

立法會 *Legislative Council*

LC Paper No. CB(1)205/12-13(02)

Ref: CB1/PL/TP

Panel on Transport Special meeting on 27 November 2012

Background brief on safety of franchised bus operation and safety of long downhill roads

Purpose

This paper gives an account of the major views and concerns expressed by Legislative Council ("LegCo") Members and the Panel on Transport ("the Panel") in past discussion on the safety of franchised bus operation and safety of long downhill roads.

Background

2. The Transport Department ("TD") monitors the operation of franchised bus services in accordance with the Public Bus Services Ordinance (Cap. 230) and the Road Traffic Ordinance ("RTO") (Cap. 374) and their Regulations. The franchised bus operators are required to carry out maintenance and repair as the Commissioner for Transport may specify, and TD's examiners are empowered to inspect the buses and maintenance facilities at any reasonable time. While buses should observe the general speed limits designated on roads, the maximum speed of a bus is restricted under RTO to 70 km/h on roads with a posted speed limit over 70km/h.

3. The Panel has all along been actively following the items on safety of long downhill roads and safety of franchised bus operation. The major incidents involving the operation of franchised buses and happening on long downhill roads are set out below.

Traffic accident on Tuen Mun Road

4. Following a serious traffic accident happened on Tuen Mun Road on 10 July 2003, in which a bus carrying 40 passengers broke through a section of vehicular parapet and plunged into the hillside about 31 metres beneath, resulting in 21 fatalities and 20 injuries, the Chief Executive

appointed an independent Expert Panel to examine and make recommendations on safety measures to prevent similar catastrophes. The Tuen Mun Road Traffic Incident Independent Expert Panel then reviewed with the Administration and franchised bus companies measures to enhance the safety of bus operation. At the Panel meeting held on 28 November 2003, the Administration reported that it had requested all the franchised operators to conduct a safety review, covering aspects such as the correlation between bus accidents and drivers' age, experience and working hours, driver training, driver working schedule, installation of safety devices, measures to monitor driving behaviour, vehicle examination, and measures to promote safety awareness of drivers and passengers.

5. In May 2004, the Administration made a report to the Panel [LC Paper No. CB(1) 1955/03-04(01)] on the major findings of the bus safety review mentioned in paragraph 4 above, and the measures to further enhance bus safety. These proposed new measures included the introduction of annual medical check for drivers aged 50 or above, enhancement of training programmes for bus drivers, revision of the guidelines issued by TD to franchised bus operators on drivers' working hours ("the Guidelines"), installation of speed limiters and black boxes on all new buses to be purchased, conduct of speed checks at critical locations, retrofitting of armrests at exposed seats, etc.

Serious traffic accidents happened on long downhill roads

Fatal traffic accident on New Hiram's Highway

6. A fatal traffic accident occurred on New Hiram's Highway near Nam Pin Wai Roundabout in Sai Kung on 1 May 2008, resulting in a total of 18 fatalities and 44 injuries. In light of that traffic accident, TD had, in conjunction with Highways Department and the Police, formed an expert group to examine the site environment concerned and to identify appropriate enhancement measures. With a view to further enhancing road safety, TD had also conducted a territory-wide review of long steep downhill roads and had identified a total of 29 downhill road sections in the territory. The list of road sections is set out in **Appendix I**. The review showed that with the existing traffic facilities, the 29 road sections were already in compliance with the prevailing safety standards. Nevertheless, the Administration had identified a number of measures to further enhance the safety of the road environment, including traffic control measures, improvements to traffic signs and road markings, roadside barriers and road surfacing, and the provision of speed enforcement cameras.

Fatal accident on Eastern Street

7. In the wake of a recent fatal accident on Eastern Street in the Western District on 10 April 2012 involving a tow truck and a light goods vehicle pulled by it, some Panel members raised concern again on the safety of road sections that were relatively steep in May 2012. The Administration advised that the Central and Western District Council would establish an ad hoc working group to review comprehensively the road facilities and management measures at road sections that are relatively steep in the district. Relevant departments such as the TD, the Police and the Highways Department would actively participate in the working group's review.

Recent traffic accident on Chai Wan Road

8. On 19 November 2012, a bus driven by a 57-year-old man was travelling downhill Chai Wan Road. On reaching near the junction of Chai Wan Road and A Kung Ngam Road, the bus reportedly hit two private cars in the front and crossed the opposite vehicular lane. It then rammed onto a taxi and a bus which were travelling uphill. The taxi was trapped between the two buses. According to the Administration, three men died and 56 persons were injured in the traffic accident.

