INDEPENDENT REVIEW COMMITTEE ON HONG KONG'S FRANCHISED BUS SERVICE

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133.	**Annex** Minutes of 1st special meeting of 5th Sham Shui Po DC on 28 September 2017	--	DC-3	1024 – 1040 1041 – 1057 (translation)
134.	**Annex** Minutes of 11th meeting of 5th TAC of Sham Shui Po DC on 12 October 2017	--	DC-3	1058 – 1064 1065 – 1071 (translation)
134A	Letter to Sham Shui Po DC	29/06/2018	DC-3	1071-1 to 1071-5 1071-6 to 1071-8 (translation)
134B	Letter from Sham Shui Po DC to IRC	06/07/2018	DC-3	1071-9 to 1071-10
Southern District Council ("Southern DC")				
135.	Letter to Southern DC (in Chinese and English)	04/05/2018	DC-3	1072 – 1075
136.	Annex to Letter (in Chinese and English) "*Terms of Reference*"	--	DC-3	1076 – 1077
137.	Email from Southern DC to IRC (in Chinese and English)	23/05/2018	DC-3	1078 – 1079
138.	**Annex** Progress Report on Previously Discussed Items – Southern District Traffic Report for T&TC meeting of Southern DC on 24 March 2014 (T&TC Paper No.7/2014) (in Chinese and English)	--	DC-3	1080 – 1116

No.	Document	Date	Bundle	Page
139.	**Annex** Minutes of 14th meeting of T&TC of Southern DC on 24 March 2014 (in Chinese and English)	--	DC-3	1117 – 1183
140.	**Annex** Progress Report on Previously Discussed Items – Southern District Traffic Report for T&TC meeting of Southern DC on 14 July 2014 (T&TC Paper No.19/2014) (in Chinese and English)	--	DC-3	1184 – 1220
141.	**Annex** Minutes of 16th meeting of T&TC of Southern DC on 14 July 2014 (in Chinese and English)	--	DC-3	1221 – 1297
142.	**Annex** Questions for discussion to T&TC of Southern DC in relation to "*Review on Sriving Behaviour of Bus Drivers*" (T&TC Paper No.9/2018) (in Chinese and English)	03/2018	DC-3	1298 – 1299
143.	**Annex 1** Written request of Mr. Fung Se-goun, Fergus to the Chairman of T&TC of Southern DC to discuss about "*driving behaviour of bus drivers*" (in Chinese with English translation)	28/02/2018	DC-3	1300 – 1302
144.	**Annex 2** Written reply from the Hong Kong Police Force (T&TC Paper No.9/2018) (in Chinese and English)	03/2018	DC-3	1303 – 1304
145.	**Annex 3** Written reply from the TD (T&TC Paper No.9/2018) (in Chinese and English)	03/2018	DC-3	1305 – 1308
146.	**Annex** Minutes of 14th meeting of T&TC of Southern DC on 19 March 2018 (in Chinese and English)	--	DC-3	1309 – 1373
147.	Email from Southern DC to IRC (in Chinese and English)	01/06/2018	DC-3	1374 – 1375
148.	**Enclosure 1** Written submission by Mr. Paul Zimmerman, Southern DC Councillor to IRC	--	DC-3	1376
149.	**Annex to Enclosure 1** Questions for discussion to T&TC of Southern DC	11/2014	DC-3	1377 – 1378

No.	Document	Date	Bundle	Page
	in relation to "*Request for Government Department and Transport Operators to Step up Measures to Prevent High Capacity Passenger Vehicles Falling off Roadside Slopes*" (T&TC Paper No. 33/2014) (in Chinese and English)			
150.	**Annex 1 to Enclosure 1** Written request of Mr. Kwong Tse Hin Glenn Julian and Mr. Paul Zimmerman to the Chairman of T&TC of Southern DC (T&TC Paper No. 33/2014) (in Chinese and English)	13/10/2014	DC-3	1379 – 1382
151.	**Annex 2 to Enclosure 1** Written reply from Highways Department and TD (T&TC Paper No. 33/2014) (in Chinese and English)	11/2014	DC-3	1383 – 1384
152.	**Annex 3 to Enclosure 1** Written reply from Civil Engineering and Development Department (T&TC Paper No. 33/2014) (in Chinese and English)	--	DC-3	1385 – 1386
153.	**Annex to Enclosure 1** Questions for discussion to T&TC of Southern DC in relation to "*Concerns for the Safety of Waiting Bus Passengers along Major Roads*" (T&TC Paper No. 17/2017) (in Chinese and English)	05/2017	DC-3	1387 – 1388
154.	**Annex 1 to Enclosure 1** Written request of Mr. Kwong Tse Hin, Julian and Mr. Paul Zimmerman to the Chairman of T&TC of Southern DC (T&TC Paper No. 17/2017) (in Chinese and English)	28/04/2017	DC-3	1389 – 1390
155.	**Annex 2 to Enclosure 1** Written reply from TD (T&TC Paper No. 17/2017) (in Chinese and English)	05/2017	DC-3	1391 – 1392
156.	**Annex 3 to Enclosure 1** Written reply from Highways Department (T&TC Paper No. 17/2017) (in Chinese and English)	05/2017	DC-3	1393 – 1394
157.	**Annex to Enclosure 1** Powerpoint in relation to crashes at bus stops and suggestions on protective measures (in Chinese and	--	DC-3	1395 – 1401

No.	Document	Date	Bundle	Page
	English)			
158.	**Enclosure 2** Written submission by Mr. Chai Man Hon, Southern DC Councillor to IRC	31/05/2018	DC-3	1402 – 1405 1405-1 to 1405-5 (translation)
Tsuen Wan District Council ("Tsuen Wan DC")				
159.	Letter to Tsuen Wan DC	04/05/2018	DC-3	1406 – 1407
160.	Annex to Letter "*Terms of Reference*"	--	DC-3	1408
161.	Letter from Tsuen Wan DC to IRC	21/05/2018	DC-3	1409 1410 (translation)
162.	**Annex** Minutes of 14th meeting of T&TC of Tsuen Wan DC on 5 March 2018	--	DC-3	1411 – 1433 1434 – 1468 (translation)
163.	**Annex** Submission of Mr. Norris Hin Lung Ng, Tsuen Wan DC District Councillor to the Chairman of T&TC of Tsuen Wan DC	12/02/2018	DC-3	1469 – 1470 1471 – 1472 (translation)
164.	**Annex** Joint Submission of various District Councillors and members of committee to the Chairman of T&TC of Tsuen Wan DC	14/02/2018	DC-3	1473 1474 (translation)
Tuen Mun District Council ("Tuen Mun DC")				
165.	Letter to Tuen Mun DC	04/05/2018	DC-3	1475 – 1476
166.	Annex to Letter "*Terms of Reference*"	--	DC-3	1477

No.	Document	Date	Bundle	Page
167.	Email from Tuen Mun DC to IRC	24/05/2018	DC-3	1478 1479 (translation)
168.	**Annex** Questions for discussion to T&TC of Tuen Mun DC in relation to "*regulate and supervise the franchised bus companies in carrying out their responsibilities and to ensure the safety and rights of the citizens and their employees*" (T&TC Paper No. 22/2018)	27/02/2018	DC-3	1480 1481 – 1482 (translation)
169.	**Annex** Questions for discussion to T&TC of Tuen Mun DC in relation to "*requesting KMB to improve on lost trip rates caused by short of personnel*" (T&TC Paper No. 26/2018)	01/03/2018	DC-3	1483 1484 – 1485 (translation)
170.	**Annex** Extract of Minutes of 3rd meeting of T&TC of Tuen Mun DC on 16 March 2018	--	DC-3	1486 – 1490 1491 – 1496 (translation)
171.	Email from Tuen Mun DC to IRC	01/06/2018	DC-3	1497
172.	**Annex** Written Response from TD and KMB (T&TC Paper No. 22/2018) *(Part)*	03/2018	DC-3	1498 – 1499 1500 (translation)
Bundle DC-4 ***(Page 1501 –1646)***				
172.	*(Continued)* **Annex** Written Response from TD and KMB (T&TC Paper No. 22/2018)		DC-4	1501 – 1502 (translation)
173.	**Annex** Written Response from TD and KMB (T&TC Paper No. 26/2018)	03/2018	DC-4	1503 – 1504 1505 –

No.	Document	Date	Bundle	Page
				1506 (translation)
Wan Chai District Council ("Wan Chai DC")				
174.	Letter to Wan Chai DC	04/05/2018	DC-4	1507 – 1508
175.	Annex to Letter "*Terms of Reference*"	--	DC-4	1509
176.	Letter from Wan Chai DC to IRC	24/05/2018	DC-4	1510
176A	Letter from Wan Chai DC to IRC	05/07/2018	DC-4	1510-1
Yuen Long District Council ("Yuen Long DC")				
177.	Letter to Yuen Long DC		DC-4	1511 – 1512
178.	Annex to Letter "*Terms of Reference*"		DC-4	1513
179.	Letter from Yuen Long DC to IRC		DC-4	1514 1515 (translation)
180.	**Annex** List of documents and records involving discussion of fatalities and any other traffic incidents involving franchised bus services in 2012 to February 2018 discussed by Yuen Long DC		DC-4	1516 1517 (translation)
181.	**Annex** Submissions of 13 District Councillors of Yuen Long DC (with a table of summary)		DC-4	1518 – 1539 1522 – 1526 (translation)
182.	**Annex** Questions for discussion to the Bus Service Work Group of T&TC of Yuen Long DC in relation to "*requesting KMB to add frequency of bus trips; and review quality of glass of bus doors, to avoid*		DC-4	1540 1541 (translation)

No.	Document	Date	Bundle	Page
	occurrence of accidents" (WGBS Paper No. 15/2016)			
183.	**Annex** Written reply from KMB (WGBS Paper No. 15/2016)		DC-4	1542 1543 (translation)
184.	**Annex** Written reply from TD (WGBS Paper No. 15/2016)		DC-4	1544 1545 (translation)
185.	**Annex** Minutes of 1st meeting of Bus Service Work Group of T&TC of Yuen Long DC on 14 April 2016		DC-4	1546 – 1561 1560 (translation)
186.	**Annex** Questions for discussion to T&TC of Yuen Long DC in relation to "*the fatal traffic accident at Tai Lam Tunnel Bus Interchange – urgent discussion to enhance safety at Bus Interchange*" (T&TC Paper No. 9/2018)		DC-4	1562 – 1563 1564 – 1565 (translation)
187.	Written reply from the Hong Kong Police Force (T&TC Paper No. 9/2018)		DC-4	1566 1567 (translation)
188.	Written reply from KMB (T&TC Paper Nos. 9&10/2018)		DC-4	1568 1569 (translation)
189.	Written reply from TD (T&TC Paper No. 9/2018)		DC-4	1570 1571 (translation)
190.	**Annex** Questions for discussion to T&TC of Yuen Long DC in relation to "*the traffic accident involving a truck at Tai Lam Tunnel on 3 January 2018; request*		DC-4	1572 1573 (translation)

No.	Document	Date	Bundle	Page
	(1) to investigate the cause of accident, to prevent reoccurrence; (2) to add facilities, e.g. lights and columns at waiting area of the bus stop to protect safety of passengers" (T&TC Paper No. 10/2018)			
191.	Written reply from KMB (T&TC Paper Nos.9&10/2018)		DC-4	1574 1575 (translation)
192.	Written reply from the Hong Kong Police Force (T&TC Paper No. 10/2018)		DC-4	1576 1577 (translation)
193.	Written reply from TD (T&TC Paper No. 10/2018)		DC-4	1578 1579 (translation)
194.	**Annex** Minutes of 1st meeting of T&TC of Yuen Long DC on 11 January 2018		DC-4	1580 – 1598 1591 – 1594 (translation)
195.	**Annex** Questions for discussion to T&TC of Yuen Long DC in relation to "*requests to KMB regarding (1) increase of full time bus captains and reduce part time bus captains; (2) reduce swapping of duties between bus captains on different routes; (3) review training of bus captains; and (4) request Government Department to review safety of slopes and set safety speed limit*" (T&TC Paper No. 13/2018)		DC-4	1599 1600 (translation)
196.	Written reply from KMB (T&TC Paper No. 13/2018)		DC-4	1601 1602 (translation)
197.	Written reply from the Hong Kong Police Force		DC-4	1603

No.	Document	Date	Bundle	Page
	(T&TC Paper No. 13/2018)			1604 (translation)
198.	Written reply from TD (T&TC Paper No. 13/2018)		DC-4	1605 – 1606 1607 – 1608 (translation)
199.	**Annex** Minutes of 2nd meeting of T&TC of Yuen Long DC on 8 March 2018		DC-4	1609 – 1626 1615 – 1619 (translation)
200.	**Annex** Minutes of 2nd meeting of the Bus Service Work Group of T&TC of Yuen Long DC on 16 March 2018		DC-4	1627 – 1646 1633 – 1636 (translation)

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

香港西灣河太安街29號
東區法院大樓11樓
東區區議會
黃建彬主席, BBS, MH, JP

黃主席：

邀請東區區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉東區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會

[1] 委員會得悉於2012年至2018年2月期間，東區曾發生六宗涉及專營巴士並引致他人死亡的交通意外，包括：
(i)在2012年10月5日，於筲箕灣道（近南安里）發生的交通意外；
(ii)在2012年11月19日，於柴灣道（近阿公岩道）發生的交通意外；
(iii)在2014年5月30日，於英皇道683號發生的交通意外；
(iv)在2015年8月8日，於英皇道355至361號發生的交通意外；
(v)在2016年11月29日，於環翠道18號發生的交通意外；及
(vi)在2018年2月22日，於英皇道（近大強街）發生的交通意外。

邀請東區區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於 2012 年至 2018 年 2 月期間發生並由東區區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於 2018 年 5 月 24 日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（ 陳炳輝 陳炳輝 ）

香港專營巴士服務獨立檢討委員會秘書

2018 年 5 月 4 日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

東 區 區 議 會
東區民政事務處
香港西灣河太安街二十九號
東區法院大樓 11 樓

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檔號：HAD E DC/13/55/1

香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書處
陳炳輝先生

陳先生：

東區區議會向香港專營巴士服務獨立檢討委員會
提供意見

謝謝你2018年5月4日的來信，邀請東區區議會提供有關2018年大埔公路的交通意外及其他於2012年至2018年2月期間發生並曾於東區區議會討論涉及關於專營巴士交通意外的會議文件及紀錄。

東區區議會轄下交通及運輸事務委員會於此段期間曾經就下述文件作出討論-

文件編號	文件標題	相關會議記錄
49/12	筲箕灣阿公岩道與柴灣道交界嚴重交通意外	2012年第六次會議續會會議紀錄（節錄）
50/12	要求檢討柴灣道嚴重交通事故	
51/12	阿公岩道和柴灣道交界奪命車禍	
36/17	要求檢討現時巴士司機的工時指引	2017年第十一次會議紀錄（節錄）
10/18	要求全面檢視專營巴士安全性	(註：2018年第三次會議紀錄有待委員會於2018年6月26日的會議上通過)
11/18	關注巴士乘客及路面行人安全	
12/18	討論《巴士車長工作、休息及用膳時間指引》修訂建議衍生的問題	
15/18 (第8項)	東區區議會轄下交通及運輸事務委員會尚待處理的跟進事項進度報告 (要求檢討現時巴士司機的工時指引)	

隨函夾附討論文件及相關會議紀錄的節錄，以供參閱。如有查詢，請與東區區議會秘書處陳羽珊女士(電話:2886 6634) 聯絡。

東區區議會主席
黃建彬

2018 年 5 月 24 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

EASTERN DISTRICT COUNCIL

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Mr. Chan Ping-fai, Peter

Secretary of Independent Review Committee of Hong Kong Franchised Bus Service

21/F, Queensway Government Offices

No.66 Queensway, Admiralty, Hong Kong

Mr. Chan:

Eastern District Council's Advice

to Independent Review Committee of Hong Kong Franchised Bus Service

Thanks for your letter dated May 4, 2018, requesting Eastern District Council to provide meeting documents and minutes with respect to the traffic accident at Tai Po Road in 2018 and other traffic accidents involved by franchised buses from 2012 to February 2018 that have been discussed by Eastern District Council.

During this period, Traffic and Transport Affairs Committee governed by Eastern District Council had discussed the following documents:

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Document No.	Document Title	Related Meeting Minutes
49/12	Serious Accident at the junction between Shau Kei Wan A Kung Ngam Road and Chai Wan Road	Minutes of continuation of the sixth meeting in 2012 (excerpted)
50/12	Required to review the serious accident at Chai Wan Road	
51/12	Fatal traffic accident at the junction between A Kung Ngam Road and Chai Wan Road	
36/17	required to review the work hour instruction for current bus drivers	Minutes of the eleventh meeting in 2017(excerpted)
10/18	Required an overall check of the safety of franchised buses	(Note: Minutes of the third meeting in 2018 needs to be approved by councilors at the meeting on June 26, 2018)
11/18	Focused on safety of bus passengers and pedestrians	
12/18	Discussed the problems resulted from amendment to "Instructions for Drivers Work, Break and Dining"	
15/18(Item 8)	Follow-up report of unprocessed issues of Traffic and Transport Affairs Committee governed by Eastern District Council (required to review the work hour instruction for current bus drivers)	

Enclosed please find the documents for discussions and excerpts of relevant meeting minutes for reference. If there is any inquiry, please contact Ms. Chan Yue-shan, Secretariat of Eastern District Council (telephone number: 2886 6634).

[signature]

Chairman of Eastern District Council

Wong Kin-pan

May 24, 2018

交通及運輸事務委員會文件第 49/12 號(修訂)

致：東區區議會
　　交通及運輸事務委員會

筲箕灣阿公岩道與柴灣道交界嚴重交通意外

引言

今晨(11 月 19 日)筲箕灣阿公岩道與柴灣道交界，發生嚴重交通意外，涉及一輛九巴、一輛新巴及一輛的士，共 50 多人受傷。

討論：

(1) 意外發生的原因(包括查明司機狀況、路面情況)
(2) 預防意外再次發生的建議
(3) 其他相關事宜

東區區議員： 梁淑楨　趙家賢　陳啓遠　梁兆新　黎志強

2012 年 11 月 19 日

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Document of Traffic and Transport Affairs Committee No.49/12(amended)

To: Eastern District Council

Traffic and Transport Affairs Committee

Serious Accident at the junction

between Shau Kei Wan A Kung Ngam Road and Chai Wan Road

Introduction

This morning (November 19) a serious accident happened at the junction between Shau Kei Wan A Kung Ngam Road and Chai Wan Road, which caused more than 50 injuries. A KMB bus, a NWFB bus and a taxi were involved.

Discussion:

(1) Causes of the accident (inclusive of investigation on drivers and roads' conditions)
(2) Suggestions on preventing repeated accidents
(3) Other related issues

Councilors of Eastern District: Leung Suk-ching Chiu Ka-yin Chan Kai-yuen
Leung Siu-sun Lai Chi-keong

November 19, 2012

交通及運輸事務委員會文件第 50/12 號

致：東區區議會轄下

交通及運輸事務委員會

要求檢討柴灣道嚴重交通事故

2012 年 11 月 19 日柴灣道發生嚴重交通事故，造成 3 死 56 傷，事件亦涉及公共交通工具。爲保障公眾乘客安全，我們要求有關部門出席會議，檢討事故及商討改善方法，建議如下:

1. 檢討現行公共車輛司機的健康情況之監管；

2. 現時該路段之交通設施及安排是否有改善空間。

文件提交人：許嘉灝

聯署人：鍾樹根、黃建彬、洪連杉、丁江浩、周潔冰、蔡素玉、

龔栢祥、顏尊廉、勞鏁珍、鄭志成、關瑞龍、劉慶揚

2012 年 11 月 20 日

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Document of Traffic and Transport Affairs Committee No.50/12

To: Traffic and Transport Affairs Committee governed by

Eastern District Council

Required to review the serious accident at Chai Wan Road

On November 19, 2012 a serious accident happened on Chai Wan Road, which caused 3 deaths and 56 injuries. Public vehicles were involved. In order to guarantee passengers' safety, we hereby sincerely invite relevant departments to attend the meeting to review the accident and discuss improvement methods. The suggestions are as follows:

1. Review the current supervision of the health status of public vehicle drivers;

2. Discover if there is any improvement space for the transport facilities and arrangement on this road.

Submitted by: Hui Ka-hoo

Contact persons: Chung Shu-kun, Wong Kin-pan, Hung Lin-cham, Ting Kong-ho, Chow Kit-bing, Choy So-yuk, Kung Pak-cheung, Ngan Chun-lim, Lo Tip-chun, Cheng Chi-sing, Kwan Shui-lung, Lau Hing-yeung

November 20, 2012

交通及運輸事務委員會文件第 51/12 號(修訂)

阿公岩道和柴灣道交界奪命車禍

11 月 19 日上午在阿公岩道和柴灣道交界奪命車禍發生，兩架巴士和的士三車相撞的嚴重交通意外，釀成 3 死 56 傷的慘劇，事件引起本區市民對上述嚴重交通意外的關注，我們誠意邀請有關政府部門出席本委員會會議，回應以下事項：

1. 報告有關事件的最新發展。
2. 爲了加強巴士司機的健康狀態，要求當局協助司機作有效的定期健康檢查，預防隱患發生做成意外。
3. 促請運輸署檢視及加強上述路口的交通安全措施，擴闊交界路口的轉彎位，延後阿公岩道燈位停車線，解決該處的存在問題。

文件發起人：杜本文

聯署人：李鎮強、傅元章、林翠蓮、江澤濠

2012 年 11 月 20 日

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Document of Traffic and Transport Affairs Committee No.51/12(amended)

Fatal traffic accident at the junction between A Kung Ngam Road and Chai Wan Road

On the morning of November 19 a fatal accident happened at the junction between A Kung Ngam Road and Chai Wan Road, after two buses and three taxis crashed. This tragedy caused 3 deaths and 56 injuries. This serious accident drew citizens' attention. We hereby sincerely invite relevant government departments to attend the meeting of our Committee to respond to the following issues:

1. Report on the latest progress of the accident.

2. In order to improve the health status of drivers, request government authority to help drivers with regular physical checkups so as to avoid any potential causes of accidents.

3. Urge and request Transport Department to review and reinforce the safety measures at the aforementioned junction; broaden the turning point at the junction; move back the parking line near traffic lights on A Kung Ngam Road to solve problems existing at that place.

Drafted by: To Boon-man

Contact persons: Lee Chun-keung, Fu Yuen-cheung, Lam Chui-lin, Kong Chack-ho

November 20, 2012

負責者

東區區議會轄下
交通及運輸事務委員會
第六次會議續會會議紀錄 (節錄)

日期：2012 年 11 月 26 日（星期一）
時間：下午 2 時 30 分
地點：東區區議會會議室

I. 筲箕灣阿公岩道與柴灣道交界嚴重交通意外
(交通及運輸事務委員會文件第 49/12 號)
要求檢討柴灣道嚴重交通意外
(交通及運輸事務委員會文件第 50/12 號)
阿公岩道和柴灣道交界奪命車禍
(交通及運輸事務委員會文件第 51/12 號)

2. 主席表示，11 月 19 日阿公岩道及柴灣道交界發生致命意外，多位委員關注事件，因此安排在是次續會加入議程項目討論。

3. 主席歡迎運輸署工程師／東區 2 馬志雄先生、署理高級運輸主任／東區馬芳蘭女士、路政署區域工程師／北角區楊思翔先生、香港警務處署理行動主任楊冠鍾先生、東區交通隊主管谷威基先生、新巴城巴有限公司(下稱新巴城巴)營運總監鍾澤文先生、公眾事務經理廖家欣小姐、九巴有限公司(下稱九巴)高級車務主任梁宏昌先生及幹事(對外事務)何永康先生出席會議。主席介紹第 50/12 號文件。梁淑楨委員介紹第 49/12 號文件。杜本文委員介紹第 51/12 號文件。

4. 梁淑楨委員申報她是醫務人員。

5. 25 位委員就議題發表意見及作出提問，內容摘錄如下：

(a) 龔栢祥委員指該處十多年來並非經常發生意外，但多屬嚴重意外。他建議於筲箕灣遊樂場興建隧道通往柴灣區，長遠解決高危車輛在路面上行駛的危險；

(b) 關瑞龍委員指柴灣道依山而建，20 多年前曾經發生嚴重意外，東區走廊興建後，意外已較少發生。現時唯一使用柴灣道的重型車輛為巴士。由於明華大廈路段有交通燈，駕駛人士也會在斜路小心駕駛，相信因司機突然失去知覺導致意外，屬個別事件。他查詢巴士

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公司如何跟進死傷者的要求及提供協助，以及有否關心現時承受很大壓力的肇事車長，例如提供適當輔導；

(c) 謝子祺委員指市民反映港島區的車長質素下降，關注培訓的問題。他列舉曾有 720 號線巴士錯誤駛入過海隧道及有巴士於中環錯誤轉入狹窄的路口，查詢巴士公司會否備存車長人為錯誤的紀錄，以及是否有犯錯增加的趨勢。他指意外數字較客觀及易於掌握，備存紀錄有助改善服務質素；

(d) 黎志強委員指柴灣道已實行預防措施，包括鋪設防滑鋼沙、設立須停車的車站指示牌等，但仍發生意外，希望巴士公司詳細交代意外詳情，以防同類事件發生。他建議加強培訓、警惕員工小心駕駛、提早為車長進行驗身及改善制度、避免超時工作等。他希望有關部門向委員會提交報告，解釋肇事原因及改善方法；

(e) 劉慶揚委員建議增加及改善車長的驗身項目。另外，他反映有傷者未獲巴士公司聯絡，希望巴士公司即時及詳細跟進傷者的情況。另外，他查詢是否有個別路線的車長較為年長，例如 8 號線；

(f) 趙資強委員認為是次意外並非因設施問題引起，而是與駕駛者的問題有關。他指過去經過區議會及運輸署的努力，柴灣道意外的情況明顯改善，部門亦指過去只發生一宗車門夾傷乘客的意外。他希望巴士公司檢討如何改善員工的健康狀況。另外，他查詢 2011 至 2012 年職業司機的意外死亡數字，以及新巴城巴是否有為身體欠佳的車長安排轉職，並擔憂如沒有轉職安排，員工會逃避驗身。另外，他指是次發生意外的巴士由於其他車輛阻擋，才沒有掉下山坡，不然車上乘客十分危險，意外提醒公營巴士機構注重司機身體健康。另外，他希望增設高危疾病的檢查項目，例如癲癇症；

(g) 趙家賢委員促請政府檢討現行政策，改善巴士車長體格檢驗的機制及工時安排。他指 2011 至 2012 年間曾發生 5 宗涉及 50 歲以上司機因健康問題暈倒而造成的嚴重交通意外。2011 年發生 2 宗意外，造成 1 死 8 傷，2012 年至今發生 3 宗意外，造成 4 死 67 傷。他促請政府檢討現時只為 60 歲以上車長進行心電圖檢查的安排是否已經過時；

(h) 陳靄群委員認為心電圖為基本檢查項目，對只為 60 歲以上車長提供此項檢查感到費解。她希望巴士公司諮詢醫生意見，完善身體檢查制度、妥善編配員工休息時間及工作安排，以及調派熟悉路線的車長，以免因缺乏人手，而忽略操守要求及出現錯誤或意外；

(i) 馮翠屏委員認同意外因車長身體問題引起，建議每年為車長進行身體檢查，保障市民性命安全；

(j) 陳啟遠委員指意外因司機暈倒、車輛下斜坡等連串不幸事件引起，如可預防其中一項成因，即可避免意外發生。司機的健康可從身體檢查方面著手，路面情況亦可作出改善。另外，他指運輸署回覆柴灣道的平均斜度為 1 比 10，反映部分路段的斜度高於 1 比 10。他引述有關設計手冊，指 1 比 10 為「其他道路」的斜度絕對上限，理想上限應為 1 比 20，而「主要幹道、市區幹道及巴士路線」的絕對上限為 1 比 12，理想上限為 1 比 25。因此他查詢路段是否仍有改善空間及措施為何；

(k) 何德文委員指過去巴士公司會暗中進行調查，以調查司機人為錯誤的情況。另外，他指由於柴灣道左轉入阿公岩道的路口沒有足夠空間，85 號線巴士須停車等候再次轉燈後，才可通過；

(l) 許林慶委員查詢最年長的司機年齡為何、以及公司有否為司機進行身體檢查。他亦關注耀興道沒有鋪設防滑鋼沙及設置防撞欄，查詢會否發生同樣意外，以及相關部門有否即時檢查全港斜道及發現危險的情況。另外，他希望巴士公司為所有司機進行身體檢查；

(m) 梁國鴻委員查詢運輸署會否定期檢查路段及是否有改善空間。他建議強制巴士公司定期為車長進行身體檢查，以及在巴士內增設緊急剎車系統。他亦關注有司機需每天駕駛 3 條以上不同路線，司機未必可應付，對行人及乘客產生危險。他認為車長受聘於巴士公司，巴士公司對意外責無旁貸，不滿巴士公司沒有就意外表示歉意；

(n) 梁兆新委員指過去多次發生車長在服務期間身體不適引起的事故，因此必須檢討相關政策。他指疾病年輕化，建議把檢查年齡擴展至 50 歲，並增加檢查項目。另外，他指該路段的專線小巴車速快，希望運輸署關注小巴司機的駕駛態度，避免意外發生；

