

立法會
Legislative Council

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Panel on Transport
Meeting on 25 July 2018

Background brief on safety of franchised bus operation

Purpose

This paper provides background information on safety of franchised bus operation. It also summarizes the major views and concerns expressed by Legislative Council Members on the subject.

Background

Franchised buses

2. Franchised buses are the largest road-based carriers serving areas without direct railway access as well as providing feeder service connecting the railway network and inter-district service. As at end-2016, the six franchises under five franchised bus operators operate around 580 bus routes with a total of about 5 900 buses in their fleet.¹ They offer around 74 000 trips to serve nearly 4.1 million passengers trips per day.² Currently, franchised buses account for around 33% of the public transport patronage.

3. In 2016, the total number of franchised buses involved in accidents was 2 269, which accounted for about 9.7% of all motor vehicles. The figures of motor vehicles involved in accidents by class of motor vehicles, including franchised bus, for 2007 to 2016 are tabulated in **Appendix I**.

¹ The five franchised bus operators include The Kowloon Motor Bus Company (1933) Limited ("KMB"), Citybus Limited ("CTB"), New World First Bus Services Limited ("NWFB"), Long Win Bus Company Limited ("LW") and New Lantao Bus Company (1973) Limited ("NLB"). CTB operates two franchises, one for Hong Kong Island and Cross-Harbour Bus Network and another for Airport and North Lantau Bus Network.

² Franchised buses include KMB, CTB, NWFB, LW and NLB. The MTR bus service serving Northwest New Territories is also included.

Current regime on the provision of franchised bus service

Legislative requirements and relevant guidelines to ensure safety of franchised bus operation

4. The Transport Department ("TD") monitors the operation of franchised bus services and maintenance of the buses in accordance with the Public Bus Services Ordinance (Cap. 230), the Road Traffic Ordinance (Cap. 374), and their Regulations. They include various requirements to ensure the operational safety, the safety standard and roadworthiness of in-service franchised buses, as well as to ensure that the captains are medically fit for driving buses. To ensure that bus captains have sufficient rest time, TD has promulgated the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks ("the Guidelines") for franchised bus companies to take into account when arranging duty schedules for full-time and part-time bus captains. The Guideline was previously reviewed and revised in October 2010.

Recent Development

5. After the serious traffic accident involving a franchised bus of KMB occurred in Tai Po on 10 February 2018 ("the February 10 accident"), a special meeting of the Panel on Transport ("the Panel") was held on 15 February 2018 to discuss the issues relating to the above mentioned traffic accident. Among others, Panel members had discussed their concerns on the current regime on provision of franchised bus services. Members at the special meeting expressed that the February 10 accident had revealed various inadequacies of the current regime on the provision of franchised bus services, including manpower resources, training, remuneration and working conditions of bus captains and their driving attitudes, and the lack of monitoring of the bus services on the part of both the franchised bus companies and the Administration.

6. On 23 February 2018, the Transport Department announced the results of the review on the Guidelines after meeting the staff unions of bus companies and briefed them on the proposed revisions of the Guidelines. According to the Administration, franchised bus companies should finalize their shift arrangements according to the revised Guidelines, and aimed to implement them progressively from the second quarter of 2018 for full implementation in the second quarter of 2019. The details of the revised Guideline are set out in **Appendix II**.

7. On 13 March 2018, the Chief Executive announced that an Independent Review Committee ("IRC")³ on Hong Kong's Franchised Bus Service was set up following the fatal incident on Tai Po Road on February 10, and in light of other recent serious incidents involving franchised bus services, to conduct a comprehensive review of the operation and monitoring of franchised buses and to make recommendations to ensure that franchised bus services in Hong Kong are safe and reliable.

Major views and concerns of Members

8. The Panel on Transport ("the Panel") has been actively following up issues relating to safety of franchised bus operation. Council questions on relevant matters were also raised. The major views and concerns of Members are summarized in the ensuing paragraphs.

Driving safety of franchised buses

Manpower resource and the employment of part-time bus captains and driving safety

9. After the February 10 accident, members had raised concerns about the issues relating to employment of part-time captains at the special meeting held on 15 February 2018. Given the serious shortage of bus captain in the franchised bus companies, a few members expressed grave concern that suspending part-time bus captains from service might increase the workload and pressure of full-time bus captains, resulting in more conflict between bus captains and passengers and, eventually, a negative impact on road safety.

