

交通事務委員會**在2019年1月18日會議上通過有關
"香港專營巴士服務獨立檢討委員會的報告"的議案**

現時《巴士車長工作、休息及用膳時間指引》(「指引」)容許特別更安排，以致不少車長每天需要工作14小時；過長工時不但會導致疲勞駕駛，亦有可能危害公眾安全；《香港專營巴士服務獨立檢討委員會報告》(「報告」)亦批評運輸署容許特別更安排，必然會增加車長累積疲勞的風險；有鑑於此，本會要求運輸署立刻降低特別更的最高工時(14小時)；運輸署亦應加強督促專營巴士公司為車長提供具市場競爭力的薪酬水平，以確保有足夠人手提供適切的服務，巴士公司不應以人手不足為藉口，強迫車長超時工作，無視市民的安全；同時，本會要求運輸署以更科學方法定期檢討「指引」的編更安排，在檢討「指引」時應諮詢識別及管理疲勞工作方面的專家。

動議人： 陳淑莊議員、譚文豪議員、郭家麒議員及楊岳橋議員

(Translation)

Panel on Transport**Motion on "Report of Independent Review Committee
on Hong Kong's Franchised Bus Service"
passed at the meeting on 18 January 2019**

The special shift arrangement is permitted under the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks ("the Guidelines") currently and as a result, many bus captains need to work 14 hours daily. Excessively long working hours will not only lead to fatigue driving, but may also be detrimental to public safety. The Report of the Independent Review Committee on Hong Kong's Franchised Bus Service has criticized that by permitting the special shift arrangement, the Transport Department ("TD") necessarily increases the risk of accumulated fatigue in bus captains. In view of the foregoing, this Panel calls on TD to immediately reduce the maximum working hours of a special shift (i.e. 14 hours). TD should also step up its efforts to urge franchised bus companies to provide bus captains with remuneration at a level which is competitive in the market so as to ensure that there is sufficient manpower to provide appropriate services. Bus companies should not force bus captains to work overtime on the

excuse of manpower shortage and disregard the safety of members of the public. At the same time, this Panel requests that TD should review regularly the duty roster arrangements under the Guidelines by adopting a more scientific method, and consult experts on fatigue identification and management when reviewing the Guidelines.

Moved by : Hon Tanya CHAN, Hon Jeremy TAM Man-ho,
Dr Hon KWOK Ka-ki and Hon Alvin YEUNG