

**立法會**  
**Legislative Council**

LC Paper No. CB(1)1791/13-14(04)

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**Panel on Transport**  
**Meeting on 18 July 2014**

**Background brief on the Administration's work on  
combating drink driving and drug driving**

**Purpose**

This paper provides background information on the legislation governing drink driving and drug driving and the Administration's work on combating the two offences. It also summarizes the major views and concerns expressed by Legislative Council Members on the subject in the past discussions.

**Drink driving**

2. Alcohol affects the central nervous system, blunting perception and coordination and impairing one's ability to detect risk. According to overseas studies, drivers who consumed alcohol had a much higher risk of involvement in accidents than those who have not consumed alcohol, and the risk increased rapidly with increasing blood alcohol levels. In 1995, a new offence was created under section 39A of the Road Traffic Ordinance (Cap 374) ("RTO") under which it became an offence for a driver to exceed a prescribed limit of alcohol in his blood, breath or urine. The law provided the Police with the power to conduct breath tests<sup>1</sup> on drivers who were suspected of having consumed alcohol, had committed a traffic offence or had been involved in an accident. RTO was amended in 1999 and the prescribed limit was lowered significantly<sup>2</sup>.

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<sup>1</sup> The breath test procedure is made up of two parts:

(a) Screening breath test. A screening breath test is conducted at the scene. If a driver fails this test, he may be put under arrest for undergoing an evidential breath test; and  
(b) Evidential breath test. An evidential breath test is conducted in a police station/evidential breath test centre. If a driver fails this test, he will be charged with a drink driving offence.

<sup>2</sup> The prescribed limit was lowered from 35 micrograms of alcohol per 100 milliliters of breath to 22 micrograms of alcohol per 100 milliliters of breath with corresponding changes in respect of blood and urine.

3. To step up efforts in combating drink driving, the Road Traffic Legislation (Amendment) Ordinance 2008 was enacted in 2008 to implement measures including raising penalties on drink driving offences by disqualifying the offenders from driving for not less than three months on first conviction and requiring them to attend a driving improvement course on a mandatory basis, and empowering the Police to conduct random breath tests. According to the Administration, since the implementation of these measures on 9 February 2009, there has been a significant drop of 67% in the number of traffic accidents<sup>3</sup> involving drink driving.

4. In December 2010, RTO and the Road Traffic (Driving-offence Points) Ordinance (Cap. 375) were further amended to provide for 3 tiers of minimum disqualification periods on conviction according to the driver's blood alcohol concentration ("BAC") level and to introduce a new offence of causing grievous bodily harm by dangerous driving. Under the 3-tier penalty system, the higher the BAC level, the longer will be the minimum disqualification period, as follows:

<b>Proportion of alcohol in a person's breath, blood or urine</b>	<b>Minimum driving disqualification period</b>	
	<b>First conviction</b>	<b>Second/ Subsequent Conviction</b>
Tier 1 (if it exceeds the prescribed limit but is less than 35mcg/80mg/107mg of alcohol in 100ml of breath/blood/urine respectively)	<b>6 months</b>	<b>2 years</b>
Tier 2 (if it exceeds tier 1 but is less than 66mcg/150mg/201mg of alcohol in 100ml of breath/blood/urine respectively)	<b>12 months</b>	<b>3 years</b>
Tier 3 (if it exceeds tier 2)	<b>2 years</b>	<b>5 years</b>

5. The new offence of 'causing grievous bodily harm by dangerous driving' provides for a heavier penalty for a driver who causes grievous bodily harm by driving a motor vehicle on a road dangerously in order to achieve a stronger deterrent effect. The penalty terms are set between dangerous driving and

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<sup>3</sup> The number of drink driving accidents from 9 February 2009 to 31 December 2009 compared with that in the same period in 2008.

dangerous driving causing death as follows:

- (a) Maximum fine : \$50,000;
- (b) Maximum imprisonment : seven years;
- (c) Minimum driving disqualification period on first conviction: two years; and on second or subsequent conviction: five years; and
- (d) 10 Driving-offence Points, and to attend mandatory driving improvement course.