10. A member asked whether the Administration would consider rationalizing some duplicated bus routes operated by different bus companies to solve the shortage problem of bus captains. In this regard, members noted that the Administration had been reviewing franchised bus services regularly with regard to new transport and housing developments, and discussing with franchised bus companies in drawing up rationalization proposals for franchised bus services under the annual Bus Route Planning Programmes. Members also noted that KMB was discussing with TD on the feasibility of temporarily reducing the bus frequencies of some routes with low utilization to relieve the workload of full-time bus captains.

³ The information about the Committee, including its membership and the arrangement of its public hearings, could be found at the website: <https://www.irc-bus.gov.hk/eng/timetable.html>

11. KMB explained that the suspension of part-time bus captains was arranged to address public's concern about the performance of part-time bus captains after the February 10 accident. In this regard, a member opined that the above mentioned arrangement appeared to be a public relation technique rather than a well-conceived arrangement. Another member requested KMB to stop the suspension of hiring of part-time drivers unless the rate of accident involving part-time bus captains was higher than that of full-time bus captains, or the driving attitudes and performance of part-time bus captains were less satisfactory than that of full-time bus captains.

Health check arrangements for bus captains/professional drivers

12. At the Council meetings of 23 February 2011 and 26 April 2017, Members raised questions about the measures implemented by the Administration to safeguard the health of professional drivers. Further, at the Panel meetings on 27 November 2012 and 20 January 2017, some members expressed concern about health problems and fatigue of bus captains that had led to a few traffic accidents. Therefore, they considered that all franchised bus operators should review the health check requirements for bus captains, and the working hours and rest time of both full-time and part-time bus captains. There was also a suggestion that the Administration should consider subsidizing the fees for medical check-up taken by professional drivers.

13. The Administration advised that franchised bus operators had devised clear requirements on the age and physical health of bus captains. On the age requirement, the retirement age for bus captains is 60 or 65. Depending on their manpower needs, some operators would flexibly extend the employment period of their bus captains on contract basis up to the age limit of 66 or 67. Franchised bus operators had also put in place a requirement for bus captains to undergo health checks before joining the service, and formulated detailed arrangements for serving bus captains of different ages to undergo annual health checks having regard to their health conditions.

Training and driving attitude of bus captains

14. At the Panel meeting held on 15 February 2018, members had raised concerns about the monitoring of the provision of bus driving training by franchised companies and issues relating to driving attitude and traffic conviction records of bus captains. Members noted from the Administration's paper⁴ that franchised bus companies provided various types of training for newly-recruited bus captains, including driving skills, incident handling and provided serving bus captains with regular driving enhancement training

⁴ LC paper No. CB4)617/17-18(01)

programmes. If it was found that the bus captains had the need for enhancement on driving attitude and behaviour, franchised bus companies would provide driving improvement course or supplementary driving training for the bus captains to reinforce their driving skills, enhance their safety awareness and foster good driving behaviour. If serving bus captains were involved in traffic accidents or violate traffic laws in driving duty, bus companies would take appropriate disciplinary actions against them or even dismiss them depending on the nature and severity of the incidents.

15. A member asked the Administration to consider mandating bus captains to obtain safety cards/certificates and attend regular training workshops to be provided by the Administration. Another member asked whether part-time bus captains had to gain a certain number of bus driving hours within a specified period of time prior to driving a bus, and if the bus captains failed to meet the required driving hours, whether they had to undergo a re-training programme. KMB advised that if bus captains, regardless of full-time or part-time, had not driven a route for a month or more, they would have to practise driving on that route again. Moreover, in assigning duties to a particular bus captain for a particular route, the bus captain's driving experience for that route would be taken into consideration.

Structural safety of franchised buses

Design and construction of franchised buses

16. The design and construction of franchised bus was one of the major concerns of the Panel because in a number of bus accidents, the top of the buses concerned were ripped off, indicating the need for stronger bus body to provide greater protection to passengers. 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 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.

17. As a result of a spate of franchised bus incidents which involved broken windscreen and passengers being thrown out from the upper deck of a bus after collision with another vehicle, the Panel discussed the 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.

Use of technologies for bus safety

18. At the Panel meeting held on 15 February 2018, a member expressed concern over some reports that when the February 10 accident occurred, the subject bus was travelling at a speed above the statutory limit of 70 km/h. The member asked whether the speed limiter of the subject bus was out of order, and whether the Administration would consider requiring all bus companies to install devices which could effectively control the vehicle speed when travelling on downhill roads. A member opined that, before all the speed limiters of buses had been replaced, the Administration should consider lowering the speed limits of those meandering or narrow road sections.