Discussions by Members

Safety of franchised bus operation

Health of professional drivers

9. On 29 October 2004, the Panel discussed with deputations from bus drivers their duty arrangements and implications on bus safety. Some members opined that a maximum duty length of 14 hours and driving duty of 11 hours, as allowed under the Guidelines, were too demanding. The Panel passed a motion urging the Administration to consider revising the Guidelines and reducing the above maximum duty and driving duty to 10 and eight hours respectively. The wording of the motion is as follows:

"本會強烈要求運輸署研究修訂以下巴士車長編更指引：

- (1) 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；
- (2) 一天內的駕駛時間(即最長的工作時間減去所有 30 分鐘或以上的休息時間)由不應超逾 11 小時減至 8 小時；

- (3) 車長食飯時間不應偏離人體正常生理時鐘；及
- (4) 編更路綫不少於 7 天前發給車長。

藉以加強專營巴士服務營運安全。"

(English Translation)

"This Panel strongly urges the Administration to study revising the Guidelines on Working Schedule for Bus Drivers so that:

- (a) maximum duty (including all breaks) should be reduced from not exceeding 14 hours to not exceeding 10 hours;
- (b) driving duty (i.e. maximum duty minus all breaks of 30 minutes or more) should be reduced from not exceeding 11 hours to not exceeding 8 hours;
- (c) meal time schedule for drivers should not deviate from normal human biological clocks; and
- (d) schedules for driving routes should be given to bus drivers seven days in advance, to enhance the safety of franchised bus service operations."

Although members reiterated the need to reduce the maximum working and driving hours specified under the Guidelines from 14 to 10 and from 11 to eight respectively, these are kept when the Administration revised the Guidelines in October 2010. The Guidelines are listed below for reference:

Guideline A - Bus captains should have a rest time¹ of at least 30 minutes after 6 hours of duty and within that 6-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first 4 hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest time.

Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.

¹ Meal break is also regarded as rest time.

- Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.
- Guideline D - The break between successive working days should not be less than 10 hours.
- Guideline E - Bus captains working for a duty of not less than 8 hours in a working day should have a meal break. Bus companies should complete the improvement of meal breaks to no less than 45 minutes by the third quarter of 2011, and further improvement to no less than one hour in one year thereafter.

10. At the Council meeting on 23 February 2011, a Member raised a question relating to the health of professional drivers. The Administration advised that employers of commercial vehicle drivers and operators of public transport are obliged to ensure that their drivers are physically fit to provide safe transport services. Currently, some major public transport operators require their drivers to undergo regular medical check-ups. For instance, apart from providing staff with medical allowances, franchised bus companies require new bus captains to pass pre-employment health checks and serving ones aged 50 or above to undergo annual health checks. The relevant Council question and the Administration's reply are in **Appendix II**.

Installation and wearing of seat belts on buses

11. As a result of the spate of bus accidents that occurred during 2006-2007, which mostly involved passengers being thrown out from the window, the Panel strongly urged the Administration to seriously consider the proposal to introduce mandatory requirements for installation and wearing of passenger seat belts on franchised buses to enhance bus safety. At the Panel meeting on 24 October 2006, the Administration reported that it had been reviewing the feasibility of retrofitting seat belts on existing buses with franchised bus operators.

12. At the meeting on 23 March 2007, the Panel passed a motion urging the Administration to immediately implement various improvement measures to enhance the safety of franchised bus operation, in particular those regarding seat belts. Please refer to **Appendix III** for the wording of the motion.

13. The Administration subsequently conducted a research study on overseas practices regarding the fitting and wearing of seat belts in buses. The research findings revealed that the additional safety benefit of installing seat belts on all seats might not be as great as envisaged. Having regard to the professional advice of bus manufacturers, the Administration recommended in July 2007 that the following measures regarding seat belts be implemented –

- (a) To retrofit seat belt at the four seats on the first row on the upper deck of post-1997 design buses;
- (b) To install/add handrail, armrest or other facilities where appropriate for the other exposed seats to further enhance passenger safety during sharp acceleration/deceleration;
- (c) To install an additional horizontal guard rail across the upper deck windscreen of pre-1997 design buses for further protection to the front seat passengers;
- (d) To accord priority to the retrofitting of seat belt or installation of the additional guard rail on buses which operated on expressways;
- (e) To examine with the bus companies advancement of vehicle replacement programme to replace old buses earlier as far as their financial situation permitted; and
- (f) To ensure that new buses purchased by bus companies would have seat belts on all exposed seats.

