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Clerk to Legislative Council Establishment Subcommittee
Legislative Council Complex
1 Legislative Council Road
Central, Hong Kong
(Attn.: Miss Judy YEE)

9 May 2019

[English translation for reference only]

Dear Miss YEE,

Establishment Subcommittee
Follow-up Actions to Meeting on 30 April 2019

At the captioned meeting, Members requested the Government to provide supplementary information regarding LC Paper No. EC(2018-19)33. Our reply is as follows:

(a) Franchised Buses: Further enhancing the operational safety and exempting the toll of tunnels and roads

Enhancing the operational safety of franchised buses is a continuous and long-term exercise and the relevant strategies and measures have to be reviewed and updated from time to time in response to the actual operating situations and technological developments. Apart from the subsidy scheme which is expected to be rolled out in the 2019-20 financial year to subsidise franchised bus operators to install on existing buses the Electronic Stability Control, speed limiting retarder and seat belts for seats in the upper deck, the Transport and Housing Bureau (“THB”), together with the Transport Department (“TD”) and franchised bus operators, are also proactively implementing the 45 recommendations for enhancing the operational safety of franchised buses put forward by the report released by the Independent Review Committee on Hong Kong’s Franchised Bus

Service on 8 January 2019. Among the recommendations, 33 of them are implemented or being implemented by the Government, four are planning to implement, and the remaining eight are subject to study (including the recommendations for amending the existing legislation). The progress and timetable of the relevant work are set out in **Appendix**.

It should be stressed that the follow-up actions for enhancing the operational safety of franchised buses cannot be done on a one-off basis, but have to be carried out continuously. For instance, the Government has committed to reviewing the Guidelines on Bus Captains Working Hours, Rest Times and Meal Breaks (“Guidelines”) again, which was just amended in February 2018, and the review is expected to be completed in 2020. After completing the review, the Government also needs to explore with the franchised bus operators the drawing up of an implementation timetable having regard to the actual operational needs. Moreover, upon the implementation of the amendments, the Government has to continuously monitor the compliance of the operators, and examine the views of different stakeholders and variations in the regulation of bus captains’ working hours and rest time in other regions, in order to further review the Guidelines in a timely manner for continuous enhancement of the operational safety of franchised buses. In fact, the Guidelines have been updated for six times since their formulation in 1983. Similarly, other measures related to bus safety also require on-going monitoring and reviews to ensure that the measures can be continuously improved as necessary and can meet the growing demand and expectation for safety with the passage of time.

With the continuous development of technology, the work to enhance bus safety should also keep abreast of the times. As mentioned in LC Paper No. EC(2018-19)33 previously submitted to the Establishment Subcommittee (“ESC”), franchised bus operators are developing a comprehensive bus monitoring and control system for more effective management and control of bus fleet through the holistic use of black box data, speed limiter and geo-fencing technology to reduce the potential risks arising from human error. The operators are also conducting trials on different safety devices (e.g. driver monitoring device, collision alert device and lane keeping device). Apart from liaising closely with the franchised bus operators to examine the effectiveness of the systems and devices under trial and to carefully examine the cost-effectiveness of the different possible measures, the Government will also continue to keep abreast of the new measures for enhancing the bus operational safety of other regions. The Government and operators will further enhance the bus accident analysis and safety performance management (e.g. formulating and refining the safety performance indicators, and formulating or enhancing the guidelines

applicable to the work of bus captains) as well as further improving other safety measures for franchised bus operations in accordance with the actual needs and technological developments. The proposed post will provide steer to relevant departments in taking forward the on-going tasks mentioned above.

As for exempting the toll of tunnels and roads on franchised buses, the THB is continuing discussion with the two tunnels that are still operating under the “Build-Operate-Transfer” model (i.e. Western Harbour Crossing and Tai Lam Tunnel) on the feasibility of and the financial arrangement for paying the toll on behalf of franchised bus operators by the Government, so that franchised bus operators can set aside such toll saving to their respective “Franchised Bus Toll Exemption Funds” to further relieve the fare increase pressure. The proposed post will follow up on the aforementioned task and will continuously monitor the implementation of the toll exemption for franchised buses using Government tunnels and roads commenced since 17 February 2019 and closely monitor the impact of the initiative concerned on the operational and financial performance of franchised bus operators. It is an on-going task to monitor the operational and financial performance of franchised bus operators and to consider putting in place suitable measures at appropriate junctures to assist the public in continuously enjoying an affordable yet efficient franchised bus service.

