon conviction. A driver will have his driving licence suspended for not less than two years for the first conviction, and for not less than three years for the second or subsequent convictions. To strengthen the deterrent effect against improper driving behaviours, we are now reviewing the penalty for causing death by dangerous driving, especially the term of imprisonment. We will make reference to the recent recommendation of the Court of Appeal. The review will soon be completed. We will submit our proposal to the Panel for Transport of this Council and will carry out public consultation with a view to introducing the legislative amendments as soon as possible.

Ends/Wednesday, November 15, 2006
Issued at HKT 12:32

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(1) **Number of traffic accidents and casualties involving reversing goods vehicles**

Year	Traffic accidents involving reversing goods vehicles	
	Number of traffic accidents	Number of casualties
2003	182	189
2004	179	185
2005	195	201

(2) **Accidents involving drivers driving too close to the vehicles in front**

(a) **Number of traffic accidents**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	159	466	301	86	145	549	1 636
2004	127	539	324	115	161	562	1 758
2005	138	462	393	116	149	589	1 779

(b) **Number of casualties**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	194	669	441	145	397	822	2 560
2004	146	823	491	257	447	904	2 945
2005	157	734	630	222	520	1 006	3 075

Note : If more than one vehicle types are involved in one single accident, the accident and casualties involved will be repeatedly included under respective vehicle types.

(3) Accidents involving drivers changing lanes carelessly

(a) Number of traffic accidents

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	88	332	170	58	69	204	909
2004	84	403	181	75	77	257	1 065
2005	108	390	174	64	97	292	1 099

(b) Number of casualties

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	98	451	198	86	124	281	1 217
2004	99	561	218	105	133	384	1 484
2005	121	544	221	92	125	407	1 476

Note : If more than one vehicle types are involved in one single accident, the accident and casualties involved will be repeatedly included under respective vehicle types.

(4) **Accidents involving drivers failing to comply with traffic signals**

(a) **Number of traffic accidents**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	18	136	85	26	8	50	313
2004	13	127	67	30	15	57	299
2005	13	127	74	15	15	50	286

(b) **Number of casualties**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	20	244	147	45	18	90	545
2004	19	249	110	79	42	104	615
2005	26	214	116	55	47	108	560

Note : If more than one vehicle types are involved in one single accident, the accident and casualties involved will be repeatedly included under respective vehicle types.

(5) **Accidents involving drivers falling asleep/feeling drowsy/having sudden illnesses**

(a) **Number of traffic accidents**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	4	46	15	5	2	30	102
2004	3	42	19	3	6	30	106
2005	2	33	13	6	5	23	83

(b) **Number of casualties**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	4	74	23	18	2	46	167
2004	4	56	23	9	15	57	169
2005	2	71	34	7	11	40	166

Note : If more than one vehicle types are involved in one single accident, the accident and casualties involved will be repeatedly included under respective vehicle types.

(6) **Accidents involving speeding**

(a) **Number of traffic accidents**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	74	166	61	12	38	95	449
2004	53	130	67	25	28	69	377
2005	44	111	61	22	29	68	334

(b) **Number of casualties**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	94	255	76	33	54	119	634
2004	58	196	81	69	61	94	564
2005	50	158	78	45	59	82	471

Note : If more than one vehicle types are involved in one single accident, the accident and casualties involved will be repeatedly included under respective vehicle types.

(7) **Accidents involving drink driving**

(a) **Number of traffic accidents**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	7	81	1	1	0	14	104
2004	14	61	2	1	1	16	97
2005	6	68	4	0	0	10	88

(b) **Number of casualties**

Year	Motor-cycle	Private car	Taxi	Public Light Bus	Public Bus	Goods Vehicle	Total (All motor vehicles)
2003	9	140	1	2	0	23	175
2004	15	100	2	1	1	19	140
2005	7	126	5	0	0	13	151

Note : If more than one vehicle types are involved in one single accident, the accident and casualties involved will be repeatedly included under respective vehicle types.

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LCQ1: Installation of reversing video devices in vehicles

Following is a question by the Hon Cheung Hok-ming and a reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (December 19):

Question:

It has been reported that following a number of fatal traffic accidents in recent years involving reversing heavy vehicles, the Government has been encouraging the installation of reversing video devices (RVDs) in vehicles, but the RVDs in many vehicles are actually illegal installations because they can also play Digital Versatile Discs. It has also been reported that the Transport Department has recommended the public to make an application to the Department before installing such devices.