(o) 梁淑楨委員認為所有公營巴士公司均須每年為司機進行身體檢查。她關注疾病年輕化，因此檢查項目十分重要，現時身體檢查只包括檢驗糖尿等簡單項目，而沒有運動心電圖等檢查。由於司機掌握全車乘客及行人的性命安全，身體問題像炸彈隨時產生危險，因此她希望運輸署及巴士公司加強監管。另外，她建議在檢查項目中加設運動心電圖及腦掃描；

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(p) 周潔冰委員希望當局加強監管，以免事件再發生。她指意外重覆發生，巴士公司與運輸署責無旁貸。她查詢司機是否需要自費進行身體檢查。如需要自費，司機或會選擇收費較低的檢查，造成危險。她認為須改善身體檢查機制，以及檢討技術上是否有改善空間，例如規管車速，希望部門及巴士公司汲取經驗，作出檢討；

(q) 杜本文委員查詢有何身體檢查項目可有效找出隱患。他指雖然例如運動心電圖等檢查費用較高，但基於公眾安全，巴士公司可考慮逐漸引進此項目為必須檢查項目；

(r) 李鎮強委員關注其他職業司機亦有可能因病造成意外，希望相關部門正視問題。他指肇事一帶有不少學校，不希望意外發生。他反映居民擔憂柴灣道東行亦可能發生類似意外，例如經東區醫院下行斜坡的巴士站乘客較多，靠站時造成短暫擠塞，其他車輛須閃避靠站的巴士，險象環生，希望相關部門正視問題；

(s) 李進秋委員支持完善司機的身體檢查制度。另外，她引述個人的駕駛經驗指巴士沒有足夠空間轉入阿公岩道，反映該路口狹窄，設計有待改善，希望相關部門重視問題，避免發生意外；

(t) 李文龍委員指隱疾年輕化，建議為例如 50 歲以上的司機進行全面身體檢查。另外，他樂見九巴派員出席會議；

(u) 何毅淦委員查詢九巴是否只有在意外發生後才出席委員會會議。他希望九巴日後定期出席會議。另外，他查詢巴士公司是否聘請足夠車長。如車長數目不足，是否因聘用條件不吸引所致；

(v) 江澤濠委員指上址雖然並非交通黑點，但曾發生嚴重交通意外。他指巴士公司現時重視技術培訓，但身體檢查並不足夠，加上司機工作壓力大，健康問題值得關注。他指巴士公司亦較少向員工宣傳健康訊息及提供有益身心的活動及課程，消除壓力；

(w) 勞鏁珍委員認為意外並非因路面設計造成，而是因司機健康狀況的問題引起。她建議為 50 歲以上車長增加心電圖的檢查，預防隱患。她亦指過去運輸署進行多項預防措施後，意外已減少。她查詢是否須要降低車速上限，減少意外發生，並希望巴士公司加強關注員工健康；

(x) 黃建彬委員指據悉該司機曾於 2012 年 7 月進行身體檢查，他不追究為何 11 月會發生意外，但希望建立嚴格的免費身體檢查機制，

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不應要求司機支付費用。另外，他指道路屬 20 至 30 年前的設計，建議運輸署考慮新方案改善柴灣道的問題；以及

(y) 主席表示他曾向九巴反映他們較少出席會議的問題，希望九巴日後與委員會加強溝通。

6. 新巴城巴鍾澤文先生、九巴梁宏昌先生、何永康先生、運輸署馬志雄先生及警務處楊冠鍾先生就委員的意見及提問，回應如下：

新巴城巴

(a) 公司對事件感到難過，並向死者的家屬致以深切慰問；

(b) 公司在事發當天晚上已設立援助熱線，方便死傷者家屬聯絡公司，以及安排保險公司跟進個案。公司需要依靠家屬提供資料，才可安排協助，希望各委員協助轉介他們致電公司熱線，以便儘早提供協助；

(c) 現時 50 歲以上員工及新入職員工的身體檢查費用由公司支付。員工須前往指定醫務中心進行檢查，如發現健康問題，公司會聯絡車長，以便他們自行跟進健康狀況；

(d) 公司對身體檢查的次數，年齡及項目等持開放態度，公司會與醫生商討改善措施；

(e) 公司不會因車長數目不足而以安全作賭注。公司會遵守運輸署的指引，如有車長缺勤，公司會先安排後備車長替代，如沒有足夠後備車長，公司亦只會取消該班次而不會強迫車長超時工作或不按指引編派工作予車長。由於勞動市場競爭大，巴士公司現時有車長的空缺；

(f) 車長必須熟悉路線及接受足夠訓練，不排除偶爾有車長因精神不集中而行走錯誤路線。公司沒有實際統計的數字，如發現有司機經常出錯，公司會作出提醒及提供額外培訓；

(g) 公司不會因削減成本而縮減車長的訓練。公司已在近年增加培訓時數，並定期為車長安排再培訓，提升駕駛技巧及防衛性駕駛技術，確保車長的技術及知識維持於高水平；

(h) 公司現時沒有個別路線車長年齡的資料。車長一般會按照居住地點

負責者

申請服務路線及更份。公司並沒有規定個別路線由特定年齡的車長服務；

(i) 公司有派員跟隨車輛進行調查。部分新型車輛，包括肇事巴士亦設有行車記錄儀及有錄影功能的閉路電視，監察司機的駕駛表現及態度；

(j) 公司會與巴士製造商研究安裝緊急停車掣技術上是否可行。此外，亦須考慮在不合適情況按動停車掣帶來的嚴重後果，以及相關人士的法律責任等；

(k) 公司早在政府未提出要求前，於 1998 年引入驗身制度。公司留意到隱疾年輕化的趨勢，因此會徵詢醫生的意見，檢討驗身年齡及項目；

(l) 公司有定期舉辦康樂活動及製作刊物，向車長推廣身心健康，例如注意飲食健康及身心平衡；

(m) 車長會於 65 歲退休，因此現時所有車長的年齡不會高於 65 歲；

(n) 公司會視乎可行性考慮備存車長錯走路線的投訴記錄；

(o) 是否可安排轉職，須視乎當時其它職位空缺是否適合身體出現問題的車長；

九巴

(p) 公司備悉委員關注車長的身體檢查安排。公司一向注重車長身體健康，現時身體檢查是免費向員工提供的。專業醫生如發現車長身體不適合工作，會通知公司以便跟進，例如轉職至其他工作；

(q) 公司對身體檢查項目、如何進行檢查、次數、年齡等持開放態度，會徵詢醫生的專業意見，並與相關部門保持聯絡；

(r) 公司不會在安全問題上妥協，亦不會因人手不足而降低入職要求及減少培訓，車長會定期到訓練學校接受培訓；

(s) 公司會派便衣人員調查車長的駕駛技術及服務表現；

(t) 現時公司不斷招聘車長，不會因車長數目不足而延長工時，車長工

負責者

時一向符合運輸署的準則；

(u) 公司過去密切留意委員會的議程及詳細分析的意見，並提供書面回覆。公司會視乎議程儘量出席委員會日後的會議；

運輸署

(v) 由大潭道至筲箕灣道的一段柴灣道依山而建，該路段設計符合標準。雖然該路段並非交通意外黑點，運輸署過去十多年亦曾進行多項工程，包括鋪設防滑鋼沙、設置超速偵察機、路標、防撞欄、中央分隔欄、設立必須停車站等，以增加大型車輛行駛的安全，包括巴士，因此過去意外數字很低。現時的預防措施已經足夠，委員會亦一直有監察政府的工作，改善東區的道路。該處並非交通黑點，而意外是個別事件而，現時柴灣道基本上是安全的；

(w) 在調查報告完成後，如需要作出其他中期或長期的改善措施，運輸署樂意實行；

(x) 柴灣道左轉入近明華大廈的阿公岩道的路口狹窄問題與是次意外沒有直接關係。署方會在明華大廈重建及騰出用地後，擴闊近明華大廈的阿公岩道路口；以及

警務處

(y) 警方現時沒有過去一年職業司機意外死亡的數字。

7. 經討論後，委員會在 27 票支持、無人反對及棄權下，一致通過以下三項動議：

動議一

「東區區議會交通及運輸事務委員會促請政府積極與各巴士公司商討縮短車長的最高工時，讓他們享有充足休息，同時要求降低車長體格檢查的年齡及增加車長體格檢查內測試隱疾的項目，如心電圖等，以保障乘客及路道使用者的安全。」

動議人：趙家賢
和議人：梁淑楨、梁兆新、陳啟遠、黎志強

動議二

「東區區議會轄下交通及運輸事務委員會強烈要求運輸署監管及強制公共巴

負責者

士公司為車長每年定期全面檢查身體，確實保障公眾及乘客安全。」

動議人：許嘉灝、趙資強
和議人：鍾樹根、黃建彬、洪連杉、顏尊廉、龔栢祥、鄭志成、勞鏷珍、陳靄群、梁國鴻、丁江浩、關瑞龍、劉慶揚、蔡素玉、周潔冰、郭偉强、許林慶、何毅淦、羅榮焜、李文龍、江澤濠、李進秋、馮翠屏

動議三

「交通及運輸事務委員會通過動議就阿公岩道和柴灣道交界奪命車禍，促請巴士公司對司機作有效的定期健康檢查，預防隱患發生造成意外；同時促請運輸署檢視及加強上述路段的交通安全措施，並作適切的改善，以防範未然。」

動議人：杜本文、江澤濠
和議人：李鎮強、何德文、傅元章

運輸署／警務處

8. 主席總結時表示，事件仍在調查中，希望相關部門及巴士公司在完成調查後，向委員會提交報告。另外，他請巴士公司備悉委員會的意見，如有改善方案，可提交委員會討論。

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Responsible Party
Traffic and Transport Affairs Committee governed by Eastern District Council
Minutes of continuation of the sixth meeting (excerpted)

Date: (Monday) November 26, 2012

Time: 2:30 p.m.

Venue: Meeting room of Eastern District Council

I. **Serious Accident at the junction between Shau Kei Wan A Kung Ngam Road and Chai Wan Road**

(Document of Traffic and Transport Affairs Committee No.49/12)

Required to review the serious accident at Chai Wan Road

(Document of Traffic and Transport Affairs Committee No.50/12)

Fatal traffic accident at the junction between A Kung Ngam Road and Chai Wan Road
(Document of Traffic and Transport Affairs Committee No.51/12)

2. Chairman stated that, November 19 a fatal accident happened at the junction between A Kung Ngam Road and Chai Wan Road. Many councilors attached great importance to this accident. Therefore, the agenda would be discussed in the continuation of the meeting.

3. Chairman welcomed the attendees: Mr. Ma Chi Hung, Engineer of Transport Department/Eastern District 2; Mrs. Ma Fong Lan, Senior Transport Executive/Eastern District; Mr. Yeung Sze Cheung, Engineer of Highways Department, North Point; Mr. Yeung Kwun Chung, Action Executive Hong Kong Police Force; Mr. Kuk Wai-kei, Supervisor of Traffic Team Eastern District; Mr. Chung, William Chak Man, Operating Manager of Citybus & NWFB Limited ("Citybus & NWFB"); Ms. Liu Ka-yan, Manager of Public Affairs; Mr. Leung Wang Cheong, Senior Operations Officer, and Mr. Ho Wing Hong, Executive (Public Affairs), Kowloon Bus Company ("KMB"). Chairman introduced the No. 50/12 document. Councilor Leung Suk-ching introduced the No.49/12 document. Councilor To Boon-man introduced the No.51/12 document.

4. Councilor Leung Suk-ching reported that she is a doctor.

5. 25 councilors gave their comments and raised questions regarding the agenda. The abstract is as below:

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(a) Councilor Kung Pak-cheung said accidents didn't happen very often at this section of the road in the past decade. But accidents which happened here were usually very serious. He advised that a tunnel from amusement park of Shau Kei Wan to Chai Wan District could be built so as to avoid risks of dangerous vehicles;

(b) Councilor Kwan Shui-lung mentioned that Chai Wan Road was built around mountains. 20 years ago there used to be serious accidents. After the Eastern Corridor was built, accidents were fewer. The only heavy vehicles using this road are buses. As there are traffic lights on the road near Ming Wah Dai Ha, drivers would drive very carefully. He believed that accidents arising out of driver's loss of consciousness are quite few. He is investigating how bus companies follow up the requirements of dead or injured people and provide support. In addition, he is also checking how accident drivers with big stress are taken care of, such as providing them with proper consulting;

(c) Councilor Tse Tsz-kei stated that the education level of some drivers is going down according to feedback from citizens. He is also concerned about the training. He made some examples. Line 720 bus used to run into sea tunnel; some bus ran from middle ring to a narrow crossing. Check if bus companies have any record of drivers' mistakes and tendency of making mistakes. He pointed out that the number of accidents is objective and can be easily understood. Keeping a record is good for improving service;

(d) Councilor Lai Chi-keong said that there was already prevention measures for Chai Wan Road, including anti-skid materials, installing signs for parking at stations, etc. However, accidents still happened. He hoped that bus companies would give more details to avoid such accidents. He advised that the training should be strengthened; drivers shall drive more carefully; physical checks and improvement system for drivers shall be executed ahead of time; overtime work shall be not allowed. He hoped that relevant government departments would provide reports regarding accident causes and improvement methods;

(e) Councilor Lau Hing-yeung advised to add and improve physical checks for drivers. In addition, he said some injured people didn't get any contact from bus companies. He wished bus companies

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would follow up the status of injured people in a timely and detailed manner. Moreover, he checked if any driver of some routes are quite old, such as Line 8;

(f) Councilor Chiu Chi-keung thought that this accident had not resulted from facilities instead of the driver. He said that accidents on Chai Wan Road became less frequent after the efforts of the district council and Transport Department. There was only one incident where a passenger was clamped by a door. He hoped that bus companies would check how to improve the health status of employees. In addition, he checked the number of drivers' deaths from 2011 and 2012. He also checked if Citybus & NWFB had transferred unhealthy drivers to other positions. He was concerned that drivers might avoid physical checks if they were not matched with new jobs. In addition, he mentioned that the bus didn't fall down from the hill as it was blocked by other vehicles. Otherwise, the situation for passengers might be very dangerous. The accident reminded drivers of the importance of health. Moreover, he hoped there would be high-risk disease check program, such as epilepsy;

(g) Councilor Chiu Ka-yin urged the government to review current policy, improve drivers' physical checkup system and working hour plans. He pointed out that there were 5 serious accidents from 2011 and 2012, because over 50-year old drivers' health problems caused dizziness and they collapsed. Two accidents in 2011 led to one death and eight injuries. Three accidents from 2012 till now had caused 4 deaths and 67 injuries. He requested government to check if the current policy was outdated, which only allows drivers over 60 years old for ECG checks;

(h) Councilor Chan Oi-kwan thought that it is not reasonable that only drivers over 60 years old take ECG checks, because ECG checks are quite basic programs. She hoped that bus companies should consult with doctors to improve physical checkup systems; properly prepare employee working hours and work arrangement; and to assign drivers to routes that they are familiar with. Lack of drivers or misconduct might lead to mistakes or accidents;

(i) Councilor Fong Choi Peng agreed that the driver caused the accident and advised that drivers should take physical checkups each year to protect citizens' safety;

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(j) Councilor Chan Kai-yuen mentioned that the accident was caused by many factors, such as diver's dizziness, causing the bus to fall down the hill. If any factor could have been prevented, the accident would not have happened. Physical checkups should be arranged for the purpose of drivers' health. Road conditions can also be improved. In addition, the average slope of Chai Wan Road is 1:10 and at some sections are higher than 1:10, according to the Transport Department. He referred to the design manual and said that 1:10 is the absolute limit for "other roads"; the ideal limit should be 1:20; the absolute limit for "main roads, city roads and bus roads" is 1:12; the ideal limit should be 1:25. Therefore, he checked if the road still has space for improvement, and if there are any measures;

(k) Councilor Ho Tak Man pointed out that bus companies had conducted secret investigations to see if there was any driver's personal mistake. In addition, he said that there was not enough space near the crossing at left from Chai Wan Road towards A Kung Ngam Road. Line 85 Bus must stop to wait for the traffic light and then pass through it;

(l) Councilor Hui Lam-hing checked the age of the oldest driver, and learned if there is physical check for drivers. He was also concerned if Yiu Hing Road has anti-skid materials and anti-collision railings. He checked if there was any similar accident before and if relevant departments investigated timely all slopes in Hong Kong and any potential risks. In addition, he hoped that bus companies would conduct physical checks for all drivers;

(m) Councilor Leung Kwok-hung checked if the Transport Department had inspected roads regularly and if there is any room for improvement. He advised that bus companies should regularly arrange mandatory physical checks for drivers. Emergency brakes should be added in buses. He was very concerned that drivers drive each day more than three different lines. Drivers might be unable to handle this, which might bring risks to passengers and pedestrians. He said, since the driver was hired by the bus company, the company should be liable for such accidents. He was not satisfied that the bus company did not apologize for the accident;

(n) Councilor Leung Siu-sun stated that many accidents happened due to improper health status of drivers when they were driving. Therefore, it is necessary to review relevant policy. He said, younger people get

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diseases that only old people had in the past. He advised the age limit for physical checks starts from 50. There should be additional check programs. In addition, he pointed out that small buses drive too fast on this road. He hoped that the Transport Department would pay attention to the attitude of small bus drivers to avoid accidents;

(o) Councilor Leung Suk-ching agreed that all bus companies should do physical checks for drivers each year. She mentioned younger people get diseases that only old people had in the past. Therefore, check programs are very important. Current check programs include only simple ones, like diabetes. There is no ECG. As drivers play an important role in the safety of passengers and pedestrians, health problems are like bombs that could go off at any time. Therefore, she hoped that Transport Department and bus companies strengthen supervision. In addition, she advised to add ECG and brain scans to physically check programs;

(p) Councilor Chow Kit-bing hoped the authority would strengthen supervision to avoid accidents. She said bus companies and Transport Departments should be liable for repeated accidents. She checked if drivers needed to do physical checks at their own expense. If so, they might choose cheaper programs, which might lead to danger. She thought the physical check policy should be changed. If there is any room for technical improvement, such as managing driving speed. She hoped that relevant department and bus companies would take lessons from this accident and review themselves;

(q) Councilor To Boon-man checked if potential risks could be discovered through certain physical check programs. He mentioned that though ECG is relatively expensive, bus companies might consider gradually making this program mandatory for the sake of citizens;

(r) Councilor Lee Chun-keung was concerned that the health status of other drivers might also lead to accidents. He hoped relevant departments would pay attention to this issue. There were many schools near the accident venue. He hoped accidents would not be repeated. According to his feedback, citizens worried that similar accidents might happen at east Chai Wan Road. For example, there are many passengers at the bus station along the downside slope near Pamela Youde Nethersole Eastern Hospital, which causes

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crowdedness when buses get close to the station. Other vehicles must keep a distance from buses. There are many potential risks. He hoped relevant departments would look into this issue;

(s) Councilor Li Chun-chau supported a complete driver physical check system. In addition, she referred to her personal driving experience. There is no enough space for a bus to turn into A Kung Ngam Road. This crossing is too narrow. The design should be improved. She hoped relevant departments would consider this issue to avoid accidents;

(t) Councilor Lee Man-lung mentioned that younger people get diseases that only old people had in the past. He suggested all drivers over 50 should take physical checks. In addition, he was pleased to see representatives from KMB attend the meeting;

(u) Councilor Ho Ngai-kam checked if KMB attended committee meetings only after accidents happened. He hoped that KMB regularly attended meetings. Additionally, he checked if bus companies hired enough drivers. If there were not, the employment benefits might be not attractive;

(v) Councilor Kong Chack-ho stated that the above address did not have junction blacksite, but there were still serious accidents. He meant that bus companies attached great importance to skills training. However, physical checks are not enough. Moreover, drivers' heath status needs more attention, as they have big work pressure. He pointed out that bus companies did not have enough promotion of health information, events and courses for both physical and mental health to reduce employee stress;

(w) Councilor Lo Tip-chun thought the accident was not caused by road design rather than driver' health status. She advised drivers over 50 should take ECG to avoid risks. She also said the Transport Department had taken many measures in the past. Accidents had been reduced. She checked if the speed limit should be decreased to avoid accidents. She hoped bus companies would pay more attention to employee's health;

(x) Councilor Wong Kin-pan stated that the driver had done physical checks in July 2012. Though he wouldn't investigate why accidents happened in November, he hoped a free reliable physical check

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policy shall be made. Companies should not pay for that. In addition, he mentioned the road was designed 20 to 30 years ago. He advised Transport Department to consider a new plan to improve Chai Wan Road situation; and

(y) Chairman stated he used to point out that KMB didn't attend meetings often. He hoped KMB would communicate more with councilors in the future.

6. Regarding councilors' comments and questions Mr. Chung, William Chak Man, Citybus & NWFB; Mr. Leung Wang Cheong, Mr. Ho Wing Hong, KMB; Mr. Ma Chi Hung, Transport Department; and Mr. Yeung Kwun Chung, Police Force replied as below:

Citybus & NWFB

(a) The company was very sad about the accident and gave the deepest condolences to the families of the deceased victims;

(b) The company had set up a hotline at night when the accident happened, with the goal to help the families of the deceased to contact the company and arrange insurance follow-up. The Company needed materials from the families to make relevant arrangements. The company hoped all councilors would help to forward the hotline, so that the company could provide support as early as possible;

(c) Current employees over 50 and new hired ones can do physical checks at company's cost. Employees should go to designated hospitals for such checks. If any health problem is found, the company would contact drivers, so that they can track their own health status;

(d) The company is open to the times, age and programs of physical checks. The Company will consult with doctors;

(e) The company would not bet on safety if there were not enough drivers. The company would follow instructions of the Transport Department. In case of any shortage of drivers, the company would assign back-up drivers. In case of any lack of back-up drivers, the company has to cancel the schedule, rather than force drivers to work overtime or assign work to drivers without following

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instructions. As the labor market is very competitive, there are position openings for drivers in the company;

(f) Drivers have to get familiar with routes and receive enough training. Some drivers might take wrong routes when they are unfocused. The company has no statistic of such case. If any driver keeps making mistakes, the company would give a warning and provide extra trainings;

(g) The company would never cancel driver trainings to reduce costs. The company had in the past few years increased training hours and arranged further trainings for drivers, to improve driving skills and defensive driving skills so as to ensure high level skills and knowledge for drivers;

(h) The company has no record of drivers' age on certain routes. Normally drivers apply for routes and duty based on living places. The company did not have any rule that certain aged driver shall work on some routes;

(i) The company had assigned people to follow buses for investigation. Some new models, including the bus involved in the accident, have tracking recorders and CCTV with video function to watch drivers performance and attitude;

(j) The company will study the feasibility of installing emergency brakes together with bus manufacturers. In addition, the consequence of emergence braking at improper situation and the legal liability of relevant people should also be taken into account;

(k) Before the government proposed the request, the company had introduced a physical check system in 1998. The company have noticed that younger people tend to have diseases that only old people had in the past. The company would consult doctors for the age and programs;

(l) The company organizes health and happiness events and magazines to promote drivers' health awareness, such as healthy food and balance between mind and body;

(m) Drivers retire at 65. Therefore, all drivers shall not be older than 65;

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(n) The company will consider the feasibility to make a record of driving wrong routes;

(o) To arrange a job transfer is determined by whether job vacancy is suitable for the drivers with health problems;

KMB

(p) The company had learned of councilors' concern about drivers' physical check arrangements. The company always attaches great importance to drivers' health. Current physical check is free for drivers. If professional doctors found out that drivers had problems making them not suitable for work, the company would be notified to follow up, and would transfer drivers to other positions;

(q) The company is open to the times, age, checking method and programs of physical checks. The Company will consult with doctors for professional advice and will keep contact with relevant departments;

(r) The company would not compromise in terms of safety. The company would not reduce employment standards or cancel training because of shortage of drivers. Drivers are sent to training schools regularly for training;

(s) The company would send undercover personnel to investigate driving skill and service performance of drivers;

(t) The company always hire new drivers. Working hours would not be extended due to shortage of drivers. Driver working hours always comply with the regulation of the Transport Department;

(u) The company paid close attention to the agenda and analysis comments of the Committee, providing feedback in writing. The Company would attend future meetings of the Committee according to agendas.

Transport Department

(v) The road from Tai Tam Road to Shau Kei Wan Road was built around mountains. The road design met standards. Though this road is not a junction blacksite, the Transport Department had in the past

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decade done many projects, such as laying anti-skid materials, installing speed detection cameras, road signs and anti-collision railings, central isolation railings, compulsory parking stations, etc., to increase safety for large vehicles and buses. Therefore, the accident record was quite low in the past. Current preventive measures are enough. The committee also supervises the government to improve roads in Eastern District. This area is not a junction blacksite. The accident is a special case. Now Chai Wan Road is safe;

(w) After the investigation report is completed, Transport Department is pleased to conduct any necessary mid or long term improvement;

(x) From Chai Wan Road turning left into A Kung Ngam Road near Ming Wah Dai Ha, there is a narrow crossing, which has no direct connection with the accident. The department will broaden the A Kung Ngam Road crossing near Ming Wah Dai Ha after the building is rebuilt and there is enough space; and

Police

(y) Police has no record of death of professional drivers in last year.

7. After discussion, 27 voted for support, no one was against or abstained. Therefore, the committee has passed the following three proposals:

Proposal I
"Traffic and Transport Affairs Committee of Eastern District urges the government to discuss with bus companies about shorter working hours of drivers to ensure enough rest; to reduce the age limit for drivers' physical check and add more check programs, such as ECG, to guarantee the safety of passengers and pedestrians."

Proposed by: Chiu Ka-yin
Negotiated by: Leung Suk-ching, Leung Siu-sun, Chan Kai-yuen, Lai Chi-keong

Proposal II
"Traffic and Transport Affairs Committee of Eastern District requires strongly that Transport Department supervises and forces public buses companies to conduct overall physical checks for drivers each year, to guarantee the safety of passengers and citizens."

Proposed by: Hui Ka-hoo, Chiu Chi-keung

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Negotiated by: Chung Shu-kun, Wong Kin-pan, Hung Lin-cham, Ngan Chun-lim, Kung Pak-cheung, Cheng Chi-sing, Lo Tip-chun, Chan Oi-kwan, Leung Kwok-hung, Ting Kong-ho, Kwan Shui-lung, Lau Hing-yeung, Choy So-yuk, Chow Kit-bing, Kwok Wai-keung, Hui Lam-hing, Ho Ngai-kam, Lo Wing-kwan, Lee Man-lung, Kong Chack-ho, Li Chun-chau, Fong Choi Peng

Proposal III

"Regarding the fatal accident at the junction between A Kung Ngam Road and Chai Wan Road, Traffic and Transport Affairs Committee of Eastern District urges and requests bus companies to conduct effective physical checks regularly to prevent potential risks leading to accidents; meanwhile it urges Transport Department to review and strengthen safety measures for the above roads and to make immediate improvement to avoid risks."

Proposed by: To Boon-man, Kong Chack-ho
Negotiated by: Lee Chun-keung, Ho Tak Man, Fu Yuen-cheung

Transport Department/Police

8. Chairman concluded that the accident is still under investigation. He hoped that relevant departments and bus companies submit reports after investigation. In addition, he requested bus companies to learn about Committee's comments. In case of any improvement proposal, it can be submitted to Committee for discussion.

交通及運輸事務委員會文件第 36/17 號

致：東區區議會轄下
交通及運輸事務委員會

要求檢討現時巴士司機的工時指引

背景：

2017 年 9 月 22 日深水埗城巴車禍造成 3 死 30 傷，我們對不幸遇害者表示痛心。據報道，肇事巴士司機出事前已連續數天工作十三小時。巴士司機工時過長問題再次引起社會關注。

最近兩年，巴士剷上行人路經常發生，例如 2016 年 8 月 25 日，城巴雙層巴士行駛至東區北角糖水道附近失控剷上行人路，撞傷一名男途人腳部。接連發生的巴士交通事故已經敲響了公共交通安全的警鐘。

我們認為司機的職業生活權益和乘客的人身安全不容忽視，巴士公司有責任改善員工待遇與經營管理，政府運輸部門也必須切實負起監督的責任。

現要求相關部門及巴士公司出席會議，解答我們的查詢及要求。

1. 要求部門要盡快徹查是次車禍成因及城巴要做好善後和跟進賠償事宜。
2. 過去兩年涉及公共巴士事故的個案有多少？共有多少人死傷？
3. 現時司機的工時指引是否已經不合時宜？
4. 要求部門要盡快檢討及修改現時巴士司機的工時指引或條例，保證車長有足夠休息時間，及確保行車安全。

文件發起人：王志鍾
聯署人：黃建彬、洪連杉、蔡素玉、鄭志成、丁江浩、顏尊廉、
劉慶揚、龔栢祥、林心廉、許嘉灝、植潔鈴

2017 年 9 月

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Document of Traffic and Transport Affairs Committee No.36/17

To: Traffic and Transport Affairs Committee governed by

Eastern District Council

Required to review the work hour instruction for current bus drivers

Background

Sham Shui Po bus accident caused 3 deaths and 30 injuries on September 22, 2017. We express our deepest condolences. According to reports, the driver in this accident had worked 13 hours per day many days in a row. Bus drivers' long working hours drew public attention again.

The recent two years witnessed many buses running into pedestrian paths. For example, August 25, 2016, a double-layer bus ran out of control and crashed into a pedestrian when it reached Tang Shui Road North Point at Eastern District. A man's foot was injured. So many bus accidents warn us of risks on public safety.

We believe that drivers' profession and life rights as well as passengers' security should not be ignored. Bus companies are responsible to improve employee benefits and operation. Government and Transport Department should also be responsible for supervision.

