

香港特別行政區政府

The Government of the Hong Kong Special Administrative Region

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9 October 2014

Clerk to Subcommittee
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn.: Mr. Derek LO)

Dear Mr. LO,

**Subcommittee on Road Traffic (Amendment) Ordinance 2012
(Commencement) Notice**

**Follow-up actions arising from the discussion at the meeting on
16 September 2014**

The Subcommittee discussed the captioned Notice at its meeting on 16 September 2014 and requested the Administration to provide supplementary information. Our response is set out below.

(a) To consider the postponement of the date on which Part 4 of the Road Traffic (Amendment) Ordinance 2012 comes into operation (currently set to be 1 June 2015)

While we appreciate the concerns of the public light bus (“PLB”) trade about the impact of the pre-service course on the recruitment of drivers by green minibus (“GMB”) operators, the public and the Legislative Council (“LegCo”) have expressed their grave concern over the operational safety and service quality of PLB services. On the other hand, in Report No. 60 of the Director of Audit on the Results of Value

for Money Audits published in March 2013, the Audit Commission, upon conducting a review of the administration of road safety measures, pointed out the need for the Transport Department (“TD”) to expedite its preparation work for implementing the pre-service course. Subsequently, the Public Accounts Committee (“PAC”) also mentioned road safety measures in its PAC Report No. 60 tabled at the LegCo sitting on 10 July 2013. In view of the above, the TD considers it necessary to implement the pre-service course as soon as possible to meet the expectations of the Audit Commission and the PAC.

(b) To provide a summary of the concerns raised by deputations at the meeting and the Administration’s response

The views of deputations mainly relate to the impact of the pre-service course on the recruitment of new drivers by the trade. The summary is detailed at **Annex 1**.

(c) To provide supplementary information explaining the difficulties the Administration has encountered when proposing to District Councils or local communities to relax the restricted zones for passenger pick-up/drop off

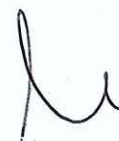
Requests for relaxation of prohibited zones and passenger pick-up/drop-off restricted zones from the red minibus (“RMB”) trade will be carefully considered by the TD in accordance with the actual situation of the road sections concerned. In fact, a number of prohibited zones and no stopping for passenger pick-up/drop-off restricted zones have been relaxed or rescinded. These include the rescission of the prohibited zone on West Kowloon Corridor and relaxation of the restriction on entering Island Eastern Corridor. In addition, the TD has designated RMB stands and passenger pick-up/drop-off points to facilitate the operation of RMBs. However, there are reservations from District Councillors and the locals from time to time about relaxation of RMB restricted zones during consultations conducted by the TD. They are worried that the increase in pick-up/drop off passengers due to relaxation of restricted zones or conversion of restricted zones into RMB stands or passenger pick-up/drop-off points will obstruct pedestrian flow on pavements and result in congestion while additional vehicular flow will also affect the traffic. Beside, upon designation of new public light bus (“PLB”) stands or passenger pick-up/drop-off points, more frequent stopping activities will cause nuisance in terms of exhaust and noise emissions to residents and/or commercial tenants. Details of relaxation of

RMB restricted zones and designation of new PLB stands by the TD over the past few years, and objecting views received from District Councils and the locals on proposed relaxation of RMB restricted zones are listed at Annex 2 and Annex 3 respectively

(d) To provide further analysis, from the statistics of traffic accidents involving PLBs from 2009 to 2013, on whether GMBs or RMBs are more prone to traffic accidents

According to the statistics of traffic accidents involving GMBs and RMBs from 2009 to 2013 (Annex 4), the number of vehicles involved in traffic accidents, the number of traffic accidents causing death/serious injury and the associated casualty relating to GMBs were all higher than those relating to RMBs. It may be because there are more GMBs in the PLB fleet than RMBs. On the other hand, by comparing statistics of the number of PLBs involved in traffic accidents per 1 000 PLBs basis from 2009 to 2013 (Annex 5), RMBs is higher than GMBs. Because of the differences in the modes of operation between GMBs and RMBs (unlike the latter, GMBs provide scheduled services with fixed routes), it is difficult to conclude which one is more prone to traffic accidents based on the statistics alone. The TD will continue to enhance the safety performance of PLBs through various means such as requiring PLBs to install seat belts and black boxes.