19. KMB advised that every KMB bus had been installed with a speed limiter which prevented it from going faster than 70 km/h. However, when the bus was travelling downslope, the speed might exceed the above limit due to gravity. After the February 10 accident, KMB had immediately explored with a number of speed limiter suppliers on measures to address the above problem.

20. A few members urged the Administration to make use of technologies to enhance bus safety and prevent accident. A member pointed out that there had been driver's monitoring system which could detect the driver's attentiveness or even emotional states. The member also suggested making public the information collected from the driving recorder installed on buses to assist members of the public in monitoring traffic blackspots.

21. A member asked KMB for its reasons of not adopting the Electronic Stability Program or similar technologies to improve bus stability and prevent it from over-turning. Another member suggested the Administration and public transport operators to study the feasibility of adopting Lane Departure Warning System and Pre-Crash Safety System to enhance safety.

22. KMB welcomed any suggestions from members on adoption of new technologies to improve bus safety and agreed to study their feasibility. The Administration supported the adoption of any technologies to improve bus safety.

Installation and wearing of seat belts on franchised buses

23. At the special meeting held on 15 February 2018, a member suggested that all franchised bus operators should consider retrofitting seat belt to all seats in buses by phases so as to minimize the number of casualties in case of bus accident. Another member, nevertheless, quoted the view of some transport experts that seat belt might not minimize the number of casualties for such kind of serious bus accident. Members noted that the Administration would keep an open mind on the suggestion of retrofitting seat belt at all seats in franchised buses and that in considering this matter, among others, technical feasibility and passengers' acceptability would be taken into account.

Safety of glass panes of the doors on franchised buses

24. A member of the Panel raised concern about the two incidents occurred in February 2016 involving shattered glass panes of the doors of franchised buses. In this regard, the Administration explained that the Specification of Safety Glass Notice (Cap. 374H) stipulated that the glass used in a motor vehicle, including a bus, should be glass that met the relevant requirements of Economic Commission of Europe Regulation (ECE 43). In view of the above incidents, TD and franchised bus companies had implemented measures to further safeguard the safety of passengers, such as setting up of a working group by TD with representatives from franchised bus operators and bus manufacturers to review the safety of bus doors; enhancing training for bus captains; and reminding passengers to hold handrail when taking the bus.

Other issues

25. After the February 10 accident, members noted that the Administration had been reviewing the road design and traffic management measures of Tai Po Road. Besides, the Administration had also been discussing with franchised bus companies and staff unions on how to enhance working conditions and remuneration of bus captains.

Latest development

26. The Administration will update the Panel on the progress of the proposed new safety devices or new technology to enhance franchised bus operation safety at the Panel meeting to be held on 25 July 2018.

Relevant papers

27. A list of relevant papers is in **Appendix III**.

Council Business Division 4
Legislative Council Secretariat
18 July 2018

Motor vehicle involvements by class of motor vehicle in accidents from 2007 to 2016

Class of motor vehicle	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Franchised bus	2 201	2 047	1 916	1 983	2 143	2 217	2 344	2 350	2 279	2 269
Non-franchised bus	448	416	406	459	486	476	503	500	483	453
Motor cycle	2 927	2 613	2 556	2 428	2 328	2 245	2 222	2 281	2 328	2 355
Private car	6 450	5 927	6 085	6 255	6 591	6 859	7 093	7 224	7 757	8 207
Public light bus	1 173	1 080	1 110	1 146	1 142	1 067	1 128	1 085	1 105	1 080
Light goods vehicle	2 952	2 806	2 527	2 726	2 689	2 637	2 706	2 621	2 708	2 947
Medium & heavy goods vehicle	1 081	1 045	907	1 031	1 141	1 105	1 085	1 125	1 063	1 167
Taxi	4 004	3 926	3 801	4 053	4 259	4 240	4 395	4 211	4 332	4 493
Others*	281	272	300	326	299	329	357	332	306	320
All motor vehicles	21 517	20 132	19 608	20 407	21 078	21 175	21 833	21 729	22 361	23 291

Source: The Transport Department's website (http://www.td.gov.hk/mini_site/atd/2017/en/section7_2.html)

* Including other motor vehicles such as tram, private light bus, private bus, etc., but excluding bicycles, handcarts and vehicles with unknown vehicle type.

