

**立法會**  
**Legislative Council**

LC Paper No. CB(4)405/18-19(04)

Ref. : CB4/PL/TP

**Panel on Transport**  
**Meeting on 18 January 2019**

**Background brief on the Independent Review Committee on  
Hong Kong's Franchised Bus Service**

**Purpose**

This paper provides information on the background and work of the Independent Review Committee on Hong Kong's Franchised Bus Service ("IRC"). It also summarizes the major views and concerns expressed by Legislative Council ("LegCo") Members on issues relating to safety of franchised bus operation.

**Background**

2. A fatal traffic accident involving a franchised bus of the Kowloon Motor bus Company (1933) Limited ("KMB") occurred in Tai Po on 10 February 2018 ("Feb 10 accident") in which 19 passengers died, while 65 passengers were injured.

3. The Chief Executive, Mrs Carrie LAM, announced on 11 February 2018 at a media session in respect of Feb 10 accident that an independent committee would be set up to look at not only this particular tragic incident, but to look at the various aspects of Hong Kong's franchised bus service. The Chief Executive said that in the last 12 months (before the Feb 10 accident), there had been quite a number of very tragic and fatal bus incidents involving deaths as well as a large number of passengers being injured.

4. The Chief Executive announced on 13 March 2018 that an Independent Review Committee on Hong Kong's Franchised Bus Service had been set up, and appointed the Honourable Mr Justice Michael Victor LUNN as the Chairman of the Committee and Mr Rex AU YEUNG Pak-kuen and Professor LO Hong-kam as Members of the Committee.

5. The Committee formally commenced its work in late March 2018, and was expected to submit a report to the Chief Executive in around nine months' time. The Terms of Reference of the Committee are as follows:

From the point of view of safety, in the light of the fatal accident on 10 February (2018) and other recent serious incidents involving franchised buses in Hong Kong:

- (a) to examine the operation and management of bus franchises under the current legislative, franchise and other contractual requirements;
- (b) to examine the present regulatory and monitoring system for franchised buses; and
- (c) in relation to the above, to make recommendations to the Chief Executive on safety-related measures with a view to sustaining a safe and reliable franchised bus service in Hong Kong.

6. Since the commencement of its work in March 2018, IRC invited and received written submissions from specified interested parties, including government departments, franchised bus operators, representatives of the employees of franchised bus companies and others concerned with the provision of a safe and reliable franchised bus service. Members of the public were also invited to give their views to IRC on matters pertaining to the safety of franchised bus service.

7. IRC altogether held 16 hearings, over a total of 21 days, from May to October 2018 for the purpose of receiving oral evidence from nominated representatives of specifically identified interested parties. LegCo Members were also invited to sit in the above hearings.

8. Having received oral evidence from the representatives of 19 specifically identified interested parties, and that of two expert witnesses, together with a total of over 22 000 pages of their written submissions/reports and those of other parties and the closing submissions of counsel assisting IRC, IRC submitted its report to the Chief Executive on 31 December 2018.

#### Current regime on the provision of franchised bus service

9. 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-2017, the six franchises under five franchised bus operators operate around 650 bus routes with a total of

about 6000 buses in their fleet.<sup>1</sup> Franchised buses on average carried about 4 million passengers each day in 2017 that constituted 31% of total public transport patronage.

10. In 2017, the total number of franchised buses involved in accidents was 2 269, which accounted for about 9.8% of all motor vehicles. The figures of motor vehicles involved in accidents by class of motor vehicles, including franchised bus, for the period from 2007 to 2017 are tabulated in **Appendix I**.

11. 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.

12. 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 Guidelines were last reviewed and revised in February 2018, the details of which are set out in **Appendix II**.

### **Major views and concerns of Members**

13. 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.

#### Work of the IRC

14. At the special meeting of the Panel held on 15 February 2018, a few days after the February 10 accident, a member considered it important to ascertain the causes of the February 10 accident and to review the current regime on the provision of franchised bus services to prevent similar accident from

---

<sup>1</sup> 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 Lantao Bus Network.

recurring. The member supported the setting up of IRC and hoped that it would review the occupational safety, working environment and remuneration of bus captains which, to his view, would have a bearing on the safety of bus operation. Another member, however, cast doubt on the effectiveness of the work of IRC as it would be led by a judge who was not conversant with transport matters.

### Driving safety of franchised buses

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

15. At the above special meeting, members raised concerns about the issues relating to employment of part-time captains. 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.

16. 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.