Yours sincerely,



(Ms Freda Chan)

for Secretary for Transport and Housing

c.c.

Commissioner for Transport

(Attn.: Mr. SU Yau-on, Albert; Mr. WONG Chi-kwong, Patrick)

(Fax No.: 2824 0433; 2381 3799)

Views of the trade and Government's Response

	Views of the trade	Government's Response
1.	The pre-service course raises the entry threshold and deter potential entrants from joining the trade.	<ul style="list-style-type: none">• The purpose of introducing the pre-service course for public light bus (“PLB”) drivers is to enhance PLB safety and service quality by improving the driving attitude of new PLB drivers and equipping them with basic knowledge and skills needed for provision of PLB services prior to employment. The contents of the pre-service course are substantial covering the essential know-how for joining the trade, including legislation on PLB operation, mechanical principle of minibuses as well as knowledge on safe driving, emergency handling and delivery of quality services. Through the pre-service course, applicants for PLB driving licence will have better understanding of these topics. This will not only help them in their future work as PLB drivers but also relieve the operational workload (e.g. handling of passengers’ complaints) and financial burden (e.g. bearing damages incurred by traffic accidents and vehicle insurance fees) of PLB operators. • Appreciating the concerns of the trade about the impact of the pre-service course on the recruitment of drivers by green minibus (“GMB”) operators, the Government has implemented the following measures to assist the trade -<ul style="list-style-type: none">(a) To relieve the financial burden of new entrants, the pre-service course has been included under Skills Upgrading Scheme Plus of the Employees Retraining Board (“ERB”). Those who attend the pre-service courses conducted by the ERB’s training bodies may be eligible for full or 70% course fee waiver, depending on their income. (b) To save the time to be spent in attending the pre-service course, the contents are designed to

	Views of the trade	Government's Response
		<p>be concise such that the course can be completed in 2 full-day or 4 half-day sessions.</p> <p>(c) The eligibility of existing holders of PLB driving licences will not be affected by the introduction of the mandatory pre-service course.</p> <p>(d) Regarding the difficulties in recruiting drivers by the PLB trade, the Transport Department ("TD") has liaised and coordinated with the Labour Department ("LD") for PLB operators to take part in the LD's job fairs, and make use of its Interactive Employment Service website to recruit full-time or part-time drivers for alleviating the problem of driver shortage. Separately, by providing information on Caring Employers of the Correctional Services Department and non-profit-making Government-funded supporting agencies for ethnic minorities, the TD encourages GMB operators and red minibus ("RMB") associations to open up employment opportunities to rehabilitated persons and ethnic minorities and facilitate their recruitment of suitable PLB drivers. The TD will continue to strengthen the work in this aspect and support the trade on recruiting PLB drivers.</p>
2.	Amid difficult operating environment, the PLB trade can hardly offer higher pay to drivers.	<ul style="list-style-type: none"> The Government understands the difficulties faced by the PLB trade. The TD has been closely monitoring the operation and manpower of GMBs. If GMB operators apply for fare increase due to increased operating costs (including salary costs), the TD will consider these applications on a case-by-case basis. In recent years, the TD has expedited the processing of GMB fare increase applications to improve the financial situation of the trade. Some GMB operators have increased the salary of drivers, or deploy them in a flexible manner and hire part-time ones to meet the service