**Guidelines on Bus Captain
Working Hours, Rest Times and Meal Breaks**

(Revised in 2018)

- Guideline (1) (a) Maximum duty hours¹ in a shift should not exceed 12 hours, and driving hours² therein should not exceed 10 hours.
- (b) Duty hours in a special shift duty arranged to cater for service demand in the morning and evening peaks may exceed 12 hours but maximum duty hours should not exceed 14 hours, and driving hours therein should not exceed 10 hours. A rest break of no less than 3 consecutive hours should be provided in the special shift.
- Guideline (2) — The off-duty break between 2 successive shifts should not be less than 10 hours. The total off-duty breaks in 3 successive shifts, other than special shift duties, should not be less than 22 hours.
- Guideline (3) — Bus captains should have a rest break³ of at least 40 minutes after 6 driving hours², and within that 6-hour duty, they should have short rest breaks⁴ totalling not less than 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 break/short rest break.
- Guideline (4) — Bus captains working for 8 hours or above in a shift should have a meal break of no less than 1 hour.

Source: Annex to the press release of the Transport Department issued on 23 February 2018
(http://www.td.gov.hk/en/publications_and_press_releases/press_releases/transport_department/index_id_2917.html)

¹ Duty hours refer to the total number of hours from the beginning to the end of a shift, including all the rest breaks.

² Driving hours refer to the total hours performing driving duty plus short rest breaks in a shift.

³ Inclusive of meal breaks.

⁴ Short rest breaks refer to rest times of less than 40 minutes.

Safety of franchised bus operation

List of relevant papers

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
24.10.2006	Panel on Transport	Administration's paper on safety of franchised bus operations	CB(1)110/06-07(03) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp1024cb1-110-3-e.pdf
		Minutes of meeting	CB(1)294/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp061024.pdf
28.2.2007	Council meeting	Hon LI Fung-ying raised a question on incidents involving broken window glasses of franchised buses	http://www.info.gov.hk/gia/general/200702/28/P200702280138.htm
2.3.2007	Panel on Transport	Administration's paper on progress on measures to enhance safety of franchised bus operation	CB(1)783/06-07(01) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0126cb1-783-1-e.pdf
		Minutes of meeting	CB(1)1147/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070302.pdf
23.3.2007		Administration's paper on progress on measures to enhance safety of franchised bus operation	CB(1)1149/06-07(03) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0323cb1-1149-3-e.pdf
		Minutes of meeting	CB(1)1407/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070323.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
9.7.2007	Panel on Transport	Administration's paper on progress on measures to enhance safety of franchised bus operation	CB(1)2023/06-07(03) http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-3-e.pdf
		Minutes of meeting	CB(1)2408/06-07 http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070709.pdf
16.1.2008	Council meeting	Hon Albert Jinghan 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	Administration's paper on safety of franchised bus operation	CB(1)639/07-08(03) http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf
		Paper on whether passengers are allowed to stand on buses operating on expressways in selected overseas places prepared by the Legislative Council Secretariat	IN12/07-08 http://www.legco.gov.hk/yr07-08/english/sec/library/0708in12-e.pdf
		Minutes of meeting	CB(1)838/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080128.pdf
22.2.2008		Administration's paper on safety of franchised bus operation	CB(1)639/07-08(03) http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Minutes of meeting	CB(1)1123/07-08 http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080222.pdf
7.1.2009	Council meeting	Hon Miriam LAU Kin-yea raised a question on accidents of buses catching fire and bus maintenance	http://www.info.gov.hk/gia/general/200901/07/P200901070107.htm
18.3.2009		Hon CHEUNG Hok-ming raised a question on design of road facilities to ensure road safety	http://www.info.gov.hk/gia/general/200903/18/P200903180251.htm
25.11.2009		Hon Andrew CHENG Kar-foo raised a question on safety of franchised buses	http://www.info.gov.hk/gia/general/200911/25/P200911250138.htm
27.11.2009	Panel on Transport	Administration's paper on bus accident in Tseung Kwan O and safety of franchised bus operation	CB(1)430/09-10(06) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp1127cb1-430-6-e.pdf
		Minutes of meeting	CB(1)1188/09-10 http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20091127.pdf
17.3.2010	Council meeting	Hon CHEUNG Hok-ming raised a question on health conditions of drivers and road safety	http://www.info.gov.hk/gia/general/201003/17/P201003170161.htm

