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**Transport and
Housing Bureau
Government Secretariat
Transport Branch**

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Ms Sophie LAU
Clerk to Panel on Transport
Legislative Council Secretariat
Legislative Council Complex
Legislative Council Road
Central, Hong Kong

[Fax no.: 2840 0716]

8 May 2019

Dear Ms LAU,

**Legislative Council Panel on Transport
Meeting on 15 March 2019
Follow-up issues relating to fare increase application by
New Lantao Bus Company (1973) Limited**

Regarding the follow-up issues raised by Members relating to the fare increase application by the New Lantao Bus Company (1973) Limited (“NLB”), our reply is as follows:

Increase in accident rate

In 2018, NLB’s accident rate was 4.40 accidents per million vehicle-kilometre, which is comparable to the average accident rate (i.e. 4.39 accidents) of all franchised bus companies over the same period. The Transport Department (“TD”) noted that NLB’s accident rate in 2018 was higher than that of the previous two years, and has requested NLB to conduct analysis. According to the analysis, among the 40 accidents involved, over

90% of them were minor ones. Most of these cases involved passengers falling inside bus compartments due to loss of balance or other causes that led to injury. There is no obvious relationship between these accidents and the deployment of more double-deck buses, and the cases did not involve vehicle collision. Nevertheless, the TD has requested NLB to continue to enhance the level of operational safety through various measures, including further strengthening its internal monitoring system in respect of its bus drivers' safe driving skills and service performance. NLB has also appointed a Safety Director to oversee the safety and training matters of the company.

Considerations for deployment of different bus models to serve different routes

Generally speaking, franchised bus companies will deploy different buses to serve different routes in the light of passenger demands and traffic restrictions on the road sections where the routes operate.

NLB route no. 11 plies between Tung Chung Town Centre and Tai O via Keung Shan Road and Tai O Road. As the road sections of the route concerned are steep with sharp bends, it is not suitable for bus models with longer and wider bodies to operate, and NLB has to deploy single-deck buses with a capacity of around 60-odd passengers to serve the route. NLB is looking for suitable buses, including models with higher passenger capacity, on the market to replace some of the buses serving the South Lantau routes (including route no. 11). The relevant vehicle replacement arrangement is expected to be implemented by phases starting from 2020.

Yours sincerely,



(Nick CHOI)

for Secretary for Transport and Housing

c.c.:

Commissioner for Transport (Attn.: Mr Patrick WONG Fax no.: 2824 0433)