(b) Public Light Buses: Providing real-time arrival information for green minibus (“GMB”) and relaxing the vehicle length restriction of light bus

TD has engaged a technical specialist to take forward the pilot scheme on the real-time arrival information system. The pilot scheme is expected to be completed by end 2019. The Government will conduct the tender exercise of the system contractor according to the findings of the pilot scheme, followed by arranging the system development work to be carried out by the selected contractor in the first quarter of 2020. At the same time, TD will update the Schedule of Service of GMB routes, including their routing, location of stops, etc., in phases from the first to the second quarter of 2020. After the selection of the suitable system, TD will install the relevant devices on GMBs, as well as conducting field testing and system trial from mid-2020. TD aims to launch the real-time arrival information mobile application in phases from 2021 with a view to full implementation by 2022.

After the roll-out of the real-time arrival information system, THB will oversee TD in continuously implementing and administering the project,

including monitoring the installation work of necessary equipment and devices on new GMBs, the maintenance of the system and the renewal or re-tendering of the contractor. TD will also monitor the updating of Schedule of Service by GMB operators and the progress of executing relevant system updates, as well as collecting feedback from user groups (including GMB operators and the public) with a view to enhancing the operation of the system. Besides, THB will also oversee TD in taking forward the monitoring work, including handling public complaints and enquiries in relation to the operational aspect of the project, as well as carrying out surveys and site inspections to monitor the system performance and its stability.

In the long term, after the real-time arrival information system is implemented, the Government can use the relevant data for the purpose of traffic management or transport planning, such as making use of big data for analysing patronage behaviour and market demand, etc. The Government will take reference from the relevant data for enhancing GMB services and reviewing the effectiveness of the system, while considering whether and how to extend the application of relevant technologies to other public transport services.

The implementation of the real-time arrival information system for GMBs involves a substantial amount of pre-implementation preparatory work, and that the monitoring and analytic work has to be carried out continuously after the introduction of the system. The proposed post will closely monitor the progress of the various tasks and provide on-going support as appropriate to ensure the short, medium and long-term tasks mentioned above are carried out on schedule and on track.

In addition, the Government proposes to relax the vehicle length restriction of light bus to 7.5 metres, so as to facilitate the introduction of light buses with more environmental benefits and barrier-free facilities by the trade. The proposal will involve amendments to subsidiary legislation, and our target is to submit the relevant legislative amendments to the LegCo in the 2019-20 legislative year. The proposed post needs to oversee various work to take forward the legislative proposal, which include reviewing whether the public transport interchanges, light bus stops and ancillary facilities on the road currently used by light buses can cope with the relaxed vehicle length restriction, preparing relevant policy papers, as well as taking forward legislative procedures. After the passage of the proposed legislative amendments, the proposed post will continue to closely monitor the actual operation of the newly introduced light buses with more environmental benefits and barrier-free facilities (e.g. any improvement

work required for relevant public transport interchanges, light bus stops and roads). The proposed post also needs to review the implementation situation in a timely manner and to provide continuous steer to the TD to study various measures with a view to taking forwarding the policy objective to introduce more advanced light buses with environmental benefits and barrier-free facilities.

(c) “Water taxi” and ferries: Re-commissioning the “Central-Hung Hom” ferry route and launching a pilot “water taxi” service

The Government is working towards enhancing vibrancy of the Hung Hom harbourfront, through preparing for re-commissioning the “Central-Hung Hom” ferry route and launching a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central; and through injecting commercial elements into the Hung Hom (South) Pier. The TD is reviewing the submissions for indication of interest and will formulate ferry service proposals with further details for consulting relevant stakeholders. The Government anticipates that consultation with relevant stakeholders on the details of the proposed services of the “Central-Hung Hom” ferry route and “water taxi” service, and preparation of tender documents will be carried out in the third quarter of 2019. Subject to the consultation progress, the Government expects that a tender exercise for selecting the suitable operator to run the two services will be conducted in the second half of 2019 with a view to commencing the services of the “Central-Hung Hom” route and “water taxi” in the first quarter of 2020 and the second quarter of 2020 respectively at the earliest.