Design and construction of franchised bus

(a) *Bus body*

14. The design and construction of franchised bus was also a major concern of the Panel because, in a number of bus accidents, the tops of the buses concerned were torn off, indicating the need for stronger bus body to provide greater protection to passengers. At the Panel meetings on 2 March and 23 March 2007, the Administration assured members that the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) had stipulated the requirement for the design and construction of franchised bus. All double deck buses currently operating in Hong Kong were imported from Europe and could comply with the European requirements. The major bus manufacturers had also confirmed that the body structure of franchised buses in Hong Kong was the same as those

supplied to other countries such as the United Kingdom, the United States and Singapore.

(b) Bus windows

15. As a result of a spate of franchised bus incidents which involved broken windscreen and passengers being thrown away from the upper saloon of a bus after collision with another vehicle, the Panel discussed on 24 October 2006 measures to prevent the recurrence of similar incidents, including the selection of better materials for windscreen and passenger windows on buses. The Administration reported in March 2007 that it had agreed with franchised bus companies to apply a transparent protective film onto the upper deck toughened glass windscreens of all existing buses, which would effectively contain the shattered glass fragments in the event of an accident, or to replace them with laminated glass.

Installation of black boxes on buses

16. At the Panel meeting on 27 November 2009, the Administration reported that as at September 2009, about 70%² of franchised buses were installed with black boxes. Bus companies were also studying ways to enhance random checks of the data retrieved from black boxes. When the record showed irregularities in journey time or when passengers' complaints on the driving behaviour of bus captains were received, the bus companies would investigate the cases using the data retrieved from black boxes.

Restricting passengers from standing on double-deck buses operating on expressways

17. Some Panel members urged the Administration to review whether double-deck buses should be allowed to operate on expressways in Hong Kong given their higher risks and if so, whether standing passengers should be allowed on them. The Administration advised that the standing capacity of a bus accounted for some 30% of its carrying capacity. The above proposal would have implications on the number of buses required and the fares, and required examination of whether there was sufficient justification for the restriction.

² At the meeting of the former Bills Committee on Road Traffic (Amendment) (No. 2) Bill 2011 on 12 January 2012, the Administration advised that all franchised bus companies have committed to equipping new buses with black boxes, and retrofitting in-service buses with this device. As at January 2012, about 85% of the franchised buses have already been equipped with black boxes [LC Paper No. CB(1)842/11-12(01)].

18. The Panel had requested the Research and Library Services Division of the Secretariat to conduct a research on whether overseas countries allowed standing passengers on buses operating on expressways and the measures taken to address the safety of standing passengers. The research report (IN12/07-08) was issued on 18 April 2008 vide LC Paper No. CB(1)1307/07-08. In brief, passengers are allowed to stand on buses operating on expressways in Queensland of Australia, Wellington of New Zealand, Toronto and Vancouver of Canada, San Francisco of the United States, and Singapore. However, measures were taken to address the safety of standing passengers, such as the provision of handholds.

Safety of long downhill roads

19. During the meetings held on 30 June 2008 and 24 May 2012, members expressed concerns on the safety of long downhill roads arising from the traffic accidents which occurred on New Hiram's Highway and the Eastern Street. At the meeting on 1 May 2008, the Panel requested the Administration to review the safety of long downhill roads in the territory and introduce suitable improvement measures to enhance the safety of road users, including the provision of speed enforcement cameras or camera housings on all long downhill road sections identified, and impose more stringent speed limits than the 50 km/h generally applicable to roads in the urban area. The Administration informed members on 10 July 2008 that it would install fixed speed enforcement camera housings at the 29 downhill road sections [LC Paper No. CB(1)2156/07-08(01)].

20. At the Panel meeting on 24 May 2012, some members considered that the Administration should conduct a thorough review on all the steep roads on Hong Kong Island and requested the Administration to provide supplementary information on territory-wide measures to ensure steep road safety. The Administration advised that TD had been monitoring the traffic situation on road sections that were relatively steep on Hong Kong Island, and from time to time reviewed the relevant traffic management measures, which included paving anti-skid material and imposing some restrictions on certain steep road sections. It agreed to provide more details of the territory-wide measures on steep roads in Hong Kong after the meeting. The Administration's response is awaited.

Relevant questions raised at Council meetings

21. The hyperlinks to relevant papers and questions raised at the Council meetings of 16 January 2008, 18 March 2009, 25 November 2009, 17 March 2010 and 23 February 2011, and the Administration's response are given in **Appendix IV**.

Latest development

22. Following the serious traffic accident happened on 19 November 2012 in Chai Wan, the Panel will hold a special meeting on 27 November 2012 to discuss the matter.