	Views of the trade	Government's Response
		<p>demand during peak hours in particular.</p> <ul style="list-style-type: none"> • On the other hand, the TD has been implementing various measures to help the PLB trade improve their operating environment so as to alleviate the pressure of fare increase. Operators may discuss with the TD to rationalise their routes and services to control the operating cost. The TD will, as the case may require, discuss with operators on re-routing and rationalisation of PLB routes, introduction of short-haul or supplementary routes, adjustment in vehicle deployment and amendment to service timetables etc, with a view to enhancing the competitiveness and efficiency of PLB routes, thereby improving the financial situation of the trade. In parallel, the TD provides the PLB trade with opportunities for serving new development areas and areas where passenger demand has been identified. In 2014, a total of eight GMB routes in six packages were offered for application by interested parties. In addition, the TD encourages the trade to explore sources of non-fare box revenue (such as advertisements on vehicle bodies or inside vehicle compartments, and multi-media advertisements) to increase their income. • As regards RMBs, operators are free to set their fares at levels that reflect the actual operating costs. Subject to the actual circumstances of individual locations, the TD will relax or rescind the restrictions on RMB passenger pick-up/drop-off and prohibited zone, such as rescinding the prohibited zone at West Kowloon Corridor and relaxing the restrictions on accessing Island Eastern Corridor.
3.	<p>The Government should introduce a mechanism which allows employment before training. Grants and subsidies</p>	<ul style="list-style-type: none"> • The purpose of introducing the pre-service course for PLB drivers is to enhance PLB safety and service quality by improving the driving attitude of new PLB drivers and equipping them with basic knowledge and skills required for provision of PLB services prior to employment. As such, the trade's

	Views of the trade	Government's Response
	<p>should be provided to PLB drivers enrolling on the courses concerned.</p>	<p>proposal for allowing training after employment cannot fulfil the purpose.</p> <ul style="list-style-type: none"> • The new legislation requires the attendance and completion of the pre-service course as a prerequisite for the issue of a full PLB driving licence. This requirement, similar to the requirement for an applicant to pass the driving test, will be one of the key prerequisites for obtaining a full driving licence. Following the user-pay-principle, the applicant will be responsible for paying the fees for driving learning programmes, including instruction by private driving instructors or driving schools, and the pre-service course. • In response to the request for providing attendees with course fee subsidies made by the PLB trade and LegCo Members, the pre-service course for PLB drivers has been included under Skills Upgrading Scheme Plus of the ERB. Those who attend the pre-service course conducted by training bodies designated by the ERB may be eligible for a full or 70% course fee waiver depending on their income.
4.	<p>If the enrolment rate is low, will the course be run as scheduled?</p>	<p>No limit has been set on the training quota for the pre-service course for PLB drivers. Pre-service training schools will increase or decrease the number of classes according to the enrolment rate. Each designated pre-service training school will run at least one class for the pre-service course in every two months.</p>
5.	<p>Is it necessary to apply to the TD and purchase a test form before attending the course? If the attendee fails the test, does he need to purchase another test form?</p>	<ul style="list-style-type: none"> • The driving test form is used for taking the PLB road test conducted by the TD. Therefore, there is no need to purchase such form for attending the pre-service course. As a test is already included in the pre-service course, those who attend the pre-service course are required to pay the tuition fee only.