The relevant trades have criticised the Government for being too harsh in not permitting such television monitors to display visual images that are for entertainment purpose, and the trades are at a loss as the Government has not given clear guidelines on the installation of such devices. In this connection, will the Government inform this Council whether:

(a) it knows the current numbers of various types of vehicles in Hong Kong with RVDs installed; if it does not have such data, of the reasons for that;

(b) the authorities have widely made known to the vehicle trade and vehicle owners details of the Transport Department's "A Guide for the installation of Devices to Assist Reversing of Goods Vehicles", the above restriction on such devices, and the recommendation that an application should be made to the authorities before installing such devices; and whether the Government had launched any large-scale publicity and promotional activities on such matters last year; and

(c) the authorities will consider relaxing the above restriction; if not, how the authorities resolve the problem that currently the RVDs in many vehicles are illegal installations?

Reply:

Madam President,

Motorists should remain vigilant at all times. They should focus on driving and should avoid being distracted by unnecessary items or information. Equipment installed around the driver's seat should aim to provide assistance to drivers while driving. I believe we all agree that safety is of paramount importance. In accordance with this principle, the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A)(the Regulations) regulate the visual display unit installed on a motor vehicle. If a visual display unit is designed solely for the purpose of providing information about the current state of the vehicle or its equipment, the view of the vehicle or its surrounding area (including its rear), or

information facilitating navigation, such a unit may be installed at a point forward of the driver's seat or other points visible to the driver. Installation of such visual display units (including reversing video devices (RVDs), which facilitate reversing), does not require application to the Transport Department (TD) for prior approval.

My reply to the three parts of the question is as follows:

(a) Application to TD for prior approval is not required for installation of reversing video devices. Therefore, we are unable to provide the figures of various types of vehicles currently installed with reversing video devices.

(b) TD has been discussing with the trade on measures to ensure the safety of reversing vehicles. TD issued "A Guide for the Installation of Devices to Assist Reversing of Goods Vehicles" (the Guide) in August this year, and copies were distributed to relevant persons at the licensing offices and vehicle examination centres. The Guide has also been uploaded to TD's webpage for public reference. Apart from that, TD has also targeted its promotion efforts on the goods vehicle trades by introducing the Guide at its regular meetings with the transport trades and goods vehicle driver associations. In addition, TD has distributed and publicised the Guide to other relevant bodies, including the car dealers' associations, vehicle body manufacturers, suppliers of RVD, logistics trade, as well as trades providing concrete mixer, security transport, tanker and pantechnic services.

TD has also been liaising closely with trade representatives of car dealers and parallel importers on information concerning the restrictions on installation of the visual display unit to ensure that visual display units installed on imported vehicles would comply with the Regulations. Relevant information has also been disseminated on TD's webpage.


(c) It has always been our objective to ensure that drivers pay attention to the road situation at all times to enhance road safety and avoid traffic accidents. If the visual display unit with infotainment broadcasting function is installed at a position visible to the driver, his attention will inevitably be drawn to the infotainment broadcast and he may fail to respond properly to the prevailing road situation. This poses serious threats to the safety of both the driver and other road users. Therefore, the existing Regulations stipulate that the visual display unit with infotainment broadcasting function can only be installed at a position beyond the driver's view. As road safety is our prime concern, we consider it undesirable to relax the restriction.

Upon receiving complaints from the public or referral from the Police about illegal installation of visual display units in vehicles, TD will issue examination orders to the vehicle owners concerned, requiring them to send their vehicles to designated vehicle examination centres for examination. In addition, the Police will continue with their enforcement and prosecution actions against such illegal acts.

Ends/Wednesday, December 19, 2007

Issued at HKT 14:01

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Appendix III

Measures to enhance safety of reversing goods vehicle

List of relevant papers

Date of meeting	Meeting	Minutes/Paper	LC Paper No.
24/10/2006	Panel on Transport	Administration's paper on measures to enhance safety of reversing goods vehicles Minutes of meeting	CB(1)110/06-07(04) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp1024cb1-110-4-e.pdf CB(1)294/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp061024.pdf
15/11/2006	Council meeting	Hon Andrew CHENG raised a question on reversing vehicle devices and measures to enhance road safety	http://www.info.gov.hk/gia/general/200611/15/P200611150141.htm
25/5/2007	Panel on Transport	Administration's paper on measures to enhance safety of reversing goods vehicles Minutes of meeting	CB(1)1611/06-07(04) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0525cb1-1611-4-e.pdf CB(1)2021/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070525.pdf
19/12/2007	Council meeting	Hon CHEUNG Hok-ming raised a question on installation of reversing video devices in vehicles	http://www.info.gov.hk/gia/general/200712/19/P200712190141.htm