## **Drug driving**

6. Drug driving poses serious road safety hazards. With a significant increase in the number of drug driving arrest cases in 2010, there have been public calls for effective measures to combat drug driving. According to the Administration, there were 84 arrest cases involving drug driving in 2010, which was more than seven times the number in 2009. In 2010, among the 84 arrest cases, 73 (or 87%) involved ketamine, and the rest involved cocaine, cannabis, etc. Twelve of the 84 cases involved traffic accidents. The increasing trend in drug driving cases and the potential road safety hazards they pose have caused serious public concerns.

7. Although it was an offence under existing section 39 of RTO as of 17 December 2010 to drive a motor vehicle on any road under the influence of drugs to such an extent as to be incapable of having proper control of the motor vehicle, there are no provisions that require a person suspected of committing this offence to provide blood or other body fluid specimens for drug analysis. This makes a charge difficult to prove.

8. RTO was thus further amended in 2012<sup>4</sup>. The amendments bring in a "zero-tolerance offence" against the "specified illicit drugs", namely heroin, ketamine (commonly called "K"), methamphetamine (commonly called "ice"), cannabis, cocaine and MDMA (commonly called "ecstasy"). It will be an offence for anyone to drive with any concentration of the specified illicit drugs present in his or her blood or urine, whether his or her driving ability is impaired or not.

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<sup>4</sup> The Road Traffic (Amendment) Ordinance 2011.

9. A person who commits the zero-tolerance offence will be liable to a maximum fine of \$25,000 and a maximum imprisonment term of three years. The person will also be subject to driving disqualification for not less than two years on a first conviction, and not less than five years on a subsequent conviction.

10. If a person drives under the influence of a specified illicit drug to such an extent as to be incapable of having proper control of the motor vehicle, he or she will be liable to heavier penalties, viz a minimum driving disqualification period of five years on a first conviction, and 10 years on a subsequent conviction, in addition to a maximum fine of \$25,000 and a maximum imprisonment term of three years. The court may order life disqualification from driving if the person has previously been convicted of the same offence and the circumstances of the case warrant it.

11. Driving under the influence of a drug which is not a specified illicit drug, to such an extent as to be incapable of having proper control of the motor vehicle, will also be an offence.

12. RTO also empowers police officers to require a person to undergo preliminary drug tests, if the driver is involved in a traffic accident or has committed a traffic offence when the vehicle is in motion, or is suspected of driving under the influence of specified illicit drugs or other drugs or driving after the use or consumption of specified illicit drugs. Preliminary drug tests include Drug Influence Recognition Observation<sup>5</sup> and the Impairment Test<sup>6</sup>.

13. After conducting preliminary drug tests, if a police officer forms an opinion that the driver's ability to drive is impaired, the police officer may require the driver to provide specimens of blood and/or urine for laboratory analysis. It will be an offence for the driver to refuse to perform the preliminary drug tests or provide blood and/or urine specimens for laboratory analysis without a reasonable excuse.

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<sup>5</sup> Drug Influence Recognition Observation is a short and initial assessment to be carried out on the roadside. The police will observe the driver's response in answering questions, his behaviour, etc. to form a view on whether the driver is under the influence of a drug, and whether an Rapid Oral Fluid Test and/or Impairment Test will be required.

<sup>6</sup> The Impairment Test provides a scientific, objective and standardized basis for police officers to form an opinion whether a driver's driving ability is impaired while driving. The whole Impairment Test will be conducted in a police station and the whole process will be video recorded. The officer who administers the Impairment Test will demonstrate to the driver how the test should be performed.