	Views of the trade	Government's Response								
6.	How much is the tuition fee?	<p>The maximum fee for the pre-service course for PLB drivers currently set by the TD is \$1,500. Subject to the income level of the person who enrolls on the pre-service course, he may be eligible for full or 70% course fee waiver after completing the pre-service course conducted by the ERB's training bodies. The details are as follows:</p> <table border="1" data-bbox="624 819 1390 1117"> <thead> <tr> <th data-bbox="624 819 938 913">Monthly income of attendees</th> <th data-bbox="938 819 1390 913">Tuition fee</th> </tr> </thead> <tbody> <tr> <td data-bbox="624 913 938 969">\$9,000 or below</td> <td data-bbox="938 913 1390 969">Full waiver</td> </tr> <tr> <td data-bbox="624 969 938 1064">\$9,001 to \$19,500</td> <td data-bbox="938 969 1390 1064">30% of the cost of the course (i.e. 70% waiver)</td> </tr> <tr> <td data-bbox="624 1064 938 1117">Over \$19,500</td> <td data-bbox="938 1064 1390 1117">Cost of the Course</td> </tr> </tbody> </table>	Monthly income of attendees	Tuition fee	\$9,000 or below	Full waiver	\$9,001 to \$19,500	30% of the cost of the course (i.e. 70% waiver)	Over \$19,500	Cost of the Course
Monthly income of attendees	Tuition fee									
\$9,000 or below	Full waiver									
\$9,001 to \$19,500	30% of the cost of the course (i.e. 70% waiver)									
Over \$19,500	Cost of the Course									
7.	The pre-service course only applies to the PLB trade alone, but not professional drivers of other public vehicles (buses and taxis).	<ul style="list-style-type: none"> • Franchised bus companies and the railway operator have provided pre-service courses for their new recruits. • To enhance the operational safety of PLBs, the Administration has implemented various improvement measures (such as mandating the installation of the speed display device). However, the accident and casualty rates of PLBs remain on the high side. The two fatal accidents involving GMBs in June and July 2009 have added to the concerns of the public on PLB safety. As such, the Administration proposed the implementation of a series of improvement measures in 2011, including the mandatory requirement for applicants of PLB driving licences to attend and complete the pre-service course before they are issued with PLB driving licences. The proposal was endorsed by the 								

	Views of the trade	Government's Response
		<p>LegCo in 2012.</p> <ul style="list-style-type: none"> • PLB operators in general operate in a smaller scale under different operating modes and financial situations. They may not have adequate resources to provide the relevant pre-service course for every new recruit. The requirement for new PLB drivers to attend the pre-service course can improve their driving attitude and equip them with the basic knowledge and skills of PLB services prior to employment, thus enhancing the safety and service quality of PLBs. • After the implementation of the pre-service course, the Administration will review its effectiveness in enhancing the operational safety and service quality of PLB services. Subject to the actual circumstances, we will consider whether it is necessary to extend such measure to other vehicles which carry passengers for reward. The Administration will thoroughly consult the trades concerned and listen to the views of the LegCo before making any recommendations.
8.	<p>The pre-service course and the Electronic Data Recording Device (“EDRD”) are very helpful in further reducing traffic accidents involving minibuses in Hong Kong; improving the driving attitude of drivers and enhancing the safety and service quality of PLBs; and ensuring passenger safety.</p>	<ul style="list-style-type: none"> • The Government has been working with the trade in further enhancing road safety. In consultation with the trade, the Government recommended in 2011 a series of improvement measures to enhance the safety of PLB operation. After detailed discussion, the LegCo passed the Road Traffic (Amendment) Ordinance 2012 which included the requirement for PLB to be fitted with an approved EDRD and the mandatory attendance and completion of the pre-service course by applicants of PLB driving licence. • The Administration considers that implementation of the above ordinance involving the pre-service course and the EDRD complements measures such as the maximum speed for PLBs and the mandatory installation of speed limiters which helps enhancing

	Views of the trade	Government's Response
		the operational safety of PLBs.
9.	The 16-hour pre-service course can be completed in 2 full-day or 4 half-day sessions.	<ul style="list-style-type: none"> • The purpose of introducing the pre-service course for PLB drivers is to enhance PLB safety and service quality by improving the driving attitude of new PLB drivers and equipping them with basic knowledge and skills needed for provision of PLB services prior to employment. The contents of the pre-service course cover the essential know-how for joining the trade, including legislation on PLB operation, mechanical principle of minibuses as well as knowledge on safe driving, emergency handling and delivery of quality services. The pre-service course is a short course, the contents of which are very concise. The course covers six units and the details are as follows: <ul style="list-style-type: none"> Unit 1: PLB operation Unit 2: Occupational health Unit 3: Introduction to the construction of PLB Unit 4: Driving safety and road safety Unit 5: Major causes of traffic accidents and emergency preparedness Unit 6: Customer service and complaint handling • The TD will also encourage pre-service training schools to provide various modes of attendance, including 2 full-day or 4 half-day courses, so as to cope with the different needs of attendees.