The Government expects that the “water taxi” service, a pilot project, may operate in a more flexible manner. For example, prospective tenderers may propose in their service proposals the operation of short-working services between different berthing points along the Victoria Harbour. Upon the launching of the service, the Government will continue to monitor and review its service as well as the operational (e.g. passenger demand and service quality) and financial performance (e.g. ticketing arrangement and financial viability of the service) of the operator, and make necessary adjustments to the service level (e.g. frequency, fare) having regard to the actual circumstances with a view to responding to the needs and expectations of ferry passengers across the harbour as far as possible.

Apart from planning for the introduction of the route and service mentioned above, the THB and the TD are working with relevant works departments to enhance the Hung Hom (South) Pier for the launching of the aforesaid two ferry services. Moreover, the Government will consider the

proposals for further enhancing the Hung Hom (South) Pier in the long run and keep liaising with the relevant stakeholders to ensure the pier can complement the development ideas of the Hung Hom Urban Park and the Hung Hom Promenade.

Consideration of whether and how to further promote the “water taxi” service, as well as liaising with the ferry trade and other stakeholders to enhance the existing ferry services and pier facilities are the on-going tasks of the THB and the TD. The proposed post will assist in taking forward the tasks mentioned above.

(d) Public Transport Fare Subsidy Scheme

The Government implemented the non-means-tested Public Transport Fare Subsidy Scheme (“the Scheme”) on 1 January 2019. The operation of the Scheme, including the process of subsidy collection by commuters, has been smooth since its implementation. The Scheme will be implemented continuously. The proposed post will provide continuous support to the Scheme’s monitoring and review, and will closely monitor the operation of the Scheme to ensure that it is smooth.

As mentioned in the LC paper EC(2018-19)33 submitted earlier to the ESC, the THB will oversee the TD in monitoring the coverage and usage rate of each of the subsidy collection channels, the status of approval of the applications of operators of non-franchised buses providing residents’ services and employees’ services, red minibuses and Kaitos for joining the Scheme, as well as the public’s opinion on the Scheme. At the same time, TD will continue to monitor the stability of the system provided by Octopus Cards Limited and perform checking and auditing on the regular reports submitted by Octopus Cards Limited to ensure that the public transport data and transaction information related to the Scheme are accurate. TD will also maintain close communication with various public transport operators to keep track of their operational conditions and to formulate relevant auditing standards, so as to strengthen the systems of internal control and to further ensure operators’ compliance with the operational requirements under the Scheme.

Apart from continuously and closely monitoring the progress of the tasks mentioned above, THB will commence the first review of the Scheme in early 2020 to examine its effectiveness and impact on the overall strategic arrangement of public transport services, as well as its financial implications having regard to actual data. Amongst other things, coverage of public transport services, subsidy amount, applicable electronic payment systems,

changes in commuters' travelling patterns, etc., will fall into the scope of review. It is expected that the review will be completed in 2020. Subject to the results of the review, THB will formulate relevant enhancement measures. Since the monitoring and review of the Scheme involve heavy workload and an extensive scope, and that THB will have to continuously oversee TD in implementing the recommendations of the review, there is a need to create the proposed post for continuously coordinating the above matters and handling the additional workload.

Conclusion

As shown in the LC Paper No. EC(2018-19)33 previously submitted to the ESC and the supplementary information provided above, the implementation timetable of the various new initiatives for enhancing public transport services in items (a) to (d) above cover short, medium and long-term work. Therefore, the increased workload will be of a continuous nature. It is indeed necessary for the Transport Branch of the THB to create a permanent post of Administrative Officer Staff Grade C to co-ordinate and take forward the aforementioned initiatives. THB will also timely report the implementation of the initiatives above to the Legislative Council Panel on Transport as appropriate.