## **Recent discussions on drink driving and drug driving by Members**

### Audit Commission's review of the Administration's measures to tackle drink driving

14. Following the tabling of the Director of Audit's Report No. 60 ("the Audit Report") in the Legislative Council on 17 April 2013, with one of the chapters on the review of the Administration's measures to tackle drink driving, the Public Accounts Committee ("PAC") held a public hearing on the above review in May 2013. PAC expressed grave dismay and alarm that:

- (a) for the four years since the commencement of the random breath test operations in February 2009, the Police had not maintained statistics of the test operations;
- (b) as revealed by the random breath test data from February 2009 to December 2012, 42% of the tests were carried out by the Police during daytime when both drink driving related accidents and arrests were on the low side, i.e. 24% and 10% respectively;
- (c) from January to October 2012, 182 drivers (24%) of the 744 drink driving arrest cases were released and 215 drivers (29% of 744 cases) were charged with a lighter offence, because their alcohol concentrations had dropped to lower levels by the time the evidential breath tests were taken. As a result, the deterrent effect of the three-tier penalty system was undermined; and
- (d) there were cases of delay in conducting evidential breath tests because some police stations where the drink driving suspects were taken to for reporting of arrests were not equipped with a test device and there were breakdowns of the test devices in some cases.

15. PAC recommended the Commissioner of Police to work in tandem with the Department of Justice and respective scientists with a view to improving evidential breath test procedures in adducing evidence to prove drink driving offences. It also urges the Commissioner of Police to report to the Panel on Transport on the timetable to install evidential breath test devices in 18 of 42 police stations. Extracts of the summary of the Audit Report and the conclusions and recommendations of the relevant chapter of the PAC Report No. 60 are in **Appendices I and II** respectively.

The Administration's efforts on combating drink driving and drug driving

16. In response to questions raised by some Members while examining the Estimates of Expenditure 2014-2015, the Administration advised that the numbers of prosecutions instituted against drink and drug driving in 2013 were as follows:

	<b>No. of prosecutions instituted against drink and drug driving in 2013</b>
Drink driving	771
Drug driving	25

17. According to the Administration, the Police Force is deeply concerned about the effects that drink and drug driving cause to road safety. Therefore, the items of "deter drink driving, drug driving" and "reduce fatal and serious accidents through a multi-agency approach" are highlighted under the programme of "Road Safety" in Commissioner of Police's Operational Priorities 2014.

18. On combating drink driving, the Administration advised that the number of screening breath tests (i.e. random breath test) conducted by the Police on drivers was 167 658 in 2013, an increase of 22.6% as compared to 136 728 in 2012. The number of drivers who were prosecuted for failure to pass the screening breath test was 557, a decrease of 0.7% as compared to 561 in 2012. The overall number of drivers who were prosecuted for drink driving was 771, a decrease of 0.5% as compared to 775 in 2012. This reflected that the number of drivers involved in drink driving had decreased despite the increase in actions against drink driving. The Administration advised that the Police would review from time to time the effectiveness of anti-drink driving actions conducted in various locations and at different times for more effective deployment of resources.

19. The Administration further advised that to conduct evidential breath tests on drivers who were suspected of drink driving as soon as possible, the Police installed Evidential Breath Analysers in all police stations in the land regions in December 2013. Meanwhile, the Police had also set up the first Mobile Breath Test Centre, which was modified from a police vehicle, for conducting on-the-spot evidential breath tests on drivers who were suspected of drink driving. The Mobile Breath Test Centre was undergoing a trial in New Territories North Region. Initial results were satisfactory. According to the Administration, the above measures could further shorten the time gap between a screening breath test and an evidential breath test, therefore enhancing the

effectiveness of the law enforcement actions against drink driving.

20. On combating drug driving, the Administration advised that since the commencement of the Road Traffic (Amendment) Ordinance 2011 in March 2012, police officers could conduct initial drug tests on drivers who were suspected of drug driving to determine whether the drivers were under the influence of specified illicit drugs or drugs other than specified illicit drugs. Besides, the Police was studying the introduction of the equipment for Rapid Oral Fluid Test<sup>7</sup> to enhance the Police's capability of combating drug driving. The Police would continue to work with the Road Safety Council through a multi-agency approach to combat drink and drug driving through publicity, education and law enforcement, in order to ensure the safety of road users.

