

香港警察總部

香港軍器廠街

警政大樓



HONG KONG POLICE  
HEADQUARTERS

ARSENAL HOUSE  
ARSENAL STREET  
HONG KONG

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電話號碼 TEL NO : 2860 2445  
圖文傳真 FAX NO : 2200 4342

16 May 2013  
(By fax: 2840 0716 &  
by E-mail: [sywan@legco.gov.hk](mailto:sywan@legco.gov.hk))

Ms Mary SO  
Clerk, Public Accounts Committee  
Legislative Council Complex  
1 Legislative Council Road  
Central  
Hong Kong

Dear Ms SO,

**Public Accounts Committee**  
**Consideration of Chapter 2 of the Director of Audit's Report No.60**  
**Administration of Road Safety Measures**

Thank you for your letter of 7 May 2013 requesting us to provide additional information to facilitate Public Accounts Committee's consideration of the above subject. The information is set out below :-

- (a) In September 2011, the Police Traffic Branch Headquarters commissioned a local university for the User's Acceptance Test (UAT) on the identified Dräger Alcotest 9510 breath analysing instrument. However, due to the technical problems encountered in the course of the UAT, the devices were required to be returned to the manufacturer in Germany for adjustment.

The UAT was finally completed in December 2012 and all samples sent for examination complied with the metrological requirements as stipulated in the Organisation Internationale de Métrologie Légale (OIML) recommendations for Evidential Breath Analysers and also with the technical specifications mentioned

in the operator manual of Dräger Alcotest 9510. In March 2013, the Police further commissioned the Hong Kong University of Science and Technology (HKUST) to conduct a comprehensive mobility performance test on the evidential analyzer Dräger Alcotest 9510 against a number of the outdoor environmental factors of Hong Kong such as humidity and temperature under a mobile setting. It is anticipated that the testing would be completed in the 4<sup>th</sup> quarter of 2013. Subject to the satisfactory result, the mobile evidential breath test will be rolled out.

- (b) As mentioned in (a), the Police have commissioned the HKUST to conduct a comprehensive performance test on the mobile evidential breath test instrument Dräger Alcotest 9510. Such test and the subsequent expert report provided by the HKUST would be of significant evidential value to the reliability and admissibility of the instrument in future court proceedings.
- (c) Between January 2012 and September 2012, there were 4 744 cases of ‘Failing to comply with traffic signals’ detected by the systems in which the offending vehicles were blocked by other vehicles.
- (d) There were altogether 126 red light camera locations, which had detected ‘Failing to comply with traffic signals’ cases where the offending vehicles were blocked by other vehicles between October 2012 and December 2012 and as a result could not be pursued by the Police. The details of the locations are enclosed at Annex A.

Red Light Camera systems are procured by Transport Department and handed over to Police for operation after their installation. The design of the present system has a limitation and cases of this nature cannot be avoided. When there are vehicles travelling in the outer lanes, it is not uncommon in Hong Kong to have vehicles travelling in the inner lanes which block the camera angle. Transport Department is aware of this limitation in the system design.

- (e) The prosecution rate for speeding and jumping red light cameras in the past three years are tabulated below:

	Prosecution rate for Speeding	Prosecution rate for jumping red light cameras
2010	65.7 %	72.9 %
2011	69.9 %	63.2 %
2012	75.7 %	65.6 %

The Police do not have information of overseas jurisdictions on this issue for comparison.

- (f) The number of defendants who pleaded not guilty for speeding and red light camera offences in the past three years are tabulated below:

	Defendants pleaded not guilty for speeding	Defendants pleaded not guilty for red light camera
2010	85	71
2011	59	75
2012	45	49

- (g) The number of drivers prosecuted for failing to accord precedence to pedestrians at zebra crossings in the past three years is tabulated below:

	No. of Drivers Prosecuted
2010	138
2011	218
2012	194

- (h) The Police are using the Traffic Operations and Management System (TOMS) as a computerized case management database to record traffic accident data. Meanwhile, the Transport Department (TD) is using the Transport Information System (TIS) to capture traffic accident data for identifying accident black spots and accident trends for in-depth analysis. After the initial traffic accident investigation, the frontline police officers will input the data into TOMS and TIS respectively. The data include locations, personal data, vehicles involved, grid references and contributory factors of the accidents.

The police officers could detect the grid references at the scene of the traffic accidents by the GPS devices provided by the TD, or could obtain them from the electronic mapping system of TIS. Since the map of TIS has not been kept up-to-date, it may reject those grid references and police officers would have to use the grid references of a nearby location. In a small number of cases, some errors were caused by inputting the Northing and Easting components of the grid references in the reverse order. The Police will be notified by TD's monthly scanning report concerning the inaccurate input of grid references in TIS. In 2011 and 2012, the Police received 205 cases and 157 cases of inaccurate input respectively.

Regarding the inaccurate input of contributory factors, the Police agreed with the Audit that the input errors were caused by the different lists of contributory factors used in TOMS and TIS. The TIS list contained 90 factors while the TOMS list contained 44 factors. The TOMS list is shorter than the TIS list because the former mainly covers driver factors whereas the latter has a more detailed coverage of driver, vehicle, environment and casualty factors.

The Police believe that improving the TIS could enhance the accuracy of data inputting. The Police will also reinforce the checking process conducted by supervisory officers when reviewing the accident contributory factors input into TOMS and TIS.

2. An edited copy of the guidelines on the use the Marksman and UltraLyte laser guns for frontline police with technical aspects removed is enclosed at Annex B for your reference (no Chinese translation is available). Please note that these guidelines are supplied for the perusal of the Public Accounts Committee and should not be further distributed or published.

Yours sincerely,

  
(Mrs. Kitty CHENG)  
for Commissioner of Police

c.c. Secretary for Transport and Housing	(fax no: 2537 6519)
Commissioner for Transport	(fax no: 2598 5575)
Director of Information Services	(fax no: 2537 9560)
Secretary for Financial Services and the Treasury	(fax no: 2147 5239)
Director of Audit	(fax no: 2583 9063)

**\*Note by Clerk, PAC: Annexes A and B not attached.**