17. The representative of KMB explained that the suspension of part-time bus captains had been 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.

18. At the Panel meeting held on 25 July 2018, members also raised grave concern over the shortage of manpower in the public transport industry and urged the Administration to review its policy in this regard.

*Remuneration and working conditions of bus captains*

19. At the Panel meeting held on 25 July 2018, a member pointed out that the basic monthly salary for the bus captains was lower than the median monthly wage for the land transport industry. The member called upon the Administration to urge the five franchised bus companies to improve the remuneration package of bus captains which, to his view, would have a bearing on the safe operation of franchised bus services.

20. Another member expressed that bus captains were facing hardship at work and thus he urged the Administration to take the initiative to encourage the franchised bus companies to provide incentive and better career path to attract people to join the bus industry with a view to improving the quality of franchised bus service.

21. Members noted that the Administration had been working with the bus companies to take initiatives to resolve the aging problem and high turnover rate of bus captains. The Administration also advised that recruitment fair for bus captains, which aimed at attracting more new blood to join the bus industry, were organized in 2018 in Tung Chung, Tuen Mun and Tin Shui Wai. Moreover, part-time and retired bus captains would also be recruited to meet the operational need. The Administration stressed that part-time bus captains would be subject to the same standard of professional requirement and that the safety of franchised bus operation would not be compromised.

22. At the above meeting, a member pointed out that the Guidelines which had been revised in 2018 did not carry any penalty provisions. In light of the above, the member queried the efficacy of the Guidelines and asked whether the Administration would conduct further review on the mechanism on the monitoring of franchised bus operation in a holistic manner. The Administration advised that the franchised bus operation was governed by the regulations and franchise agreement for which the franchised bus companies were obliged to observe the requirements and conditions concerned.

23. Another member expressed that the number of working hours and the arrangement of rest break as set out in the latest version of the Guidelines was still unacceptable in certain aspects. The member suggested the Administration to consider further revising the Guidelines with reference to the relevant guideline on the working hours of pilots. Among others, the maximum number of working hours during overnight shift (which should be shorter than that of day time shifts) should be stipulated.

*Health check arrangements for bus captains/professional drivers*

24. 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.

25. 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 was 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.

26. At the Panel meeting held on 25 July 2018, a member pointed out that bus captains had been facing great pressure at work and their mental health was often at risk. The member then asked whether the Administration would require the franchised bus companies to review the system of health assessment on bus captains, including their mental health condition. In this connection, another member requested the Administration to consider means to enhance the positive relationship between passengers and bus captains. The Administration advised that members' concern over mental health of bus captains and the impact of interaction between bus captains and passengers on the safety of franchised bus operation would be referred to the franchised bus companies for necessary follow-up action.

*Training and driving attitude of bus captains*

27. 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

paper that franchised bus companies provided various types of training<sup>2</sup> for newly-recruited bus captains.

28. 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.

29. At the Panel meeting held on 25 July 2018, a member was worried that some bus captains might not have on-site training before they were deployed to serve a new route or drive a new bus model. In response, the Administration advised that KMB would arrange relevant training for all bus captains before they were assigned to serve the route and/or drive the bus model concerned, and that the arrangement of the training for each individual route/ bus model might vary for different franchised bus companies.

### Structural safety of franchised buses

#### *Use of technologies for bus safety*

30. 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 per hour. 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 were to be replaced, the Administration should consider lowering the speed limits of those meandering or narrow road sections.

31. The representative of KMB advised that every KMB bus had been installed with a speed limiter which prevented it from going faster than 70 km per hour. However, when the bus was travelling downslope, the speed might exceed the above limit due to gravity. After the February 10 accident, KMB

---

<sup>2</sup> Details of the training were set out in paragraphs 4-8 of LC paper No. CB(4)617/17-18(01)

had immediately explored with a number of speed limiter suppliers on measures to address the above problem.

32. 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. 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.

33. At the Panel meeting held on 25 July 2018, a member welcomed the Administration's plan of incorporating the electronic stability control on all new double-deck buses and urged the Administration to commence the testing in 2018 with a view to implementing the device as soon as possible.

34. Another member opined that strengthening of the monitoring system on bus captains and installation of related devices might put extra pressure on bus captains. Members noted that the Administration would be cautious about the privacy issues arising from the installation of any kind of monitoring devices as a means to supervise the bus captains.

#### *Installation and wearing of seat belts on franchised buses*

35. 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.