### **Relevant motion/questions moved/raised at Council meetings**

21. The Council passed a motion at its meeting of 18 February 2009 on "Measures for combating drink driving" urging the Government to allocate more resources to combat drink driving. The wording of the motion is in **Appendix III**.

22. Since the 2009-2010 legislative session, four questions relating to drink driving or drug driving were raised at the Council meetings of 24 February 2010, 14 April 2010, 26 May 2010 and 2 June 2010. The hyperlinks to the questions and the Administration's responses, together with other relevant papers, are in **Appendix IV**.

### **Latest position**

23. The Administration will brief the Panel on Transport on its work on combating drink driving and drug driving at the Panel meeting to be held on 18 July 2014.

Council Business Division 1  
Legislative Council Secretariat  
16 July 2014

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<sup>7</sup> Rapid Oral Fluid Test is a short test whereby the driver will be required to provide oral fluid specimens for testing of the presence of the specified illicit drugs.

# Extract of the Executive Summary of the Director of Audit's Report No. 60

## \* \* \* \* \* ADMINISTRATION OF ROAD SAFETY MEASURES

### Executive Summary

1. Road traffic accidents can have a devastating impact on the victims and their families. While Hong Kong's traffic fatality rate has declined in recent years and is one of the lowest in the world, there were 15,894 traffic accidents in 2012, resulting in 120 deaths and 20,090 injuries. In recent years, the Transport and Housing Bureau, with the assistance of the Transport Department (TD) and the Hong Kong Police Force (Police), has introduced a number of new measures to tackle improper driving behaviours and promote safer vehicle operation. The Audit Commission (Audit) has conducted a review of the administration of these road safety measures.

#### Measures to tackle drink driving

2. *Implementation of random breath tests.* Alcohol affects the central nervous system, blunting perception and coordination and impairing one's ability to detect risk. Studies have shown that drivers who have consumed alcohol have a much higher risk of involvement in accidents than those who have not consumed alcohol. In 2008, the Road Traffic Ordinance was amended to empower the Police to conduct random breath tests on drivers without the need for reasonable suspicion that they have consumed alcohol, with effect from February 2009. Audit examination revealed that from February 2009 to December 2012, 42% of the Police's random breath tests were conducted during the daytime, with an average arrest rate per test of 0.11% which was significantly lower than the 0.75% during the nighttime. In Audit's view, a risk-based tasking of the tests is important to ensure the cost-effective use of the limited enforcement resources. Given that the tests would also cause inconvenience to the motorists, there is a need to administer the tests judiciously (paras. 2.2, 2.4, 2.5, 2.8, 2.9 and 2.11).

3. *Enforcement of the three-tier penalty legislation.* According to medical evidence, the risk of causing an accident increases with the increase of blood alcohol



## Executive Summary

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level in a driver. In December 2010, the law was amended to provide a three-tier penalty system in proportion to drivers' alcohol concentration levels. A driver will be charged with a drink driving offence if he fails both a screening breath test conducted at roadside and an evidential breath test at a police station. From January to October 2012, 744 drivers were arrested for failing the screening breath tests. However, 182 of them were released and 215 were charged with a lighter offence as their alcohol concentrations had dropped to lower levels by the time the evidential breath tests were taken. Audit sample check revealed that additional travelling time was incurred for conducting the evidential breath tests because some police stations for reporting arrests were not equipped with test devices and there were breakdowns of the test devices in some cases (paras. 2.15, 2.16 and 2.18 to 2.20).