Hereby we request relevant department and bus companies to attend the meeting to answer our inquiries and requirements.

1. Request the department to investigate causes of this accident as soon as possible. Bus companies should carry out follow-up and compensation.
2. How many accidents were there in the last two years related to public buses? How many deaths and injuries were there?
3. Are the current driver working hour instructions not suitable?
4. Request department to review and amend current driver working hour instruction or rules to ensure enough rest time and safe traffic.

Drafted by: Wong Chi-chung

Contact persons: Wong Kin-pan, Hung Lin-cham, Choy So-yuk, Cheng Chi-sing, Ting Kong-ho, Ngan Chun-lim, Lau Hing-yeung, Kung Pak-cheung, Lam Sum-lim, Hui Ka-hoo, Chik Kit-ling

September 2017

負責者

東區區議會轄下
交通及運輸事務委員會
第十一次會議紀錄 (節錄)

日期：2017 年 11 月 21 日（星期二）
時間：下午 2 時 30 分
地點：東區區議會會議室

III. 要求檢討現時車長的工時指引
(交通及運輸事務委員會文件第 36/17 號)

8. 顏尊廉主席歡迎運輸署高級運輸主任／巴士發展(港島)2 區兆峯先生和新巴城巴有限公司(下稱新巴城巴)公眾事務經理李建樂先生出席會議。王志鍾委員介紹第 36/17 號文件。

9. 委員會備悉九龍巴士有限公司(下稱九巴)的書面回覆。

10. 巴士公司李建樂先生補充時表示，目前已經有部份深水埗城巴車禍的傷者與保險公司就保險賠償達成協議，亦已有兩名死者之家屬獲發放中期賠償。公司早前已經與工會及勞資協商會商討短期改善方案，以減低公眾之憂慮。城巴車長的工作時數暫時已下調至 13 小時以內，而新巴除會逐步將車長的工作時數暫時下調至 13 小時以內，亦會修改車長工作輪更模式，長短更交替，避免車長連續有多日長更份工作。公司與其他專營巴士公司正已與運輸署商討修改工時指引，希望能盡快達成共識。

11. 13 位委員就議題發表意見及作出提問，內容摘錄如下：

(a) 許嘉灝委員指有部分車長會主動加班以換取較高薪酬，建議巴士公司在修改工時指引時訂立較高彈性的指引，並修改車長工作輪更模式，以長短更交替，讓車長有足夠休息時間；

(b) 麥德正委員表示巴士業職工會聯盟(下稱巴職聯)自 2013 年起一直要求運輸署及巴士公司修改工時指引，惟運輸署因其他工會反對以及修改指引會影響車長的收入為由而未有回應巴職聯的要求。巴職聯最近再向運輸署要求將車長的最高工作時數及駕駛時數分別由 14 及 11 小時下調至 12 及 10 小時，同時引入工資指引。他詢問運輸署及巴士公司如何回應工會的訴求。他另要求巴士公司提高車長的薪酬待遇；

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(c) 楊斯竣委員表示限制車長的工作時數將影響車長的工資，因此運輸署應該就車長的工時及工資制訂合理指引。他舉例指現時歐盟及美國的指引規定車長的工作時數最高分別為 9 小時及 10 小時，但香港現行的指引均超出以上水平，促請運輸署及巴士公司作相應調整，以確保車長不會因疲勞駕駛而導致意外發生；

(d) 林心廉委員認為部門應按香港的駕駛環境訂立合適的車長工作及休息指引以確保車長駕駛安全；

(e) 徐子見委員表示車長的薪金和工時有直接關係，即使工時指引下調工作時數，車長亦可能會為了增加收入而做兼職，因此巴士公司在有盈餘的情況下應該調整車長的薪金以回應其生活需要。他又指巴士公司長期欠缺人手，促請運輸署監察巴士公司積極作出改善；

(f) 梁兆新委員認為運輸署和巴士公司應該檢討車長的工時以確保車長有足夠休息時間應付工作，同時調整其薪金讓其能夠應付生活需要；

(g) 梁穎敏委員認為車長的工資工時指引關乎道路安全，不應受政治因素影響，並詢問修改指引的時間表。她詢問運輸署委託外判公司研究巴士公司的營運情況和車長工時安排的檢討結果，以及下次進行檢討的時間表。她希望運輸署向委員會提供相關檢討資料；

(h) 王志鍾委員詢問警方就深水埗城巴車禍進行的交通意外調查進度、過去兩年涉及公共巴士事故的死傷數據，以及制訂車長工時的原則；

(i) 王國興委員對深水埗城巴車禍的死者家屬及傷者表示慰問。他認為政府未有積極回應立法會議員於十月對相關意外的質詢，並且在回應中未有考慮車長的底薪。他又指現時全港仍有四十多個巴士總站未設車長休息室，希望政府盡快為在所有巴士總站設置休息室訂立時間表；

(j) 古桂耀委員表示有車長反映會為了賺取更高工資增加工作時數，而巴士公司亦會安排他們駕駛不同路線。他認為應該讓車長駕駛固定路線以減低他們在長時間工作下的壓力；

(k) 何毅淦委員指巴士公司每年的盈利可觀，有責任改善車長的薪酬待遇，尤其是調整其底薪，而運輸署亦應作出相應配合。他又建議運

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輸署協助巴士公司更新巴士的設備以減低意外風險，保障乘客和道路安全。他表示巴士公司在聘請車長的事宜上時常遇到困難，質疑巴士公司表示車長薪酬已達合理水平的說法；

(l) 趙資強委員表示是次交通意外的原因仍有待調查才可以作判斷，希望運輸署稍後將調查結果呈交委員會參閱。他指以他觀察其他行業的情況，訂立最高工時可能會製造誘因讓僱員做兼職，變相延長僱員的工時，因此未必對勞資雙方有利。他認為巴士公司在大幅盈餘下應該調整車長的薪酬待遇，以及改善車長的工作環境，包括在所有巴士總站設置休息室；以及

(m) 黎志強委員表示車長的薪酬待遇有待改善，並詢問現時車長工作時數 14 小時及駕駛時數 11 小時的情況是否普遍，關注有關安排可能引致的道路安全問題。他建議巴士公司在考慮車長加班的申請時審視其年紀和身體狀況，以確保道路安全。他又促請運輸署和巴士公司盡快修訂現行指引。

12. 運輸署區兆峯先生和新巴城巴李建樂先生就委員的意見及提問，回應如下：

運輸署

(a) 政府非常重視專營巴士的營運安全，並對於發生意外深感難過。在署方制定的「巴士車長工作、休息及用膳時間指引」(下稱《指引》)下，車長在一個工作日的最長工作時間(包括所有休息時間)不應超逾 14 小時，而駕駛時間則不應超逾 11 小時。專營巴士公司編排車長更份時須遵行《指引》，並每季向署方提交執行指引的報告，署方每年亦會委聘獨立承辦商進行實地調查，並要求巴士公司就未能符合《指引》的情況作解釋及改善。署方本年十月及十一月多次與巴士工會及專營巴士公司會面，聽取他們對檢討現行《指引》的意見和關注。本署會繼續與巴士工會及專營巴士公司深入協商，著力檢討《指引》可如何作出具體修改，署方亦會就車長的底薪和要求巴士公司設置休息室的事項上繼續與相關持份者進行協商，並謀求早日取得成果；

(b) 署方並未有過往涉及專營巴士死傷的數據，但按過往兩年涉及新巴城巴的交通意外數目，意外事故有所下降。署方亦會不時檢討車長的工作情況，包括駕駛路線數目等，並在有需要時請巴士公司作適當改善；

負責者

新巴城巴

(c) 公司現時全職車長的數目共約為 3 700 人，按照現有車長編制，大約有 100 多個車長空缺。公司一直面對車長不足的問題，並已積極採取各項措施應對，吸引新人入行及改善現職員工之薪酬福利。為吸引新人投身公司車長行列，紓緩車長人手不足，公司於本年 10 月 30 日起提升迎新獎金之金額，駕駛城巴機場及北大嶼山路線的迎新獎金為 36,000 元，其餘城巴路線及新巴的迎新獎金亦有 17,000 元。此外，若申請者已持有巴士駕駛執照 10/17 號，更會有新增的 10,000 元「巴士牌獎金」。現職車長方面，運輸署目前正在檢討修改車長工作時數指引，公司會因應檢討結果及具體工作安排之轉變，考慮相應調整現職車長的薪酬水平。公司由 2017 年 10 月 31 日起，增加家屬証數量及放寬申領資格，取消子女「在學要求」之規定，家屬証限額提升至 5 張，由 2016 年 7 月起，調整指定組別之車長及站長的底薪及超時津貼；並於 2017 年 6 月起，上調前線員工之固定及非固定津貼。公司過往多年均有加薪，2016 年的加幅度為 4.1%，而 2017 年的加幅為 3.55%，兩年均高於通脹。過往數年，公司亦有因應市場情況，特別調整新入職車長之薪酬福利；

(d) 兩巴路線一共使用約 80 個巴士總站。公司已因應地理環境許可，以及車長編定工作更份的休息需要，在約 60 個總站設置供員工使用的休息設施(包括冷氣、雪櫃、微波爐、飲水機等)；

(e) 為善用車隊資源及提升車務效率，公司會安排車長因應車務需要駕駛不同路線，車長每日簽到時會獲發其「每日工作紀錄」，列出其編定工作內容及行駛路線。公司已沿用此車務編排制度多年，整體運作暢順。公司不會突然安排車長駕駛其不熟悉的路線；

(f) 公司備悉委員提出使用科技協助避免交通意外之意見，並會研究市場上是否有適合於巴士上使用之方案作試驗；以及

(g) 公司所有新入職車長(全職及兼職)必須通過身體檢查，公司亦會為年滿 50 歲或以上的車長安排每年接受身體檢查。車長必須通過驗身安排，方可執行駕駛工作。

運輸署／新巴城巴／九巴　13. 經討論後，委員會同意有進展時跟進此議題。

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Responsible Party

Minutes of the eleventh meeting (excerpted)
Traffic and Transport Affairs Committee governed by Eastern District Council

Date: (Tuesday) November 21, 2017

Time: 2:30 p.m.

Venue: Meeting room of Eastern District Council

III. Required to review the work hour instruction for current bus drivers

(Document of Traffic and Transport Affairs Committee No.36/17)

8. Chairman Ngan Chun-lim welcomed the attendees: Mr. Au Siu Fung, Senior transport Executive of Transport Department/Bus development (Hong Kong Island) 2 and Mr. Li Kin-lok, Public Affairs Manager of Citybus & NWFB Limited ("Citybus & NWFB"). Councilor Wong Chi-chung introduced No.36/17 document.

9. The committee got the written reply from Kowloon Bus Company ("KMB").

10. Mr. Li Kin-lok from the bus company added that, at present some injuries involved in Sham Shui Po bus accident had reached agreement with insurance companies on the compensation. The families of two deceased victims had received mid-term compensation. The Company had negotiated with the labor union and chamber of labor and compensation on short-term improvement plans to reduce public concerns. At Citybus, bus drivers' work hour are temporarily reduced to less than 13 hours, and NWFB will gradually do the same. Drivers' shifts also changed. Long shift and short shift will be combined to avoid driver long time work for several days. The company together with other franchised companies are discussing with Transport Department to amend work hour instructions. We hope to reach agreement soon.

11. 13 councilors made comments and raised questions according to the agenda. The abstract is as below:

(a) Councilor Hui Ka-hoo pointed out that some drivers were willing to work over time for higher salary. He advised bus companies to make a more flexible instruction upon amending the work hour instruction. Driver shift model should also be changed. Long shift and short shift should be combined to make sure drivers have enough rest time;

(b) Councilor Mak Tak-ching stated that Bus Industry Labor Union ("BLU") has requested Transport Department and bus companies to revise work hour instruction since 2013. However, Transport Department didn't respond to BLU's request because other labor unions were against it and changing work hour would affect drivers' income. Recently BLU

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requested Transport Department to reduce the longest work hour and driving hour from 14 and 11 to 12 and 10 hours, and introduce a salary guide. He asked how Transport Department and bus companies responded to this request. In addition, he required bus companies to increase drivers' compensation and benefits;

(c) Councilor Yeung Sze-chun said that restriction on drivers work hour would affect their income. Therefore, the Transport Department should make a reasonable guide on drivers' work hour and salary. He gave an example that, EU and US guides require drivers working hour to be no more than 9 and 10 hours respectively. However, Hong Kong's current instruction requires more than above. He requested Transport Department and bus companies to make suitable adjustments, so that there would be no accident due to driver fatigue;

(d) Councilor Lam Sum-lim stated that the department should make a reasonable instruction on drivers' work hour and rest, based on Hong Kong actual situation, to ensure safe driving;

(e) Councilor Chui Chi-kin indicated there is a direct connection between work hours and salary. Though work hours are reduced, drivers might work part time jobs to increase income. Therefore, bus companies should adjust drivers' salary to meet their life needs if there are enough profits. He also mentioned that there is always shortage of drivers in bus companies. He requested the Transport Department to supervise bus companies for improvements;

(f) Councilor Leung Siu-sun believed that Transport Department and bus companies should review drivers work hours to ensure enough rest time for better work, and to adjust their salaries to meet their life needs;

(g) Councilor Leung Wing-man believed that the salary guide is very important to traffic safety, which should be not affected by politics. She asked about the timetable for changing instructions. She also asked about Transport Department engaging external companies to study the operations and results of discussion about drivers' work hour as well as the timetable for next discussions. She hoped the Transport Department could provide relevant discussion materials;

(h) Councilor Wong Chi-chung asked about the progress of investigation on Sham Shui Po bus accident, number of deaths for public bus accidents in last two years, and principles of deciding drivers' work hour;

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(i) Councilor Wong Kwok-hing expressed condolence to families of deaths and injuries of Sham Shui Po bus accident. He thought the government didn't actively respond to the inquiry from legislative council members about the accident in October. And the response didn't consider the basic salary of drivers. He continued to say that there are over 40 bus stations without driver rest rooms. He hoped that government would set up a timetable for driver rest rooms at all bus stations as soon as possible;

(j) Councilor Ku Kwai-yiu stated that some drivers wanted to work overtime for more income. Bus companies would also arrange them to drive on different routes. He believed that drivers should drive on fixed routes to reduce their long time working stress;

(k) Councilor Ho Ngai-kam pointed out that bus companies have good profits each year. They have responsibility to increase drivers' compensation and benefits, especially the basic salary. Transport Department should also respond accordingly. He also advised that Transport Department should assist bus companies to update bus facilities to reduce risks and ensure passengers and traffic safety. He said bus companies have always had difficulty hiring drivers. He didn't believe bus companies' statement that drivers' salary has reached reasonable level;

(l) Councilor Chiu Chi-keung said, the causes of this accident could only to be determined after investigation. He hoped Transport Department would deliver investigation result to the committee for reference. According to his observation of other industries, setting a work hour limit would cause drivers to do part-time jobs, which would prolong work hours accordingly. This does not benefit either party. He believed that bus companies should adjust drivers' compensation and improve working environment, including arranging driver rest rooms at all stations, if they have big profits; and

(m) Councilor Lai Chi-keong indicated that drivers' salary should be increased. He also asked if 14 work hours and 11 drive hours are common now. He is concerned that some arrangement may lead to traffic problems. He advised that bus companies should consider the age and health status for overtime application, to insure traffic safety. He urged Transport Department and bus companies to revise current instructions as soon as possible.

12. For the councilors' comments and questions, Mr. Au Siu Fung from Transport Department and Mr. Li Kin-lok from Citybus & NWFB replied as below:

Transport Department

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(a) Government attaches high importance to the operational safety of franchised buses and felt very sad about this accident. According to the "Instruction on bus driver work, rest and meal time" ("Instruction") made by the department, drivers shall not work over 14 hours (including rest time) in a working day, and the drive time shall be no longer than 11 hours. Franchised bus companies shall follow the Instruction to arrange driver shifts, and submit the department an Instruction performing report each year. The department would engage independent suppliers to do onsite investigations every year and require bus companies to explain and improve situations that failed to follow the Instruction. In October and November of this year, the department met bus labor union and franchised bus companies many times to understand their comments and concerns on the Instruction. The department would continue to discuss with bus labor unions and franchised bus companies about how to make detailed changes to the Instruction. The department will continue to negotiate with relevant stakeholders on the basic salary and driver rest rooms, and hopes to make progress as soon as possible.

(b) The department has no record of deaths or injuries related to franchised buses. However, accidents have decreased, based on the number of accidents that Citybus & NWFB were involved in over the last two years. The department will review drivers working conditions from time to time, including the number of driving routes. Bus companies would be required to make improvements when necessary.

Citybus & NWFB

(c) The company has around 3,700 full-time drivers now. There are over 100 openings based on the current plan. The shortage of drivers exists all the time. The company has taken different steps to attract new drivers and to improve staff compensation. In order to attract new drivers so as to solve the shortage of drivers, the company has increased the new staff award since October 30 this year. The new staff award for Citybus airport lines and North Landau lines is 36,000 dollars. New staff award for other Citybus lines and NWFB is 17,000 dollars. In addition, there is additional "Bus License Award" of 10,000 dollar award for those who hold 10/17 bus licenses. In terms of current drivers, Transport Department is reviewing the Instruction. The company would consider to adjust current drivers' compensation based on the review result and detailed changes to work arrangement. Since October 31, 2017, the company has increased the number of family certificates and relaxed application, and canceled the

Responsible Party

requirement of "children at school". The limit of family certificates is up to 5. Since July 2016, basic salary and overtime allowance for designated drivers and station managers have been adjusted. Since June 2017, fixed and non-fixed allowances for frontline staff have been increased. There were salary increases in the past. The increase rate was up to 4.1% in 2016, 3.55% in 2017, which are higher than inflation rate. In past few years, the company also adjusted new drivers' compensation based on market situation;

(d) There are in total around 80 general bus stations. In accordance with location environment and the rest needs of drivers, the company has provided staff with rest facilities in around 60 general stations (inclusive of air conditioning, refrigerators, microwave ovens, water dispensers, etc.);

(e) To take good advantage of bus resources and improve service efficiency, the company would arrange for drivers to take different routes when necessary. Drivers would get a "Daily Work Record" which lists work content and routes, when they come to work each day. The company has used this method for many years. The whole operation is smooth. The company would not suddenly arrange routes that drivers don't know.

(f) The company has learned about the comments on installing high tech devices to avoid accidents, and would study if there is suitable method on the market for buses; and

(g) New drivers (both full time and part time) in the company must pass physical check. Drivers at or over 50 are also provided with annual physical checks. Drivers can only drive after they pass the checks.

Transport Department/ Citybus & NWFB/KMB

13. As discussed, the committee will follow up this issue when there is any progress.

致：東區區議會轄下交通及運輸事務委員會

要求全面檢視專營巴士安全性

背景：

2 月 10 日大埔公路發生嚴重巴士車禍造成多人死傷，成為本港近年傷亡最慘重交通事故。慘劇原因固然等待深入調查，但 事故背後揭示巴士公司管理多個疑點，尤其是近年入職的車長培訓時數不斷減少、欠缺情緒管理及駕駛態度訓練、背景審查、處理投訴透明度不足、遇到意外後如何再培訓等。

現時香港鐵路網路尚未做到全面通達，很多居民仍依靠巴士作主要交通工具，故他們非常關心巴士在道路上的安全 和服務質素問題。

問題：

政府部門及巴士公司 可否告知本會：

- 現時 巴士公司在 聘用車長時的準則及 有否設立機制進行背景審查（如年資及駕駛紀錄等）？如有，詳情為何；
- 有否向車長提供 改善駕駛態度及 情緒管理等訓練 ？如有，詳情為何；
- 巴士公司有否主動巡查監管車長日常工作及處理投訴個案之詳情為何；會否因人手不足或招聘困難而未有向「問題車長」作出適當紀律處分？

建議：

政府除了全面調查肇事原因外，亦應盡快採取措施改善問題，包括：

- 全面檢視專營巴士服務的營運和監管問題，例如改善薪酬福利、行車編更、工時和培訓；
- 盡快檢視區內行車路面設計，透過警方的相關意外數字，研究限制車速及增加標示等可行性。例如：在較多急彎及「長命斜」路段加裝快相攝錄機及減速行車線路面標記 、並在接近巴士站的路段加設防撞欄，以保障居民安全；
- 巴士公司應在繁忙時段安排工作人員在主要候車站疏導乘客，以免人多擠迫易生意外及避免巴士超載；
- 引入懲罰機制，對涉事巴士公司引致交通傷亡作出懲罰。

文件發起人：顏尊廉、林心廉

聯署人：黃建彬、趙資強、郭偉强、王國興、洪連杉、龔栢祥、鄭志成、蔡素玉、丁江浩、劉慶揚、王志鍾、許嘉灝、許林慶、梁國鴻、何毅淦

2018 年 2 月

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Document of Traffic and Transport Affairs Committee No.10/18

To: Traffic and Transport Affairs Committee governed by Eastern District Council

Required an overall check of the safety of franchised buses

Background:

On February 10, an accident at Tai Po Road caused many injuries and deaths, which is the most serious accident in Hong Kong in recent years. Though the causes of accident need to be investigated, it also revealed many operating weakness of bus companies, especially reducing training hours for newly hired drivers in recent years, lack of emotion management, driving attitude training and background check, unclear process for complaint handling and further trainings after accidents, etc.

At present railways in Hong Kong are not complete. Many citizens have to use buses as major vehicles. Therefore, they are highly concerned about bus safety and service quality.

Questions:

If government and bus companies can tell the committee that:

- What are the rules for bus companies hiring drivers? Is there any background check (such as annual income and driving record)? If yes, list the details;
- Is there any training on driving attitude and emotion control? If yes, list the details;
- Did bus companies supervise daily work of drivers? How are complains handled? No “driver with problems” was punished due to shortage of drivers or recruiting difficulty?

Suggestions:

In addition to investigation of accident causes, the government should take measures to solve problems as soon as possible, including:

- Review the operation and supervision of franchised bus service, such as improving compensation and benefits, driving planning, work hour and trainings;
- Review the road design in the district; study feasibility of speed limit and adding road signs based on the number of accidents issued by Police. For example, add cameras and slowdown signs on roads with more turnings and long downhill roads; add anti-collision railings near bus stations to protect citizens’ safety;
- Bus companies should assign staff to divert passengers at major waiting stations during peak time, to avoid accidents and overload due to crowdedness;
- Introduce punishment system; involved bus company shall be punished for accidents;

Drafted by: Ngan Chun-lim, Lam Sum-lim

Contact persons: Wong Kin-pan, Chiu Chi-keung, Kwok Wai-keung, Wong Kwok-hing, Hung Lin-cham, Kung Pak-cheung, Cheng Chi-sing, Choy So-yuk, Ting Kong-ho, Lau Hing-yeung, Wong Chi-chung, Hui Ka-hoo, Hui Lam-hing, Leung Kwok-hung, Ho Ngai-kam

February 2018

交通及運輸事務委員會文件第 11/18 號

致：東區區議會交通及運輸事務委員會

關注巴士乘客及路面行人安全

關注 2 月 10 日大埔道發生的巴士嚴重事故導致死傷事件，本人對死難者表示深切慰問。感受到受災者因意外造成的傷痛，認為各方面部門都需要嚴肅反省，不容再有類似的意外再次發生。

為此本人關注目前香港三間巴士公司的日常運作，有否引致惡劣情況的盲點。本人要求有關部門，特別是三間巴士司提交資料，包括：

- 現有三間巴士公司車長各年齡層的平均數目
- 有否設有維護車長的精神及身體健康、車長的培訓情況，車長資格審定的準則
- 安全措施指引及面對突發意外狀況的應變指引等

各巴士經營者亦應從過去的巴士意外事件中汲取教訓，尤其港島區高山斜路多，單是東區便有筲箕灣柴灣道的斜路，寶馬山落北角，都是繁忙而且有多條雙層巴士路線行駛的斜路，過去也同樣曾發生過意外，巴士公司對於這些比較高危道路情況，有否特別的安全指示給予車長？執行情況又如何？

提案議員：古桂耀、徐子見
2018 年 2 月 13 日

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Document of Traffic and Transport Affairs Committee No.11/18

To: Traffic and Transport Affairs Committee governed by Eastern District Council

Focused on safety of bus passengers and pedestrians

For the serious fatal bus accident at Tai Po Road on February 10, I give my deepest condolence to the families of the victims. After feeling the pains of affected people, I think each department should review themselves seriously to prevent similar accidents.

Therefore, I pay close attention to daily operations of three bus companies in Hong Kong to see if there is any weakness that may lead to accidents. I request relevant departments, especially three bus companies, to provide documents, including:

- The average number of drivers in three companies at different ages;
- Are there rules regarding drivers mental and physical health, trainings and driving qualification?
- Guide on safety measures and guide to respond to sudden accidents, etc.

Each bus operator should take lessons from bus accidents in the past. There are many mountains and slopes in Hong Kong. Counting only the Eastern District, there are already the slope at Chai Wan Road, Shau Kei Wan and the one leading from Braemar Hill to North Point. Many double-layer buses drive on these slopes, where accidents happened in the past. Did bus companies give drivers safety instructions for those dangerous roads? And how is the performance?

Proposed by: Ku Kwai-yiu, Chui Chi-kin

Feb 13, 2018

交通及運輸事務委員會文件第 12/18 號

致：東區區議會

交通及運輸事務委員會

討論《巴士車長工作、休息及用膳時間指引》修訂建議衍生的問題

〈〈背景〉〉

運輸署建議修訂《巴士車長工作、休息及用膳時間指引》(下稱：指引)，表面上將車長工作時間由上限 14 小時縮減至 12 小時，及將駕駛時間由 11 小時減至 10 小時，卻增加一項新規定，容許巴士公司設定「特別更份」車長的工作時間，上限 14 小時，與指引修改前並無分別。

〈〈現況及關注〉〉

據現時情況，所謂「特別更份」，就是要車長在普遍打工仔上班及下班繁忙時間駕駛巴士，在兩個繁忙時間之間，有「休息時間」，行內俗稱：兩味車。

據了解，現時只有九巴設「特別更份」，在運輸署公佈新指引，容許其工時上限為 14 小時後，城巴及新巴表示會考慮引入特別更份。然而，指引沒有定義何謂「特別更份」，而各巴士公司對指引所述的「工作時間」及「駕駛時間」定義不一，例如：九巴車長駕駛非載客巴士，並不計算在駕駛時間。

指引容許「特別更份」車長的工時上限 14 小時，令車長工時過長，引致休息不足，疲勞駕駛，影響交通安全。加上未知指引對「特別更份」、「工作時間」及「駕駛時間」如何界定，可能讓巴士公司自行詮釋，令情況更為嚴重。

〈〈提問〉〉

本人及聯署委員要求運輸署及各間巴士公司回應以下問題：

1. 是次修改指引註明容許巴士公司編更可超逾 12 小時，運輸署是否無視工會一向的訴求，及車長工時過長的實況？

2. 運輸署修訂指引，會否規定巴士公司在什麼條件下可編配車長「特別更份」？而「特別更份」定義如何？是否可等如兼職車長的更份？

3. 運輸署修訂指引，對「工作時間」及「駕駛時間」有沒有界定？

「特別更份」車長在早上及傍晚至晚上繁忙時間之間，不少於連續 3 小時的「休息時間」是否界定為工時？巴士公司對此有沒有規定？

4. 巴士公司如何確保「特別更份」車長在上題所述的「休息時間」有合理及充足的休息？

5. 現時站頭設施如廁所、休息室、用膳地方嚴重不足，有關部門處理申請設置休息室的時間亦以年計，運輸署及相關部門可否交代現時有多少車站設有休息室，有多少宗設置休息室的申請正在處理？巴士公司對於上述設施不足有何對策？

文件發起人：麥德正

聯署議員 ：黎志強、趙家賢、梁兆新、古桂耀、張國昌、王振星、梁穎敏、鄭達鴻、徐子見

2018 年 3 月

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Document of Traffic and Transport Affairs Committee No.12/18

To: Traffic and Transport Affairs Committee

Eastern District Council

Further questions after discussing about revising "Instruction on bus driver work, rest and meal time"

<<Background>>

Transport Department advised to amend the "Instruction on bus driver work, rest and meal time" ("Instruction"). Drivers' work hour limit is obviously reduced from 14 hours to 12 hours. Drivers' hour limit is reduced from 11 hours to 10 hours. But a new rule is about to be added, which allows bus companies to set a "Special Schedule". Drivers' work hour limit of special schedule is 14 hours. There is no difference compared with old Instruction.

<<Current situation and concern>>

According to current situation, the so-called "Special Schedule" means drivers drive buses at peak times when common workers go to work or work off. Between two peak times, there is "rest time". Bus industry calls this: rush-hour bus.

As we understood, now only KMB adopts "Special Schedule". After Transport Department releases new Instructions, allowing a 14-hour work hour limit, Citybus & NWFB stated that Special Schedule would be taken into account. However, Instruction has no definition of "Special Schedule". Each bus company has different explanations of "Work Hours" and "Drive Hours" mentioned by Instruction. For example: when KMB drivers non-passenger buses, drivers hour are not counted.

Instruction allows "Special Schedule "drivers work 14 hours. Too long work hour leads to shortage of rest and fatigue driving, which affects traffic safety. In addition, Instruction has no definition of "Special Schedule", "Work Hour" and "Drive Hour". In this way, bus companies might interpret themselves. The situation would get worse.