36. At the Panel meeting held on 25 July 2018, members noted that the Administration might give consideration to retrofitting all seats on the upper deck with seats belts on existing buses deployed for specific bus routes, i.e. long-haul routes which were operated via expressways with relatively fewer bus stops. A member pointed out that the recent fatal accident on Tai Po Road and the one occurred during the lunar new year of 1998 did not involve buses of the specific bus routes mentioned above. The member therefore queried whether the proposed way forward with regard to the installation of seat belts on franchised buses could address the safety issue and asked for the reason for only giving consideration to the above mentioned types of buses but not the others.



37. Another member was worried that the extra cost incurred by the installation of seat belts might lead to increase in bus fares. Moreover, noting the low usage rate of seat belts on public light buses, the member was concerned that it would take a very long time before passengers would get used to the wearing of seat belts on buses.

38. The Administration advised that technical and operational feasibility had to be considered for the installation of seat belts on franchised buses. The Administration explained that due to structural constraints, it would be technically impracticable, if not infeasible, to retrofit seat belts on all the passenger seats on the lower deck of the existing buses. The Administration further advised that it should be more feasible to retrofit seat belts on all passenger seats of the upper deck only in some vehicle models of the existing double-deck fleet. The Administration also advised that seat belts would be provided for all the seats of the new buses procured from July 2018 and that, subject to the technical feasibility, the installation of seat belts on existing buses would be implemented by phase. The Administration stressed that, in taking forward the matter of the installation of seat belts, safety would be the prime concern. The Administration would also enhance the publicity efforts to encourage passengers to wear seat belts.

### **Latest development**

39. The Administration will brief the Panel on the Report of the IRC at the Panel meeting to held on 18 January 2019.

### **Relevant papers**

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

## Appendix I

### Motor vehicle involvements by class of motor vehicle in accidents from 2007 to 2017

<b>Class of motor vehicle</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Franchised bus</b>	<b>2 201</b>	<b>2 047</b>	<b>1 916</b>	<b>1 983</b>	<b>2 143</b>	<b>2 217</b>	<b>2 344</b>	<b>2 350</b>	<b>2 279</b>	<b>2 269</b>	<b>2 269</b>
Non-franchised bus	448	416	406	459	486	476	503	500	483	453	457
Motor cycle	2 927	2 613	2 556	2 428	2 328	2 245	2 222	2 281	2 328	2 355	2 280
Private car	6 450	5 927	6 085	6 255	6 591	6 859	7 093	7 224	7 757	8 207	8 607
Public light bus	1 173	1 080	1 110	1 146	1 142	1 067	1 128	1 085	1 105	1 080	1 010
Light goods vehicle	2 952	2 806	2 527	2 726	2 689	2 637	2 706	2 621	2 708	2 947	2 790
Medium & heavy goods vehicle	1 081	1 045	907	1 031	1 141	1 105	1 085	1 125	1 063	1 167	1 162
Taxi	4 004	3 926	3 801	4 053	4 259	4 240	4 395	4 211	4 332	4 493	4 359
Others <sup>*</sup>	281	272	300	326	299	329	357	332	306	320	278
<b>All motor vehicles</b>	<b>21 517</b>	<b>20 132</b>	<b>19 608</b>	<b>20 407</b>	<b>21 078</b>	<b>21 175</b>	<b>21 833</b>	<b>21 729</b>	<b>22 361</b>	<b>23 291</b>	<b>23 212</b>

Source: The Transport Department's website ([https://www.td.gov.hk/mini\\_site/atd/2018/en/section7\\_2.html](https://www.td.gov.hk/mini_site/atd/2018/en/section7_2.html))

<sup>\*</sup> 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 hours<sup>1</sup> in a shift should not exceed 12 hours, and driving hours<sup>2</sup> 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 break<sup>3</sup> of at least 40 minutes after 6 driving hours<sup>2</sup>, and within that 6-hour duty, they should have short rest breaks<sup>4</sup> 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](http://www.td.gov.hk/en/publications_and_press_releases/press_releases/transport_department/index_id_2917.html))

---

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

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

<sup>3</sup> Inclusive of meal breaks.

<sup>4</sup> Short rest breaks refer to rest times of less than 40 minutes.