**Relaxation of PLB prohibited/ restricted zones and
designation of new PLB stands**

PLB prohibited/ restricted zone/ new PLB stand	Details	Effective date
Hong Kong Island		
1. 7:00 a.m. – 12:00 midnight restricted zone on the section of Garden Road northbound near its junction with Lower Albert Road (section between Central Government Offices and St John’s Cathedral)	Rescinded	March 2010
2. 7:00 a.m. – 12:00 midnight restricted zone on the section of Shau Kei Wan Road westbound outside House Nos. 388- 414 (near Ngoi Man Street)	PLBs exempted from the restriction	September 2010
3. Designation of a new PLB stand on the western kerbside lane of Tung Shing Road near its junction with Sai On Street	--	May 2012
4. Designation of a new PLB stand outside 414-430 Lockhart Road westbound, west of Canal Road West (operating from 7:00 p.m. to 5:00 a.m. on the following day)	--	September 2012
Kowloon		
5. Restricted zone on How Ming Street, Kwun Tong	PLBs exempted from the restriction	July 2010

PLB prohibited/ restricted zone/ new PLB stand	Details	Effective date
6. 24-hour restricted zone on Jordan Road westbound from its junction with Shanghai Street to Ferry Street.	Rescinded	January 2011
7. Prohibited zone on the section of Bute Street between Nathan Road and Sai Yeung Choi Street South (originally effective from 7:00 am to 10:00 am and from 5:00 pm to 9:00 pm)	Afternoon prohibition period shortened by one hour to start from 6:00 pm	January 2011
8. Taxi stand on Ngau Tau Kok Road southbound (outside Upper Ngau Tau Kok Estate)	Taxi stand cancelled to facilitate passenger pick-up/drop-off of various types of motor vehicles (including PLBs)	March 2011
9. Restricted zone on Sau Mau Ping Road northbound near Hiu Kwong Street	Restriction on certain road section lifted to facilitate PLB passenger pick-up/drop-off activities	July 2011
10. 7:00 am – 12:00 midnight restricted zone on Canton Road near Saigon Street	Rescinded	November 2011
11. Designation of a new PLB stand near the roundabout on Yau Tong Lane in Kowloon	--	March 2011

PLB prohibited/ restricted zone/ new PLB stand	Details	Effective date
12. Designation of a new PLB stand on Clear Water Bay Road outside Hung Shek House of Ping Shek Estate	--	March 2012
13. Conversion of a public loading/unloading bay at 68-72 Bute Street in Mong Kok to a PLB stand	--	December 2012
New Territories		
14. 24-hour restricted zone on the section of Castle Peak Road (Yuen Long) westbound near its junction with Yau Tin East Road	Restriction period shortened to 7:00 a.m. – 12:00 midnight.	January 2010
15. 24-hour restricted zone on the section of Castle Peak Road (Yuen Long) eastbound near its junction with Yuen Long Tung Shing Lei Road	Restriction period shortened to 7:00 am – 12:00 midnight.	May 2013
16. 7:00 a.m. – 7:00 p.m. restricted zone on the bus lay-by at Tai Po Tai Wo Road southbound near Tai Po Old Market Playground	Restriction on the taper of the bus lay-by rescinded.	January 2014

