

立法會

Legislative Council

立法會 CB(3)118/04-05 號文件

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2004 年 11 月 17 日
立法會會議

就“提高鐵路及道路交通安全” 動議的議案

鄭家富議員已作出預告，會在2004年11月17日舉行的立法會會議上，就“提高鐵路及道路交通安全”動議議案。現隨文件附上有關的議案。立法會主席已指示應“按所交來的原有措辭印載”在立法會議程上。

立法會秘書

(陳欽茂代行)

連附件

2004年11月17日(星期三)
立法會會議席上
鄭家富議員就
“提高鐵路及道路交通安全”
提出的議案

議案措辭

“鑒於近月地鐵有限公司及九廣鐵路公司營運的鐵路服務頻頻出現中斷或延誤事故，影響使用鐵路的乘客，本會對此表示遺憾；此外，由於最近公共小巴屢次發生嚴重交通意外，造成人命傷亡，而學校巴士的安全問題亦長期受到公眾關注，加上專營巴士司機的工作時間過長，令社會關注巴士的行車安全問題，本會促請政府採取以下措施，以提高鐵路及道路交通的安全水平：

在鐵路安全方面 ——

- (一) 委任獨立調查機構，就兩間鐵路公司在 2004 年 7 月至 10 月期間發生的列車服務中斷或延誤事故進行獨立調查；
- (二) 研究修訂《地下鐵路條例》及《九廣鐵路公司條例》，為兩間鐵路公司的失責行為訂立明確準則，並就列車服務中斷或延誤事故設立記分制度，訂明在某一期間內，當記錄的分數超逾所訂界限时，可對有關的鐵路公司施加罰則；
- (三) 全面檢討外判維修工作對兩間鐵路公司列車服務的影響；

在道路交通安全方面 ——

- (四) 修訂《道路交通(違例駕駛記分)條例》，增加違例駕駛記分制度中‘沒有遵從交通燈的指示’這項罪行的分數；
- (五) 在衝紅燈數字偏高的交通黑點，全面裝置衝紅燈攝影機；
- (六) 研究在交通燈系統上裝置時間倒數顯示器的可行性；

在公共小巴安全方面 ——

(七) 研究修訂法例，強制要求所有公共小型巴士裝置具記錄功能的車速顯示器；

(八) 研究將所有紅色小巴轉為專線小巴經營，以便作出規管；

在學校巴士安全方面 ——

(九) 研究在所有學校巴士的座位增設安全帶的可行性；及

在專營巴士安全方面 ——

(十) 研究修訂運輸署發出的‘巴士車長編更指引’，包括：

(i) 把一天內最長的工作時間(包括所有休息時間)由不應超逾 14 小時減至 10 小時；

(ii) 把一天內的駕駛時間由不應超逾 11 小時減至 8 小時；

(iii) 車長的用膳時間不應偏離人體正常生理時鐘；及

(iv) 編更安排應在不少於 7 天前發給車長。”

(Translation)

Motion on
“Enhancing the safety of railway and road traffic”
to be moved by Hon Andrew CHENG Kar-foo
at the Legislative Council meeting
of Wednesday, 17 November 2004

Wording of the Motion

“That this Council expresses regret about the frequent disruptions or delays that have occurred in recent months in the railway services provided by the MTR Corporation Limited and the Kowloon-Canton Railway Corporation, which affected railway commuters; furthermore, as the recent spate of serious traffic accidents involving public light buses (PLBs) have caused casualties, the safety of school buses has long been a matter of public concern, and the excessively long working hours of drivers of franchised buses have also aroused public concern about the safety of buses, this Council urges the Government to adopt the following measures to enhance the safety of railway and road traffic:

in respect of the safety of railway -

- (a) to appoint an independent investigation body to conduct independent investigations into the disruptions or delays that occurred between July and October 2004 in the two railway corporations’ train services;
- (b) to study amendments to the Mass Transit Railway Ordinance and the Kowloon-Canton Railway Corporation Ordinance to stipulate clear criteria in respect of defaults by the two railway corporations, and to introduce a demerit points system for disruptions or delays in train services, whereby penalties may be imposed on the railway corporations concerned when the demerit points they incur exceed the prescribed limit within a specified period;
- (c) to comprehensively review the impact of outsourcing maintenance works on the train services provided by the two railway corporations;

in respect of the safety of road traffic -

- (d) to amend the Road Traffic (Driving-offence Points) Ordinance to increase the driving-offence points (DOP) for the offence of 'failing to comply with traffic signals' under the DOP system;
- (e) to install red light cameras at all traffic black spots which have a high incidence of red light jumping;
- (f) to explore the feasibility of installing countdown displays on the traffic signal system;

in respect of the safety of PLBs -

- (g) to study legislative amendments to require the mandatory installation on all PLBs of a speed display device with recording function;
- (h) to study the conversion of all red minibuses to green minibus operation so as to facilitate the regulation of their operation;

in respect of the safety of school buses -

- (i) to explore the feasibility of installing seat belts for all school buses; and

in respect of the safety of franchised bus operation -

- (j) to consider revising the Guidelines on Working Schedule for Bus Drivers issued by the Transport Department, which should include the following:
 - (i) the maximum hours of duty (including all breaks) per day should be reduced from not exceeding 14 hours to 10 hours;
 - (ii) the hours of driving duty per day should be reduced from not exceeding 11 hours to eight hours;
 - (iii) the timing of meal breaks for drivers should not deviate from the normal biological clock of human beings; and
 - (iv) duty schedules should be issued to drivers at least seven days in advance.”