Yours sincerely,
[signed]
(Angus WAT)
for Secretary for Transport and Housing

**Report of the Independent Review Committee on
Hong Kong's Franchised Bus Service**

Summary of Recommendations and the latest progress on the follow-up actions

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
<p><i>(i) Safety Director</i></p> <p>(1) The Transport Department (TD) to establish a structure to develop a proactive approach to bus safety.</p>	<p><u>Planning to implement</u></p> <ul style="list-style-type: none">• The TD is drawing up the details on implementation plan in respect of staff establishment and scopes of work for setting up a Safety Director and a small safety team. In the interim, the relevant divisions in the TD will continue to look after the safety issues relating to franchised bus safety. The TD will seek resources in accordance with established procedures in implementing the recommendation where appropriate.
<p>(2) The TD to appoint a Safety Director and a small bus safety team.</p>	
<p>(3) Franchised bus operators to appoint their own Safety Directors.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none">• All franchised bus operators have each appointed their Safety Directors.
<p><i>(ii) Permanent Working Group on the enhancement of safety of franchised buses</i></p> <p>(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to franchised bus safety.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none">• The TD has set up a Working Group on Enhancement of Safety of Franchised Bus (Working Group) shortly after the Tai Po Bus incident in March 2018 to consider and study possible measures to further enhance bus safety. The TD has already turned this Working Group into a permanent set-up so as to

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
	<p>provide a regular platform for the Government, franchised bus operators and relevant experts to continue discuss and follow up on various initiatives to enhance franchised bus safety.</p> <ul style="list-style-type: none"> • The Working Group is re-named as the Committee on Enhancement of Franchised Bus Safety (Committee) and its first meeting was held in April 2019. The TD has appointed relevant experts as members of the Committee.
<p><i>(iii) Technological safety devices: The TD's technology team</i></p> <p>(5) A dedicated technology team to be formed urgently in the TD.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD will establish the transport technology team in mid-2019.
<p>(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • At present, lines of communication with well-respected overseas jurisdictions, such as TfL and LTA, to share information already exist. The transport technology team to be established would continue and further enhance such lines of communications and exchanges with overseas jurisdictions.
<p>(7) Franchised bus operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with franchised bus operators in well-respected overseas jurisdictions to share information.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • At present, franchised bus operators already have lines of communications with well-respected overseas jurisdictions to share information. The TD will discuss with franchised bus operators to appoint dedicated staff to be responsible for technological safety devices and to enhance lines of communication with franchised bus

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
	<p>operators in well-respected overseas jurisdictions to share information.</p>
<p>(iv) Subsidies</p> <p>(8) The TD to establish a small fund to provide grants to franchised bus operators to promote the uptake of new safety technology.</p>	<p><u>Planning to implement</u></p> <ul style="list-style-type: none"> The TD will consider options (including making use of currently available funds) in providing funding to franchised bus operators to promote the uptake of new safety technology.
<p>(9) The TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the retrofitting of seat belts on the upper decks of some franchise buses.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> The TD has engaged an independent consultant to conduct the cost benefit analysis with a view to completing it in mid-2019.
<p>(10) The TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before the TD requires installation of those devices by franchised bus operators.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> Having considered the proven effectiveness of installing ESC and speed limiting retarder and in the light of the IRC recommendation, the TD will confirm the cost and benefits of retrofitting these devices in mid-2019, by liaising with bus manufacturers and franchised bus operators to collect cost details and making reference to overseas studies.
<p>(v) Safety Performance Indicators</p> <p>(11) The TD to establish more nuanced Safety Performance Indicators (SPIs).</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> The TD has already obtained