**Objecting views received from District Councils and the locals
on proposed relaxation of RMB restricted zones**

	District	Details of proposed relaxation of RMB restricted zones	Consultation details	Difficulties encountered during consultation with District Councils and the locals	Results
1	Central and Western	Designation of a new RMB stand on Sutherland Street	The TD conducted public consultation via the Central and Western District Office in November 2010.	Three District Councillors conveyed reservations from the local community, stating that even with the widening of the pavement, the designation of the RMB stand would still affect pedestrian flow and result in congestion.	There will be works to widen the pavement at the said location. Upon completion of the works, the TD will consider conducting consultation on the proposed designation of a RMB stand on Sutherland Street.
2	Wan Chai	Designation of a RMB stand with space accommodating one vehicle outside 156-162 Hennessy Road westbound near Exit A4 of MTR Wan Chai Station (to be operated daily from 7:00 pm to 5:00 am on the following day)	The TD consulted members of the Development, Planning and Transport Committee of the Wan Chai District Council and conducted local consultation via the Wan Chai District Office in August 2011.	One District Councillor and five locals expressed objection, stating that designation of the RMB stand would obstruct pedestrian flow, cause traffic congestion, reduce boarding/alighting space for other vehicles and create exhaust emissions.	The proposals were not pursued due to local objections.

	District	Details of proposed relaxation of RMB restricted zones	Consultation details	Difficulties encountered during consultation with District Councils and the locals	Results
3		Designation of a RMB stand with space accommodating two vehicles on 462-476 Lockhart Road westbound between Canal Road East and Percival Street (to be operated daily from 7:00 pm to 5:00 am on the following day)			
4	Yau Tsim Mong	Designation of a new RMB passenger pick-up/drop-off point on the western kerbside lane of Sai Yeung Choi Street South (near Exit D3 of MTR Mong Kok Station and its junction with Argyle Street) (to be operated daily from midnight to 7:00 am)	The TD collected views from District Councillors and residents via the Yau Tsim Mong District Office in February 2012.	District Councillors relayed residents' views that the proposed passenger pick-up/drop-off point would bring about environmental nuisance, including noise and exhaust emissions.	The proposal was not pursued due to local objections.

	District	Details of proposed relaxation of RMB restricted zones	Consultation details	Difficulties encountered during consultation with District Councils and the locals	Results
5	Kowloon City	Designation of a new RMB stand on Lion Rock Road between Carpenter Road and Nga Tsin Wai Road in Kowloon City	Since April 2012, the Office of The Ombudsman and Legislative Councillors have referred to the TD complaints from residents about the environmental nuisance caused by the passenger pick-up/ drop-off activities of RMBs at the general loading /unloading bay on Lion Rock Road, and their requests for prohibition of all RMB passenger pick-up/drop-off activities at the location.		The proposal was not pursued due to local objections.
6	Kwun Tong	Designation of a new RMB stand or passenger pick-up/drop-off point on Wang Tai Road (near Exchange Tower) in Kowloon Bay	The TD collected views from District Councillors and residents via the Kwun Tong District Office in February 2013.	During the consultation, the TD received objecting views from commercial tenants of Exchange Tower who opined that the proposed PLB stand would obstruct pedestrian flow and the traffic.	The proposal was not pursued due to local objections.