Council Business Division 1
Legislative Council Secretariat
26 November 2012

Review of Long Steep Downhill Roads

List of Locations

Road (maximum gradient, length)	Road Sections	
	From	To
Hong Kong Island		
1. Old Peak Road, Mid-levels (17%, 560m)	Old Peak Road/ Tregunter Path	Old Peak Road/Robinson Road
2. Magazine Gap Road, Mid-levels (10%, 1850m)	Magazine Gap Road/Peak Road	Magazine Gap Road/Garden Road
3. Garden Road, Central (13%, 800m)	Robinson Road	Queen's Road Central
4. Smithfield, Western (11%, 1000m)	Pok Fu Lam Road	Forbes Street
5. Sassoon Road, Southern (11%, 520m)	Pok Fu Lam Road/ Sassoon Road	Sassoon Road/Victoria Road Roundabout
6. Aberdeen Reservoir Road, Southern (16%, 500m)	Aberdeen Reservoir Road House No. 38	Aberdeen Reservoir Road/ Aberdeen Main Road
7. Blue Pool Road, Wan Chai (14%, 500m)	Tai Hang Road	98 Blue Pool Road
8. Broadwood Road, Wan Chai (10%, 900m)	Tai Hang Road	Link Road
9. Chai Wan Road, Eastern (11%, 880m)	Tai Tam Road	Shau Kei Wan Road
10. Chai Wan Road, Eastern (10%, 1000m)	Tai Tam Road	Chai Wan Roundabout
11. Pak Fuk Road, Eastern (10%, 800m)	Tin Hau Temple Road	Pak Fuk Road Safety Town
12. Cloud View Road, Eastern (10%, 520m)	33 Cloud View Road	Tin Hau Temple Road

Road (maximum gradient, length)	Road Sections	
	From	To
Kowloon		
13. Shatin Pass Road, Tsz Wan Shan (17%, 500m)	Fat Chong Temple	Nga Chuk Street
14. Wan Wah Street, Tsz Wan Shan (12%, 500m)	Tsz Wan Shan Road	Shung Wah Street
15. Clear Water Bay Road, Ngau Chi Wan (11%, 1350m)	Fei Ngo Shan Road	New Clear Water Bay Road
16. Ede Road, Kowloon Tong (11%, 560m)	Eastbourne Road	Cornwall Street
The New Territories		
17. Lam Kam Road, Yuen Long (13%, 800m)	Kadoorie Agricultural Research Centre	Route Twisk
18. Tai Mo Shan Road, Tsuen Wan (12.5%, 2000m)	Hong Kong Youth Hostels Association - Sze Lok Yuen	Route Twisk
19. Wah King Hill Road, Kwai Chung (10.5%, 900m)	Regency Park	Wah Yan Court
20. Keng Hau Road, Sha Tin (15%, 510m)	Tai Po Road (Sha Tin Heights)	Roundabout at Che Kung Miu Road
21. Lam Kam Road, Tai Po (10%, 730m)	Kadoorie Farm	Ng Tung Chai
22. Lo Fai Road, Tai Po (10%, 500m)	Ting Kok Road	Lo Ping Road
23. Hiram's Highway / New Hiram's Highway, Sai Kung (10%, 1600m)	Hiram's Highway near Chuk Kok Road	New Hiram's Highway near Nam Pin Wai Roundabout
24. Clear Water Bay Road near Ah Kung Wan Road, Sai Kung (10%, 600m)	Ah Kung Wan Road	Hang Hau Road Roundabout
25. Hang Hau Road, Tseung Kwan O (10%, 500m)	Clear Water Bay Road	Po Ning Road Roundabout

Road (maximum gradient, length)	Road Sections	
	From	To
26. Improved Tung Chung Road, Lantau (12.5%, 1300m)	Pak Kung Au	Lung Tseng Tau
27. Improved Tung Chung Road, Lantau (10%, 1400m)	Pak Kung Au	Cheung Sha
28. South Lantau Road, Lantau (10%, 850m)	Nam Shan	Pui O
29. South Lantau Road, Lantau (10%, 500m)	Nam Shan	Mui Wo

Source : LC Paper No. CB(1)1977/07-08(04)

Press Releases

LCQ11:Drivers' driving behaviour, health issues and working and rest time arrangements

Following is a question by the Hon Wong Sing-chi and a written reply by the Secretary for Transport and Housing, Ms Eva Cheng, at the Legislative Council meeting today (February 23):

Question:

Regarding drivers' driving behaviour, health problems and working and rest time arrangements, will the Government inform this Council:

(a) of the number and location of traffic accidents caused by drink driving, drug driving and drivers having health problems while driving in each of the past three years, as well as the casualties involved and the percentage of these accidents which involved professional drivers, broken down by type of vehicle; whether it has compiled statistics on traffic accidents involving "discount gang" taxis, including the number and location of such accidents as well as the casualties involved; if it has, of the number and location of such accidents in the past three years as well as the casualties involved; if not, the reasons for that;