<< Questions>>

Councilors and I request Transport Department and all bus companies to answer the following questions:

1. The amendment to Instruction allows bus companies' special schedule over 12 hours. Did Transport Department ignore Labor Union's requests and drivers' long working hours?
2. Upon amending Instruction, will Transport Department stipulate the situation that bus companies can arrange "special schedule"? How is "special schedule" defined? Is it equal to part time drivers' special schedule?

3. Upon amending Instruction, will Transport Department classify "Work Hour" and "Drive Hour"? "Special schedule" drivers can take a rest for no less than 3 hours between peak times in mornings and evenings. Do these rest hours belong to "Rest Hour"? Do bus companies have stipulations for this?
4. How can bus companies make sure "special schedule" drivers have enough and reasonable rest during the aforementioned "Rest Hour"?
5. At present, there is a huge shortage of facilities at stations, such as toilets, rest rooms and dining rooms. It takes relevant department years to deal with application for rest rooms. Can Transport Department and relevant departments state how many stations have already rest rooms? How many applications for rest rooms are being processed? Do bus companies have any solutions for such shortage?

Drafted by: Mak Tak-ching

Councilors: Lai Chi-keong, Chiu Ka-yin, Leung Siu-sun, Ku Kwai-yiu, Cheung Kwok-cheong, Wong Chun-sing, Leung Wing-man, Cheng Tat-hung, Chui Chi-kin

March 2018

東區區議會轄下
交通及運輸事務委員會尚待處理的跟進事項
進度報告

[redacted]	[redacted]	[redacted]
[redacted]		
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]

<table>
<tr><th>編號</th><th>事項
〔提出事項的日期〕</th><th>工作進度</th><th>負責單位</th></tr>
<tr><td colspan="4"><u>(二) 多跟進一次的事項</u></td></tr>
<tr><td>3</td><td>要求城巴提升A線機場快線使用的巴士型號或調整其車資
(19.9.2017)</td><td>本署曾在2018年2月28日下午5至6時就城巴機場快線A11及A12號線於香港島作實地調查，調查期間並沒有發現城巴調派非機場快線巴士行走機場快線。

2018年1-2月
使用城巴機場快線巴士營運A線之比率
<table><tr><td>路線</td><td>A10</td><td>A11</td><td>A12</td></tr><tr><td>百分比</td><td>99.9%</td><td>99.9%</td><td>99.9%</td></tr><tr><td>路線</td><td>A20</td><td>A21</td><td>A22</td></tr><tr><td>百分比</td><td>99.8%</td><td>99.9%</td><td>99.9%</td></tr><tr><td>路線</td><td>A26</td><td>A29</td><td>A29P</td></tr><tr><td>百分比</td><td>100%</td><td>99.9%</td><td>99.6%</td></tr></table>
綜合各條A線之營運狀況，使用城巴機場快線巴士之比率為99.9%，僅餘的0.1%絕大部份為配合亞洲國際博覽館活動額外乘客需求的班次。</td><td>運輸署

新巴城巴有限公司</td></tr>
<tr><td colspan="4"><u>(三) 有進展時跟進的事項</u></td></tr>
<tr><td>4</td><td>(1) 強烈要求於炮台山港鐵站加建直上路面升降機
(14.6.2012)

(2) 急需增設炮台山港鐵站第三及第四個乘客進出口通道
(18.12.2008)

(3) 要求柴灣港鐵站E出口增設無障礙通道
(12.9.2013)

(4) 要求在太安街以北加建地鐵站出口
(5.2.2010 規劃、工程及房屋委員會)

(5) 要求港鐵筲箕灣A3出口增設扶手電梯
(9.4.2015)

(6) 強烈要求於太古港鐵</td><td><u>有進展時跟進的事項</u>

<u>要求柴灣港鐵站E出口增設無障礙通道</u>
屋宇署
根據最新記錄，本署已於2018年2月9日批准該改建工程的竣工申請。

啟勝管理服務有限公司
無障礙通道已於2018年2月15日開放予公眾使用；有關要求事項已完成，無須再作跟進。</td><td>港鐵公司

屋宇署
(柴灣站)

啟勝管理服務有限公司
(柴灣站)

太古地產有限公司
(鰂魚涌站)

運輸署
(鰂魚涌站)

路政署
(鰂魚涌站)</td></tr>
</table>

編號	事項 〔提出事項的日期〕	工作進度	負責單位
	站大堂加建升降機直達路面 (15.11.2012) (7) 方便長者進出太古站搭乘地鐵 (9.4.2015) (8) 港鐵鰂魚涌站增設「付費通道使用核准機」 (24.4.2017) (9) 建議港鐵北角 B1 出口增設扶手電梯 (27.6.2017) (10) 要求解決鰂魚涌港鐵站太古坊出口外行人過路線繁忙時間嚴重擠迫問題 (16.10.2008) (11) 促請港鐵於鰂魚涌港鐵站增設行人隧道接駁糖廠街以舒緩擠塞 (26.3.2009) (12) 要求港鐵於西灣河 A 出口增設扶手電梯 (19.9.2017)		
5	促請政府交代北角危險品碼頭維修安全情況 (22.11.2016)	**有進展時跟進的事項** 土木工程拓展署及運輸署的綜合回覆 北角渡輪碼頭的維修工程已於 2017 年 6 月展開，預計在 2018 年年底完成。原靠泊設施的損毀部份已於 2017 年 12 月被拆除。現正進行樁柱工程。	土木工程拓展署 運輸署
6	強烈要求康怡四線小巴盡快增加座位及引入低地台小巴 (19.9.2017)	**有進展時跟進的事項** 營辦商已物色到適合的 19 座小巴車種，將於本年 9 月投入服務。如行駛康怡四線效果理想，將逐步更新現有車隊。	運輸署
7	建議開辦循環巴士路線行走小西灣(藍灣半島)至東華東院 (7.6.2016)	**有進展時跟進的事項** 新巴將增設一班於每日上午 7 時 30 分由小西灣(藍灣半島）開往銅鑼灣（東院道）的班次。有關新班次會於 2018 年 3 月 19 日實施。	運輸署

編號	事項 〔提出事項的日期〕	工作進度	負責單位
		新巴會密切留意8H號線服務提升後的營運狀況。	新巴城巴有限公司
8	要求檢討現時巴士司機的工時指引 (21.11.2017)	<u>有進展時跟進的事項</u> 運輸署在過去數個月已多次與各專營巴士公司及工會會面，積極討論及深入探討優化現行《指引》內的安排。在進行檢討《指引》時，運輸署已仔細考慮巴士工會、巴士公司和社會人士的意見。經全面檢討後，運輸署計劃對《指引》作出修訂。各專營巴士公司須敲定實施修訂《指引》下實際的編更細節安排，並約見車長，就各專營巴士公司的營運情況向車長解釋修訂《指引》的實施細節。待理順有關編更細節安排後，專營巴士公的目標是本年第二季開始可陸續實施修訂《指引》，並可望於約2019年第二季內（即一年後）全面實施。以上修訂《指引》是工作或休息的上下限時數，專營巴士公司可按其營運需要安排車長的工作及駕駛時數少於上限的規定。修訂《指引》已在為乘客提供適切的服務、車長的作息時間，以及巴士公司的營運需要之間盡量取一個平衡。運輸署會繼續不時檢視實際情況，鼓勵專營巴士公司積極作出車長編更的有效安排，以在可行情況下盡量減少車長的工作及駕駛時數，務求達致少於相關上限的規定。	運輸署
		新巴城巴對運輸署於2月23日公布之《巴士車長駕駛、休息及用膳時間指引》修訂表示歡迎。公司於2月28日經已與城巴勞資協商會員工代表及兩巴各工會講解新指引對現有更份之影響，以及推行新指引之安排計劃。 公司希望能於 2019 年初完全符合新指引及將特別更份的工時限制於13.5小時內，並逐步於2020年初，將特別更份的工時減低至13小時內。	新巴城巴有限公司
		九巴重視行車安全及車長的健康和福利，一向嚴格遵守運輸署的《巴士車長工作、休息及用膳時間指引》。過去多月，運輸署、業界及持份者保持聯繫，九巴亦積極配合運輸署檢討有關指引，對於運輸署提出新修訂的工時指引，九巴表示贊同，並會繼續遵守指引。	九龍巴士(一九三三)有限公司
9	促請巴士公司增設學童乘車優惠 (19.9.2017)	<u>有進展時跟進的事項</u>	運輸署 新巴城巴有限公司 九龍巴士(一九三三)有限公司

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No.	Items （dates of Items）	Work Progress	Responsible Party
		NWFB will pay close attention to the operation after Line 8H service is improved.	Citybus & NWFB
8	Required to review the work hour instruction for current bus drivers (11/21/2017)	**<u>Issues to be followed up in case of progress</u>** Transport department met bus labor union and franchised bus companies many times in past few months to discuss and study how to improve current Instruction. Upon reviewing Instruction, Transport Department has carefully considered the comments from bus labor union, bus companies and public. After complete discussions, Transport Department planned to amend Instructions. Each bus company has to confirm actual detailed arrangement for special schedules after Instruction is amended. Each company should meet drivers to explain the details of Instruction amendment, based on its own operating situation. After the details of arranging special schedule are confirmed, franchised bus companies aim to gradually execute Instruction amendment from the 2nd quarter of this year and are expected to fully execute the amendment from the 2nd quarter of 2019 (the first year). The above amendment stipulates the work or rest hour limit. Franchised bus companies can arrange drivers' work and drive hours based on operating requirements, which are less than the limits. Instruction amendment aims to balance passengers' demand on services, drivers' work/rest hours and bus companies' operation needs. Transport Department will continue to review actual situation, and encourage franchised bus companies make effective arrangement for drivers' schedules. Reduce drivers' work hours and drive hours as much as possible if feasible. Make sure they are less than the limits. Citybus &NWFB supports the amendment to "Instruction on bus driver work, rest and meal time" issued on February 23 by Transport Department.	Transport department Citybus & NWFB Kow Loon Motor Bus Co.(1993) Ltd.

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		The company has explained on February 28 to Citybus Compensation Negotiation Committee and two bus labor unions about the impact of new instructions on Special Schedule, and the plan to introduce new instruction. The company hopes to completely follow new Instruction at the beginning of 2019, and restrict the Special Schedule within 13.5 hours. The hours of Special Schedule will be gradually reduced to 13 hours by 2020. KMB attaches great importance to traffic safety and drivers' health and benefits. KMB always follows "Instruction on bus driver work, rest and meal time". In past few months, KMB has been keeping in touch with Transport Department, Industry and stakeholders. KMB will also cooperate with Transport Department to review relevant instructions. For the work hour instruction revised by Transport Department, KMB is quite supportive and will continue to follow the Instructions.	
9	Request bus companies to provide discounts for school kids (09/19/2017)	**Issues to be followed up in case of progress**	Transport department Citybus & NWFB Kowloon Motor Bus Co. (1993) Ltd.

編號	事項 〔提出事項的日期〕	工作進度	負責單位
10	(1) 要求隧巴過海後收費與相等路線巴士同價 (21.5.2009) (2) 要求運輸署重組過海隧道巴士路線 (25.3.2010) (3) 要求增設巴士「轉乘站」(18.1.2013)	有進展時跟進的事項	運輸署 新巴城巴有限公司 九龍巴士(一九三三)有限公司
11	要求巴士公司提供月票優惠 (27.6.2017)	有進展時跟進的事項	運輸署 新巴城巴有限公司 九龍巴士(一九三三)有限公司
12	關注2016年政府收回東隧專營權後東區的交通狀況促請採取切實措施，避免將擠塞問題引入東區 (27.4.2015)	有進展時跟進的事項	運輸署
13	要求開辦專線小巴往來筲箕灣區、阿公岩區及東區醫院 (27.6.2017)	有進展時跟進的事項	運輸署
14	強烈要求在東區增加大型車輛停車場 (31.7.2015) 促請政府增建多層停車場或開放更多用地供停車 (24.4.2017) 強烈要求在東區增建多層停車場 (19.9.2017)	有進展時跟進的事項	運輸及房屋局 運輸署 地政總署 規劃署
15	建議善用公共空間在東區走廊橋底(譚公廟道至漁類批發市場)規劃為停車場用途 (19.9.2017)	有進展時跟進的事項	運輸署 地政總署 規劃署
16	要求檢視行人路闊度標準與準則及實施行人環境改善計劃 (21.11.2017)	有進展時跟進的事項	運輸署 路政署

編號	事項 〔提出事項的日期〕	工作進度	負責單位
17	改善西灣河東廊橋底西行人東廊的交通安排 (27.4.2015)	有進展時跟進的事項	運輸署 路政署
18	要求改善北角區旅遊巴士違例泊車情況－鰂魚涌海裕街臨時巴士停泊區成效檢討 (2.2.2016)	有進展時跟進的事項	東區民政事務處
19	離地「專營的士」會否成為美食車翻版？ 為何政府堅持不讓共享經濟模式載客服務合法化？ (24.4.2017)	有進展時跟進的事項	運輸及房屋局 運輸署
20	要求增建骨灰安置所時，必須做好附近地區的交通配套 (21.11.2017)	有進展時跟進的事項	食物及環境衞生局 食物環境衞生署 運輸署 房屋署 地政總處 香港警務處 路政署 建築署
21	要求明園西街至堡壘街行人梯級改善工程儘快上馬 (3.2.2012)	有進展時跟進的事項	路政署 屋宇署
(四) 過去兩個月內完成、正在施工的項目及時間表			
22	運輸署／路政署過去兩個月內完成、正在施工或規劃中的主要交通改善工程項目及時間表〔截至 2018 年 3 月〕 (20.5.2010)	未有工程項目匯報。	路政署

2018 年 3 月

致：香港專營巴士服務獨立檢討委員會

2018 年 2 月大埔公路巴士意外導致 19 名乘客死亡，2017 年 9 月深水埗巴士意外導致 3 名路人及乘客死亡，令全城關注巴士行車安全問題。巴士公司的「長工時、低工資」政策，令車長不斷流失，人手長期不足，造成惡性循環，影響服務質素之外，更嚴重的是引致疲勞駕駛，易生意外。

政府容許資方安排車長 14 小時工作

兩宗嚴重的巴士意外合共令 22 人死亡，運輸署竟然在本年 2 月初修改的《巴士車長工作、休息及用膳時間指引》，新增「特別更」，繼續容許巴士公司安排車長 14 小時工作。運輸署製造制度上的漏洞，令到新巴及城巴考慮將 10%至 15%的更份編為「特別更」工作，根本是永續疲勞駕駛。

車長在 14 小時工作下，兩個相連工作天之間的休息時間只有 10 小時，扣除上下班交通、梳洗用餐時間，車長往往只剩下最多 6 小時睡眠休息，休息時間絕不足夠；這更剝削車長與家人生活的時間，亦難以減壓。

再者，九巴現時「特別更」的中段休息時間，不是以全薪計算，只給予每小時約 20 元津貼；中段休息時間在新指引規定可在 3 小時或以上，更可多達至 5 至 6 小時，所謂 14 小時工作可賺取的收入根本有限，而且不少站頭沒有足夠休息設施，中段休息時間根本係迫車長瞓街！

保障車長工資水平、保障巴士服務質素

現時三間巴士公司新入職車長底薪為 $ 15,364，遠低於「陸路運輸工資中位數」$18,200，二十年資車長的底薪亦只是剛到達中位數。巴士載過百條人命，但駕駛客貨車 / 貨運的收入相差不遠，駕駛巴士責任大。由於底薪低，車長唯有靠超時工作養妻活兒。根據政府統計數字，商業駕駛執照持有人超過 37 萬，理應有足夠人手補充；但現在問題是車長「工時長、工資低」、責任大，不能吸引新人入行、人手亦持續流失，造成車長人手不足。唯有「調整待遇、降減工時」雙軌進行，才可挽留人材，吸引新人入行；以確保巴士服務有足夠人手，保障服務質素。

我們的意見及要求：

1. 修訂《車長工作指引》，反對最高工時 14 小時，保障車長有休息時間
2. 政府制訂《薪酬指引》保障巴士業前線員工的收入

黎志強、趙家賢、梁兆新、張國昌、
麥德正、王振星、梁穎敏、鄭達鴻
東區區議會民主派區議員

2018 年 5 月 24 日

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To: Independent Review Committee of Hong Kong Franchised Bus Service

In February 2018, 19 passengers died in a bus accident on Tai Po Road. In September 2017, 3 pedestrians and passengers died in a bus accident at Sham Shui Po. The whole city is very concerned about the bus driving safety. “Long work hour, low salary” policy in bus companies cannot retain drivers. A shortage of drivers for a long time would create a vicious cycle and further affect service quality. Moreover, it would even lead to fatigue driving, which may result in accidents.

Government allows companies to arrange 14 working hours for drivers

Though two accidents caused 22 deaths in total, Transport Department added “Special Schedule” in the amendment to “Instruction on bus driver work, rest and meal time” in February of this year, which allows bus companies to arrange 14 working hours for drivers. The policy of Transport Department is flawed, which causes Citybus & NWFB to arrange 10% to 15% schedules as “Special Schedule”. In this way, fatigue driving exists forever.

With 14 working hours per day, drivers have only 10 rest hours between two working days. After deduction of the time for commuting, dining and dressing up, the driver has only 6 hours at most for sleeping. Besides lack of rest time, drivers do not have enough time with their families, which is not good for reducing work stress.

In addition, KMB implements now mid-term rest hours for Special Schedule. During this time, drivers are paid by around 20 dollars per hour as allowance, rather than full time salary. New Instruction stipulates that mid-term rest hours are 3 hours or more as or even up to 5 to 6 hours. In this way, drivers only get very limited income in such 14 hours. Moreover, some stations don’t have enough facilities for rest. It seems that drivers have to sleep on streets during mid-term hours.

Guarantee drivers’ salary level and bus service quality

At the moment, the basic salary for new drivers in three bus companies is $15,364, far below the “average salary of land transportation” $18,200. The basic salary for drivers with 20 years’ experience reaches only the average level. A bus drives over 100 people. However, a bus driver’s salary is not too much different from that of passenger vehicles/cargo trucks. In fact, driving a bus has bigger liability. As basic income is too low, drivers have to work overtime to support their families. According to the government statistics, there should be enough backup drivers if a commercial license holder is over 37 years old. However, the current situation is that “Long work hour, low

salary" and huge liability are not able to attract new drivers. It is difficult to retain current drivers. As a result, there is always a shortage of drivers. We can only retain existing drivers and attract new drivers by "adjusting compensation and reducing working hours," so as to ensure both enough work force for bus services and service quality.

Our comments and requests:

1. Amend the "Driver Work Instruction"; oppose 14 working hours' guideline; guarantee drivers' enough rest time;
2. Government should prepare "Salary Guide" to guarantee frontline staff's income

Lai Chi-keong, Chiu Ka-yin, Leung Siu-sun, Cheung Kwok-cheong,
Mak Tak-ching, Wong Chun-sing, Leung Wing-man, Cheng Tat-hung

Councilors, Democratic District, Eastern District

May 24, 2018

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

Re: 東區區議會向香港專營巴士服務獨立檢討委員會提供意見

27.06.2018 12:07

From: <edcadm@edc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>,

1 attachment

2018年交通及運輸事務委員會第三次會議紀錄(節錄).pdf

陳先生：

繼2018年5月24日東區區議會主席致香港專營巴士服務獨立檢討委員會的信函，現夾附下述文件以供參閱。

東區區議會秘書處

From: <edcadm@edc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>
Date: 24/05/2018 17:47
Subject: 東區區議會向香港專營巴士服務獨立檢討委員會提供意見

陳先生：

就香港專營巴士服務獨立檢討委員會於2018年5月4日致東區區議會的信件，夾附請見東區區議會主席的回覆及相關附件。

東區區議會秘書處

負責者

東區區議會轄下
交通及運輸事務委員會
第三次會議紀錄 (節錄)

日期：2018 年 3 月 20 日（星期二）
時間：下午 2 時 30 分
地點：東區區議會會議室

III. 要求全面檢視專營巴士安全性
IV. 關注巴士乘客及路面行人安全
V. 討論《巴士車長工作、休息及用膳時間指引》修訂建議衍生的問題
(交通及運輸事務委員會文件第 10/18、11/18 和 12/18 號)

2. 顏尊廉主席表示由於三份文件以及跟進事項進度報告第 8 項「要求檢討現時巴士司機的工時指引」同樣涉及巴士安全及《巴士車長工作、休息及用膳時間指引》(下稱〝指引〞)，因此會一併討論。

3. 委員就議題申報利益如下：

委員姓名	利益申報
趙家賢	有親屬任職九巴車長

4. 顏尊廉主席歡迎運輸署高級運輸主任／巴士發展(港島)2 區兆峯先生、新巴城巴有限公司(下稱新巴城巴)公眾事務經理李建樂先生和九龍巴士有限公司(下稱九巴)傳訊及公共事務部副主管林子豪先生出席會議。林心廉委員介紹第 10/18 號文件，徐子見委員介紹第 11/18 號文件，麥德正委員介紹第 12/18 號文件。

5. 九巴代表林子豪先生補充時表示，現時九巴車長的培訓日數為 18 日。為了提升車長的水平，公司現計劃先為車長提供九日培訓協助車長考核巴士牌照的資格，再為車長提供全面培訓包括路線和服務指標等培訓，確保車長符合水平才安排車長正式投入服務，因此可按需要將培訓日數增加至 18 日以上。公司亦會持續監察車長的表現，在有需要時再就車長的駕駛水平和態度作適切跟進，或要求車長再作培訓。

6. 15 位委員就議題發表意見及作出提問，內容摘錄如下：

64-2

負責者

(a) 丁江浩委員表示大埔公路的巴士車禍涉及車長情緒問題，而涉事車長亦曾有駕駛不良記錄，詢問巴士公司會否向車長提供改善駕駛態度及情緒管理的訓練；

(b) 王志鍾委員表示巴士車長的薪酬待遇一直未有大幅改善。他詢問部門有否就修訂指引下的駕駛時間作詳細研究，又關注車長是否能夠在特別更次內所規定不少於連續三小時的休息時間內得到充分及有質素的休息；

(c) 王國興委員促請政府盡快就大埔公路的巴士車禍檢討工作向公眾交代檢討結果。他希望運輸署密切監察巴士公司改善車長的薪酬待遇，以及要求巴士公司在車長駕駛位置加設膠板分隔乘客和車長，確保車長駕駛時不受乘客騷擾；

(d) 古桂耀委員促請巴士公司檢討大埔公路巴士車禍及近期車禍的成因，並關注巴士公司處理車長面對情緒問題的措施。他認為車長的薪酬待遇一直未有太大改善，以致巴士公司未能吸納年青人加入，希望巴士公司正視問題。另外，他詢問九巴車長各年齡層的數目；

(e) 林心廉委員詢問現時巴士公司在巴士安裝的監察系統的具體運作，以及乘客的投訴渠道；

(f) 徐子見委員指現時在巴士公司任職車長的平均薪酬比運輸業陸路司機低，而車長亦經常要超時工作，促請運輸署監察巴士公司就車長薪酬制訂合理薪酬水平。他又不滿九巴向採取工業行動的車長作出不合理的人事安排。他詢問巴士公司現時特別更次所佔的比率、車長缺人情況，以及處理車長情緒問題的具體措施；

(g) 梁兆新委員關注車長是否能夠在特別更次內所規定不少於連續三小時的休息時間內得到充分及有質素的休息，希望巴士公司為車長提供足夠配套包括休息室等設施。他又建議巴士公司投放資源為車長提供情緒輔導支援，以及促請巴士公司改善車長待遇；

(h) 麥德正委員表示巴士工會對指引下的特別更次持有不同意見，又關注巴士公司的編更制度，以及巴士公司有否設置足夠休息設施供車長執行特別更次時休息。他詢問九巴在解散安全督導小組後會否另撥資源以監察巴士安全；

(i) 黃建彬委員請運輸署與巴士公司檢討指引，包括對車長的情緒管理

負責者

及駕駛態度等的監察；

(j) 趙資強委員表示是次大埔公路車禍反映車長工時、駕駛態度、薪酬及編更等均有待改善，希望巴士公司與各持份者協商制訂合理指引；

(k) 張國昌委員詢問巴士公司處理對車長投訴的機制，以及巴士公司如何處理車長面對的情緒問題；

(l) 趙家賢委員關注車長的休息時間，並表示車長除駕駛外同時要處理不同問題包括乘客投訴等情況，而薪酬又未有大幅改善，促請巴士公司為車長提供情緒管理支援和改善其薪酬水平；

(m) 鄭達鴻委員希望巴士公司改善車長的薪酬待遇，並建議運輸署採取措施教育公眾善待車長。他詢問巴士公司在巴士安裝緊急掣讓車長在突發事件發生時能即時聯絡警方的可行性，以及如何減低巴士在斜路行駛的危險性。另外，他又詢問運輸署在修訂指引加入特別更次的原因；

(n) 龔栢祥委員認為巴士公司應制訂機制確保車長在駕駛前有充分休息時間以保障駕駛安全；

(o) 曾卓兒委員請巴士公司加強對車長的情緒管理培訓，保障車長駕駛安全。她認為在自由經濟體制下，巴士公司可按營運條件及經營環境等不同因素與車長就薪酬待遇進行協商。

7. 運輸署區兆峯先生、新巴城巴李建樂先生和九巴林子豪先生就委員的意見及提問，回應如下：

九巴

(a) 大埔公路車禍的涉案車長曾於 2014 年有不良駕駛記錄。該車長除了接受了法庭所頒下的罰則外，公司亦有對其進行內部處分，包括暫停其駕駛職務。涉案司機之後再未有不良駕駛記錄。至於是之次意外的資料，由於相關案件已進入司法程序，公司未能作進一步評論；

(b) 公司重視行車安全，並會透過車上的行車記錄儀監察車長表現，當監測到車長不當駕駛或接獲投訴，公司會作出調查跟進。乘客可透

負責者

過手機應用程式或電話向公司就車長行為作即時投訴。公司亦關注車長駕駛時受乘客滋擾的情況，因此已開始為巴士內車長位置加設膠板以分隔車長與乘客。公司亦在巴士廣播中加入選項，讓車長在遇到滋擾行為時能即時透過廣播向其他乘客交代相關情況。公司已於 2016 年成立法律部門以協助車長在面對有關乘客滋擾的案件時作出追訴行動；

(c) 公司已為車長安排情緒抗逆訓練和工作坊，亦設立熱線協助車長處理情緒問題。為了讓車長有更優質的休息環境，公司已翻新車廠內的車長休息室，加設健身室等休憩設施，以及提供床位供車長睡覺。公司亦會盡可能在巴士總站加設休息室讓車長能夠在有需要時休息；

(d) 就公司早前解僱個別採取工業行動的車長，公司主要考慮到涉事車長在行駛巴士期間罔顧乘客安全在道路上停駛巴士，對乘客造成不便和危險，涉事車長的行為非常不負責任，公司有必要採取懲處。公司事後提醒涉事車長可進行上訴表達對公司的意見，而涉事車長事後亦同意此安排。涉事車長暫時已復職；

(e) 公司一直關注巴士安全，因此自 2010 年起將有關巴士安全議題交由副事務總監統領，此後公司一直改進巴士車務安全，包括改善巴士車廂設施。巴士過往三年的脫班率及嚴重巴士意外數據均屬過往十年最低。公司自上年起再重組相關部門，成立新部門以統籌車長駕駛培訓和情緒管理等事宜，進一步全方位提升巴士行車安全；

新巴城巴

(f) 公司設有僱員輔助諮詢服務，為有需要之員工提供個人輔導服務。另外，公司於 2016 年至 2017 年曾舉辦「車長乘客互敬互諒」活動，活動後亦將相關訊息上傳至巴士報站系統，以延續活動的成效。公司已為車長在駕駛時遇到突發情況制訂指引；

(g) 由於新指引調整了車長的工作及休息時間限制，公司有需要引入特別更制度以配合早上與黃昏繁忙時段的客量需求、減低額外聘請大量車長之需要及減少對現職車長收入的影響，惟預計特別更只佔整體更次約一成多。為配合特別更安排，公司於各車廠及泊車場地會增設車長休息設施。公司希望能於 2019 年初完全符合新指引及將特別更次的工時數限制於 13.5 小時內，並於 2020 年初，逐步將特別更次的工時減至 13 小時內；

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(h) 公司每年均會檢討巴士車長的薪酬，過往幾年車長每年均有加薪，薪酬升幅高於通脹。公司已於 2018 年 2 月 28 日調整前線員工的薪酬架構，將車長獎金撥予底薪，亦調高新制車長底薪 500 元正，以底薪計算的津貼如超時津貼同時會上調。公司稍後會再與勞資協商會員工代表及兩巴各工會協商本年的薪酬調整事宜。現時公司仍有百多名車長空缺。公司期望在填補現有空缺及聘請額外車長後，能夠於 2019 年年初完全符合新指引要求；

(i) 監察車長之服務表現方面，公司除安排便衣人員監察車長的駕駛表現外，亦應用行車記錄儀監察車速，以確保車長的駕駛表現及服務質素。若收到投訴，公司會按照既有內部機制跟進及調查；

運輸署

(j) 在進行檢討《指引》時，署方已考慮巴士工會及巴士公司的意見。經檢討後，署方已對《指引》作出修訂。主要修訂包括：(i) 最長更次時間及駕駛時間分別由現時不應超逾 14 小時及 11 小時，縮減為不應超逾 12 小時及 10 小時；(ii) 車長駕駛 6 小時後的休息時間由現時 30 分鐘增加至 40 分鐘，而 6 小時內應有合共不少於 20 分鐘小休，其中不少於 12 分鐘小休應安排在首 4 小時；以及(iii) 考慮到巴士公司有需要維持編排部分車長較長的更次時間，以照顧市民在上下午繁忙時間的乘車需要，署方建議增加一項新規定，讓巴士公司可適度安排車長特別更次時間可超逾 12 小時，惟最長的更次時間仍不應超逾 14 小時，而駕駛時間上限則須與其他所有更次的車長看齊，即不應超逾 10 小時。為確保車長有足夠休息，修訂《指引》內新增規定，指定特別更次內應有一段不少於連續 3 小時的休息時間；及(iv) 為免車長被安排連續工作數日而沒有足夠的休班時間，運輸署亦新增規定，除特別更次外，巴士公司在編排車長在三個相連更次內的總休班時間不應少於 22 小時。這個修訂《指引》已在為乘客提供適切的服務、車長的作息時間、車長薪酬，以及巴士公司的營運需要之間盡量取一個平衡，亦有參考海外經驗；

(k) 有關車長休息設施方面，署方一向鼓勵巴士公司應為員工在巴士總站提供適當的休息設施；

(l) 巴士公司已就車長的薪酬架構作適當調整；以及

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(m) 署方亦關注道路設計及交通標誌對行車安全的影響，會不時檢視並會在有需要時作適當改善。

運輸署/ 九巴/新巴城巴

8. 回應個別委員的提問，何毅淦副主席總結時請九巴稍後向委員補充車長年齡層的資料。經討論後，委員會同意有進展時跟進議題。

（會後備註: 九巴的補充資料已於 2018 年 4 月 3 日轉交各委員。）

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Person Responsible

Minutes of the 3rd Meeting of
the Traffic and Transport Committee
under the Eastern District Council (Extract)

Date: 20 March 2018 (Tuesday)
Time: 2:30 pm
Venue: Eastern District Council Conference Room

III. Request to conduct a comprehensive review of the safety of franchised buses

IV. Concern about the safety of bus passengers and pedestrians

V. Discussion on the problems arising from the proposed amendments to the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks"

(TTC Paper Nos. 10/18, 11/18 and 12/18)

2. Chairman NGAN Chun-lim said as the three papers and item 8 "Request to review the current guideline on the working hours of bus captains" of the progress report on matters to be followed up all involve bus safety and the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" (hereinafter the "Guidelines"), they will be discussed together.