Statistics of traffic accidents involving PLBs from 2009 to 2013

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2009													
GMB													
No. of vehicles involved in traffic accidents	62	55	65	71	62	62	47	65	65	50	52	68	724
No. of traffic accidents: Fatal	3	0	1	1	0	2	4	1	0	0	0	1	13
Serious	6	11	8	15	4	8	8	5	10	12	7	12	106
No. of casualties: Killed	3	0	1	1	0	3	7	1	0	0	0	1	17
Seriously injured	6	12	9	16	4	12	19	5	10	12	7	14	126
RMB													
No. of vehicles involved in traffic accidents	41	21	35	40	43	29	25	28	35	26	31	32	386
No. of traffic accidents: Fatal	0	0	0	2	0	0	0	1	1	0	0	1	5
Serious	5	4	4	4	7	7	2	3	5	5	9	7	62
No. of casualties: Killed	0	0	0	2	0	0	0	1	1	0	0	1	5
Seriously injured	6	4	4	4	7	7	2	3	5	5	9	7	63
2010													
GMB													
No. of vehicles involved in traffic accidents	65	54	77	49	59	70	70	58	68	58	64	68	760
No. of traffic accidents: Fatal	2	1	3	0	1	0	0	1	1	2	1	0	12
Serious	11	9	7	8	11	7	10	5	8	5	4	10	95
No. of casualties: Killed	2	1	3	0	1	0	0	1	1	2	1	0	12
Seriously injured	12	9	8	8	15	7	12	5	8	5	4	10	103
RMB													
No. of vehicles involved in traffic accidents	40	35	29	38	32	32	23	36	29	35	27	30	386
No. of traffic accidents: Fatal	0	1	1	1	1	1	0	0	0	2	1	2	10
Serious	11	4	2	4	3	3	2	5	2	1	2	7	46
No. of casualties: Killed	0	1	1	1	1	1	0	0	0	2	1	2	10
Seriously injured	11	4	2	4	3	4	2	5	2	1	2	8	48
2011													
GMB													
No. of vehicles involved in traffic accidents	61	54	64	58	56	76	70	52	64	50	67	61	733
No. of traffic accidents: Fatal	0	0	0	1	2	0	1	1	3	3	1	0	12
Serious	8	4	10	8	7	9	9	7	7	7	13	2	91
No. of casualties: Killed	0	0	0	1	2	0	1	1	3	3	1	0	12
Seriously injured	8	4	11	9	7	9	9	7	7	7	13	2	93

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
RMB													
No. of vehicles involved in traffic accidents	38	33	39	31	33	30	28	30	41	35	29	42	409
No. of traffic accidents: Fatal	0	0	1	0	1	1	0	1	1	0	0	1	6
Serious	8	4	4	7	4	5	7	3	9	5	4	5	65
No. of casualties: Killed	0	0	1	0	1	1	0	1	1	0	0	1	6
Seriously injured	8	4	4	8	4	6	9	3	10	6	4	9	75
2012													
GMB													
No. of vehicles involved in traffic accidents	46	59	74	60	80	59	69	61	51	62	65	69	755
No. of traffic accidents: Fatal	0	1	1	0	0	2	1	0	2	2	1	1	11
Serious	9	9	12	9	13	9	9	9	6	7	7	13	112
No. of casualties: Killed	0	1	1	0	0	2	1	0	2	2	1	1	11
Seriously injured	9	9	15	9	13	12	11	9	7	7	9	14	124
RMB													
No. of vehicles involved in traffic accidents	30	29	32	25	22	27	23	21	23	33	27	20	312
No. of traffic accidents: Fatal	0	0	0	1	0	0	2	1	0	1	1	0	6
Serious	5	8	6	8	3	4	6	6	8	3	0	1	58
No. of casualties: Killed	0	0	0	1	0	0	2	1	0	1	1	0	6
Seriously injured	5	8	17	10	3	4	7	6	8	3	0	1	72
2013													
GMB													
No. of vehicles involved in traffic accidents	71	60	57	59	66	61	73	65	72	61	60	65	770
No. of traffic accidents: Fatal	0	1	1	1	1	0	0	2	3	0	0	2	11
Serious	8	6	8	11	10	12	8	8	9	18	9	6	113
No. of casualties: Killed	0	1	1	1	1	0	0	2	3	0	0	2	11
Seriously injured	8	7	9	13	10	16	8	9	12	19	9	6	126
RMB													
No. of vehicles involved in traffic accidents	30	29	26	23	22	31	28	31	37	29	37	35	358
No. of traffic accidents: Fatal	0	0	1	0	0	1	0	1	0	0	0	1	4
Serious	6	8	8	5	4	4	6	7	4	7	5	5	69
No. of casualties: Killed	0	0	1	0	0	1	0	1	0	0	0	1	4
Seriously injured	7	8	8	5	4	4	6	7	4	7	5	5	70

**Number of PLBs involved in traffic accidents
per 1,000 licensed PLBs from 2009 to 2013**

	2009	2010	2011	2012	2013
GMB	247	255	241	246	250
RMB	273	284	313	245	284