**The Independent Review Committee on  
Hong Kong's Franchised Bus Service**

**List of relevant papers**

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
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) <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0126cb1-783-1-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0126cb1-783-1-e.pdf</a>
		Minutes of meeting	CB(1)1147/06-07 <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070302.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070302.pdf</a>
23.3.2007	Panel on Transport	Administration's paper on progress on measures to enhance safety of franchised bus operation	CB(1)1149/06-07(03) <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0323cb1-1149-3-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0323cb1-1149-3-e.pdf</a>
		Minutes of meeting	CB(1)1407/06-07 <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070323.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070323.pdf</a>
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) <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-3-e.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/papers/tp0709cb1-2023-3-e.pdf</a>
		Minutes of meeting	CB(1)2408/06-07 <a href="http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070709.pdf">http://www.legco.gov.hk/yr06-07/english/panels/tp/minutes/tp070709.pdf</a>
16.1.2008	Council meeting	Hon Albert Jinghan CHENG raised a question on structural safety of franchised buses	<a href="http://www.info.gov.hk/gia/general/200801/16/P200801160165.htm">http://www.info.gov.hk/gia/general/200801/16/P200801160165.htm</a>

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
28.1.2008	Panel on Transport	Administration's paper on safety of franchised bus operation	CB(1)639/07-08(03) <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf</a>
		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 <a href="http://www.legco.gov.hk/yr07-08/english/sec/library/0708in12-e.pdf">http://www.legco.gov.hk/yr07-08/english/sec/library/0708in12-e.pdf</a>
		Minutes of meeting	CB(1)838/07-08 <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080128.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080128.pdf</a>
22.2.2008		Administration's paper on safety of franchised bus operation	CB(1)639/07-08(03) <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/papers/tp0128cb1-639-3-e.pdf</a>
		Minutes of meeting	CB(1)1123/07-08 <a href="http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080222.pdf">http://www.legco.gov.hk/yr07-08/english/panels/tp/minutes/tp080222.pdf</a>
7.1.2009	Council meeting	Hon Miriam LAU Kin-yee raised a question on accidents of buses catching fire and bus maintenance	<a href="http://www.info.gov.hk/gia/general/200901/07/P200901070107.htm">http://www.info.gov.hk/gia/general/200901/07/P200901070107.htm</a>
18.3.2009		Hon CHEUNG Hok-ming raised a question on design of road facilities to ensure road safety	<a href="http://www.info.gov.hk/gia/general/200903/18/P200903180251.htm">http://www.info.gov.hk/gia/general/200903/18/P200903180251.htm</a>

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
25.11.2009		Hon Andrew CHENG Kar-foo raised a question on safety of franchised buses	<a href="http://www.info.gov.hk/gia/general/200911/25/P200911250138.htm">http://www.info.gov.hk/gia/general/200911/25/P200911250138.htm</a>
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) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp1127cb1-430-6-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp1127cb1-430-6-e.pdf</a>
		Minutes of meeting	CB(1)1188/09-10 <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20091127.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20091127.pdf</a>
17.3.2010	Council meeting	Hon CHEUNG Hok-ming raised a question on health conditions of drivers and road safety	<a href="http://www.info.gov.hk/gia/general/201003/17/P201003170161.htm">http://www.info.gov.hk/gia/general/201003/17/P201003170161.htm</a>
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) <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2316-3-e.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/papers/tp0628cb1-2316-3-e.pdf</a>
		Minutes of meeting	CB(1)105/10-11 <a href="http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100628.pdf">http://www.legco.gov.hk/yr09-10/english/panels/tp/minutes/tp20100628.pdf</a>
23.2.2011	Council meeting	Hon WONG Sing-chi raised a question on drivers' driving behaviour, health problems and working and rest time arrangements	<a href="http://www.info.gov.hk/gia/general/201102/23/P201102230104.htm">http://www.info.gov.hk/gia/general/201102/23/P201102230104.htm</a>

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
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) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1127cb1-205-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1127cb1-205-1-e.pdf</a>
		Administration's paper on occupational safety and health of professional drivers	CB(1)223/12-13(01) <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1127cb1-223-1-e.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/papers/tp1127cb1-223-1-e.pdf</a>
		Minutes of meeting	CB(1)1641/12-13 <a href="http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20121127.pdf">http://www.legco.gov.hk/yr12-13/english/panels/tp/minutes/tp20121127.pdf</a>
29.4.2015	Council meeting	Dr Hon KWOK Ka-ki raised a question on driving safety of New Lantao Bus	<a href="http://www.info.gov.hk/gia/general/201504/29/P201504280671.htm">http://www.info.gov.hk/gia/general/201504/29/P201504280671.htm</a>
--	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) <a href="http://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tpcb4-624-1-c.pdf">http://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tpcb4-624-1-c.pdf</a>
		Administration's response	CB(4)730/15-16(01) <a href="http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpcb4-730-1-e.pdf">http://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpcb4-730-1-e.pdf</a>
--		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) <a href="https://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tpcb4-779-1-c.pdf">https://www.legco.gov.hk/yr15-16/chinese/panels/tp/papers/tpcb4-779-1-c.pdf</a>

Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Administration's response	CB(4)1015/15-16(01) <a href="https://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpc_b4-1015-1-e.pdf">https://www.legco.gov.hk/yr15-16/english/panels/tp/papers/tpc_b4-1015-1-e.pdf</a>
29.6.2016	Council meeting	Hon Frankie YICK Chi-ming raised a question on manpower in transport industry	<a href="http://www.info.gov.hk/gia/general/201606/29/P201606290525.htm">http://www.info.gov.hk/gia/general/201606/29/P201606290525.htm</a>
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) <a href="http://www.legco.gov.hk/yr16-17/chinese/panels/tp/papers/tp20170224cb4-629-3-ec.pdf">http://www.legco.gov.hk/yr16-17/chinese/panels/tp/papers/tp20170224cb4-629-3-ec.pdf</a>
		Administration's response to the motion	CB(4)699/16-17(01) <a href="http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-699-1-e.pdf">http://www.legco.gov.hk/yr16-17/english/panels/tp/papers/tp20170224cb4-699-1-e.pdf</a>
12.7.2017	Council meeting	Hon CHAN Han-pan raised a question on maintenance and repair of franchised buses	<a href="http://www.info.gov.hk/gia/general/201707/12/P2017071200371.htm">http://www.info.gov.hk/gia/general/201707/12/P2017071200371.htm</a>
25.10.2017	Council meeting	Dr Hon CHIANG Lai-wan raised a question on bus captains' rest time, working hours and rest facilities	<a href="http://www.info.gov.hk/gia/general/201710/25/P2017102500474.htm">http://www.info.gov.hk/gia/general/201710/25/P2017102500474.htm</a>



Date of meeting	Panel/ Committee	Minutes/Paper	LC Paper No.
		Hon POON Siu-ping raised a question on working hours and remuneration of bus captains	<a href="http://www.info.gov.hk/gia/general/201710/25/P2017102400712.htm">http://www.info.gov.hk/gia/general/201710/25/P2017102400712.htm</a>
11.2.2018	--	Administration's press release on fatal traffic accident in Tai Po	<a href="http://www.info.gov.hk/gia/general/201802/11/P2018021100157.htm">http://www.info.gov.hk/gia/general/201802/11/P2018021100157.htm</a>
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) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180215cb4-617-1-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180215cb4-617-1-e.pdf</a>
		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) <a href="http://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tp20180215cb4-922-2-c.pdf">http://www.legco.gov.hk/yr17-18/chinese/panels/tp/papers/tp20180215cb4-922-2-c.pdf</a>
		Minutes of meeting	CB(4)1441/17-18 <a href="https://www.legco.gov.hk/yr17-18/english/panels/tp/minutes/tp20180215.pdf">https://www.legco.gov.hk/yr17-18/english/panels/tp/minutes/tp20180215.pdf</a>
--		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)785/17-18(01) <a href="http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-785-1-e.pdf">http://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tpcb4-785-1-e.pdf</a>

<b>Date of meeting</b>	<b>Panel/ Committee</b>	<b>Minutes/Paper</b>	<b>LC Paper No.</b>
		CB(4)711/17-18(01) and (02)	
25.7.2018		Administration's paper on safety of franchised bus operation	CB(4)1407/17-18(03) <a href="https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180725cb4-1407-3-e.pdf">https://www.legco.gov.hk/yr17-18/english/panels/tp/papers/tp20180725cb4-1407-3-e.pdf</a>
5.12.2018	Council meeting	Hon Charles Peter Mok raised a question on road safety	<a href="https://www.info.gov.hk/gia/general/201812/05/P2018120500340.htm?fontSize=1">https://www.info.gov.hk/gia/general/201812/05/P2018120500340.htm?fontSize=1</a>
12.12.2018	Council meeting	Hon WU Chi-wai raised a question on provision of ancillary facilities for staff of franchised bus companies	<a href="https://www.info.gov.hk/gia/general/201812/12/P2018121200225.htm">https://www.info.gov.hk/gia/general/201812/12/P2018121200225.htm</a>

Council Business Division 4  
Legislative Council Secretariat  
14 January 2019