3. Members declared their interests on the issue as follows:-

Name of the Member	**Interests Declared**
CHIU Ka-yin, Andrew	Relative working as a KMB bus captain

4. Chairman NGAN Chun-lim welcomed Mr AU Siu-fung, Kelvin, Senior Transport Officer/Bus Development (Hong Kong) 2 of the Transport Department, Mr LI Kin-lok, Kevin, Public Affairs Manager of New World First Bus Citybus Limited (hereinafter NWFBCTB) and Mr LAM Tsz-ho, Addie, Deputy Head of the Communications and Public Affairs Department of the Kowloon Motor Bus Company Limited (hereinafter KMB) to the meeting. Member LAM Sum-lim introduced Paper No. 10/18, Member CHUI Chi-kin introduced Paper No. 11/18, Member MAK

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Tak-ching introduced Paper No. 12/18.

5. The representative of KMB, Mr LAM Tsz-ho, Addie supplemented that, currently the number of training days of KMB bus captains is 18 days. In order to enhance the standard of bus captains, the company is now planning to first provide a 9-day training to bus captains to assist bus captains in the assessment of bus licence qualification, thereafter provide comprehensive training to bus captains, including routes and service standards training, so as to ensure bus captains are up to standard before they are arranged to join the service officially. Therefore, the number of training days can be increased to more than 18 days if necessary. The company will continuously monitor the performance of bus captains, where necessary, follow up accordingly on the driving standard and attitude of bus captains, or request bus captains to undergo further training.

6. 15 Members expressed their opinions and inquiries on the issue, the content of which is summarized as follows:

(a) Member TING Kong-ho, Eddie said that the Tai Po Road bus accident involved emotional issues of the bus captain, and the bus captain involved also had improper driving record in the past. He inquired whether the bus companies would provide training to bus captains on improvement of driving attitude and emotional management;

(b) Member WONG Chi-chung, Dominic said that the remuneration of bus captains had not been improved substantially for ages. He inquired whether the Department had thoroughly studied the driving time under the amended Guidelines. He was also concerned whether bus captains could get sufficient and quality rest within the stipulated rest time of not less than 3 consecutive hours in a special shift;

(c) Member WONG Kwok-hing urged the Government to report to the public the findings of the review conducted in respect of the Tai Po Road bus crash as soon as possible. He hoped that the Transport Department would closely monitor the bus companies in improving the remuneration of bus captains, and to request the bus companies to

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install plastic shields at the driving seats of bus captains separating the passengers and bus captains, so as to ensure bus captains would not be disturbed by passengers when they are driving;

(d) Member KU Kwai-yiu urged the bus companies to review the cause of the Tai Po Road bus crash and the recent traffic accidents, and was concerned about the bus companies' measures in handling emotional issues that bus captains are facing. He was of the view that not much improvement had been made to the remuneration of bus captains, resulting in the failure of bus companies in attracting young people to join them. He hoped that the bus companies would take the issue seriously. Further, he inquired the number in each age groups of KMB's bus captains;

(e) Member LAM Sum-lim inquired about the current overall operation of the surveillance system installed by the bus companies on the buses and the ways in which passengers can make complaint;

(f) Member CHUI Chi-kin expressed that the average salary of bus captains currently employed by the bus companies is lower than that of land transport drivers. Bus captains are also often required to work overtime. He urged the Transport Department to monitor the bus companies to set reasonable salary standard for the bus captains. He did not approve that KMB has taken unreasonable human resources arrangements on bus captains who participated in industrial actions. He asked the bus companies as to the current ratio of special shifts, shortage of bus captains, and overall measures to handle the emotional problems of bus captains;

(g) Member LEUNG Siu-sun, Patrick is concerned as to whether the bus captains can obtain sufficient rest with good quality within the rest time of not less than a continuous 3-hour as required under special shifts. He hoped that the bus companies can provide adequate facilities for the bus captains, such as rest rooms, etc. He also suggested the bus companies to allocate resources to provide emotional guidance support for their bus captains and urged the bus companies to improve the

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treatments of the bus captains.

(h) Member MAK Tsk-ching expressed that there are different opinions coming from the bus union in relation to the special shifts under the Guidelines and is concerned about the shift arrangement system of the bus companies and whether the bus companies have provided sufficient rest facilities for the bus captains to rest during special shifts. He asked the KMB whether it will allocate resources to monitor bus safety after the Safety Supervision Group is dismissed;

(i) Member WONG Kin-pan invited the Transport Department and bus companies to review the Guidelines, including monitoring of the bus captains' emotional management and driving attitude etc.;

(j) Member CHIU Chi-keung expressed that the Tai Po Road traffic accident reflected that there is room for improvement in terms of the working hours, driving attitude, salary and shift arrangements of the bus captains, and hoped that the bus companies and other stakeholders can negotiate and set appropriate guidelines;

(k) Member CHEUNG Kwok-cheong asked the bus companies about the system of handling bus captains' complaints and how the bus companies handle the emotional problems faced by the bus captains;

(l) Member CHIU Ka-yin, Andrew is concerned about the bus captains' rest time and expressed that other than driving, the bus captains need to handle different problems at the same time, such as passengers' complaint. Meanwhile, there is no significant improvement in salary. He urged the bus companies to provide emotional management support for their bus captains and improve their salary standard;

(m) Member CHENG Tat-hung hoped that the bus companies can improve the salary and treatment of the bus captains and suggested the Transport Department to adopt measures to educate the public to treat the bus captains with respect. He asked the bus companies about the feasibility of installing emergency button on the buses to allow bus captains to immediately contact the police upon the occurrence of

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sudden events, and how to lower the danger when buses are driving on slopes. Besides, he asked the Transport Department as to the reason for adding special shifts during the amendment of the Guidelines;

(n) Member KUNG Pak-cheung is of the opinion that the bus companies shall set up systems to ensure that there is sufficient rest before by bus captains before driving to ensure safety of driving;

(o) Member TSANG Cheuk Yi invited the bus companies to strengthen their bus captains' training on emotional management to ensure the safety of operation by the bus captains. She opined that under the system of free economy, the bus companies can, based on different factors such as conditions of operation and business environments, negotiate salary and treatment with the bus captains.

7. Mr AU Siu-fung, Kelvin of the Transport Department, Mr LI Kin-lok, Kevin of NWFBCTB and Mr LAM Tsz-ho, Addie of KMB responded to the Members' opinions and inquiries as follows:

KMB

(a) The bus captain involved in the Tai Po Road traffic accident has record of improper driving in the year of 2014. Other than the fine imposed by the court, the said bus captain was also internally disciplined by the company, including temporary suspension of his driving duty. Since then, the said bus captain did not have other record of improper driving. As to information about this accident, because the relevant case has entered into legal proceedings, the company cannot make further comment;

(b) The company places strong emphasis on traffic safety and monitors the performance of bus captains through the data-recording device on the vehicle. When a bus captain has been detected to be driving improperly or a complaint has been received, the company will investigate and follow up on the matter. Passengers can make complaints instantly to the company about the behavior of bus captains

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through mobile application or phone. The company is also concerned about nuisance caused by passengers when a bus captain is driving. As a result, plastic boards have been added to the bus captain's seat to separate the captain from passengers. The company also added an option in bus broadcast, allowing bus captains to report the situation to other passengers by way of broadcast in the event of nuisance. The company also established a legal department in 2016 to assist captains in prosecuting actions in cases involving passenger nuisances;

(c) The company has arranged bus captains to attend emotional resilience training and workshops and has also set up a hotline to help bus captains in handling emotional problems. In order to allow bus captains to have a better rest environment, the company has refurbished bus captain's rest rooms in depots, added rest facilities such as fitness room and provided beds for the bus captains to sleep in. The company will possibly add rest rooms in bus terminus for bus captains to rest at when needed;

(d) Regarding the company's earlier dismissal of the bus captain who had taken industrial action, the company's primary concern was that the captain had disregarded passengers' safety by stopping the bus on the road, which caused inconvenience and danger to the passengers. The bus captain's behavior was very irresponsible and it is necessary for the company to take disciplinary actions. The company later reminded the bus captain concerned that he could appeal in order to express his opinion on the company, and the bus captain concerned did agree with such arrangement afterwards. The bus captain concerned has been temporarily reinstated.

(e) The company has always been concerned about bus safety. Therefore, since 2010, issues related to bus safety have been directed by the Deputy Administration Director. Since then, the company has been enhancing bus operations safety, including improving bus compartment facilities. In the past three year, the number of lost trips and severe bus accidents has been the lowest in the past decade. Since last year, the company has reorganized the relevant departments, established a new

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department to coordinate issues such as bus captains' driving training and emotional management, and to further enhance bus safety comprehensively.

NWFB/CTB

(f) The company has in place employee assistance and consultation services, providing personal counseling services to employees in need. In addition, the company once held a "Captain and Passengers, Mutual Respect and Understanding" campaign from 2016 to 2017. After the campaign, the company also uploaded the relevant information to the bus-stop announcement system to continue the impact of the campaign. The company has formulated guidelines for bus captains encountering sudden situations when driving;

(g) As the new Guidelines have adjusted the restrictions on bus captain's working hours and rest times, the company needs to introduce a special shift system to meet the passenger volume in morning and evening peak hours, reduce the need for hiring a large number of additional captains, and reduce the impact on current captains' income. However, it is expected that the special shift will only account for around 10% of the total number of shifts. To cope with the special arrangements, the company will add more rest facilities for bus captains at depots and parking areas. The company hopes to fully comply with the new Guidelines by the beginning of 2019 and limit the working hours of special shifts to 13.5 hours. By the beginning of year 2020, the company will gradually reduce the working hours of special shifts to 13 hours;

(h) The company will review the remuneration of bus captains every year. In the past few years, there was an increase of salary of bus captains every year, and the increase in salary has been higher than inflation. On February 28, 2018, the company adjusted the pay structure of its front-line employees, and reassigned the bus captains' bonus to their base salary, and bus captains under the new system will have a $500 increase in salary, and the allowance which is calculated based on the

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base salary, such as the overtime allowance, will also be increased. The company will later negotiate with staff representatives of the Workplace Consultation Group and the two trade unions in relation to this year's salary adjustment. Currently, the company still has more than 100 odd bus captain vacancies which needs to be filled up. The company expects to fully meet the requirements of the new Guidelines in early 2019 after filling the existing vacancies and hiring additional bus captains;

(i) To monitor the service performance of the bus captains, apart from arranging for plainclothes officers to monitor the driving performance of the bus captains, the company also applies data-recording device to monitor the speed of the buses to ensure the bus captains' driving performance and service quality. If a complaint is received, the company will follow up and investigate in accordance with existing internal mechanisms;

Transport Department

(j) In conducting the review of the Guidelines, the Department has already considered the views of the trade unions of the bus industry and the bus companies. After the review, the Department has revised the Guidelines. The major revisions include: (i) The maximum duty hours in a shift should not exceed 14 hours and driving hours therein should not exceed 11 hours, have been reduced to be not exceeding 12 hours and 10 hours; (ii) the rest break after 6 driving hours should be increased from the current 30 minutes to 40 minutes, and there should be a total of not less than 20 minutes rest break within the 6 hours, of which no less than 12 minutes break should be arranged in the first 4 hours; and (iii) taking into account the need for bus companies to maintain arranging longer shift for some of the bus captains in order to cater for the needs of the public during the morning and afternoon peak hours, the Department proposes to add a new requirement to allow the bus companies to arrange the bus captains to take on special duty shift for longer than 12 hours in an appropriate manner. However, the maximum duty hours should not exceed 14 hours, while the maximum

Person Responsible

driving hours therein must be the same as bus captains of other duty shift, i.e. it should not exceed 10 hours. To ensure that the bus captains have enough rest, the new provisions of the revised Guidelines specifies that a rest break of no less than 3 consecutive hours should be provided in the special shift; and (iv) to avoid bus captains being arranged to take up duties for consecutive days without sufficient rest, the Transport Department has also added a new provision, in which the total off-duty breaks in 3 successive shifts, other than special shift duties, should not be less than 22 hours. This revised <<Guidelines>> has as far as possible provided a balance between the provision of appropriate services for passengers, the work hour and rest time for bus captains, the remuneration of the bus captains, and the bus companies' operational needs. It has also make reference to overseas jurisdictions;

(k) In respect of the bus captains' rest facilities. the Department has always encouraged bus companies to provide employees with proper rest facilities at bus terminals;

(l) The bus companies have made appropriate adjustments to the bus captains' remuneration structure; and

(m) The Department has also paid attention to the impact of road design and traffic signs on traffic safety and will review it from time to time and make appropriate improvements where necessary.

8. Responding to the questions raised by individual members, at the conclusion [of the meeting], Vice Chairman HO Ngai-kam, Stanley requested KMB to provide the member with supplemental information in relation to the range of age of the bus captains. After discussion, the Committee agreed to follow up on the issues when there is progress.

(Remarks after the meeting: KMB has submitted supplemental information to the members on 3 April 2018).

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.: HAD E DC/13/55/1

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

香港西灣河
太安街29號
東區法院大樓11樓
東區區議會
黃建彬主席, BBS, MH, JP
(傳真號碼：2915 9416)

黃主席：

邀請東區區議會向香港專營巴士服務獨立檢討委員會提供進一步資料

貴區議會於2018年5月24日的來函收悉，我代表香港專營巴士服務獨立檢討委員會（委員會）感謝貴區議會的資料和意見。貴區議會的信件中夾附了不同文件，當中包括由麥德正議員為文件發起人的交通及運輸事務委員會文件第12/18號。

2. 為協助委員會的檢討工作，請就上述文件中，標題為「本人及聯署委員要求運輸署及各間巴士公司回應以下問題：」的下列表述（交通及運輸事務委員會文件第12/18號第5項提問）提交進一步資料：

「現時站頭設施如廁所、休息室、用膳地方嚴重不足，有關部門處理申請設置休息室的時間亦以年計」

3. 隨後還有以下提問：

「運輸署及相關部門可否交代現時有多少車站設有休息室，有多少宗設置休息室的申請正在處理？巴士公司對於上述設施不足有何對策？」

64-17

4. 我們邀請貴區議會的麥德正議員及／或上述文件其他聯署的區議員列出哪些巴士站頭欠缺該類設施及地方以供巴士車長休息之用，特別是提供給九龍巴士公司聘任的「特別更份」巴士車長及／或那些在「特別更份」中需在站頭作不少於連續三小時休息時間的巴士車長。

5. 在第 3 段指出的問題或類似的問題曾否向運輸署或專營巴士公司提出？如有，是以口頭或書面形式提出？如以書面形式提出，請提供有關文件及任何回覆的副本。如以口頭形式提出，請列出於何時由誰及向哪個單位提出；如收到任何回覆，亦請說明其具體內容。委員會邀請東區區議會回覆本段的問題。

6. 請於 2018 年 7 月 9 日或之前就上述事項向委員會秘書處提供東區區議會及麥德正議員或有關的個別區議員的回覆，並以下列方式將有關意見的列印文本或電子文本交予秘書處：

郵遞： 香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴區議會的書面回覆）；及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴區議會的書面回覆）*

7. 委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請區議會及個別區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018 年 6 月 26 日

64-18

副本送：*東區區議員*
麥德正議員
黎志強議員
趙家賢博士
梁兆新議員
古桂耀議員
張國昌議員
王振星議員
梁穎敏議員
鄭達鴻議員
徐子見議員

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on Hong Kong's Franchised Bus Service

**21/F, Queensway Government Offices,
66 Queensway, Hong Kong**

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電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

26 June 2018

Mr WONG Kin-pan, BBS, MH, JP
Chairman, Eastern District Council
Eastern District Office
11/F, Eastern Law Court Building
29 Tai On Street
Sai Wan Ho
Hong Kong
(Fax No.: 2915 9416)

Dear Mr WONG,

Written Submissions for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

The Committee thanks you for your reply dated 24 May 2018 attaching various documents, including Traffic and Transport Committee ("T&TC") Paper No. 12/18, dated March 2018, stated to have been drafted by Mr MAK Tak-Ching.

2. The Committee would be assisted by the provision of further information in respect of assertions made in that document, under the heading "Councillors and I request Transport Department and all bus companies to answer the following questions", namely [DC-; pages 49-52, at paragraph 5 on pages 50 and 52; the fifth paragraph under "Questions" of T&TC Paper No. 12/18 dated March 2018]:

> "At present, there is a huge shortage of facilities at stations, such as toilets, rest rooms and dining rooms. It can take relevant departments years to do with application for restrooms."

3. There then follow several questions, namely:

> "Can Transport Department and relevant departments state how many stations have already restrooms? How many applications for restrooms are being processed? Do bus companies have any solution for such shortage?"

4. We invite Mr MAK Tak-ching and/or those named in the document as Councillors to identify the bus stations at which there is an absence of such facilities and places to rest, in particular those at which bus captains employed by KMB operating on special shifts commence and/or spend their rest breaks of no less than three or more consecutive hours in the course of working a special shift.

5. Were the questions set out at paragraph 3, or similar questions, posed of the Transport Department and/or franchised bus companies? If so, were they made in writing or orally? If they were made in writing, please provide copies of those documents and any replies. If they were made orally, please describe when, by whom and to who the enquiries were made and what, if any, replies were received. The Committee invites the Eastern District Council to respond to the questions set out in this paragraph.

I should be grateful if the response the Eastern District Council, together with that of Mr MAK Tak-ching and/or his colleagues identified above and to whom this letter is also addressed, could reach the Secretariat of the Committee by **9 July 2018**. Please send the responses by hard and soft copies to:

By post: Secretariat to the Independent Review Committee on Hong Kong's Franchised Bus Service, 21/F, Queensway Government Offices, 66 Queensway, Admiralty, Hong Kong *(with the envelope specifying that the written submission is enclosed)*; or

Via email: secretariat@irc-bus.gov.hk *(with the email heading specifying that the written submission is enclosed)*

The information provided in the responses will be considered by the Committee in reviewing the matters it is directed to consider under the terms of reference of the Committee and in drawing up its recommendations. If necessary, the Committee may invite the Eastern District Council and individual councillors to give oral evidence.

Please be advised that all responses (including any annexes, appendices and attachments contained therein) will be treated as public information and, at the discretion of the Committee, may be published on the Committee's website.

Yours sincerely,

(CHAN Ping-fai, Peter)
Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

cc *Eastern District Councilors:*
Mr MAK Tak-ching
Mr LAI Chi-keong, Joseph
Dr CHIU Ka-yin, Andrew
Mr LEUNG Siu-sun, Patrick
Mr KU Kwai-yiu
Mr CHEUNG Kwok-cheong, Howard
Mr WONG Chun-sing, Patrick
Ms LEUNG Wing-man, Bonnie
Mr CHENG Tat-hung
Mr CHUI Chi-kin

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

Re: 東區區議會向香港專營巴士服務獨立檢討委員會提供進一步資料

09.07.2018 17:56

From: <edcadm@edc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>,

1 attachment

TTC Paper 12-18_討論《巴士車長工作、休息及用膳時間指引》修訂建議衍生的問題_部門回應.pdf

陳先生：

就香港專營巴士服務獨立檢討委員會於2018年6月26日致東區區議會的信件，現夾附運輸署及專營巴士公司就交通及運輸事務委員會文件第12/18號向東區區議會交通及運輸事務委員會提交的書面回覆。東區區議員未有就來信中第四段提出的事宜提供進一步資料。

東區區議會秘書處

討論《巴士車長工作、休息及用膳時間指引》修訂建議衍生的問題

運輸署

政府非常重視專營巴士的營運安全。在過去數個月，運輸署已多次與各專營巴士公司及工會會面，積極討論及深入探討優化現行「巴士車長工作、休息及用膳時間指引」(下稱《指引》)內的安排。在進行檢討《指引》時，運輸署已仔細考慮巴士工會、巴士公司和社會人士的意見。

經全面檢討後，運輸署計劃對《指引》作出修訂。在修訂《指引》中，更次時間是指每一個更次由開始至完結的總時數，當中包括所有休息時間。駕駛時間是指所有駕車及小休時間，但不包括每次 40 分鐘或以上的休息時間。車長在總站準備開出下一班巴士和監察乘客上車的時間，不應視為休息/小休時間。而《指引》的主要修訂包括:

(a) 最長更次時間及駕駛時間分別由現時不應超逾 14 小時及 11 小時，縮減為不應超逾 12 小時及 10 小時；

(b) 車長駕駛 6 小時後的休息時間由現時 30 分鐘增加至 40 分鐘；

(c) 考慮到巴士公司有需要維持編排部分車長較長的更次時間，以照顧市民在上下午繁忙時間的乘車需要，運輸署建議增加一項新規定，讓巴士公司可適度安排車長特別更次時間可超逾 12 小時，惟最長的更次時間仍不應超逾 14 小時，而駕駛時間上限則須與其他所有更次的車長看齊，即不應超逾 10 小時。為確保車長有足夠休息，修訂《指引》內新增規定，指定特別更次內應有一段不少於連續 3 小時的休息時間；及

(d) 為免車長被安排連續工作數日而沒有足夠的休班時間，運輸署亦新增規定，除特別更次外，巴士公司在編排車長在三個相連更次內的總休班時間不應少於 22 小時。

這個修訂《指引》已在為乘客提供適切的服務、車長的作息時間，以及巴士公司的營運需要之間盡量取一個平衡。

有關的《指引》只是車長工作或休息的上下限時數，運輸署會繼續不時檢視實際情況，鼓勵專營巴士公司積極作出車長編更的有效安排，以在可行情況下盡量減少車長的工作及駕駛時數，務求達致少於相關上限的規定。

有關車長休息設施方面，運輸署一向鼓勵巴士公司作為良好僱主，應為員工在巴士總站提供適當的休息設施。巴士公司會因應實際情況及員工需要，向相關的政府部門申請設置站頭設施。然而，由於各巴士總站的土地擁有權不同，巴士公司須因應其需要向適當的部門(例如運輸署、地政處、政府產業署及房屋署)提出申請。如巴士公司在申請設置站頭設施時遇到困難，運輸署會積極作出適當協調，例如向相關政府部門釐清有關申請的細節及必要性，和安排與地區人士會面以減低地區人士對巴士公司設置站頭設施疑慮，以令設施盡早設置。另外，巴士公司亦已承諾改善車長的休息設施，例如在車廠提供休息室，以及改善休息室的環境和設備等。

九龍巴士（一九三三）有限公司

九巴重視行車安全及車長的健康和福利，一向嚴格遵守運輸署的《巴士車長工作、休息及用膳時間指引》。過去多月，運輸署、業界及持份者保持聯繫，九巴亦積極配合運輸署檢討有關指引，對於運輸署提出新修訂的工時指引，九巴表示贊同，並會繼續遵守指引。

新世界第一巴士服務有限公司
城巴有限公司

由於需要額外增聘車長，新巴城巴預計會於今年第三季起陸續實施經修訂的《巴士車長駕駛、休息及用膳時間指引》。指引中的「駕駛時間」包括載客及非載客時間。修訂後的指引雖然新增了上限為十四小時的「特別更」，但當中須有一段不少於連續三小時的休息時間。由於新指引調整了車長的工作及休息時間限制，兩巴有需要引入特別更制度以配合早上與黃昏繁忙時段的客量需求、減低額外聘請大量車長之需要及減少對現職車長收入的影響，惟預計特別更只佔整體更份約一成多。

兩巴路線一共使用約 80 個巴士總站。公司因應地理環境許可，以及車長編定工作更份的休息需要，在約 60 個總站設置供員工使用的休息設施（包括冷氣、雪櫃、微波爐、飲水機等）。為配合特別更安排，公司於各車廠及泊車場地會增設車長休息設施。

公司希望能於 2019 年初完全符合新指引及將特別更份的工時限制於 13.5 小時內，並逐步於 2020 年初，將特別更份的工時減低至 13 小時內。

新巴城巴於 2 月 28 日經已與城巴勞資協商會員工代表及兩巴各工會講解新指引對現有更份之影響，以及推行新指引之安排計劃。

2018 年 3 月

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

香港中環統一碼頭道 38 號
海港政府大樓 20 字樓
離島區議會
周玉堂主席, SBS, MH

周主席：

邀請離島區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於 2018 年 3 月 13 日宣布，因應 2018 年 2 月 10 日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於 2018 年 3 月 28 日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉離島區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會

[1] 委員會得悉於 2012 年至 2018 年 2 月期間，離島區曾發生四宗涉及專營巴士並引致他人死亡的交通意外，包括：
(i) 在 2012 年 12 月 6 日，於東岸路（近赤鱲角消防局）發生的交通意外；
(ii) 在 2013 年 6 月 1 日，於嶼南道（近散石灣中蘆巴士站）發生的交通意外；
(iii) 在 2013 年 7 月 1 日，於北大嶼山公路（近 7.6 號里程標）發生的交通意外；及
(iv) 在 2016 年 1 月 24 日，於達東路（近東涌巴士總站）發生的交通意外。

邀請離島區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於 2012 年至 2018 年 2 月期間發生並由離島區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於 2018 年 5 月 24 日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（ 陳炳輝 陳炳輝 ）
香港專營巴士服務獨立檢討委員會秘書

2018 年 5 月 4 日

連附件

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獨立檢討委員會
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金鐘道政府合署21樓

Independent Review Committee on Hong Kong's Franchised Bus Service
21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

Mr CHOW Yuk-tong, SBS, MH
Chairman, Islands District Council
20/F., Harbour Building
38 Pier Road, Central, Hong Kong

4 May 2018

Dear Mr Chow,

Invitation for Written Submission for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

The Chief Executive announced on 13 March 2018 that an Independent Review Committee on Hong Kong's Franchised Bus Service (the Committee) had been set up, following the occurrence of the fatal incident on Tai Po Road on 10 February 2018 and other recent serious incidents involving franchised buses in Hong Kong. From the point of view of safety, the Committee is required to examine the operation and management of bus franchises and the related regulatory and monitoring system of franchised buses, so as to make recommendations to the Chief Executive of safety-related measures with a view to sustaining a safe and reliable franchised bus service. The terms of reference of the Committee are set out in the Annex to this letter.

The Committee commenced its work on 29 March 2018. The Committee will, from the point of safety, examine the operation and management of bus franchises under the current legislative, franchise and other contractual requirements, together with any guidelines and/or practices, and examine the present regulatory and monitoring system for franchised buses.

It is noted from the information available to the Committee that there have been traffic incidents involving franchised buses and leading to fatalities that took place in Islands District in recent years.[1] As instructed by the Chairman of the Committee, the Honourable Mr Justice Michael Lunn, I am writing to invite the Islands District Council to provide a written submission to the Committee. Specifically, the Islands District Council is invited to provide its relevant discussion papers and meeting records (including those of any of its committees, working groups

[1] The Committee has been informed that, from 2012 to February 2018, there were 4 traffic incidents in Islands District involving franchised buses that resulted in fatalities, including:
(i) on 6 December 2012, there was a traffic accident at East Coast Road (near Chek Lap Kok Fire Station);
(ii) on 1 June 2013, there was a traffic accident at South Lantau Road (near San Shek Wan 3 1/4 Milestone Bus Stop);
(iii) on 1 July 2013, there was a traffic accident at North Lantau Highways (near No.7.6 Milestone); and
(iv) on 24 January 2016, there was a traffic accident at Tat Tung Road (near Tung Chung Bus Terminus).

or task forces, of applicable) relating to the abovementioned incidents involving fatalities and any other traffic incidents involving franchised bus service and that took place in the district from 2012 to February 2018 or the safety and operation of franchised bus service in the district, as well as any other issues and comments that the District Council wishes to raise.