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*Administration of road safety measures*

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## **G. Conclusions and recommendations**

62. The Committee:

<b>Overall comments</b>
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- believes that, as human lives are invaluable, the Administration should strive to enhance road safety to prevent road traffic accidents;
- acknowledges that the Secretary for Transport and Housing ("STH") has agreed that the Transport and Housing Bureau, the Transport Department ("TD") and the Hong Kong Police Force ("Police") will work in tandem to analyze the root causes of and trend in traffic accidents in order to come up with more effective measures to further reduce traffic fatalities and injuries. The scope of work will comprise areas such as:
  - (a) health check and working hour arrangements for franchised bus drivers;
  - (b) installation of road safety equipment on road-based public transport modes, such as retrofitting exempted public light buses ("PLBs") with passenger seat belts;
  - (c) education and publicity efforts on promoting safety awareness, such as the wearing of passenger seat belts on PLBs; and
  - (d) road design and driving behaviour;
- notes that the STH has undertaken to strive to enhance road safety through legislation, enforcement, improvement on road facilities as well as publicity and education with a view to achieving the road safety vision of "Zero Accidents on the Road, Hong Kong's Goal";
- expresses grave dismay and alarm that the Administration has been complacent in the administration of road safety measures and has failed to use the resources efficiently to reduce traffic accidents, as evidenced by the following:
  - (a) enforcement of the three-tier penalty legislation against drink driving could not be carried out effectively as 18 of the 42 police

stations were still not equipped with evidential breath test devices as at January 2013;

- (b) 42% of the random breath tests were conducted during daytime (between 6:01 am and 6:00 pm) from February 2009 to December 2012 despite the fact that only 24% of drink driving related accidents and 10% of drink driving related arrests occurred during daytime;
  - (c) health check arrangements for franchised bus drivers are less stringent than those of other jurisdictions despite the fact that the accident involvement rates for franchised buses (e.g. 379.8 per 1 000 vehicles in 2012) were consistently the highest among those for the public transport modes as reported in the Audit Report (e.g. 245.6 per 1 000 PLBs and 233.9 per 1 000 taxis in 2012) from 2007 to 2012;
  - (d) inadequate effort has been made by the TD to rectify the situation that 42% of the PLBs in operation were exempted from the statutory passenger seat belt requirement as at December 2012 even though the accident involvement rates for PLBs (e.g. 245.6 per 1 000 vehicles in 2012) were consistently higher than the average for all motor vehicles (e.g. 33.1 per 1 000 vehicles in 2012) from 2007 to 2012;
  - (e) no improvement measures, such as installation of speed limiters on taxis, have been considered for implementation to tackle the serious speeding problem of taxis;
  - (f) the TD only commenced studying the feasibility of using an average speed camera system in Hong Kong in 2007, and planned to launch a trial of the system in 2013-2014 despite the fact that such a system has been used in other jurisdictions since 1999; and
  - (g) the planned publicity campaign against drug driving has been weakened because an announcement in the public interest ("API") on drug driving was shelved in 2011 due to suspected copyright infringement;
- acknowledges that:
- (a) the Commissioner of Police has undertaken to:

- (i) expedite the installation of evidential breath test devices in 18 of 42 police stations, having regard to the latest technology and available resources of the Police; and
  - (ii) subject to availability of resources, consider conducting more random breath tests during nighttime when both drink driving related accidents and arrests were on the high side; and
- (b) the Commissioner for Transport has undertaken to seek funding from the Finance Committee ("FC") of the Legislative Council ("LegCo") for launching a trial of the average speed camera system in 2013-2014;
- urges the Commissioner of Police to report to the Panel on Transport of LegCo on the timetable to install evidential breath test devices in 18 of 42 police stations;
- expresses serious dismay about the lack of coordination and accountability among relevant bureaux/departments ("B/Ds") in the implementation of road safety measures, as evidenced by the following:
  - (a) the broadcast of an API for promoting safe cycling was temporarily withheld in 2012 as the bicycle featured in the API was not fitted with a bell and a rear reflector required by the law due to the absence of technical experts from relevant B/Ds during the shooting of the API; and
  - (b) the TD has to spend extra time and resources to rectify the inaccurate traffic accident data input by the Police;
- acknowledges that:
  - (a) the Director of Information Services has undertaken to review the Good Practice Guide on Publicity Campaigns with a view to providing more guidance for B/Ds in the production of APIs and has updated the production checklist to provide sufficient safeguards to ensure the compliance by respective B/Ds with the requirement of the Good Practice Guide on Publicity Campaigns;
  - (b) the Commissioner for Transport and the Commissioner of Police have undertaken to comply with the requirement of the Good