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
28.6.2010	Panel on Transport	Administration's paper on working hour and rest time arrangements of franchised bus captains	CB(1)2316/09-10(03) http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2316-3-e.pdf
		Minutes of meeting	CB(1)105/10-11 http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100628.pdf
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
27.11.2012	Panel on Transport	Administration's paper on the serious traffic accident in Chai Wan on 19 November 2012	CB(1)205/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1127cb1-205-1-e.pdf
		Administration's paper on occupational safety and health of professional drivers	CB(1)223/12-13(01) http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1127cb1-223-1-e.pdf
		Minutes of meeting	CB(1)1641/12-13 http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20121127.pdf
29.4.2015	Council meeting	Dr Hon KWOK Ka-ki raised a question on driving safety of New Lantao Bus	http://www.info.gov.hk/gia/general/201504/29/P201504280671.htm

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
--	Panel on Transport	Letter dated 17 February 2016 from Hon TANG Ka-piu on the safety of glass doors of franchised buses	CB(4)624/15-16(01) http://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tpc_b4-624-1-c.pdf
		Administration's response	CB(4)730/15-16(01) http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpc_b4-730-1-e.pdf
--		Letter dated 18 March 2016 from Hon Gary FAN Kwok-wai on the concern of the impact of employing a large pool of part-time bus drivers by The Kowloon Motor Bus Company. (1933) Limited	CB(4)779/15-16(01) https://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tpc_b4-779-1-c.pdf
		Administration's response	CB(4)1015/15-16(01) https://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpc_b4-1015-1-e.pdf
29.6.2016	Council meeting	Hon Frankie YICK Chi-ming raised a question on manpower in transport industry	http://www.info.gov.hk/gia/general/201606/29/P201606290525.htm

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
20.1.2017 & 24.2.2017	Panel on Transport	Motion proposed under the agenda item of "New franchise for the bus network of The Kowloon Motor Bus Company (1933) Limited " at the meeting on 20 January 2017 and passed at the meeting on 24 February 2017	CB(4)629/16-17(03) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/papers/tp20170224cb4-629-3-ec.pdf
		Administration's response to the motion	CB(4)699/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-699-1-e.pdf
12.7.2017	Council meeting	Hon CHAN Han-pan raised a question on maintenance and repair of franchised buses	http://www.info.gov.hk/gia/general/201707/12/P2017071200371.htm
23.9.2017	--	Administration's press release on fatal traffic accident in Sham Shui Po	http://www.info.gov.hk/gia/general/201709/23/P2017092300027.htm
--	Panel on Transport	Letter dated 25 September 2017 from Dr Hon KWOK Ka-ki on issues relating to the serious traffic accident in Sham Shui Po involving a franchised bus on 22 September 2017	CB(4)1624/16-17(01) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/papers/tpcb4-1624-1-c.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Letter dated 26 September 2017 from Hon LAU Kwok-fan on issues relating to the serious traffic accident in Sham Shui Po involving a franchised bus on 22 September 2017	CB(4)1624/16-17(02) http://www.legco.gov.hk/yr16-17/chinese/panels/tp/papers/tpc_b4-1624-2-c.pdf
		Administration's response	CB(4)1652/16-17(01) http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tpc_b4-1652-1-e.pdf
25.10.2017	Council meeting	Dr Hon CHIANG Lai-wan raised a question on bus captains' rest time, working hours and rest facilities	http://www.info.gov.hk/gia/general/201710/25/P2017102500474.htm
		Hon POON Siu-ping raised a question on working hours and remuneration of bus captains	http://www.info.gov.hk/gia/general/201710/25/P2017102400712.htm
11.2.2018	--	Administration's press release on fatal traffic accident in Tai Po	http://www.info.gov.hk/gia/general/201802/11/P2018021100157.htm
15.2.2018	Panel on Transport	Administration's paper on the bus accident in Tai Po on 10 February 2018	CB(4)617/17-18(01) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp2_0180215cb4-617-1-e.pdf

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Administration's supplementary information on issues relating to the serious traffic accident on Tai Po Road happened on 10 February 2018 involving a franchised bus (Chinese version only)	CB(4)922/17-18(02) http://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tp20180215cb4-922-2-c.pdf
--		Administration's response to the letters from Hon LAM Cheuk-ting and Dr Hon CHENG Chung-tai on issues relating to management of bus captains as set out in LC Paper Nos. CB(4)711/17-18(01) and (02)	CB(4)785/17-18(01) http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpc b4-785-1-e.pdf