Furthermore, Councillors of the Islands District Council may also submit their individual submissions to the Committee regarding the operation and monitoring of franchised bus service.

I should be grateful if the submission of the Islands District Council could reach the Secretariat of the Committee by 24 May 2018. Please send the submission by hard and soft copies to:

By post:	Secretariat to the Independent Review Committee on Hong Kong's Franchised Bus Service, 21?F, Queensway Government Offices, 66 Queensway, Admiralty, Hong Kong *(with the envelope specifying the written submission is enclosed)*; and
Via email:	secretariat@irc-bus.gov.hk *(with the email heading specifying the written submission is enclosed)*

The information provided in the written submission will be considered by the Committee in reviewing the matters it is direction to consider under the terms of reference of the Committee and in drawing up its recommendations. If necessary, the Committee may invite the District Council and the Councillors who have provided their individual submissions separately to provide supplementary written and/or oral submissions. Please also be advised that all submissions (including any annexes, appendices and attachments contained therein) will be treated as public information and, at the discretion of the Committee, may be published on the Committee's website.

Yours sincerely,

[signed]

(CHAN Ping-fai, Peter)
Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

Annex

Independent Review Committee on Hong Kong's Franchised Bus Service
Terms of Reference

From the point of view of safety, in the light of the fatal accident on 10 February 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.

Note:
Issues relating to the causes and liability of persons involved in the fatal accident on 10 February 2018 will be investigated by the Police and fall outside the Committee's terms of reference.

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香港專營巴士服務獨立檢討委員會秘書處

By Fax & Mail : 4 pages

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敬啟者：

香港專營巴士服務獨立檢討書面意見

鑑於香港專營巴士涉及二〇一八年二月十日發生的致命意外以及其他近期發生的嚴重事故，貴委員會誠邀各區議員提供書面意見，現本辦事處提供以下意見：

一、 司機工時問題。現時根據《巴士車長工作、休息及用膳時間指引》（2018年修訂本），一個最長的更次時間不應超逾12小時（特別更車長可長達14小時，且中間可有最少3小時休息時間）； 而當中的駕駛時間不應超逾10小時。此外，車長駕駛6小時後最少應有40 分鐘休息時間；而在該6小時內應有合共不少於20分鐘的小休。而歐盟規定每天最多只可駕駛9小時，每周最多兩次延長至10小時（即一周最多駕駛56小時）；而每駕駛4.5小時，就應該休息最少45分鐘。相比起歐盟的規定，香港對巴士司機工時規管略有不足，加上大嶼山巴士路線主要由往來大嶼南的山區路線及往來主區的高速公路長距離路線所組成，相比起市區巴士司機路線而言，司機需要高度集中才可應付，因此需要更多休息時間以防止疲勞駕駛而引致以外。就過往數據顯示山區路線及長距離路線一旦發生意外，會造成較嚴重傷亡，因此本辦事處建議香港對巴士司機工時的規管和歐盟看齊。

二、 巴士載客數目。根據現時規定，每輛巴士下層每平方米可站立6人，相比港鐵現時統計每平方米可站立4人為高。翻查立法會2014年2月28日鐵路事宜小組委員會會議紀要，政府回應指「現正興建的新鐵路線和日後的鐵路項目的服務水平，均以每平方米站立4人的乘客密度作為服務基準。然而，根據鐵路服務的設計，即使乘客密度達到每平方米站立6人的上限，鐵路服務仍可安全運作」，立法會文件 CB(1)980/13-14(03)號亦指「日本地鐵的理想標準是每平方米站立3.3人」。以上資料均反映政府認為運輸工具每平方米站立6人只應視為繁忙時間理論上最高乘載數目，但不會因過高載客量而產生危險及並能安全運作，而平常應以每平方米站立 4 人計算。可惜巴士仍然以舊標準計算，相對較為寬敞的地鐵亦需要以每平方米站立 4 人的標準計算，為何較狹窄的巴士仍然以舊標準計算？因此本辦事處建議政府立刻檢討巴士每平方米可站立的人數，將現時6人降至4人，以確保巴士安全及發生意外時減少傷亡。

三、 乘客安全。誠如本建議書上述提及，大嶼山巴士路線主要由往來大嶼南的山區路線及往來主區的高速公路長距離路線所組成，然而現時巴士車箱內的設施及規定未能確保乘客安全。例如往來東涌及梅窩的大嶼山巴士3M為例，本人曾多次發現車輛滿載，就連車箱通道亦塞滿，乘客難以上落（請參考附圖）。而往來市區路線的巴士車箱內座椅除最前排、最

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後排及向後座位（俗稱「倒位」）外，並沒有設置安全全帶；相比歐盟規定，不論車種，所有司機及乘客必須配戴安全帶以確保行車安全，反映香港對乘客安全保障非常落後。假若2017年1月14日鯉魚門道城巴翻側事故，涉事巴士配備安全帶，並且所有乘客均有配戴，相信定能減少傷亡。本辦事處亦質疑，為何政府對私家車、小巴、的士有相關配戴安全帶規定，反而巴士並沒有相關規定以保障乘客安全。因此，本辦事處建議，政府應立刻檢討不同巴士的最高載客量以確保乘客安全，普通雙層及單層巴士由現時每平方米可站立6人降至4人，而使用旅遊巴或行走山區巴士則全面取締企位以方便乘客上落及安全。同時規定所有巴士加裝安全帶並立例規定所有坐位乘客均需配戴，以減輕巴士出事故時的傷亡。

以上為本人及辦事處對　貴委員會對香港專營巴士服務檢討的書面意見，如日後有需要，本辦事處歡迎　貴委員會邀請本辦事處提供更多有關香港專營巴士服務檢討的意見，並在此希望是次檢討可以改善香港專營巴士服務，減少意外，令市民可以更安心乘搭。

此致　**香港專營巴士服務獨立檢討委員會秘書處**

離島區議員

OFFICE OF DISTRICT COUNCILLOR MR. KWOK PING 郭平 區議員辦事處

郭平 謹啟

2018 年 5 月 23 日

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region of the People's Republic of China

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附圖： 往來東涌及梅窩的大嶼山巴士 3M 車箱內情況

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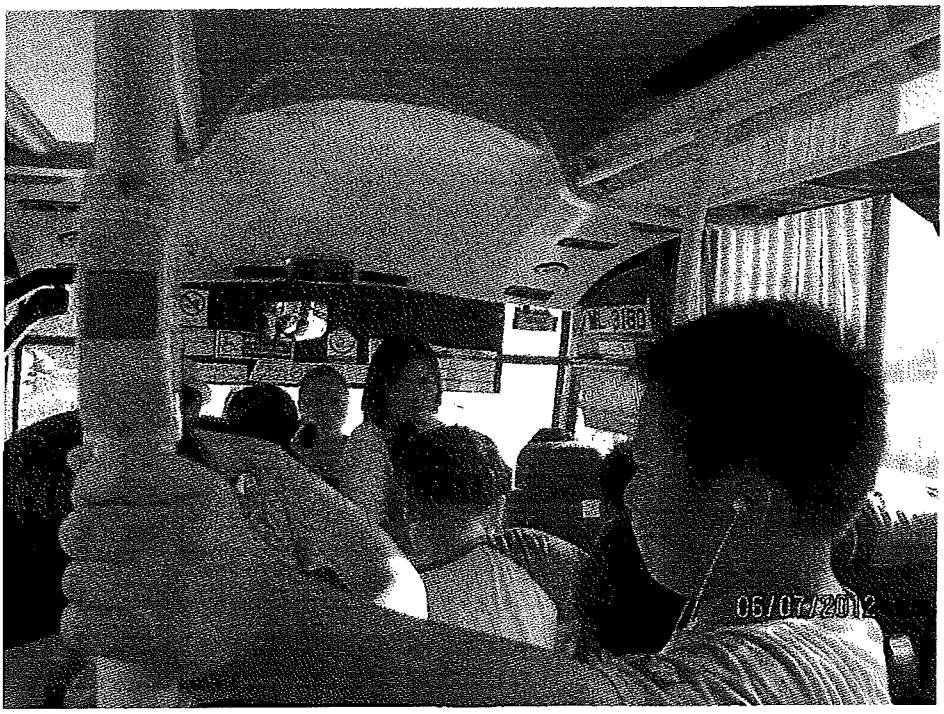

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The Secretariat of Independent Review Committee of Hong Kong's Franchised Bus Service
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By Fax & Mail: 4 pages

Dear Sirs,

Written submission in relation to independent review of Hong Kong's Franchised Bus Service

In view of the fatal accident on 10 February 2018 and other serious incidents occurred recently, the Committee has invited various District Councillors to provide written submissions, and we hereby provide our submissions below:

1. The issue in relation to working hour of bus captains. According to the current <<Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks>> (Revised in 2018), maximum duty hours in a shift should not exceed 12 hours (duty hours in a special shift duty should not exceed 14 hours, and there could be a rest break of no less than 3 consecutive hours); and driving hours therein should not exceed 10 hours. Further, bus captains should have a rest break of at least 40 minutes after 6 driving hours; and within that 6-hour duty, they should have short rest breaks totalling not less than 20 minutes. According to the European Commission, daily driving period shall not exceed 9 hours, with an exemption of twice a week when it can be extended to 10 hours (i.e. a maximum of 56 hours a week); there should be a break of at least 45 minutes after 4.5 hours of driving duty. Compare to the requirement of the European Commission, Hong Kong's regulation in relation to the bus captains' working hours is relatively inadequate. In addition, as compared to the routes driven by urban bus captains, the Lantau Island bus routes are mainly composed of mountainous routes to and from the South of Lantau Island and long-distance routes along the highways to and from the main areas, which require high level of attention in order to handle these routes, therefore, more rest time is required in order to prevent accidents caused by fatigued-driving. Based on the

previous statistics, if accidents occurrence along the mountainous routes and long-distance routes, it will cause more serious casualties. Therefore, this Office proposes that the regulation in relation to bus captains' working hours in Hong Kong should be in line with that of European Commission.

2. Passenger capacity of buses. According to the current regulation, for every bus there can be 6 standing passengers for every square meter at the lower deck, which is higher than current statistics where in MTR there can be 4 standing passengers per m^2. After reviewing the Minutes of the meeting of the Railways Subcommittee of the Legislative Council on 28 February 2014, the Government's response is that "the service level of the new railways and the future railway projects that are currently under construction shall base on the density of standing 4 passengers per m^2 as service standard. However, according to the design of railway service, even the density of passenger is up to 6 passengers per m^2, the railway service can still operate safely.", Legislative Council Document CB(1)980/13-14(03) stated that "the ideal standard for railway in Japan is standing 3.3 passengers per m^2". It can be seen from the information above that the Government believes that standing 6 passengers per m^2 on transport should only be regarded as the theoretical maximum number during peak hours, but it would not be dangerous due to excessive passengers loading and can operate safely, and normally it should be calculated as standing 4 passengers per m^2. It is a pity that buses are still following the old standard, in compare to the more spacious MTR which requires to be calculated based on the standard of 4 passengers per m^2, why are the relatively narrow buses still calculated according to the old standard? Therefore, this Office proposes that the Government should review the number of passengers who can stand in buses per m^2 and reduce the current figure from 6 to 4 to ensure the safety of buses and reduce casualties when accidents occur.

3. Passenger safety. As stated in the submissions above, Lantau Island bus routes are mainly composed of mountainous routes to and from the South of Lantau Island and long-distance routes along the highways to and from the main areas, nevertheless currently the facilities in bus cabin and the regulation are not able to ensure the safety of passengers. For instance, taking the example of NLB Route 3M that runs to and from Tung Chung and Mui Woo, I, at various times, found that the buses were fully loaded, and even the isles of the bus cabin were packed, for buses that run urban bus routes, other than the very front row, the very last row and seats facing backwards (commonly known as "backward seats"), other seats are not installed with seatbelts; in compare to the regulation of the European Commission, regardless of the bus type, whereby all captains and passengers must fasten their seatbelts to ensure driving safety, this reflects that Hong Kong is very behind on passenger safety. In relation to the accident that happened at Lei

Yue Mun Road whereby a CTB overturned, if the bus were equipped with seatbelts and all passengers had fasten their seatbelts, it is believed that it will definitely reduce casualties. This Office also questions, why the Government imposed regulations regarding the wearing of seatbelts on private cars, minibuses, taxi, however there is no relevant regulation for buses to ensure passenger safety. Therefore, this Office suggests that, the Government should immediately review the maximum passenger capacity for different bus types to ensure passenger safety, regular double deck buses and single deck buses should reduce from currently 6 to 4 passengers per m^2, while for coaches or buses that run mountainous routes there should be no standees to facilitate passengers to get on and off and to ensure their safety. At the same time, there should be regulations to regulate the installation on seatbelts on all buses and that all passengers seated should fasten their seatbelts, in order to reduce the number of casualties while there is a bus accident.

Above are my personal and this Office's written submission to the Committee in relation to the independent review of Hong Kong's Franchised Bus Service. If required, this Office welcomes the Committee's invitation to provide further submissions in relation to the independent review of Hong Kong's Franchised Bus Service, and we hereby hope that this review will be able to improve Hong Kong's Franchised Bus Service, reduce the occurrence of accidents, and make the public more at ease on their ride.

To: The Secretariat of Independent Review Committee of Hong Kong's Franchised Bus Service

Islands District Councillor

OFFICE OF DISTRICT COUNCILLOR MR KWOK PING
郭平
區議員辦事處

(signed)
by Eric Kwok Ping

23 May 2018

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Enclosed photo: the situation in the bus cabin of NLB Route 3M to and from Tung Chung to Mui Woo

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離島區議會 - 相關會議文件及紀錄

25.05.2018 11:25

From: "isdcadm" <isdcadm@isdc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>,
Cc: <florence_ky_chan@had.gov.hk>

2 attachments

香港專營巴士服務獨立檢討委員會(2018年5月4日信函).pdf　　離島區議會相關討論.docx

致：香港專營巴士服務獨立檢討委員會秘書處

謝謝貴委員會於本年5月4日的來信，邀請離島區議會提供書面意見。離島區議會就有關事宜未有特別意見。另外，郭平議員早前已將其個人意見送交貴委員會。

夾附相關討論的會議文件及紀錄，以供參閱。

如有查詢，請與本秘書處陳嘉瑩女士聯絡(電話：2852 4320)。

離島區議會秘書處

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

Islands District Council – Relevant Meeting documents and records 25.05.2018 11:25

From: "isdcadm" <isdcadm@isdc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>,
Cc: <florence_ky_chan@had.gov.hk>

2 attachments

Independent Review Committee on Hong Kong's Franchised Bus Service (Letter of 4 May 2018).pdf

Relevant discussions of Islands District Council.docx

To: Secretariat of the Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for the letter from the Committee of 4 May this year, in which the Islands District Council was invited to provide written submission. The Islands District Council does not have any particular views on the relevant matter. Besides, District Councillor Eric Kwok Ping has already sent his personal opinion to the Committee.

We attach the meeting documents and records of the relevant discussions for your review.

If there is any inquiry, please contact Ms. Chan Ka-ying of our secretariat (Tel: 2852 4320).

Secretariat of the Islands District Council

離島區議會

日期	提問	提問文件	書面回覆 (如有)	會議紀錄摘要
I. 於 2013 年 7 月 1 日在北大嶼山公路(近 7.6 號里程標) 發生的交通意外				
交通及運輸委員會 2013 年 7 月 22 日	有關一宗北大嶼山公路致命交通意外的提問 (文件 T&TC 39/2013 號)	IS_TTC_2013_039_TC.pdf		Extract 10 T&TCM(2013.7.22
II. 於在 2016 年 1 月 24 日在達東路(近東涌巴士總站) 發生的交通意外				
交通及運輸委員會 2016 年 3 月 21 日	有關一宗東涌市中心巴士總站交通意外的提問 (文件 T&TC 15/2016 號)	IS_TTC_2016_15_TC.pdf		Extract 15 T&TCM(2016.3.21
III. 於 2012 年至 2018 年 2 月期間發生，涉及巴士(包括邨巴)的其他交通意外				
交通及運輸委員會 2012 年 7 月 30 日	有關一宗翔東路交通意外的提問 (文件 T&TC 28/2012 號)	IS_TTC_2012_028_TC.pdf		TTmin0712_item 6.doc
交通及運輸委員會 2012 年 11 月 26 日	有關一宗在愉景灣巴士總站發生的交通意外的提問 (文件T&TC 56/2012號)	IS_TTC_2012_056_TC.pdf		Extract 14 2012.11.26.doc
交通及運輸委員會 2012 年 11 月 26 日	有關東涌東薈城巴士總站路滑的提問 (文件T&TC 53/2012號)	IS_TTC_2012_053_TC.pdf IS_TTC_2012_053_A_TC.pdf		Extract 6 2012.11.26.doc
離島區議會 2013 年 9 月 2 日	有關2宗翔東路交通意外的提問 (文件 IDC 78/2013 號)	IS_2013_078_TC.pdf		DCM(2013.9.2) - Item 8.doc
交通及運輸委員會 2014 年 11 月 17 日	有關逸東邨巴士總站發生之交通意外的提問 (文件 T&TC 48/2014 號)	IS_TTC_2014_048_TC.pdf		Extract 6 T&TCM(2014.11.1
離島區議會 2016 年 4 月 18 日	有關翔東路一宗交通意外的提問 (文件IDC 50/2016號)	IS_2016_050_TC.pdf		DCM(2016 04 18)-Item 16.doc

日期	提問	提問文件	書面回覆 (如有)	會議紀錄摘要
交通及運輸委員會 2017 年 9 月 18 日	有關愉景灣交通意外的提問 (文件 T&TC 58/2017 號)	TTC_2017_58_TC.pdf	TTC_2017_58_wr_TC.pdf	EXTRACT 13 T&TCM(2017.9.18
IV. 其他有關巴士(包括邨巴)的會議討論，例如巴士安全、巴士設施、車長工時及工作環境、邨巴監管、行車安全、道路安全等				
離島區議會 2012 年 12 月 17 日	有關一宗翔東路致命交通意外的提問 (文件IDC 142/2012號)	IS_2012_142_TC.pdf		DCM(2012.12.17) - Item 9.doc
交通及運輸委員會 2014 年 1 月 20 日	有關要求在逸東邨巴士總站增設站長室的提問 (文件 T&TC 5/2014 號)	IS_TTC_2014_005_TC.pdf		Extract 6 2014.1.20.doc
交通及運輸委員會 2015 年 3 月 16 日	有關城巴 E21A 號線座位爆炸的提問 (文件 T&TC 14/2015 號)	TTC_2015_14_TC.pdf		Extract 9 2015.3.16.docx
交通及運輸委員會 2015 年 5 月 18 日	有關大嶼山公路的安全性問題的提問 (文件 T&TC 22/2015 號)	TTC_2015_22_TC.pdf		Extract 6 T&TCM(2015.5.18
交通及運輸委員會 2017 年 1 月 17 日	有關大嶼山巴士服務的提問 (文件 T&TC 3/2017 號)	TTC_2017_03_TC.pdf	TTC_2017_03_wr_TC.pdf	EXTRACT 4 T&TCM(2017.1.17
交通及運輸委員會 2017 年 1 月 17 日	有關改善達東路巴士總站旁入口處建議的提問 (文件 T&TC 8/2017 號)	TTC_2017_08_TC.pdf		EXTRACT 8 T&TCM(2017.1.17
離島區議會 2017 年 10 月 23 日	有關南大嶼山巴士安全及城巴 E21A 嚴重交通意外的提問 (文件 IDC 115/2017 號)	IS_2017_115_TC.pdf	IS_2017_115_wr_TC.pdf	DCM(2017.10.23) Item 6.doc
交通及運輸委員會 2018 年 3 月 19 日	有關雙層巴士行走3M路線的提問 (文件T&TC 12/2018號)	TTC_2018_12_TC.pdf		Extract 5 2018.3.19.doc
交通及運輸委員會 2018 年 3 月 19 日	有關牌照巴士安全的提問 T&TC 15/2018 號)	TTC_2018_15_TC.pdf		Extract 7 2018.3.19.doc

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council

Date	Question	Question paper	Written reply (if any)	Minutes of meeting
I. The traffic accident happened in North Lantau Highway (near milepost no. 7.6) on 1 July 2013				
Traffic and Transport Committee 22 July 2013	Question relating to a fatal traffic accident in North Lantau Highway (Document no. T&TC 39/2013)	IS_TTC_2013_039_TC.pdf		Extract 10 T&TCM (2013.7.22
II. The traffic accident happened in Tat Tung Road (near Tung Chung Bus Terminal) on 24 January 2016				
Traffic and Transport Committee 21 March 2016	Question relating to a traffic accident in Tung Chung town centre Bus Terminal (Document no. T&TC 15/2016)	IS_TTC_2016_15_TC.pdf		Extract 15 T&TCM (2016.3.21
II. Other traffic accidents happened from 2012 to February 2018, involving bus (including resident's bus)				
Traffic and Transport Committee 30 July 2012	Question relating to a traffic accident in Cheung Tung Road (Document no. T&TC 28/2012)	IS_TTC_2012_028_TC.pdf		TTmin0712_item6.doc
Traffic and Transport Committee 26 November 2012	Question relating to a traffic accident in Discovery Bay Bus Terminal (Document no. T&TC 56/2012)	IS_TTC_2016_059_TC.pdf		Extract 14 2012.11.26.doc
Traffic and Transport Committee 26 November 2012	Question relating to the slippery road in Tung Chung Citygate Bus Terminal (Document no. T&TC 53/2012)	IS_TTC_2012_053_TC.pdf IS_TTC_2012_053_A_TC.pdf		Extract 6 2012.11.26.doc
Islands District Council 2 September 2013	Question relating to 2 traffic accidents in Cheung Tung Road (Document no. T&TC 78/2013)	IS_TTC_2013_078_TC.pdf		DCM(2013.9.2)-Item 8.doc
Traffic and Transport Committee 17 November 2014	Question relating to a traffic accident happened in Yat Tung Estate Bus Terminal (Document no. T&TC 48/2014)	IS_TTC_2014_048_TC.pdf		Extract 6 T&TCM(2014.11.1
Islands District Council 18 April 2016	Question relating to a traffic accident in Cheung Tung Road (Document no. IDC 50/2016)	IS_2016_050_TC.pdf		DCM(2016 04 18)-Item 16.doc

Date	Question	Question paper	Written reply (if any)	Minutes of meeting
Traffic and Transport Committee 18 September 2017	Question relating to a traffic accident in Discovery Bay (Document no. T&TC 58/2017)	TTC_2017_58_TC.pdf	TTC_2017_58_wrTC.pdf	Extract 13 T&TCM(2017.9.18
IV. Other bus-related (include resident's bus) discussion meetings, e.g. bus safety, bus facilities, bus drivers' working hour and working environment, supervision of resident's bus, driving safety, road safety etc				
Islands District Council 17 December 2012	Question relating to a fatal traffic accident in Cheung Tung Road (Document no. IDC 142/2012)	IS_2012_142_TC.pdf		DCM(2012.12.17)-Item 9.doc
Traffic and Transport Committee 20 January 2014	Question relating to a request of setting up a bus regulator kiosk in Yat Tung Estate bus terminal (Document no. T&TC 5/2014)	IS_TTC_2014_005_TC.pdf		Extract 6 2014.1.20.doc
Traffic and Transport Committee 16 March 2015	Question relating to the explosion of seat of Citybus route E21A (Document no. T&TC 14/2015)	IS_2015_14_TC.pdf		Extract 9 2015.3.16.doc
Traffic and Transport Committee 18 May 2015	Question relating to the safety of the Lantau Highway (Document no. T&TC 22/2015)	IS_2015_22_TC.pdf		Extract 6 T&TCM (2015.5.18
Traffic and Transport Committee 17 January 2017	Question relating to bus service in Lantau Island (Document no. T&TC 3/2017)	IS_2017_03_TC.pdf	IS_2017_03_wr_TC.pdf	Extract 4 T&TCM (2017.1.17
Traffic and Transport Committee 17 January 2017	Question relating to the suggested improvement of the entrance of the Tat Tung Road bus terminal (Document no. T&TC 8/2017)	IS_2017_08_TC.pdf		Extract 8 T&TCM (2017.1.17
Islands District Council 23 October 2017	Question relating to the bus safety on South Lantau Highway and the serious traffic accident of Citybus E21A (Document no. IDC 115/2017)	IS_2017_115_TC.pdf	IS_2017_115_wr_TC.pdf	DCM (2017.10.23) Item 6.doc
Traffic and Transport Committee 19 March 2018	Question relating to double decker bus on the route 3M (Document no. T&TC 12/2018)	IS_2018_12_TC.pdf		Extract 5 2018.3.19.doc
Traffic and Transport Committee 19 March 2018	Question relating to the safety of licensed bus T&TC 15/2018)	IS_2018_15_TC.pdf		Extract 7 2018.3.19.doc

離島區議會
交通及運輸委員會
文件 T&TC 39/2013 號

有關一宗北大嶼山公路致命交通意外的提問

容詠嫦議員通知本會，在本年 7 月 22 日舉行的交通及運輸委員會會議上，她將會提出以下問題：

" 在本年 7 月 1 日(星期一)，1 輛城巴與 1 輛輕型貨車及 1 輛中型貨車在北大嶼山公路(往機場方向)近小蠔灣附近發生一宗交通意外，造成 1 名城巴司機死亡及其他司機和乘客共 37 人受傷。由於事態嚴重，因此本人請香港警務處、運輸署及城巴派員出席會議，回答以下問題：

(1) 請香港警務處及運輸署交代初步的調查結果，並提供下列資料：(i)肇事的確實地點；(ii)當時的天氣、路面及車流情況；(iii)附近已設立的車速警示、車速快相機及其他警告性道路標誌。

(2) 有傳媒指出，現時的巴士的防撞物料薄弱，而肇事的巴士並沒有安裝黑盒。請城巴及運輸署解釋上述的報道是否屬實。如是，他們會否考慮收緊巴士結構的準則，並且加快在所有巴士上安裝黑盒的進度？

(3) 現行的法例並沒有規定乘客在專利及非專利巴士上佩戴安全帶。運輸署及香港警務處會否考慮修改法例，強制所有乘客遵從有關規定？

(4) 香港警務處及運輸署會否研究改善北大嶼山公路的道路安全及設計，以及檢討現時該路段的車速限制?

(5) 翔東路為一條輔助道路。在北大嶼山公路發生意外時，警方及救援隊伍會使用該路段進行緊急工作。在該路段車流日增的情況下，傷者的救治可能會被延誤。就此，本人請香港警務處及運輸署的代表解釋，他們會否考慮限制進出翔東路的車輛數目，以便利救援工作及讓傷者儘早獲得醫治？

離島區議會秘書處
檔號：IS 140/1/05

日期：2013 年 7 月 5 日

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Traffic & Transport Committee of the Islands District Council
Paper T&TC 39/2013

Questions concerning a fatal traffic accident in North Lantau Highway

District Councillor YUNG Wing-sheung, Amy informed the Committee that, in the meeting of the Traffic & Transport Committee to be held 22 July this year, she will raise the following question:-

" On 1 July this year (Monday), a traffic accident happened between a Citybus bus, a light goods vehicle, and a medium goods vehicle on North Lantau Highway (to airport direction) near Siu Ho Wan, causing the death a Citybus driver and 37 other drivers and passengers injured in total". Due to the gravity of the matter, I therefore invite the Hong Kong Police Force, Transport Department and Citybus to attend the meeting, and to answer the following questions:-

(1) Would the Hong Kong Police Force and Transport Department please explain the preliminary investigation result and provide the following information: (i) the exact location of the accident; (ii) the weather at that time, the condition of road and traffic flow; (iii) whether speed limit sign, Speed Enforcement Camera, and other road warning signs have been installed nearby.

(2) As pointed out by some media, currently the anti-collision material of the bus is weak, and the bus involved in the accident does not have any black box installed. Would Citybus and Transport Department explain whether this media report is the fact. If yes, will they consider tighten the standard of the construction of a bus, and speed up the progress of installing black box on all buses?

(3) The current legislation does not require a passenger to wear the seat belt on a franchised or non-franchised bus. Will Transport Department and Hong Kong Police Force consider amend the legislation, requiring all passengers to following the relevant rules?

(4) Will Hong Kong Police Force and Transport Department study on how to improve the road safety and design of the North Lantau Highway, and review the current speed limit of the relevant road section?