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Practice Guide on Publicity Campaigns concerning the presence of appropriate experts during the shooting session of APIs; and

- (c) the Commissioner of Police has undertaken to, in collaboration with the TD, rectify the persistent problem of inaccurate grid references for traffic accident locations input by the Police into the Transport Information System ("TIS");

<b>Specific comments</b>
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Measures to tackle drink driving

- expresses grave dismay and alarm that:
  - (a) for the four years since the commencement of the random breath test operations in February 2009, the Police had not maintained statistics of the test operations. As a result, the information provided to the Panel on Transport of LegCo in January 2011, i.e. 60% of the test operations were scheduled between 9:00 pm and 6:00 am, was based on a general observation instead of verified data;
  - (b) as revealed by the random breath test data from February 2009 to December 2012, 42% of the tests were carried out by the Police during daytime when both drink driving related accidents and arrests were on the low side, i.e. 24% and 10% respectively;
  - (c) from January to October 2012, 182 drivers (24%) of the 744 drink driving arrest cases were released and 215 drivers (29% of 744 cases) were charged with a lighter offence, because their alcohol concentrations had dropped to lower levels by the time the evidential breath tests were taken. As a result, the deterrent effect of the three-tier penalty system was undermined; and
  - (d) there were cases of delay in conducting evidential breath tests because some police stations where the drink driving suspects were taken to for reporting of arrests were not equipped with a test device and there were breakdowns of the test devices in some cases;
- notes that the Commissioner of Police has agreed with the audit recommendations in paragraphs 2.13 and 2.25 of the Audit Report;

- recommends the Commissioner of Police to work in tandem with the Department of Justice and respective scientists with a view to improving evidential breath test procedures in adducing evidence to prove drink driving offences;

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(Translation)

**Motion on  
“Measures for combating drink driving”  
moved by Hon LEE Wing-tat  
at the Legislative Council meeting  
of Wednesday, 18 February 2009**

**Motion as amended by Hon CHEUNG Hok-ming, Hon LEUNG Kwok-hung and  
Hon Miriam LAU Kin-ye**

That, according to government information, the number of prosecutions against drink driving has been on the rise in recent years; furthermore, several serious traffic accidents caused by drink driving have occurred recently, which resulted in a large number of casualties, reflecting that the awareness of the danger of drink driving among motorists is still weak, this Council urges the Government to:

- (a) allocate more resources for conducting random breath tests, and set up permanent breath test checkpoints at cross-boundary control points and the roads nearby, various major speeding blackspots across the territory, as well as major bar areas and restaurants, etc;
- (b) expeditiously conduct a comprehensive review on the effectiveness of the newly implemented Road Traffic Legislation (Amendment) Ordinance 2008, including studying the introduction of a new provision on ‘dangerous driving causing grievous bodily harm’ in the Ordinance and introducing dangerous driving after drinking as a factor of consideration for meting out heavier penalties, as well as increasing the disqualification period upon first conviction of this offence as well as raising the maximum imprisonment term and fine for such an offence where necessary;
- (c) consider further tightening the legal limit of blood alcohol concentration, and formulate a set of penalties whereby the greater the extent the alcohol limit is exceeded, the heavier the punishment;
- (d) lodge reviews or appeals to the Court by the Department of Justice against drink driving cases with relatively lenient sentences so as to allow the Judiciary to formulate more stringent sentencing criteria and guidelines;
- (e) consider raising the maximum imprisonment term for dangerous driving causing death to the same level as that for manslaughter; and
- (f) enhance public education and publicity, and require that cautionary words such as ‘don’t drink and drive’ must be printed on the packages of alcoholic beverages to enable motorists to understand the perils of drink driving,

so as to safeguard public safety; this Council also urges the Government to set up medical facilities for treating alcoholics and community counselling centres for such people to receive appropriate treatment and counselling, so as to enable them to understand the perils of drink driving, thereby reducing the occurrence of drink driving accidents.