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
<p>(12) The TD to seek elucidation and clarification from TfL of the Safety Performance Indicators adopted by TfL.</p>	<p>information on TfL's SPIs and drawn up an initial set of proposed SPIs.</p> <ul style="list-style-type: none"> • The TD will discuss and finalise the SPIs with the franchised bus operators, and align and standardise the relevant data format in mid-2019, with a view to measuring the safety performance by the new set of key performance indicators starting from the first quarter of 2020.
<p><i>(vi) Franchised Bus Accident Data</i></p> <p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD has already required and secured the agreement of franchised bus operators to have the accident data in the Safety Chapter of the FPP made public. • The TD is liaising with franchised bus operators to align and standardise the accident data with a view to publishing the accident data contained in the FPP to be submitted in June 2019 by end 2019.
<p>(14) The TD to require the franchised bus operators to report all franchised bus accidents to the TD on a monthly basis.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD has required the bus operators to report all franchised bus accidents to the TD on a monthly basis.
<p>(15) Consideration should be given by the TD to instituting a common reporting/analysis system of franchised bus accident data.</p>	<ul style="list-style-type: none"> • The TD will maintain a standardised database on such accidents to facilitate common reporting and analysis system.
<p>(16) The TD to stipulate to the franchised bus operators common thresholds for reporting instances of excessive speeding and harsh braking.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD is reviewing and discussing with franchised bus operators on

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
<p>(17) The TD to stipulate to the franchised bus operators common thresholds of excessive acceleration.</p>	<p>setting common thresholds among franchised bus operators for follow up actions, including the provision of real-time alerts and records generation, in respect of excessive speeding, harsh braking and excessive acceleration.</p>
<p><i>(vii) Real-time alerts</i></p> <p>(18) The TD to require the franchised bus operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.</p>	
<p>(19) The TD and franchised bus operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the franchised bus operators Control Room, permitting communication with the bus if appropriate.</p>	<p><u>Planning to implement</u></p> <ul style="list-style-type: none"> • The TD will explore with franchised bus operators on the feasibility and possible implementation timetable.
<p><i>(viii) Bus captain training</i></p> <p>(20) The TD to collaborate with the franchised bus operators to identify key indicators of the effectiveness of the bus captain training system.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by the TD has been implemented by all franchised bus operators since October 2018. • With experience gained from implementing the training programmes and management systems by individual franchised bus operators after one-year implementation, the TD will further collaborate with the franchised bus operators to identify and stipulate common key indicators of the effectiveness of the bus captain

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
	<p>training system starting late 2019.</p>
<p>(21) The TD to stipulate that fatigue management form part of the training courses provided to bus captains.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • This will be followed up at the Committee as part of the review of the Practice Note after one year of implementation in late 2019.
<p>(22) The TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD plans to arrange on-line training course/programme for drivers of public transport vehicles, including franchised bus captains, to deal with abusive and angry passengers.
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks</i></p> <p>(23) The Guidelines on working hours, etc. to be stipulated in regulations.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> • The TD will study the proposal and its wider implications in consultation with relevant government bureaux/departments.
<p>(24) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> • The TD reviewed the Guidelines with franchised bus operators in late 2017 and the latest Guidelines revised in February 2018 will be implemented in full by the second quarter of 2019.
<p>(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.</p>	<ul style="list-style-type: none"> • The TD has appointed an expert on fatigue identification and management to the Committee.
<p>(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.</p>	<ul style="list-style-type: none"> • The TD will review the Guidelines after its full implementation in the second quarter of 2019 with a view to completing the review in 2020. The review will cover, amongst others, an