(5) Cheung Tung Road is a supplementary road. When there is accident on North Lantau Highway, the Police and the rescue team will use that road section for emergency work. As the road traffic flow on that road section is increasing every day, the rescue of any injured persons may be delayed. As such, I would like the representatives of Hong Kong Police Force and Transport Department to explain that whether they will consider limiting the number of vehicles entering and exiting Cheung Tung Road in order to facilitate any rescue work and to let the injured person to be treated as soon as possible? "

Islands District Council Secretariat
File reference: IS 140/1/05

Date: 5 July 2013

TTCP-2013-39(2)

定　稿

離島區議會交通及運輸委員會會議記錄(摘錄)

日期：2013 年 7 月 22 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
周轉香女士, BBS, MH, JP
李志峰先生, BBS, MH
張　富先生
黃漢權先生
余麗芬女士, MH
李桂珍女士, MH
樊志平先生
容詠嫦女士
鄧家彪先生
安慶英先生
林　悅先生
賴子文先生
周浩鼎先生
陳信有先生
胡國光先生
文偉昌先生
王媽添先生
葉錦洪先生
鄺惠娟女士

應邀出席者

陳遠威先生	項目總監(暫代)	**Newfoundworld Site 11 Holdings Limited**
范志燊先生	高級發展經理	**Newfoundworld Site 11 Holdings Limited**
林澤仁先生	董事	弘達交通顧問有限公司
程金城先生	主任工程師	弘達交通顧問有限公司
黃煥棋先生	香港區建築工程(結構)執行董事	艾奕康有限公司
劉漢平先生	香港區環境董事	艾奕康有限公司
張永翔先生	首席顧問	世聯顧問
黃保全先生	工程師/離島 1	運輸署
戴其偉先生	消防區長(新界西南)	消防處
吳孝銘先生	署理助理救護總長(新界南)	消防處
潘角青女士	署理救護監督(新界西南)	消防處
陳德苗先生	東涌救護站救護主任	消防處
簡日聰先生	九龍西醫院聯網高級院務主任(北大嶼山醫院)	醫院管理局
賴祖兒女士	署任高級產業測量師/新機場	離島地政處
曾偉文先生	高級地政主任/土地徵用	離島地政處
李永耀先生	新界南交通意外調查組總督察	香港警務處
陳鴻耀先生	特別調查隊第一隊主管	香港警務處
廖家欣女士	公眾事務經理	城巴有限公司
列俊華先生	助理營運經理	城巴有限公司

列席者

黃　華先生		新大嶼山巴士有限公司
周淑敏女士		新世界第一渡輪服務有限公司
高月華女士		香港興業國際集團有限公司
吳錦耀先生		大嶼山的士聯會
雷高明先生	工程師/離島 2	運輸署
黃志德先生	高級運輸主任/離島	運輸署
譚卓軒先生	大嶼山警區行動主任	香港警務處
羅東華先生	水警海港警區警民關係主任	香港警務處
關淑嫻女士	工程師(離島)	路政署
周國樑先生	工程師(離島發展部)	土木工程拓展署
郭中宏先生	離島民政事務助理專員	離島民政事務處
鄧華聯女士(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

陳連偉先生
王少強先生
鄺官穩先生
余漢坤先生, JP
林寶強先生
江燦南先生

X X X X X X X

X. 有關一宗北大嶼山公路致命交通意外的提問
(文件 T&TC 39/2013 號)

90. 主席歡迎出席回應提問的嘉賓：香港警務處新界南交通意外調查組總督察李永耀先生、特別調查隊第一隊主管陳鴻耀先生、運輸署高級運輸主任/離島黃志德先生、工程師/離島雷高明先生、城巴有限公司(“城巴”)公眾事務經理廖家欣女士，以及助理營運經理列俊華先生。

91. 容詠嫦議員介紹提問內容。

92. 陳鴻耀先生回應如下：

(a) 確實的意外地點是北大嶼山公路路段 7.6，距離小蠔灣約 1 公里，事發時天氣晴朗而且路面乾爽。根據現場人士提供的資料，當時交通暢通。該路段的車速限制為 110 公里，運輸署沿路每隔一段距離便設有速度指示牌。香港警務處亦於該路段往機場方向，設立了 7 個“快相照相機”，即約 1 公里便設有 1 部，而該路段往青衣方向亦設有 1 部快相機，故快相機分佈密集。

(b) 肇事巴士車頭嚴重損毀，現場滿佈玻璃碎和被割開的金屬。基於安全理由，警方在搜尋巴士行事記錄儀(黑盒)時，未能接近該巴士的駕駛艙。而事發當天是公眾假期，城巴未能即時證實巴士是否設有黑盒。警方亦於事後立刻跟進，在驗車所檢查巴士及與城巴聯絡，證實肇事巴士裝有黑盒。城巴已將黑盒資料整理，並會交予警方調查。警方已拆下巴士的速度計及儀表板，並到現場量度煞車痕跡。政府化驗師將到現場進行測試，以重組意外時的車速。由於事件很可能在法庭審訊，警方不便在此透露其他資料。

93. 黃志德先生回應如下：

(a) 香港法例第 374A 章《道路交通(車輛構造及保養(規例)》第 5 條規定，巴士構造須符合 3 個條件：(a)採用合適的材料，妥善及適當地構造；(b)在良好及可使用的狀態；及(c)其設計及構造方法，使其能抵受相當可能會在運作

時遇到的負荷及應力。運輸署每年都會全面檢查巴士，若發現不符合規定便不會續牌，而巴士亦須維修妥當，才可以在道路上行駛。香港巴士的結構和所用的物料，均達國際安全水準，每部巴士由製造商設計及經過測試後證實安全。

(b) 香港所有的專營巴士都裝有行車記錄儀(黑盒)，包括肇事的城巴在內。

(c) 有關修改法例，以強制所有乘客必須佩戴安全帶的問題，運輸署不時檢討並考慮立法強制專營巴士的乘客佩戴安全帶。但由於涉及將乘客的行為定罪，運輸署需要時間研究相關的配套措施，以解決執法時可能遇到的問題。專營巴士車身比公共小巴高，而車內乘客座位較多並設有企位，乘客亦會在車廂內走動和上落車等，與小型車輛(如小巴及私家車)比較，執法的難度較高。而在技術及營運方面，要求巴士的所有座位都裝上安全帶並不可行，例如橫向的座位，如加設安全帶，在意外時的危險程度可能更高。巴士的車種很多，不同型號的巴士需要安裝安全帶的座位都有分別。此外，因涉及將乘客的行為定為罪行，運輸署亦需評估市民的接受程度。而非專營巴士的車種比專營巴士更多，研究範疇更加複雜。運輸署會繼續研究有關問題。

94. 廖家欣女士代表城巴，向逝世的車長、車長家屬及傷者致以深切的慰問。事發後，城巴已全面協助警方調查，城巴及新巴全線約1,700 架巴士都已安裝黑盒，包括肇事的巴士在內，城巴已準備有關黑盒資料，將會提交予警方。城巴全線車隊的巴士設計及車廂設施，完全符合運輸署的規定及安全標準。城巴一直有制定嚴謹的維修準則，而所有巴士每年均需進行全面維修檢查，運輸署亦會進行突擊檢查，確保巴士以最安全及最佳的狀態服務市民。關於巴士物料方面，經與巴士製造商了解，現時世界各地普遍採用鋁為巴士車身的主要物料。巴士製造商使用物料的主要考慮是實用性及安全，由於鋁的防腐蝕性強，亦比較輕巧，符合安全和環保原則。

95. 容詠嫦議員表示，北大嶼山公路近年意外頻生，因為車速限制是 110 公里，是全港道路中最高速的。她詢問運輸署會否考慮將車速限制減低，或在道路設計方面作出適當的安排。關於佩戴安全帶的問題，她明白立法需要很長的程序，但在過程中不能原地踏步。她建

議由教育做起，例如在巴士張貼標誌，鼓勵乘客如有安全帶就必須佩戴，以保障安全。此外，警務處及運輸署都沒有回應關於翔東路的問題。她非常關注該道路的安全問題，過去 1 年已有 3 人在翔東路的交通意外中身亡，而 7 月 10 日亦發生的士與巴士相撞的意外。基於北大嶼山公路車速很高，而又意外頻生，7 月 1 日發生意外時，警方同時開放翔東路以疏導交通。所以她認為，除考慮北大嶼山公路的安全外，亦需考慮翔東路的安全。她詢問警務處及運輸署會否考慮研究翔東路交通安全的問題。同時她希望警務處提供 7 月 10 日交通意外的資料。

96. 鄧家彪議員表示，巴士車身的物料過薄過輕，大型巴士被撞後會殘破不堪，他質疑車身物料符合國際標準的說法。他詢問城巴或運輸署會否檢討車身物料，以及現時的車身物料是否足以保障司機的安全。此外，他希望警務處盡快聯絡死者的家屬，並提供案件的詳情。

97. 雷高明先生表示，是次交通意外仍在調查中，從表面上來看事發原因未必是道路設計或車速問題所導致。運輸署會因應警方的調查結果，作出跟進及配合。目前翔東路的交通流量並不高，署方暫時不會考慮限制翔東路的車輛數目，但會密切留意翔東路的情況。

98. 陳鴻耀先生表示，警方已經聯絡死者的家屬，將來亦會把調查的最新進展通知家屬。死者家屬若有其他需要，警方亦會盡量提供協助。

99. 容詠嫦議員表示，她乘搭 E 車時發現座位上雖然已備有安全帶，但沒有人佩戴。因此她認為教育是非常重要的。她建議運輸署考慮張貼標誌、製作口號或舉辦交通安全日作為宣傳，以鼓勵乘客佩戴安全帶。因為在當日的交通意外中，確實有傷者被拋出車外而受傷。

100. 黃志德先生認同在立法前進行宣傳及教育的做法。運輸署會考慮拍攝宣傳片，在巴士上播放，以提醒乘客佩戴安全帶。他會將有關建議向部門反映及探討其可行性。關於保護司機安全方面，他會向部門反映，以考慮加強對司機的保護措施。他建議城巴亦循這方向一同研究。

101. 廖家欣女士表示，城巴車上的報站系統及車廂貼紙，都有提醒乘客若座位設有安全帶，乘客應盡量扣上以保障安全。城巴會與運輸署研究教育市民的途徑。此外，意外發生後，城巴一直與死者家屬保持密切的聯絡，日後如有需要，議員及家屬亦可以直接與城巴聯絡。

(吳錦耀先生於討論期間離開會場。)
(李永耀先生、陳鴻耀先生、廖家欣女士及列俊華先生於討論完畢後離開會場。)

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Finalized

Minutes of the Traffic & Transport Committee (TTC) of the Islands District Council
Date: 22 July 2013 (Monday)
Time: 2p.m.
Venue: Conference Room, Islands District Council.

Present
Mr LO Kwong-shing, Andy (Chairman)
Mr WONG Fuk-kan, Rainbow (Vice Chairman)
Ms CHAU Chuen-heung, BBS, MH, JP
Mr LEE Chi-fung, BBS, MH
Mr CHEUNG Fu
Mr WONG Hon-kuen, Ken
Ms YU Lai-fan, MH
Ms LEE Kwai-chun, MH
Mr FAN Chi-ping
Ms YUNG Wing-sheung, Amy
The Hon TANG Ka-piu, Bil
Mr ON Hing-yin
Mr LAM Yuet, Jeff
Mr LAI Tsz-man
Mr CHOW Ho-ding, Holden
Mr CHAN Shun-yau
Mr WU Guok-gwong
Mr. MAN Wai-cheung
Mr. WONG Ma-tin
Mr YIP Kam-hung
Ms KWONG Wai-kuen

Attendance by Invitation

Mr. CHAN Yuen-wai	Project Director (Interim)	Newfoundworld Site 11 Holdings Limited
Mr. FAN Chi-sang	Senior Development Manager	Newfoundworld Site 11 Holdings Limited
Mr. LAM Chak-yan	Director	MVA Hong Kong Limited
Mr. CHING Kam-shing	Principal Engineer	MVA Hong Kong Limited
Mr. WONG Wun-ki	HK District Construction Engineering (Structure) Executive Director	AECOM Asia Company Limited
Mr. LAU Hon-ping	HK District Environment Director	AECOM Asia Company Limited
Mr. CHEUNG Wing-cheung	Chief Consultant	A-World Consulting Limited
Mr. WONG Po-chuen	Engineer/Islands 1	Transport Department
Mr. TAI Ki-wai	Div Offr (New Territories South West)	Fire Services Department
Mr. NG Hau-ming	Asst Ch Ambulance Offr (New Territories South) (Ag)	Fire Services Department
Ms. POON Kok-ching	Superintendent (Ambulance) (New Territories South West) (Ag)	Fire Services Department
Mr. CHAN Tak-miu	Tung Chung Ambulance Depot Ambulance Offr	Fire Services Department
Mr. KAN Yat-chung	North Lantau Hospital Sr Hospital Administrator (KWC)	Hospital Authority
Ms. LAI Cho-yi	Sr Estate Surveyor/N (Atg.)/New Airport	District Lands Office, Islands
Mr. TSANG Wai-man	Sr Land Ex/Acquisition Section	District Lands Office, Islands
Mr. LEE Wing-yiu	Traffic Accident Investigation Div IP (New Territories South)	Hong Kong Police
Mr. CHAN Hung-yiu	OC Special Investigation Team	Hong Kong Police
Ms. LIU Ka-yan	Public Affairs Manager	Citybus Limited
Mr. LIT Chun-wa	Assistant Operation Manager	Citybus Limited

In Attendance

Mr. WONG Wa		New Lantao Bus Company Ltd
Ms. CHAU Suk-mun		New World First Ferry Services Ltd
Ms. KO Yuet-wa		HKR International Ltd.
Mr. NG Kam-yiu		Lantau Taxi Union
Mr. LUI Ko-ming	Engineer/Islands 2	Transport Department
Mr. WONG Chi-tak	Senior Transport Officer/Islands	Transport Department
Mr. TAM Cheuk-hin	Dist Ops Offr (Lantau)	Hong Kong Police
Mr. LO Dong-wa	Marine Port Police Commu Relations Offr	Hong Kong Police
Ms. KWAN Suk-han	Engineer (Islands)	Highways Department
Ms. CHOW Kwok-leung	Engineer (Islands Development)	Civil Engineering and Development Department
Mr. KWOK Jung-wang	Assistant District Officer (Islands)	Islands District Office
Ms. TANG Hwa-luen (Secretary)	Executive Officer I (District Councils)	Islands District Office

Absent with Apology

Mr CHAN Lin-wai, MH
Mr WONG Siu-keung
Mr KWONG Koon-wan
Mr YU Hon-kwan, Randy, MH, JP
Mr. LAM Bo-keung
Mr. KONG Chan-lam

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X. Questions concerning a fatal traffic accident in North Lantau Highway
(Document No. T&TC 39/2013)

90. The Chairman welcomed the guests who attended the meeting to respond to questions: Mr Lee Wing-yiu and Mr. Chan Hung-yiu, respectively Traffic Accident Investigation Division chief inspector (New Territories South) and OC of team one, Special Investigation Team of the Hong Kong Police, Mr. Wong Chi-tak, Senior Transport Officer/Islands of the Transport Department, Mr. LUI Ko-ming, Engineer/Islands, Ms. Liu Ka-yan and Mr. LIT Chun-wa, Public Affairs Manager and Assistant Operation Manager of Citybus Limited.

91. Ms. YUNG Wing-sheung, Amy explained the content of the questions.

92. Mr. CHAN Hung-yiu replied as follows:-

(a) As a matter of fact, the location of the accident is road section 7.6 of the North Lantau Highway. It is around 1 km from Siu Ho Wan. At the time of the accident, the weather was sunny and the road surface was dry. According to the information from the persons at the site, the traffic was smooth at that time. The speed limit if 110 km for that road section. Along that road, Transport Department has placed speed limit signs from certain distance from each other. Hong Kong Police Force also set up 7 "speed enforcement camera" at the road section towards the airport direction, that is, around one camera every one kilometre. And there is also one speed enforcement camera for the road section towards Tsing Yi direction, so speed enforcement cameras are placed densely.

(b) The front part of the bus involved in the accident was heavily damaged. Shattered glass and cut metal are all over the site. For safety reason, when the Police was looking for the bus travel record device (black box), they could not get close to the driving cabin of that bus. As the accident happened on a public holiday, Cityubus could not confirm immediately whether the bus has a black box. Citybus has collated the data from the black box and will pass it to the police for investigation. The police have removed the speedometer and dashboard of the bus and measured the brakes on the site. Government chemists will attend the site to conduct tests in order to reconstruct the speed at accident. As the incident is likely to be heard in court, the police cannot disclose any other information.

93. Mr. WONG Chi-tak replied as follows:-

(a) According to section 5 of the Road Traffic (Construction And Maintenance Of Vehicles) Regulations (Cap 374A), buses shall be constructed with the following 3 conditions: (a) soundly and properly constructed of suitable materials; (b) in good and serviceable condition; and (c) of such design and method of construction as to be capable of withstanding the loads and stresses likely to be encountered in operation. The Transport Department conducts full inspection on buses each year, any buses which do not meet the requirements will not be renewed. Buses must be properly maintained before they can be used on the road. The

structure and materials of Hong Kong buses all reach international safety standards. Each bus is designed by the manufacturer and proved safe after testing.

(b) All franchised buses in Hong Kong are equipped with on-board monitoring devices (black boxes), including the CityBus concerned.

(c) In regards to amending the law to compel all passengers to wear seatbelts, the Transport Department reviews and considers from time to time the legislation of compelling passengers of franchised buses to wear seatbelts. However, since it involves criminalization of the conduct of passengers, the Transport Department needs time to study related the supporting measures to solve problems that may be encountered in law enforcement. The body of franchised buses is higher than that of public light buses, buses also have a larger carrying capacity and at the same time they carry standing passengers. Passengers will also walk around and get on and off the vehicle compartment. Compared with small vehicles (such as public light buses and private cars), there are more difficulties in law enforcement. In terms of technology and operation, it is not practicable to require all bus seats to be installed with seat belts. For example, installing seat belts for horizontal seats may cause more danger in accidents. There are many kinds of buses; the seats requiring installation of seatbelts differ for different types of buses. In addition, since it involves criminalization of the conduct of passengers, the Transport Department also needs to assess the degree of acceptance of the public. As there are more types of non-franchised buses than franchised buses, the scope of research would be more complicated. The Transport Department will continue to study the relevant issues.

94. Ms. LIU Ka-yan expressed her deepest condolences to the bus captain who passed away, families of the bus caption, and all injured passengers on behalf of Citybus. After the accident, Citybus has fully assisted the police in their investigation. Approximately 1,700 Citybus and NWFB buses have been installed with black boxes, which includes the bus involved in the accident. Citybus has prepared the relevant black box data and to be submitted to the police. The bus design and cabin facilities of Citybus' entire bus fleets are in full compliance with the Transport Department's regulations and safety standards. The Citybus has always formulated stringent maintenance guidelines, and all buses are required to conduct comprehensive maintenance inspections every year. The Transport Department will also carry out sudden inspections to ensure that the buses serve the public in the safest and best condition. As far as the bus materials are concerned, it is understood by the bus manufacturers that aluminum is currently the main material used in bus bodies throughout the world. The main considerations for the use of materials by bus manufacturers are practicality and safety. Since aluminum is highly resistant to corrosion and lighter, it is in line with the principles of safety and environmental protection.

95. Ms. YUNG Wing-sheung, Amy stated that in recent years, the North Lantau Highway has had a lot of accidents because the speed limit is 110 kilometers, which is the highest among all roads in Hong Kong. She asked whether Transport Department would consider reducing the speed limit or make appropriate arrangements in terms of road design. Regarding the issue of wearing seatbelts, she understands that legislation requires a long process, but does not agree to stand still in the process. She recommends to begin with education, for example by placing signs on buses and encouraging passengers to wear them if their seats have safety belts to ensure safety. In addition, the Hong Kong Police and the Transport Department did not respond to questions about Cheung Tung Road. She is very concerned about road safety. In the past year, three people have been killed in a traffic accident

on Cheung Tung Road. On 10 July, there was also an accident involving a collision between a taxi and a bus. Due to the high car speed and high frequency of accidents on North Lantau Highway, at the time of the accident on 1 July, the police also opened Cheung Tung Road to alleviate the traffic condition. Therefore, she believes that apart from considering the safety of North Lantau Highway, the safety of Cheung Tung Road must also be considered. She asked if the Hong Kong Police and the Transport Department would consider studying the issue of traffic safety on Cheung Tung Road. At the same time, she hopes that the police will provide information on the traffic accident on 10 July.

96. The Hon TANG Ka-piu, Bill stated that the materials of bus bodies were too thin and light, and that large buses would be dilapidated after being hit. He questioned the suggestion that the materials of bus bodies were in line with international standards. He asked if the Citybus or the Transport Department would review the body materials and whether the current body materials were sufficient to ensure the safety of the drivers. In addition, he hopes that the Hong Kong Police will contact the family of the deceased as soon as possible and provide details of the case.

97. Mr. LUI Ko-ming stated that this accident was still under investigation. On the surface, the cause of the accident was not necessarily due to road design or speed issues. The Transport Department will follow up and cooperate depending on the investigation results of the police. At present, the traffic flow on Cheung Tung Road is not high. The Department will not consider restricting the number of vehicles on Cheung Tung Road for the time being, but will closely monitor the situation on Cheung Tung Road.

98. Mr. CHAN Hung-yiu stated that the police have already contacted the families of the deceased and will inform the family members of the latest development of the investigation. If the families of the deceased have other needs, the police will also assist as much as possible.

99. Ms. YUNG Wing-sheung, Amy said that when she took the E bus, she noticed that although the bus was installed with seatbelts, no one was wearing it. She therefore thinks that education is very important. She suggested that the Transport Department should consider putting up signs, making slogans or organizing Traffic Safety Days as publicity to encourage passengers to wear seatbelts. Because on the day of the traffic accident, there was indeed injured passengers who got hurt from being thrown out of the bus.

100. Mr. WONG Chi-tak agreed to conduct publicity and education before the legislation. The Transport Department will consider filming a publicity film to be played on buses to remind passengers to wear seatbelts. He will reflect such proposal to the department and explore its feasibility. Regarding the protection of drivers' safety, he will report to the department to consider strengthening the protection measures for drivers. He suggested that Citybus should also study in this direction.

101. Ms. LIU Ka-yan stated that the reporting system and stickers on bus compartments do remind passengers to try put on seatbelts to ensure safety if their seats are installed with them. The Citybus will study the ways to educate the public with the Transport Department. In addition, after the accident, Citybus has maintained close liaison with the deceased's family members. If necessary, Members and their families can also contact Citybus directly.

(Mr. NG Kam-yiu left in the middle of the discussion)

(Mr. Lee Wing-yiu, Mr. Chan Hung-yiu, Ms. Liu Ka-yan and Mr. LIT Chun-wa left after the discussion)

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離島區議會
交通及運輸委員會
文件 T&TC 15/2016 號

有關一宗東涌市中心巴士總站交通意外的提問

容詠嫦議員通知本會，在 2016 年 3 月 21 日舉行的交通及運輸委員會會議上，她將會提出以下問題：

> “ 本年 1 月 24 日，東涌市中心發生一宗涉及新大嶼山巴士有限公司巴士的交通意外，造成一名行人死亡。就此，本人請香港警務處安排代表出席會議，交代交通意外位置、當時的路面情況，以及初步調查結果。
>
> 此外，自東涌市中心巴士總站搬遷後，不少大嶼山居民關注該處的交通安全。就此，本人請香港警務處和運輸署安排代表，解釋他們會如何加強工作，以保障所有道路使用者的安全。 ”

離島區議會秘書處
檔號：IS 141/4/04
日期：2016 年 3 月 4 日

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Islands District Council

Traffic and Transport Committee

Paper T&TC 15/2016

Question on a traffic accident at the bus terminus in Tung Chung Town Centre

District Council Member Ms YUNG Wing-sheung, Amy informed this Committee that she will raise the following question in the Traffic and Transport Committee meeting to be held on 21 March 2016:

"On 24 January of this year, a traffic accident involving a bus from New Lantao Bus Co. Limited occurred in Tung Chung Town Centre causing the death of a pedestrian. In this connection, I invite the Hong Kong Police Force to arrange for representative(s) to attend the meeting to present the location of the accident, road surface situation during that time and preliminary investigation results.

Besides, since the relocation of the bus terminus of Tung Chung Town Centre, many Lantau Island residents are concerned about the traffic safety in that location. In this connection, I invite the Hong Kong Police Force and the Transport Department to arrange for representative(s) to explain how they could enhance their work to ensure the safety of all road users."

Islands District Council Secretariat
File reference: IS 141/4/04
Date: 4 March 2016

定　稿

離島區議會交通及運輸委員會會議記錄(摘錄)

日期：2016 年 3 月 21 日(星期一)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
離島區議會會議室

主席
黃文漢先生

副主席
張　富先生

委員
周玉堂先生, BBS
余漢坤先生, JP
陳連偉先生
黃漢權先生
樊志平先生
劉焯榮先生
余麗芬女士
李桂珍女士
鄧家彪先生, JP
周浩鼎先生
容詠嫦女士
郭　平先生
何紹基先生
林寶強先生
羅　崑先生
王媽添先生
溫東日先生
黃信全先生
黃福根先生
袁景行先生

應邀出席者

鍾孟勤先生	路政署 工程師/香港 2-3
黃星海先生	路政署 高級工程師 20/港珠澳大橋
吳錦嫻女士	運輸署 高級運輸主任/巴士發展(大嶼山)
郭惠英女士	運輸署 總運輸主任/邊界/基建項目
黃培中先生	運輸署 高級運輸主任/邊界/基建項目
杜志強先生	運輸署 高級運輸主任/離島
阮榮昌先生	運輸署 高級運輸主任/渡輪策劃 2
張浩銘先生	運輸署 運輸主任/巴士發展 (大嶼山)
冼志賢先生	城巴有限公司 經理(策劃)
黃嘉俊先生	城巴有限公司 高級策劃主任
李建樂先生	城巴有限公司 公眾事務經理
潘振剛先生	龍運巴士有限公司 襄理(車務)
羅耀華先生	龍運巴士有限公司 一級策劃及支援主任
葉達莊先生	艾奕康有限公司 駐地盤總工程師
余漢榮先生	艾奕康有限公司 駐地盤高級工程師
譚建輝先生	金門建築有限公司 工地總管
何凱恩女士	香港鐵路有限公司 助理公共關係經理-對外事務

列席者

周　哲先生	離島民政事務處 離島民政事務助理專員(2)
杜志強先生	運輸署 高級運輸主任/離島
李家曦先生	運輸署 工程師/離島 1
梁昭薇女士	路政署 工程師(離島)
潘偉榮先生	土木工程拓展署 工程師(離島發展部)
陳朝暉先生	香港警務處 大嶼山警區行動主任
古振南先生	香港警務處 大嶼山南分區助理指揮官(行動)
羅東華先生	香港警務處 水警海港警區警民關係主任
黃　華先生	新大嶼山巴士有限公司 行政顧問
陳天龍先生	新大嶼山巴士有限公司 助理總經理
蔡國璋先生	香港興業國際集團有限公司 愉景灣營運及服務總經理
陳金洪先生	大嶼山的士聯會

秘書

施彼得先生	離島民政事務處 一級行政主任(區議會)

因事缺席者

鄺官穩先生	
曾秀好女士	
傅曉琳女士	
周淑敏女士	新世界第一渡輪服務有限公司

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XV. 有關一宗東涌市中心巴士總站交通意外的提問
(文件 T&TC 15/2016 號)

137. 主席歡迎出席回應提問的嘉賓：運輸署工程師李家曦先生及香港警務處大嶼山警區行動主任陳朝暉先生。

138. 容詠嫦議員介紹提問內容。

139. 陳朝暉先生表示，該宗交通意外發生在 2016 年 1 月 24 日(星期日)上午 8 時 57 分，事發地點為東涌達東路大嶼山巴士總站入口位置，向富東街方向，當時正下雨，路面濕滑，交通流量中等，車速限制為每小時 50 公里。一名男子下車後，途經達東路大嶼山巴士總站入口，一輛巴士正由達東路轉入巴士站，該男子被撞倒，重傷死亡。巴士司機涉嫌危險駕駛導致他人死亡，被警方拘捕，故不能詳細講述調查進度及結果。在調查方向方面，警方會從當時行人情況、當時司機駕駛態度及交通情況，進行考慮。他表示，警方定期為大嶼山巴士及的士司機舉辦講座，講解道路安全及良好駕駛態度，日後會增加開辦這類講座，讓更多司機及道路使用者有機會接觸道路知識。交通組人員已即時加強巡邏意外地點，相信有助提高行人和司機的道路安全意識。

140. 李家曦先生表示，現時達東路臨時大嶼山巴士總站的設計，是讓市民沿巴士總站旁的行人路上車，盡量減低橫過馬路的需要。前往愉景灣的市民亦可沿巴士總站出入口外的行人過路處步行至候車處上車。沿途和路面均設有清晰過路處標記，提醒行人注意安全。

141. 郭平議員表示，有關路段非常危險。運輸署和警方應知悉達東路公廁外的部分路段可供大型旅遊巴士及其他車輛停泊。他駕車經過，不時看見大型巴士或貨車在該處停泊，司機上落車時，險象環生。他希望運輸署研究該路段是否適宜供大型巴士停泊。此外，警方亦須留意有否私家車和旅遊巴士司機越界泊車，不理從右邊經過的車輛，以致發生交通意外。

142. 周浩鼎議員表示，東涌市中心迴旋處近東涌鐵路站 A 出口的交通日趨繁忙。在上屆交通及運輸委員會會議上，委員曾多次提到有不少車輛(例如前往工地的車輛和校車)在該處停泊和上落客，車輛(尤其是大型巴士)開動時，容易發生意外。隨着東涌人口不斷增加，車

輛流量亦會上升。他希望運輸署檢視該處的情況，考慮是否繼續用作迴旋處。

143. 林寶強委員表示，從司機角度而言，達東路有一定危險。運輸署在達東路公廁外劃出部分地方，供旅遊巴士及接載機場員工的巴士上落客，但卻被私家車或外來旅遊巴士佔用，更出現雙重泊車情況。不少司機反映車位不足，不知往何處停泊。他預計前往工地的泥頭車會增加，希望警方加強交通管理。