## The Administration's work on combating drink driving and drug driving

### List of relevant papers

Date of meeting /issue	Meeting	Minutes/Paper	LC Paper No.
18.2.2009	Council Meeting	Motion on "Measures for combating drink driving"	<a href="http://www.legco.gov.hk/yr08-09/english/legco_rpt/legco_motion02191-e.pdf">http://www.legco.gov.hk/yr08-09/english/legco_rpt/legco_motion02191-e.pdf</a>
		Progress Report	<a href="http://www.legco.gov.hk/yr08-09/english/counmtg/motion/cm0218-m1-prpt-e.pdf">http://www.legco.gov.hk/yr08-09/english/counmtg/motion/cm0218-m1-prpt-e.pdf</a>
17.7.2009	Panel on Transport ("TP")	Administration's paper on legislative proposals to combat drink driving	CB(1)2237/08-09(01) <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0717cb1-2237-1-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0717cb1-2237-1-e.pdf</a>
		Background brief	CB(1)2238/08-09 <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0717cb1-2238-e.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/papers/tp0717cb1-2238-e.pdf</a>
		Minutes	CB(1)200/09-10 <a href="http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090717.pdf">http://www.legco.gov.hk/yr08-09/english/panels/tp/minutes/tp20090717.pdf</a>
24.2.2010	Council meeting	Hon CHAN Hak-kan raised a question on driving a motor vehicle under the influence of medicines or drugs	<a href="http://www.info.gov.hk/gia/general/201002/24/P201002240159.htm">http://www.info.gov.hk/gia/general/201002/24/P201002240159.htm</a>
14.4.2010	Council meeting	Hon LAU Wong-fat raised a question on measures to combat drink driving	<a href="http://www.info.gov.hk/gia/general/201004/14/P201004140162.htm">http://www.info.gov.hk/gia/general/201004/14/P201004140162.htm</a>

Date of meeting /issue	Meeting	Minutes/Paper	LC Paper No.
--	Bills Committee on Road Traffic (Amendment) Bill 2010	Legislative Council brief	THB(T)CR 3/14/3231/00 <a href="http://www.legco.gov.hk/yr09-10/english/bills/brief/b27_brf.pdf">http://www.legco.gov.hk/yr09-10/english/bills/brief/b27_brf.pdf</a>
		Report of the Bills Committee	CB(1)602/10-11 <a href="http://www.legco.gov.hk/yr09-10/english/bc/bc09/reports/bc091208cb1-602-e.pdf">http://www.legco.gov.hk/yr09-10/english/bc/bc09/reports/bc091208cb1-602-e.pdf</a>
26.5.2010	Council meeting	Hon Andrew CHENG Kar-foo raised a question on statistics on driving offences	<a href="http://www.info.gov.hk/gia/general/201005/26/P201005260172.htm">http://www.info.gov.hk/gia/general/201005/26/P201005260172.htm</a>
2.6.2010	Council meeting	Hon Mrs Sophie LEUNG LAU Yau-fun raised a question on drug driving	<a href="http://www.info.gov.hk/gia/general/201006/02/P201006020129.htm">http://www.info.gov.hk/gia/general/201006/02/P201006020129.htm</a>
23.7.2010	TP	Administration's paper on initial proposals to combat drug driving	CB(1)2587/09-10(01) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0723cb1-2587-1-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0723cb1-2587-1-e.pdf</a>
		Minutes	CB(1)444/10-11 <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100723.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100723.pdf</a>
26.11.2010	TP	Administration's paper on legislative proposals to combat drug driving	CB(1)482/10-11(04) <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1126cb1-482-4-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp1126cb1-482-4-e.pdf</a>

