

**Joint Subcommittee on Issues Relating to Insurance Coverage for the Transport Sector**

**List of items for discussion**

*(as at 31 March 2021)*

<b>Meetings</b>	<b>Items for discussion</b>	<b>Proposed solutions</b>
<p>7 April 2021 (Wednesday)  10:45 am</p>	<ul style="list-style-type: none"> <li>- Causes of high insurance premiums and the reasonableness of additional charges levied under different pretexts;</li> <li>- Deduction arrangement of no claim discount ("NCD") (if one vehicle of a fleet has been involved in claims, no NCDs will be available to the whole fleet of vehicles);</li> <li>- Increasing the number of insurers;</li> <li>- Studying whether there is any accumulated surplus in the following funds, so as to allow suspension or reduction of the levies payable when taking out relevant insurance policies:               <ul style="list-style-type: none"> <li>(a) the Employees Compensation Assistance Fund administered by the Employees Compensation Assistance Fund Board; and</li> <li>(b) the First Fund Scheme and the Insolvency Fund Scheme administered by the Motor</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Setting up a database of traffic accidents and claims involving taxis: taxi dealers or owners will be alerted to rentee-drivers with poor driving records through inspecting the previous records of drivers (including accidents in which they were involved, claims lodged, appearances in court, record of settlements, sentencing outcome, etc.), thus reducing the risk of traffic accidents;</li> <li>- Implementing the driver responsibility system: the driver rather than the owner of a taxi must take out a third party insurance policy as in the case of hire cars, so that the taxi driver will be held responsible for his own behaviour; and</li> <li>- Requiring insurance companies to offer a higher premium discount for taxis which have been installed with devices to prevent and monitor traffic accidents.</li> </ul>

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	<p style="text-align: center;">Insurers' Bureau of Hong Kong; and</p> <ul style="list-style-type: none"> <li>- Enhancing the cross-boundary motor vehicle insurance arrangement to provide insurance products with the premium calculated on a daily basis.</li> </ul>	
<p>4 May 2021 (Tuesday)</p> <p>4:30 pm</p> <p>(tentative)</p>	<p>Eradicating insurance frauds and champerty</p>	<ul style="list-style-type: none"> <li>- Reviewing the Traffic Accident Victims Assistance Scheme, so as to reduce abuses of the Scheme and the number of improper claims made by the drivers concerned; and</li> <li>- Stepping up efforts to combat unlawful acts of champerty: <ul style="list-style-type: none"> <li>(a) law enforcement by the Police and relevant penalties; and</li> <li>(b) legal aid system: reviewing the practice of allowing an aided person to select lawyers to represent him in civil claims for damages arising from traffic accidents.</li> </ul> </li> </ul>
<p>4 June 2021 (Friday)</p> <p>10:45 am</p> <p>(tentative)</p>	<p>Measures to reduce traffic accidents involving taxis and light buses</p>	<ul style="list-style-type: none"> <li>- Implementing the driver responsibility system: the driver rather than the owner of a taxi must take out a third party insurance policy as in the case of hire cars, so that the taxi driver will be held responsible for his own behaviour;</li> <li>- Providing economic incentives to encourage the trade to apply technology, such as retrofitting all taxis with equipment using 5G technologies to monitor the driving</li> </ul>

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		<p>attitude and prevent accidents (e.g vehicle front and rear cameras, collision alert devices, driving recorders, etc.), so as to reduce the occurrence of traffic accidents;</p> <ul style="list-style-type: none"> <li>- Taking measures to encourage and support taxi owners to form a fleet of taxis, with a view to strengthening the management of taxis and drivers; and</li> <li>- Attracting more drivers to join the industry: <ul style="list-style-type: none"> <li>(a) speeding up the vetting and approval of fare increase applications for taxis, to increase drivers' income and hence attract young people to join the industry; and</li> <li>(b) making changes to the assessment system for obtaining a taxi licence in order to increase the supply of taxi drivers.</li> </ul> </li> </ul>