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
<p>(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to franchised bus fares.</p>	<p>analysis relating to the special shift arrangement.</p>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and the TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • In September 2018, CTB/NWFB have provided a new rest room with sleeping area with beds and recliner chairs at Chai Wan Depot, and new rest facilities with beds and recliner chairs at the parking sites at Ocean Park and Sheung Wan for bus captains. The TD will continue to work with CTB/NWFB to explore provision of more rest facilities for bus captains at other convenient locations.
<p>(x) <i>Part-time bus captains: other employment</i></p> <p>(29) The TD to stipulate to the franchised bus operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • Each franchised bus operator already has its own mechanism for the part-time captains to report other employment. The TD will discuss with franchised bus operators to stipulate them to align the information obtained / kept regarding the part-time bus captains.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
<p>(30) The TD to require NLB to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> The TD has required NLB, and NLB has committed, to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier of buses and drivers.
<p><i>(xi) The provision of rest and toilet facilities for bus captains</i></p> <p>(31) The TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> While the provision is currently in the TPDM, the TD has requested and the Food and Environment Department has agreed in principle to consider providing public toilets at new public transport interchanges during the planning stage since 2016. In any case, the relevant section of the TPDM is being revised with a view to completing the revision in mid- 2019. Once the TPDM has been revised, corresponding amendments will be made to the HKPSG.
<p>(32) The TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.</p>	
<p>(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> The TD has already committed to incorporating such facilities in the planning of new public transport interchanges and bus termini.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
<p>(34) The TD to invite a representative of the Secretary for Transport and Housing to become a member of the TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • Transport and Housing Bureau's representative will join the multi-departmental meeting coordinated by the TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.
<p><i>(xii) Abuse and assaults on bus captains</i></p> <p>(35) The TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD and the HKPF have started discussion with franchised bus operators to formulate the long-term publicity programme. • On 25 February 2019, the TD rolled out a series of Announcements in the Public Interest on television and the internet to raise passengers' awareness of safety and courtesy (including respect for bus captains) when using public transport services.
<p>(36) The TD to require the franchised bus operators to display notices to remind franchised bus passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD has standardised the wording of notices and required the franchised bus operators to arrange for posting them inside bus compartments to remind passengers not to disturb bus captains while driving.
<p>(37) The TD to require the franchised bus operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> • The TD will discuss with the franchised bus operators on the recommendation.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
<p>(38) The TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> The TD will review the adequacy of the existing legislation in dealing with threatening, abusive or insulting communication towards a bus captain performing his driving duties and its wider implications, in consultation with relevant government bureaux/departments.
<p><i>(xiii)Illegal stopping by vehicles at and near franchised bus stops</i></p> <p>(39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver, and to permit service by E-ticket.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> For illegal stopping of vehicles at bus stop, existing legislation, viz. Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240), already allows for serving fixed penalty tickets by post in addition to affixing the tickets to the vehicle or giving them personally to the person in charge of the vehicle. The Police are already conducting a territory-wide trial under which portable video cameras are used by police officers to record contraventions and take enforcement actions in respect of various offences under Cap. 240, including illegal stopping of vehicles at bus stops. For illegal parking of vehicles near a bus stop, existing legislation, viz. Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237), requires serving fixed penalty tickets by affixing the tickets to the vehicle or giving them personally to the person in charge of the vehicle only. After consulting the Legislative Council Panel on Transport in the second quarter of 2019, the Government plans to introduce an

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
	<p>amendment bill into the Legislative Council to expand the means of serving fixed penalty tickets under Cap. 237 and related legislation to permit service by E-ticket.</p>
<p>(40) The TD and the HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD and HKPF are exploring the use of CCTV technologies to be mounted on lampposts to monitor blackspots of illegal stopping by vehicles. A trial is being planned to embark in 2019.
<p>(41) Franchised bus operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on franchised buses of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Subject to study</u></p> <ul style="list-style-type: none"> • The TD will discuss with HKPF and franchised bus operators on the recommendation.
<p><i>(xiv) Priority measures for franchised buses</i></p> <p>(42) The TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • The TD has drawn up a proposed design of the scheme, with a view to launching a trial in 2019. If the trial is successful, it will be implemented in selected locations.
<p>(43) The TD to make greater use of bus lanes in appropriate locations.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> • This is an on-going effort. The TD will continue to make greater use of bus lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel and the associated work is expected to be completed in 2019.

<p align="center">Recommendations by the Independent Review Committee</p>	<p align="center">Latest Progress on the Follow-up Actions</p>
<p><i>(xv) Route risk assessment</i></p> <p>(44) The TD to require the franchised bus operators to provide the TD with a route risk assessment for each of the routes on which their buses ply.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> The TD will follow up with individual franchised bus operators on a work programme for conducting risk assessment of routes of their bus networks and reporting to the TD.
<p><i>(xvi) Speed limits</i></p> <p>(45) The TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.</p>	<p><u>Implemented/Being implemented</u></p> <ul style="list-style-type: none"> The TD will initially look for suitable road sections in Central and Sham Shui Po Districts with a view to starting the trials of low-speed zone by end 2019. The TD will consult the relevant District Councils and other stakeholders beforehand.

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