(b) of the measures implemented by the Government at present to safeguard the health of professional drivers; whether it has reviewed the effectiveness of such measures; if it has, of the details; if not, the reasons for that; whether the Government has made reference to how other places safeguard the health of professional drivers; if it has, of the details; if not, the reasons for that;

(c) whether it had, in the past three years, studied the introduction of legislation to require all professional drivers to undergo regular medical check-up; if it had, of the details; if not, the reasons for that;

(d) whether the Government had, in the past three years, considered undertaking relevant studies (e.g. selecting a number of bus captains as subjects and recording the changes in their physical conditions while on duty) for the purpose of understanding the relationship between bus safety and rest time of bus captains; if it had, of the details; if not, the reasons for that, and whether the Government has adopted other methods to study the working and rest time arrangements for bus captains; and

(e) of the number and percentage of bus termini not provided with facilities such as toilets and rest rooms, etc. in Hong Kong at present; whether the Government and various franchised bus companies have any plan to suitably enhance the facilities at these termini; if they have, of the details and the timetable; if not, the reasons for that?

Reply:

President,

My reply to various parts of the question is as follow:

(a) The number of traffic accidents and casualties involving drink driving, drug driving and drivers having health problems while driving as well as breakdowns by districts where the accidents took place and vehicle types involved in the past three years are tabulated at Annex I. The Administration has been using driving behaviour, such as driving too close to the vehicle in front, careless lane changing, speeding and drink driving as one of the criteria in classifying traffic accidents. The Administration does not have statistics on traffic accidents involving the so-called "discount gang" taxis.

(b) and (c) To ensure driving safety, the Transport Department (TD) has been encouraging commercial vehicle drivers to receive regular health checks and enhancing alertness on their health conditions through publicity and education by such means as holding trade conferences, launching publicity campaigns and arranging free check-ups. Subsequent to the Safe Driving and Health Campaign for Professional Drivers organised from late December 2009 to early February 2010, the TD has launched the Safe Driving and Health Campaign in early 2011 to promote road safety by enhancing safe driving and health awareness of commercial vehicle drivers. Apart from free simple health checks (including measurement of health indicators such as height, weight, body mass index and blood pressure), participating commercial vehicle drivers will also be given assessment, analysis and advice on their health by registered Chinese medicine practitioners. Over 2,000 drivers are expected to benefit from the whole campaign. In the months following the health checks, they will also receive SMS messages with health tips via mobile phones from health check providers. To cater for the operation mode of commercial vehicle drivers, TD has also arranged to disseminate health information and providing drivers with timely tips on driving safety through radio programmes. In addition, commercial vehicle drivers may participate in seminars and workshops to obtain more information on safe driving and health matters.

Separately, employers of commercial vehicle drivers and operators of public transport are obliged to ensure that their drivers are physically fit to provide safe transport services. Currently, some major public transport operators require their drivers to undergo regular medical check-ups. For instance, apart from providing staff with medical allowances, franchised bus companies require new bus captains to pass pre-employment health checks and serving ones aged 50 or above to undergo annual health checks. The MTR Corporation Limited (MTRCL) also requires new train captains to pass pre-employment health checks, all serving ones to undergo regular health checks and those aged 45 or above to undergo annual health checks. These health checks are provided free by the bus companies and MTRCL.

On the proposal of requiring all professional drivers to undergo regular health checks, we must consider the potential impact on the community and the operation of the trade when examining the proposed measures. As at January 31, 2010, there were about 1.25 million holders of valid commercial vehicle and light goods vehicle driving licences, far exceeding the number of corresponding licensed vehicles (about 149,000). This indicates that the majority of such driving licence holders are not engaged in driving as their main occupation. If it is a mandatory requirement for these drivers to produce medical reports when applying for or renewing their driving licences, many of those

who are not engaged in driving commercial vehicles as an occupation will be affected.

From time to time the TD makes reference to the practices of other places and reviews the effectiveness of existing arrangements, such as exploring further improvement to the procedures and requirements for driving licence application and renewal.

(d) In response to the public concern on bus safety and bus captains' rest times, the TD has issued the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (the Guidelines) to franchised bus companies and reviews the Guidelines from time to time.

Considerable improvements have been incorporated in the revised Guidelines in 2010, such as extending the break between successive working days for bus captains and further defining rest times and the duration of their meal breaks. The Guidelines are shown at Annex II.

Every year, the TD engages an independent consultant to conduct a random survey on franchised bus captains' working hours for monitoring compliance of the Guidelines by franchised bus companies. If non-compliance is identified, the TD will require explanations and corresponding adjustments from the bus companies concerned.

