

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

政府總部
運輸及房屋局
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Legislative Council Secretariat
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(Attn: Ms Joanne Mak)

Ms Mak,

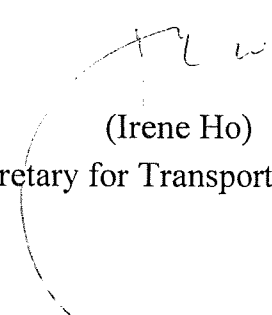
Measures to enhance safety of public light bus (PLB) operation

At the LegCo Transport Panel meeting on 27 November 2009, members requested the Administration to provide the following information:

- (a) the Guidelines on the working hours of green minibuses (GMB) drivers, their actual working hours and comparison with their counterparts overseas;
- (b) a breakdown of the number of accidents involving PLB drivers remunerated differently; and
- (c) figures on prosecution actions against the triad infiltration in PLB operation.

The information requested is provided at Annexes A, B and C respectively. I should be grateful if you could distribute it for members' reference.

Yours faithfully


(Irene Ho)

for Secretary for Transport and Housing

**Supplementary information on
the guidelines on the working hours of Green Minibus (“GMB”) drivers**

Guidelines on the working hours of GMB drivers

- Each shift period of GMB drivers, including all rest breaks, should not exceed 14 hours at the maximum per day; and
- The driving hours of GMB drivers (i.e. the maximum hours of a shift period less all rest breaks that last for 15 minutes or more) should not exceed 11 hours per day.

Current situation

- The Transport Department (TD) considers that GMB operators are responsible for the working arrangements of their drivers. However, with a view to ensuring that safe, efficient and reliable GMB services are provided, TD has been reminding the trade to comply with the guidelines mentioned above and has requested GMB operators to arrange proper working hours for their drivers. The guidelines on the working hours of GMB drivers have been worked out after TD’s consultation with the GMB trade.
- TD is now conducting another round of survey on the working hours of all GMB drivers. As at the end of May 2010, information on the working hours of 332 GMB routes (i.e. about 94% of the total number of 353 GMB routes) has been collected. According to the collected data, the longest shift period (including all rest breaks) and the driving hours (i.e. the maximum hours of a shift period less all rest breaks that last for 15 minutes or more) of the majority of GMB drivers do not exceed 11 hours per day. However, the working hours (rest breaks deducted) of some drivers taking special shifts of 11 GMB routes do not follow TD’s guidelines. TD has thus issued letters to the 4 relevant GMB operators, requesting them to adjust the concerned drivers’ working hours and rest breaks according to the requirements under the guidelines. The 4 GMB operators have already replied that they had made the adjustment

accordingly. TD will continue monitoring those 4 operators in respect of the working hours arrangement of their drivers.

Regulation in overseas cities

- As far as TD understands, no public transport services similar to the GMB services in Hong Kong are provided in overseas cities. Thus, no direct comparison could be drawn. Nonetheless, TD has made reference to the arrangements of the working hours and rest breaks of bus captains in some overseas cities, and learnt that the longest working hours and the longest driving hours of bus captains in different cities range from 9 to 16 hours per day and from 7 to 13 hours per day respectively.

**Number of Traffic Accidents Involving Green Minibuses (GMBs) from 2006 to First Half of 2009
(Categorised by the pay systems)**

Number of Traffic accidents	Drivers remunerated by basic wages or basic wages plus additional fixed allowances				Drivers remunerated by basic wages plus shared revenue				Drivers remunerated solely on revenue sharing basis				All different category of pay systems			
	2006	2007	2008	Jan-Jun 2009	2006	2007	2008	Jan-Jun 2009	2006	2007	2008	Jan-Jun 2009	2006	2007	2008	Jan-Jun 2009
Number of vehicles involved in serious and fatal accidents per 1,000 registered GMBs	38.5	50.0	40.8	21.3	32.0	42.3	45.3	17.2	32.5	26.2	29.2	17.3	37.1	46.4	39.8	20.4
Number of GMBs involved in serious and fatal accidents	83	111	93	49	9	12	13	5	11	9	10	6	103	132	116	60
Number of vehicles involved in traffic accidents per 1,000 registered GMBs	232.7	258.1	225.7	129.6	153.0	179.6	219.5	89.7	245.6	198.3	233.2	138.3	226.2	243.1	226.0	126.7
Number of GMBs involved in traffic accidents	502	573	515	298	43	51	63	26	83	68	80	48	628	692	658	372

**Prosecution figures involving
triad society's activities in PLB operations**

Year of committing the offence	No. of cases	Detail	Results of Prosecution
2008	1	One person was charged with 'common assault' and 'claiming to be member of Triad Society'	The person was acquitted after trial
	1	Two persons were charged with Blackmail	The persons were acquitted after trial
2009	0	Not applicable	Not applicable
2010 (up to 30 April)	1	One person was arrested for 'criminal damage'	The case is being investigated