For information

Bills Committee on
Road Traffic (Amendment) (No.2) Bill 2011

Response to Member's Request for Information

Purpose

This paper provides the Administration's responses to the questions raised by Members at the meeting of the Bills Committee (BC) on Road Traffic (Amendment) (No.2) Bill 2011 (the Bill) on 21 February 2012.

Government subsidies to applicants enrolling on pre-service course

2. Members enquired about the progress of exploring appropriate arrangements to provide some form of subsidy for applicants enrolling on the pre-service course. The Transport Department (TD) approached the Employee Retraining Board (ERB) in early February 2012 to explore the possibility of taking forward the proposed pre-service course as a Skills Upgrading Scheme Plus Course of ERB, which would be a part-time course under which trainees might be subsidised according to the prevailing fee policy of ERB. TD will also explore the availability of other suitable institutions for providing the pre-service course, with or without subsidy.

Electronic data recording device (EDRD)

3. The Administration arranged a demonstration of the functioning of EDRD and the data recorded in such device to Members on 21 February 2012. The relevant information and data charts presented to Members at the demonstration are at the Annex.

4. In response to one Member's request for estimation on the time and costs required to retrofit EDRD on existing PLBs of models Euro IV or Euro V and those of Euro III, the Administration will liaise with the two major manufacturers and EDRD suppliers for the required information.

Section 67A (7)

5. During the clause by clause examination of the Bill, Members proposed changes to the new section on "Power to retrieve electronic data", i.e. revising the proposed new section 67A (7) as 67A (2) or subsuming the proposed new section 67A (7) in the proposed new section 67A (1) so that the definition of **fitted EDRD** appears close to where the term is used in section 67A. The Administration is of the view that the current position of the definition (i.e. at the end of section 67A as subsection (7)) is appropriate because definitions specific to a section are usually placed at the beginning or the end of the section. For section 67A, the beginning has been reserved for the proposed subsection (1) which provides for the scope of application of the section and is essential to the understanding of the purpose of the section. However, if Members have a strong view on moving the definition to the beginning of the section, the Administration would propose the following renumbered sequence: subsection (1) – definition of **EDRD**; subsection (2) – application.

Advice Sought

6. Members are requested to note the Administration's responses set out in this paper.

Transport and Housing Bureau
February 2012

Functions of and information to be recorded by electronic data recording devices

1. An electronic data recording device (EDRD) is a device which records and stores the vehicle's running data digitally. It includes a sensor which senses the running data of a motor vehicle, an on-board device which transmits the data to a recording medium, a recording medium that stores the data, and an analysis system consisting of analysis software and reader.

2. The EDRD proposed for installation on public light bus (PLB) should be capable of recording and storing the following data for at least 30 days:

(i) date and time;

(ii) actual speed at intervals not exceeding one second;

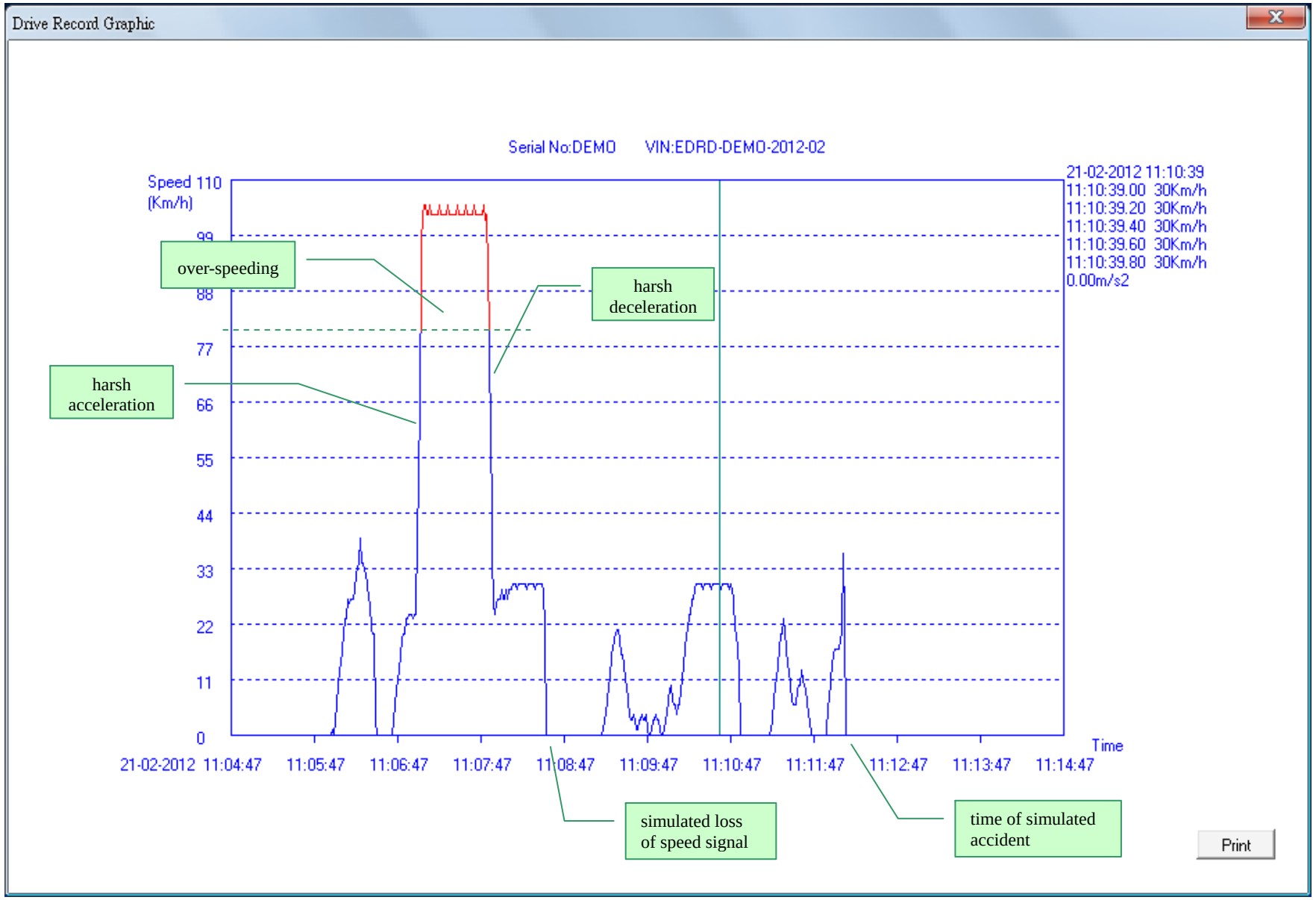
(iii) the latest 15 records of harsh acceleration and deceleration;

(iv) events of over-speeding when the designated speed threshold is exceeded;

(v) the latest 30 records of actual speed, headlamp and direction indicator status, and service braking system status during the last 20 seconds just before stopping; and

(vi) records of power status, data downloading events, settings altered and device faults.

Sample chart of the actual vehicle speed record



Sample chart of the data recorded during the 20 seconds preceding a stop