(e) The Government is very concerned about and understands the bus captains' requests regarding amenity facilities at bus termini, and has been following up with franchised bus companies in this regard. As at the end of 2010, more than 70% of the bus termini were provided with rest rooms/rest areas for use by bus captains and other frontline staff. Toilets were available at over 90% of the bus termini or in the vicinity (within a walking distance of about three minutes) for use by bus captains. The TD, together with the relevant bus companies, departments and organisations, are following up on the applications for providing toilets at the remaining bus termini, with a view to improving the amenity facilities at more bus termini.

Ends/Wednesday, February 23, 2011
Issued at HKT 13:42

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Annex I

		Driving behaviours involved in traffic accidents ¹								
		Drink driving			Drug driving			Drivers having health problems while driving		
Year		2008	2009	2010	2008	2009	2010	2008	2009	2010
Number of accidents		239	109	77	2	1	12	13	5	5
Casualties		367	170	113	3	1	19	18	8	6
Number of vehicles involved in the accidents ² (casualties in brackets)										
Vehicle type	private cars	218 (153)	101 (77)	58 (33)	1 (1)	0 (0)	11 (12)	2 (5)	0 (0)	1 (1)
	light goods vehicles	55 (23)	14 (4)	22 (6)	2 (2)	1 (1)	4 (3)	0 (0)	0 (0)	0 (0)
	medium goods vehicles	7 (4)	6 (1)	7 (3)	0 (0)	0 (0)	0 (0)	1 (1)	1 (3)	1 (1)
	heavy goods vehicles	0 (0)	0 (0)	1 (0)	0 (0)	0 (0)	0 (0)	0 (0)	1 (1)	0 (0)
	public buses	5 (3)	4 (6)	2 (3)	0 (0)	0 (0)	0 (0)	1 (2)	0 (0)	0 (0)
	taxis	75 (71)	33 (47)	21 (23)	0 (0)	0 (0)	3 (2)	9 (10)	2 (2)	1 (2)
	public light buses	8 (8)	4 (0)	3 (11)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	2 (2)
	motorcycles	45 (51)	22 (23)	1 (16)	0 (0)	0 (0)	0 (0)	0 (0)	1 (2)	0 (0)
	other vehicles	8 (25)	2 (2)	3 (5)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
pedestrians		(29)	(10)	(13)	(0)	(0)	(2)	(0)	(0)	(0)
Regions where the accidents took place ³ (casualties in brackets)										
Regions	New Territories South	27 (38)	14 (20)	19 (30)	0 (0)	1 (1)	2 (4)	1 (1)	2 (4)	1 (1)
	New Territories North	62 (95)	37 (66)	16 (21)	1 (2)	0 (0)	2 (4)	4 (7)	0 (0)	1 (2)
	Kowloon East	33 (49)	19 (27)	13 (23)	1 (1)	0 (0)	2 (5)	2 (3)	1 (1)	1 (1)
	Kowloon West	61 (98)	19 (29)	16 (22)	0 (0)	0 (0)	5 (5)	6 (7)	0 (0)	1 (1)
	Hong Kong Island	56 (87)	20 (28)	13 (17)	0 (0)	0 (0)	1 (1)	0 (0)	2 (3)	1 (1)

¹ Traffic accidents that involved personal injuries.

² All vehicles involved in traffic accidents. Each accident may involve more than one vehicle.

³ Regions refer to Police Regions .

**Guidelines on Bus Captain
Working Hours, Rest Times and Meal Breaks
(Revised in October 2010)**

- Guideline A - Bus captains should have a rest time⁴ of at least 30 minutes after 6 hours of duty and within that 6-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first 4 hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest time.
- Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.
- Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.
- Guideline D - The break between successive working days should not be less than 10 hours.
- Guideline E - Bus captains working for a duty of not less than 8 hours in a working day should have a meal break. Bus companies should complete the improvement of meal breaks to no less than 45 minutes by the third quarter of 2011, and further improvement to no less than one hour in one year thereafter.

⁴ Meal break is also regarded as rest time.

交通事務委員會
在2007年3月23日會議上通過
有關"專營巴士的營運安全問題"的議案

"由於近年出現多宗涉及乘客傷亡的專營巴士意外，本委員會促請政府立即落實加強專營巴士營運安全的措施，包括立法規定巴士乘客佩戴安全帶、要求政府規定專營巴士公司必須於巴士上安裝安全帶、改善巴士車長的編更及休息安排等，以保障巴士乘客的安全；同時，本委員會對於運輸署未有接納委員的意見，表示不滿及遺憾。"

動議人：李永達議員、劉江華議員、王國興議員、李鳳英議員

(Translation)

Panel on Transport
Motion on "Safety of franchised bus operation"
passed at the meeting on 23 March 2007

"That as a number of franchised bus accidents involving passenger casualties have occurred in recent years, this Panel urges the Government to immediately implement measures to enhance the safety of franchised bus operation, which should include the introduction of legislation to require bus passengers to wear seatbelts, and requirement of franchised bus operators to install seatbelts on their buses and to improve working schedule and rest-break arrangements for their bus captains, etc to ensure the safety of bus passengers; at the same time, this Panel also expresses dissatisfaction with and regret over the Transport Department's failure to accept members' views."