Date of meeting /issue	Meeting	Minutes/Paper	LC Paper No.
		Minutes	CB(1)1159/10-11  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20101126.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20101126.pdf</a>
28.1.2011	TP	Administration's paper on enhanced implementation of random breath testing	CB(1)1130/10-11(03)  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0128cb1-1130-3-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0128cb1-1130-3-e.pdf</a>
		Background brief	CB(1)1136/10-11  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0128cb1-1136-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0128cb1-1136-e.pdf</a>
		Administration's follow-up paper	CB(1)2401/10-11(01)  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0128cb1-2401-1-e.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/papers/tp0128cb1-2401-1-e.pdf</a>
		Minutes	CB(1)1539/10-11  <a href="http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110128.pdf">http://www.legco.gov.hk/yr10-11/english/panels/tp/minutes/tp20110128.pdf</a>
--	Bills Committee on Road Traffic (Amendment) Bill 2011	Legislative Council brief	THB(T)CR4/14/3231/00  <a href="http://www.legco.gov.hk/yr10-11/english/bills/brief/b31_brf.pdf">http://www.legco.gov.hk/yr10-11/english/bills/brief/b31_brf.pdf</a>
		Report of the Bill Committee	CB(1)478/11-12  <a href="http://www.legco.gov.hk/yr11-12/english/hc/papers/hc120">http://www.legco.gov.hk/yr11-12/english/hc/papers/hc120</a>

Date of meeting /issue	Meeting	Minutes/Paper	LC Paper No.
			<a href="#">2cb1-478-e.pdf</a>
--	Subcommittee on Road Traffic (Impairment Test) Notice and Road Traffic (Amendment) Ordinance 2011 (Commencement) Notice 2012	Legislative Council brief	LM 4/11 in CP/T 230/84  <a href="http://www.legco.gov.hk/yr11-12/english/subleg/brief/1_brf.pdf">http://www.legco.gov.hk/yr11-12/english/subleg/brief/1_brf.pdf</a>
		Report of the Subcommittee	CB(1)1070/11-12  <a href="http://www.legco.gov.hk/yr11-12/english/hc/papers/hc0217cb1-1070-e.pdf">http://www.legco.gov.hk/yr11-12/english/hc/papers/hc0217cb1-1070-e.pdf</a>
5.2013	--	Legislative Council Brief on Road Traffic Ordinance (Cap. 374) Road Traffic (Breath Analysing Instruments, Screening Devices and Pre-screening Devices) (Amendment) Notice 2013	LM (5/12) in CP SUP T/3-70/6  <a href="http://www.legco.gov.hk/yr12-13/english/subleg/brief/92_brf.pdf">http://www.legco.gov.hk/yr12-13/english/subleg/brief/92_brf.pdf</a>
--	Finance Committee	Controlling Officers' replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2014-15	<a href="http://www.legco.gov.hk/yr13-14/english/fc/fc/w_q/sb-e.pdf">http://www.legco.gov.hk/yr13-14/english/fc/fc/w_q/sb-e.pdf</a>
28.3.2013	--	Director of Audit's Report No.60 (Chapter 2)	<a href="http://www.aud.gov.hk/pdf_e/e60ch02.pdf">http://www.aud.gov.hk/pdf_e/e60ch02.pdf</a>
		Executive Summary	<a href="http://www.aud.gov.hk/pdf_e/e60ch02sum.pdf">http://www.aud.gov.hk/pdf_e/e60ch02sum.pdf</a>

<b>Date of meeting /issue</b>	<b>Meeting</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
7.2013	Public Accounts Committee ("PAC")	PAC Report No. 60	<a href="http://www.legco.gov.hk/yr12-13/english/pac/reports/pac_rpt_60.htm">http://www.legco.gov.hk/yr12-13/english/pac/reports/pac_rpt_60.htm</a>

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