Moved by : Hon LEE Wing-tat, Hon LAU Kong-wah,
Hon WONG Kwok-hing, Hon LI Fung-ying

Safety of franchised bus operation

List of relevant papers

Date of meeting	Committee	Minutes / Paper	LC Paper No.
28.11.2003	Panel on Transport	<p>Administration's paper on "Measures to enhance the safety of franchised bus operation"</p> <p>Minutes of meeting</p> <p>Report on Franchised Bus Operators' Review of Arrangements to Enhance Safety of Franchised Bus Operation</p>	<p>CB(1)406/03-04(04)</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tp1128cb1-406-4e.pdf</p> <p>CB(1)589/03-04</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/minutes/tp031128.pdf</p> <p>CB(1)1955/03-04(01)</p> <p>http://www.legco.gov.hk/yr03-04/english/panels/tp/papers/tpcb1-1955-1e.pdf</p>
29.10.2004	Panel on Transport	<p>Administration's paper on "Safety of franchised bus operations"</p> <p>Background brief on work arrangements for drivers of franchised bus companies prepared by the Legislative Council Secretariat</p> <p>Submission from the New World First Bus Company Staff Union</p> <p>Submission from the Citybus Limited Employees Union</p>	<p>CB(1)111/04-05(05)</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp1029cb1-111-5e.pdf</p> <p>CB(1)112/04-05</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/papers/tp1029cb1-112-e.pdf</p> <p>CB(1)111/04-05(03)</p> <p>http://www.legco.gov.hk/yr04-05/chinese/panels/tp/papers/tp1029cb1-111-3c-scan.pdf (Chinese version only)</p> <p>CB(1)127/04-05(01)</p> <p>http://www.legco.gov.hk/yr04-05/chinese/panels/tp/papers/tp1029cb1-127-1c-scan.pdf (Chinese version only)</p>

Date of meeting	Committee	Minutes / Paper	LC Paper No.
		<p>Submission from the Motor Transport Workers General Union City Bus Branch</p> <p>Submission from the Motor Transport Workers General Union New World First Bus Branch</p> <p>Minutes of meeting</p>	<p>CB(1)111/04-05(04)</p> <p>http://www.legco.gov.hk/yr04-05/chinese/panels/tp/papers/tp1029cb1-111-4c-scan.pdf (Chinese version only)</p> <p>CB(1)111/04-05(07)</p> <p>http://www.legco.gov.hk/yr04-05/chinese/panels/tp/papers/tp1029cb1-111-7c-scan.pdf (Chinese version only)</p> <p>CB(1)286/04-05</p> <p>http://www.legco.gov.hk/yr04-05/english/panels/tp/minutes/tp041029.pdf</p>
24.10.2006	Panel on Transport	<p>Administration's paper on "Safety of franchised bus operations"</p> <p>Background brief on safety of franchised bus operations prepared by the Legislative Council Secretariat</p> <p>Minutes of meeting</p>	<p>CB(1)110/06-07(03)</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp1024cb1-110-3-e.pdf</p> <p>CB(1)113/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp1024cb1-113-e.pdf</p> <p>CB(1)294/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp061024.pdf</p>
28.2.2007	Council meeting	Hon LI Fung-ying raised a question on safety of window panes of franchised buses	http://www.info.gov.hk/gia/general/200702/28/P200702280138.htm
2.3.2007	Panel on Transport	<p>Administration's paper on "Progress on measures to enhance safety of franchised bus operation"</p> <p>Minutes of meeting</p>	<p>CB(1)783/06-07(01)</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0126cb1-783-1-e.pdf</p> <p>CB(1)1147/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070302.pdf</p>

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23.3.2007	Panel on Transport	<p>Administration's paper on "Progress on measures to enhance safety of franchised bus operation"</p> <p>Minutes of meeting</p>	<p>CB(1)1149/06-07(03)</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0323cb1-1149-3-e.pdf</p> <p>CB(1)1407/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070323.pdf</p>
9.7.2007	Panel on Transport	<p>Administration's paper on "Progress on Measures to Enhance Safety of Franchised Bus Operation "</p> <p>Minutes of meeting</p>	<p>CB(1)2023/06-07(03)</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-3-e.pdf</p> <p>CB(1)2408/06-07</p> <p>http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070709.pdf</p>
16.1.2008	Council meeting	Hon Albert CHENG raised a question on structural safety of franchised buses	http://www.info.gov.hk/gia/general/200801/16/P200801160165.htm
28.1.2008	Panel on Transport	<p>Administration's paper on "Safety of franchised bus operation"</p> <p>Updated background brief on safety of franchised bus operation prepared by the Legislative Council Secretariat</p> <p>Minutes of meeting</p> <p>Paper on whether passengers are allowed to stand on buses operating on expressways in selected overseas places prepared by the Research and Library Services Division [IN12/07-08]</p>	<p>CB(1)639/07-08(03)</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf</p> <p>CB(1)631/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-631-e.pdf</p> <p>CB(1)838/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080128.pdf</p> <p>CB(1)1307/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/sec/library/0708in12-e.pdf</p>

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22.2.2008	Panel on Transport	<p>Administration's paper on "Safety of franchised bus operation"</p> <p>Updated background brief on safety of franchised bus operation prepared by the Legislative Council Secretariat</p> <p>Submission from the Motor Transport Workers General Union K.M.B. Branch</p> <p>Submission from Motor Transport Workers General Union L.W.B. Branch</p> <p>Submission from the Motor Transport Workers General Union New World Bus Branch</p> <p>Submission from the Motor Transport Workers General Union City Bus Branch</p> <p>Minutes of meeting</p>	<p>CB(1)639/07-08(03)</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf</p> <p>CB(1)631/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-631-e.pdf</p> <p>CB(1)827/07-08(01)</p> <p>http://www.legco.gov.hk/yr07-08/chinese/panels/tp/papers/tp0222cb1-827-1-c.pdf (Chinese version only)</p> <p>CB(1)827/07-08(01)</p> <p>http://www.legco.gov.hk/yr07-08/chinese/panels/tp/papers/tp0222cb1-827-1-c.pdf (Chinese version only)</p> <p>CB(1)827/07-08(01)</p> <p>http://www.legco.gov.hk/yr07-08/chinese/panels/tp/papers/tp0222cb1-827-1-c.pdf (Chinese version only)</p> <p>CB(1)827/07-08(01)</p> <p>http://www.legco.gov.hk/yr07-08/chinese/panels/tp/papers/tp0222cb1-827-1-c.pdf (Chinese version only)</p> <p>CB(1)1123/07-08</p> <p>http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080222.pdf</p>
18.3.2009	Council meeting	Hon CHEUNG Hok-ming raised a question on improving the design of roads to enhance road safety	http://www.info.gov.hk/gia/general/200903/18/P200903180251.htm
25.11.2009	Council meeting	Hon Andrew CHENG raised a question on safety of franchised buses	http://www.info.gov.hk/gia/general/200911/25/P200911250138.htm

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27.11.2009	Panel on Transport	<p>Administration's paper on "Bus accident in Tseung Kwan O and safety of franchised bus operation"</p> <p>Minutes of meeting</p>	<p>CB(1)430/09-10(06)</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp1127cb1-430-6-e.pdf</p> <p>CB(1)1188/09-10</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20091127.pdf</p>
17.3.2010	Council meeting	Hon CHEUNG Hok-ming raised a question on health conditions of drivers and road safety	<p>http://www.info.gov.hk/gia/general/201003/17/P201003170161.htm</p>
28.6.2010	Panel on Transport	<p>Administration's paper on "Safety of franchised bus operation "</p> <p>Background brief on safety of franchised bus operation prepared by the Legislative Council Secretariat</p> <p>Administration's response to the KMB Staff Union</p> <p>Administration's response to the New World First Bus Company Staff Union</p> <p>Administration's response to the Citybus Limited Employees Union</p> <p>Minutes of meeting</p>	<p>CB(1)2316/09-10(03)</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2316-3-e.pdf</p> <p>CB(1)2319/09-10</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2319-e.pdf</p> <p>CB(1)2265/09-10(01)</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2265-1-e.pdf</p> <p>CB(1)2265/09-10(02)</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2265-2-e.pdf</p> <p>CB(1)2265/09-10(03)</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2265-3-e.pdf</p> <p>CB(1)105/10-11</p> <p>http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100628.pdf</p>

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23.2.2011	Council meeting	Hon WONG Sing-chi raised a question on drivers' driving behaviour, health problems and working and rest time arrangements	http://www.info.gov.hk/gia/general/201102/23/P201102230104.htm
19.11.2012	-	Press Releases on fatal traffic accident in Chai Wan	http://www.info.gov.hk/gia/general/201211/19/P201211190529.htm

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