144. 陳朝暉先生表示，警方一直在達東路重點打擊非法泊車及雙重泊車情況，並會加強力度對付。此外，警方亦會就東涌鐵路站 A 出口外的交通情況，加強執法。

145. 李家曦先生回覆，運輸署與警方一直保持緊密聯繫，在短期內會再與警方商討有關東涌鐵路站 A 出口的交通安排，並研究可否採取措施，令交通更加安全暢順。

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Draft

Meeting minutes of the Traffic and Transport Committee of the Islands District Council (Extract)

Date: 21 March 2016 (Monday)
Time: 2:00 p.m.
Venue: Islands District Council Conference Room 14/F, Harbour Building, 38 Pier Road Central, Hong Kong

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr CHOW Yuk-tong, BBS
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Mr TANG Ka-piu, Bill, JP
Mr CHOW Ho-ding, Holden
Ms YUNG Wing-sheung, Amy
Mr KWOK Ping, Eric
Mr HO Siu-kei
Mr LAM Po-keung
Mr LO Kwan
Mr WONG Ma-tim
Mr WAN Tung-yat
Mr WONG Shun-chuen
Mr WONG Fuk-kan
Mr YUEN King-hang

Attendance by Invitation

Mr CHUNG Mann Kun, Terry	Engineer (HK) 2-3, Highways Department
Mr WONG Sing Hoi	Senior Engineer 20, HZM Bridge, Highways Department
Ms NG Kam Han	Senior Transportation Officer / Bus Development (Lantau), Transport Department

Ms KWOK Wai Ying, Candy	Principal Transportation Officer / Boundary / Projects, Transport Department
Mr WONG Pui Chung, William	Senior Transportation Officer / Boundary / Projects, Transport Department
Mr TO Chi Keung, Gary	Senior Transportation Officer / Islands, Transport Department
Mr YUEN Wing Cheong	Senior Transport Officer / Ferry Planning 2, Transport Department
Mr CHEUNG Ho Ming, Coleman	Transportation Officer / Bus Development (Lantau), Transport Department
Mr Mistral SIN	Manager (Planning), Kowloon Motor Bus Company (1933) Limited
Mr WONG Ka Chun	Senior Planning Officer, Kowloon Motor Bus Company (1933) Limited
Mr LI Kin-lok, Kevin	Public Affairs Manager, Kowloon Motor Bus Company (1933) Limited
Mr POON Chang Kong	Manager (Bus Operation), Long Win Bus Company Limited
Mr LO Yiu Wa	Senior Planning and Support Officer, Long Win Bus Company Limited
Mr YIP Tat Chong	Chief Resident Engineer, AECOM Asia Company Limited
Mr YU Hon Wing	Senior Resident Engineer, AECOM Asia Company Limited
Mr K F Tam	Chief Resident Supervisor, Gammon Construction Limited
Ms HO Hoi Yan	Assistant Public Relations Manager (External), Mass Transit Railway Corporation Limited

In Attendance

Mr CHOW Chit, Joe	Assistant District Officer (Islands) 2, Islands Home Affairs Department
Mr TO Chi-keung, Gary	Senior Transport Officer / Islands, Transport Department
Mr LEE Ka Hei, Haywood	Engineer / Islands 1, Transport Department
Ms LEUNG Chiu Mei	Engineer (Islands), Highways Department
Mr POON Wai-wing, Alvin	Engineer (Islands Development), Civil Engineering and Development Department
Mr CHAN Chiu Fai	Operation Officer of the Lantau Island, Hong Kong Police Force
Mr KU Chun Nam	Acting Superintendent (Operation) (South Lantau District), Hong Kong Police Force
Mr LAW Tung Wah, Benji	Police Communication Relations Officer (Marine Port District), Hong Kong Police Force
Mr WONG Wah	Executive Consultant, New Lantao Bus Co.(1973) Limited
Mr CHAN Tin-lung, Benny	Deputy General Manager, New Lantao Bus Company Limited
Mr CHOI Kwok Cheung	Operation and Service General Manager (Discovery Bay), HKR International Ltd.
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

Secretary

Mr Peter SZE	Administrative Officer (I) (District Council), Islands Home Affairs Department

Absent with Apology

Mr KWONG Koon-wan	
Ms TSANG Sau-ho, Josephine	
Ms FU Hiu-lam, Sammi	
Ms CHAU Shuk-man, Anthea	New World First Ferry Services Limited

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XV. Question on a traffic accident at the bus terminus in Tung Chung Town Centre
(Paper T&TC 15/2016)

137. The Chairman welcomed the guests who attended the meeting to respond to the question: Mr LEE Ka Hei, Haywood, Engineer of the Transport Department and Mr CHAN Chiu Fai, Operation Officer of the Lantau Island, Hong Kong Police Force.

138. Ms YUNG Wing-sheung, Amy introduced the content of the question.

139. Mr CHAN Chiu Fai expressed that the said accident occurred on 24 January 2016 (Sunday) at 8:57 a.m. The location of the accident was at the entrance of the Tung Chung Tat Tung Road bus terminus of Lantau Island facing the Fu Tung Street direction. It was raining at the time and the floor was slippery. There was medium level of traffic flow with the traffic speed limited at 50 km per hour. A man got off a vehicle and was passing through the entrance of the Tat Tung Road bus terminus of Lantau Island when a bus entered the bus terminus from Tat Tung Road. The man got hit and then died from serious injury. The bus captain was arrested for alleged dangerous driving causing death and was therefore unable to explain the progress and results of the investigation in detail. In terms of direction of the investigation, the Police will consider the situation of the pedestrians at the time, the driving attitude of the bus captain and the traffic situation during that time. He expressed that the Police periodically hold seminars for the bus captains and taxi drivers in Lantau Island to explain road safety and good driving attitude and will hold similar seminars more frequently in the future to enable more drivers and road users to have the opportunity to have access to knowledge on the roads. The personnel from the Traffic Division have immediately increased patrol around the location of the accident, which is believed could increase the pedestrians' and drivers' attention to road safety.

140. Mr LEE Ka Hei, Haywood expressed that the current design of the temporary bus terminus at Tat Tung Road of the Lantau Island is to allow the civilians to get onto the bus along the pedestrian walk beside the bus terminus so as to minimize the need to cross the road. Civilians going towards the Discovery Bay direction can also walk towards the waiting area to go onboard using the pedestrian walk outside the bus terminus entrance. There are clear road signs along the roads to remind the pedestrian to pay attention to safety.

141. Mr KWOK Ping, Eric expressed that the relevant road section is extremely dangerous. The Transport Department and the Police Force shall know that the road section outside of the public toilet on Tat Tung Road allow parking of large tour buses and other vehicles. When he drove pass he often saw large buses or trucks that parked there and when the drivers got on and off of their vehicles it was extremely dangerous. He hoped that the Transport Department can study whether

the relevant road section is suitable for parking of heavy vehicles. Besides, the Police Force shall beware of whether private vehicles and tour buses drivers parked outside of the lines and ignored the vehicles passing on from the right hand side leading to occurrence of traffic accidents.

142. Mr CHOW Ho-ding, Holden expressed that the traffic around Exit A of the Tung Chung MTR station near the roundabout of Tung Chung Town Centre is becoming busier. During meetings of the previous Traffic and Transport Committee, committee members had mentioned multiple times that many vehicles (e.g. vehicles and school buses going to the constructions sites) had parked and loaded passengers around that location. Accidents occurred easily when the vehicles (especially large buses) restarted. As the population of Tung Chung increases continuously, the traffic flow will also increase. He hoped that the Transport Department can inspect the road situation around that area and consider whether it is still suitable to work as a roundabout.

143. Mr LAM Po-keung expressed that from the angle of the drivers, a certain level of danger existed in Tat Tung Road. The Transport Department has allocated certain space outside the public toilet on Tat Tung Road for tour buses and airport-connecting buses to load and unload passengers there but was occupied by private vehicles or external tour buses, and even double-parking can be observed. Many drivers reflected that there are insufficient parking spaces and they did not know where to park. He estimated that the number of trucks driving to the construction site will increase and hoped that the Police will strengthen traffic management.

144. Mr CHAN Chiu Fai expressed that the Police has been working on cracking down illegal parking and double-parking on Tat Tung Road and will enhance their effort in it. Besides, the Police will enhance their law-enforcement effort in relation to the traffic situation outside of Exit A of the Tung Chung MTR station.

145. Mr LEE Ka Hei, Haywood replied that the Transport Department has been in close contact with the Police Force and will negotiate with the Police Force again about the traffic arrangement outside of Exit A of the Tung Chung MTR station and will study whether measures can be implemented to ease the traffic there.

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離島區議會
交通及運輸委員會
文件 T&TC 28/2012 號

有關一宗翔東路交通意外的提問

容詠嫦議員通知本會，在本年 7 月 30 日舉行的交通及運輸委員會會議上，她將會提出以下問題：

" 在本年 6 月 13 日(星期三)上午，翔東路近深水角徑發生一宗涉及貨車及愉景灣居民巴士的交通意外，造成 1 死 26 傷。由於事態嚴重，本人要求以下部門安排代表出席會議，並提供以下資料：

(1)請運輸署及香港警務處的代表報告該宗交通意外的調查進展及起因。

(2)過去 10 多年的離島區議會及其轄下的交通運輸委員會的會議都有討論翔東路的道路安全問題。隨著香港國際機場、港珠澳大橋、小蠔灣有機廚餘回收中心及日後東涌發展的工程相繼動工，翔東路的車流及發生交通意外的風險將會增加。因此，請運輸署及香港警務處的代表解釋，除了加強宣傳及執法外，他們會否有進一步及長遠措施解決現存的問題。

(3)請運輸署及路政署的代表交代在翔東路進行的改善工程的進度。

(4)翔東路的騎單車者不斷增加，請運輸署及香港警務處的代表解釋除了加強宣傳及執法外，他們會採取的長遠單車政策。 "

離島區議會秘書處
檔號： IS 140/3/02

日期： 2012 年 7 月 3 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council
Traffic and Transport Committee
Document T&TC 28/2012

Questions regarding a traffic accident on Cheung Tung Road

Council member YUNG Wing-sheung informed this council that, during the Traffic and Transport Committee meeting held on July 30 of this year, she raised the following question:

"On the morning of June 13 (Wednesday) of this year, on Cheung Tung Road near Sham Shui Kok Drive a traffic accident occurred involving a truck and a bus with residents from Discovery Bay, causing 1 death and 26 injuries. Due to the severity of the incident, I ask the departments responsible below to arrange for a representative to attend the meeting and provide the materials below:

(1) Would the representative from Transport Department and the Hong Kong Police Force report on the investigation status on the accident and the cause of the accident?

(2) In the past 10 years, the Islands District Council and the Traffic and Transport Committee subordinated to it, all discussed the road safety issue regarding Cheung Tung Road. As the construction work continues in connection with the Hong Kong International Airport, HK-Zhuhai-Macau Bridge, Siu Ho Wan Organic Waste Recycling Center and the future Tung Chung projects, the traffic flow and risk of accidents will increase on Cheung Tung Road. Therefore, would the representatives from the Transport Department and the Hong Kong Police Force please make an explanation: aside from enhancing education and law enforcement, will they have a further and long-term solution to the existing problem?

(3) Would the representatives from the Transport Department and the Highways Department give an explanation about the progress on the improvement engineering on Cheung Tung Road?

(4) The number of bicyclists keeps increasing on Cheung Tung Road. Would the representatives from the Transport Department and the Hong Kong Police Force please make an explanation: aside from enhancing education and law enforcement, will they have long-term regulations on bicyclists?"

Islands District Council Secretariat

File No.: IS 140/3/02

Date: July 3, 2012

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定 稿

離島區議會交通及運輸委員會會議記錄

日期：2012 年 7 月 30 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
周轉香女士, BBS, MH, JP
張國光先生
陳連偉先生
張　富先生
王少強先生
余麗芬女士, MH
李桂珍女士, MH
容詠嫦女士
安慶英先生
林　悅先生
余漢坤先生, JP
周浩鼎先生
胡國光先生
陳信有先生
王媽添先生
林寶強先生
黃雄坤先生

應邀出席者

龔樹人先生	營運貳部經理	城巴有限公司
鄭廣樂先生	高級地政主任/土地管制	離島地政處
鄭兆銘先生	康樂事務經理(樹木)新界西	康樂及文化事務署
倪家昇先生	離島區副康樂事務經理	康樂及文化事務署
楊柳菁博士	郊野公園主任(大嶼山)	漁農自然護理署

列席者

黃　華先生		新大嶼山巴士有限公司
周淑敏女士		新世界第一渡輪服務有限公司
高月華女士		香港興業國際集團有限公司
吳錦耀先生		大嶼山的士聯會
雷高明先生	工程師/離島 2	運輸署
黃志德先生	高級運輸主任/離島	運輸署
張正文先生	大嶼山警區行動主任	香港警務處
郭樹志先生	水警海港警區警民關係主任	香港警務處
關淑嫻女士	工程師(離島)	路政署
司徒雪雯女士	工程師(離島發展部)	土木工程拓展署
譚雨川先生	離島民政事務助理專員	離島民政事務處
鄧華聯女士(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

李志峰先生, BBS, MH
黃漢權先生
鄧家彪先生
鄺官穩先生
賴子文先生
文偉昌先生
譚文豪先生
葉錦洪先生

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VI. 有關一宗翔東路交通意外的提問
(文件 T&TC 28/2012 號)

19. 主席歡迎出席回應提問的嘉賓：運輸署工程師/離島 2 雷高明先生，香港警務處大嶼山警區行動主任張正文先生，以及路政署工程師/離島關淑嫻女士。

20. 容詠嫦議員介紹提問內容。

21. 雷高明先生表示，翔東路與北大嶼山公路是並排的，基本上是一條直路，視線良好，翔東路的速度限制為每小時 50 公里。由深水角徑轉出翔東路的路口，亦設有讓路的交通標誌及道路標記，以提醒駕駛人士。發生交通意外的路口並非交通黑點，在本年 6 月 13 日發生交通意外之前的 5 年內，該處只發生過 1 宗有人受傷的交通意外。翔東路的道路設計包括能見度及路彎都符合標準。在個別地點，運輸署經已實施一些措施，例如在翔東路近東涌東交匯處的行車隧道附近，已加上適當的交通標誌及道路標記，提醒駕駛者前面有彎位。有關部門亦會定時修剪翔東路旁的植物，以免阻礙駕駛者視線。

22. 張正文先生表示，本年 6 月 13 日翔東路的交通意外於早上 10 時 02 分發生，涉及一部貨車和一部愉景灣巴士迎頭相撞。貨車司機送院後在 11 時 25 分證實不治，另有 27 名傷者，包括 1 名巴士司機和 26 名乘客，大部分只是輕傷，只有 3 名傷者當日需留院觀察，其後已全部康復出院。這次意外由新界南交通特別調查隊第二隊調查跟進。初步資料顯示，事件成因相信與翔東路與深水角徑交界道路設計無關。初步調查亦顯示，愉景灣巴士司機並沒有犯任何過錯。基於未明原因，貨車司機失控駛過對面行車線，但由於貨車司機已不幸過世，警方現時只能循其他途徑調查，現正等待現場數據的化驗結果。

23. 關淑嫻女士表示，運輸署安排在翔東路設置交通標誌及道路標記的工程，以及修剪翔東路旁植物的工程，經已完工。

24. 就運輸署、香港警務處及路政署的回應，委員提出以下詢問和意見：

(a) 周轉香議員關注單車與車爭路的問題。由於翔東路是雙行單線，車輛往往因避開單車而逆線行駛，以致險象環生。

警方的數字顯示，翔東路涉及單車的意外不斷增加。由於踏單車人士經常駛經翔東路和機場一帶，她建議於東涌和機場等道路增加指示牌，指示踏單車人士向指定方向行駛。此外，她又建議當局優先考慮於海濱長廊至欣澳一段的道路上，建造單車徑，以解決問題。

(b) 林寶強先生認同周轉香議員的意見。他亦反映現時翔東路仍然有一些樹木或草叢阻擋駕駛者視線，特別是鐵絲網內的樹木或草叢從未修剪過。

(c) 容詠嫦議員表示，運輸署指翔東路是與北大嶼山幹線並排的直線行車路，但運輸署卻沒有提及，其實翔東路有很多小路出大路的情況，而這次意外亦並非兩輛車輛相撞那麼簡單。根據當時傷者所說，案發時是有第三輛車(是一輛垃圾車)從小路駛出大路，貨車因要避開垃圾車而撞向愉景灣邨巴，所以翔東路並非如運輸署所說般安全。翔東路除了兩邊雙黃線和雙向單行外，運輸署亦承認翔東路是輔助道路(service road)，在路下面有很多電纜等，隨時需要進行工程。而且翔東路亦用來輔助北大嶼山幹線，當北大嶼山幹線發生意外時，車輛將會使用翔東路，因此，翔東路的安全是非常重要的，她亦在議會內多次提出有關問題。此外，未來將會有更多重型車輛從地盤駛出翔東路，如果相關部門仍不留意此問題，她憂慮會有更多意外發生。她促請相關部門控制重型車輛的流量，不要以為翔東路只是一條簡單直線有速度限制的道路，以免意外再次發生。另一方面，路政署於意外發生後第二天才開始修葺樹木，實在太遲。她在前年舉行的會議上，已用 26 張相片，指出翔東路的交通黑點，當時部門回應表示翔東路是安全的，直至現時發生了嚴重意外，部門仍認為翔東路是安全的，她十分憂慮。她認為警方的調查並不全面，從來沒有提及意外涉及第三輛車輛，只說貨車司機因不明的原因導致這次意外。她希望警方完成調查後，再向議會匯報。她重申翔東路並不安全，促請各部門控制重型車輛的流量，同時亦不要增加其他車輛的流量。

25. 就委員的詢問和意見，運輸署、路政署及香港警務處回應如下：

(a) 雷高明先生表示，根據過去 5 年的交通意外數字，不涉及

單車的意外未有明顯上升趨勢。而涉及單車的意外，雖然有上升趨勢，大部分都不涉及單車與其他車輛的碰撞。以2011 年為例，超過 8 成半的交通意外都不涉及單車與其他車輛的碰撞，反而大多數是由於單車人士不小心駕駛、失控等所致。此外，翔東路有不少人踏單車，除了環境因素外，某程度上亦因為翔東路的車輛流量相對較低，亦相對較安全。如果這些有利條件不變，翔東路對單車人士來說仍有吸引力，部門很難干預。

(b) 關淑嫻女士表示，發生意外的位置的樹木並不屬於路政署管轄，而是由康樂及文化事務署("康文署")負責修剪。據她所知，意外後康文署已再派人修剪。有關影響司機視線的樹木，修剪工作經已完工。至於鐵絲網內樹木繁盛需要修剪的問題，她已轉介給有關人士跟進。

(c) 張正文先生表示，關於有垃圾車涉及意外的問題，警方已經記錄在案。現階段因為有其他政府化驗報告尚未完成，意外調查未有結論。在全盤調查完結後，便會向議會匯報調查結果。此外，警方注意到翔東路交通流量及單車使用者增加的問題，並在 2012 年加強執法。2012 年上半年和2011 年同期相比，翔東路交通意外數字經已下跌，涉及單車的意外亦有下跌。警方會繼續留意有關情況。

26. 就運輸署、香港警務處及路政署的回應，委員再次提出以下詢問和意見：

(a) 主席表示，近年香港單車會多次在翔東路及裕東路舉辦單車繞圈賽，故平日有很多踏單車者在該處練習。他建議有關部門與單車會協商，以減少意外發生。

(b) 林寶強先生表示，雖然運輸署指大多數單車意外是由於單車人士不小心駕駛失控所致，但意外亦會影響他人，甚至可能發生後車收掣不及而發生意外的情況，故建議運輸署考慮為踏單車者發牌，以便監察。此外，他指出，路旁植物影響貨車倒後鏡的視線，希望路政署商討改善方案。

(c) 黃華先生詢問，路旁樹木哪些範圍是由路政署負責，哪些範圍是由康文署負責，兩者如何劃分。

(d) 周轉香議員表示，即使翔東路適合踏單車，亦不應該忽略其他道路使用者的利益，例如司機身負乘客安全的責任，以致駕駛時需要額外留意路面情況。很多單車愛好者在翔東路至機場一帶踏單車，影響交通運作及一般市民的正常生活。她希望有關部門正視問題，亦建議盡快增設單車徑，以解決問題。有關樹木責任劃分的問題，她希望部門不要推卸責任，應主動跟進。

(e) 高月華女士表示，她曾去信運輸署反映翔東路旁的樹枝生長茂盛，影響駕駛者視線的問題。她希望有關部門盡快安排修剪，並提供時間表。

(f) 黃福根副主席詢問，如踏單車不需牌照，警方如何執法。他亦詢問單車載人和醉酒踏單車等行為，是否犯法。

27. 就委員的詢問和意見，離島民政事務處(“民政處”)、路政署及運輸署回應如下：

(a) 譚雨川先生表示，民政處已經將增設沿海單車徑的建議交由相關部門跟進研究，有進展時會向議會匯報。

(b) 關淑嫻女士表示，簡單來說，路政署負責轄下路旁斜坡上和快速公路範圍內的植物養護工作。

(c) 雷高明先生表示，單車愛好者多數會選擇合適的地方踏單車，既然他們選擇翔東路，證明翔東路確有其吸引之處。除了翔東路外，新界亦有其他地方，例如大埔新娘潭路，都是較靜的路段，受單車人士歡迎。即使沿海單車徑落成，相信仍會有人在翔東路進行單車活動，因為不少人特別喜歡在公路上踏單車的感覺，不排除他們會繼續選擇在翔東路踏單車。關於為踏單車人士發牌的問題，他有保留，認為未必可以得到大部分人支持。無論有無牌照，踏單車人士如觸犯法例，警方都可以作出檢控。有關高月華女士詢問修剪樹枝的進展，他將於會後跟進。

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This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Finalized

Minutes of the Traffic and Transport Committee Meeting of the Islands District Council

Date: July 30, 2012 (Monday)

Time: 2:00 p.m.

Location: Conference Room, Islands District Council

Attendees:

Mr. LO Kwong-shing (Chairman)

Mr. WONG Fuk-kan (Vice Chairman)

Ms. CHAU Chuen-heung, BBS, MH, JP

Mr. CHEUNG Kwok-kwong

Mr. CHAN Lin-wai

Mr. CHEUNG Fu

Mr. WONG Siu-keung

Ms. YU Lai-fan, MH

Ms. LEE Kwai-chun, MH

Ms. YUNG Wing-sheung

Mr. ON Hing-ying

Mr. LAN Yuet

Mr. YU Hon-kwan, JP

Mr. CHOW Ho-ding

Mr. WOO Kwok-kwong

Mr. CHAN Shun-yau

Mr. WONG Ma-tim

Mr. LAM Bo-keung

Mr. WONG Hung-kwan

Invited Attendees

Mr. KUNG Shu-yan	Operation Second Department Manager	City Bus Co., Ltd.
Mr. CHENG Kwong-lok	Senior Land Director/Land Regulation	Islands District Land Office
Mr. CHENG Siu-ming	Leisure Affairs Manager (Tree) New Territories West	Leisure and Cultural Services Department
Mr. NGAI Ka-sing	Islands District Deputy Leisure Affairs Manager	Leisure and Cultural Services Department
Dr. YEUNG Lau-ching	Wilderness Park Director (Lantau Island)	Agriculture, Fisheries and Conservation Department

Also in Attendance

Mr. WONG Wah		New Lantao Bus Co., Ltd.
Ms. CHAU Shuk-man		New World First Ferry Services Limited
Ms. KO Yuet-wah		HKR International Limited
Mr. NG Kam-yiu		Lantau Taxi Association
Mr. LUI Ko-ming	Engineer/Islands 2	Transport Department
Mr. WONG Chi-tak	Senior Transport Director/Islands	Transport Department
Mr. CHANG Ching-man	Action Director of Lantau Police Precinct	Hong Kong Police Force
Mr. KWOK Shu-chi	Resident relationship director of the Maritime Harbor Police Precinct (HKPF)	Hong Kong Police Force
Ms. KWAN Shuk-han	Engineer (Islands)	Highways Department
SZETO Suet-man	Engineer (Islands Development Division)	CEDD
Mr. TAM Yu-chuen	Islands Civil Affairs Assistant Specialist	Islands District Office, Home Affairs Department
Ms. TANG Wah-luen (secretary)	Executive Administrator (District Council)	Islands District Office, Home Affairs Department

Absent with Apologies

Mr. LEE Chi-fung, BBS, MH
Mr. WONG Hon-kuen
Mr. TANG Ka-piu
Mr. KWONG Koon-wan
Mr. LAI Tsz-man
Mr. MAN Wai-cheong
Mr. TAM Man-ho
Mr. YIP Kam-hung

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VI. Questions regarding a traffic accident on Cheung Tung Road

(Document T&TC No. 28/2012)

19. The Chairman welcomed the guests who were present to respond to the question: Engineer/Islands 2 of Transport Department, Mr. LUI Ko-ming; Action Director of Lantau Police Precinct, Hong Kong Police Force, Mr. CHANG Ching-man; and Engineer (Islands) of Highways Department, Ms. KWAN Shuk-han.

20. Council member YUNG Wing-sheung introduced the contents of the question.

21. Mr. LUI Ko-ming expressed: Cheung Tung Road and North Lantau Island Road are side-by-side. Basically, it is one straight road with good line of sight. The speed limit on Cheung Tung Road is 50 kilometers per hour. The intersection between Sham Shui Kok Drive also has a yield traffic sign and a road marking to remind drivers. The road where the traffic accident happened was not a Traffic Blackspot. In the 5 years prior to the traffic accident on June 13 of this year, only one traffic accident with one injury had happened in this location. The road design of Cheung Tung Road including visibility and curvature are all conforming to standards. In various individual places, the Transport Department has already taken measures, such as near the vehicle tunnel on Cheung Tung Road close to Tung Chung East intersection, there are suitable traffic signs and road markings to remind drivers that there is a curve in the road ahead. The relevant authorities will also prune the plants close to Cheung Tung Road to prevent them from obstructing the view of drivers.

22. Mr. CHANG Ching-man expressed: the traffic accident that took place on Cheung Tung Road on June 13 of this year happened at 10:02 in the morning. It involved a truck and a bus with residents from Discovery Bay colliding head on. The driver of the truck died at 11:25 after being sent to the hospital. Otherwise, there are 27 injured, including a bus driver and 26 passengers. Most of the injuries are light, only 3 injured needed to stay in the hospital for observation and they all left the hospital in a healthy state subsequently. This accident is followed up by the second investigation team of the New Territories South Traffic Special Investigation Team. The preliminary information indicates that the driver of Discovery Bay Bus did not make any mistake. Due to unclear reasons, the driver of the truck lost control and crossed the line into opposing traffic. However, since the driver of the truck unfortunately passed away, the police can only investigate through other means for now and they are waiting for the chemical forensics results on the site data.

23. Ms. KWAN Shuk-han expressed: the traffic signs and road marking work that the Transport Department arranged for at Cheung Tung Road and the pruning of nearby plants engineering have been completed.

24. In regards to the reply from the Transport Department, the Hong Kong Police Force and the Land Department, the council member raised the following questions and suggestions:

(a) Council member CHAU Chuen-heung was concerned about the issue of insufficient road space to accommodate both bicyclists and vehicles. Because Cheung Tung Road is two-way single lane, vehicles often cross the line to pass bicyclists, which increases risks.

The data from the police show that the traffic accidents between bicyclists and cars on Cheung Tung Road continue to increase. Because bicyclists often ride through the area including Cheung Tung Road and the airport, she suggests adding indicator signs around the roads like Tung Chung and the airport to indicate the riding direction to bicyclists. Moreover, she also suggests that the administration should consider as a priority constructing a bicycle path between Waterfront Promenade and Sunny Bay in order to resolve the problem.

(b) Mr. LAM Bo-keung concurred with the suggestion from council member CHAU Chuen-heung. He also reported that presently there are still some plants or shrubs obstructing drivers' views on Cheung Tung Road, especially the plants and shrubs within the wire mesh are never pruned.

(c) Council member YUNG Wing-sheung expressed: the Cheung Tung Road referred to by the Transport Department is a single lane road side-by-side with North Lantau Island Main Line. However, the Transport Department did not mention that there is a situation on Cheung Tung Road where small roads enter into large roads. The reason this accident happened is not quite as simple as two vehicles colliding head on. According to the injured at the site, when the accident happened, a third vehicle (a garbage truck) entered the large road, and the truck intended to avoid the garbage truck and thereby collided into the Discovery Bay Bus. Therefore, Cheung Tung Road is not as safe as the Transport Department claims. Besides a two-way double yellow road and two-direction one-way road, the Transport Department also admits that Cheung Tung Road is a service road. There are electricity cables and so on under the road, and work may be needed at any time. Moreover, Cheung Tung Road is also used to support North Lantau Island Main Lane. Where there is an accident on North Lantau Island Main Lane, the vehicles will redirect to Cheung Tung Road. Therefore, the safety of Cheung Tung Road is very important. She also raised relevant questions at council meetings. Moreover, in the future, there will be more heavy vehicles that will drive to Cheung Tung Road from this location. If the relevant authorities do not pay attention to this problem, she is concerned that it will result in more accidents happening. She urges the relevant authorities to control the flow of heavy vehicles and do not consider Cheung Tung Road to be merely a simple straight speed limited road in order to avoid further accidents from happening. On the other hand, the Highway Department only started to prune the plants on the second day after the traffic accident, which is very late. She already pointed out Traffic Blackspots on Cheung Tung Road using 26 slides during the meeting last year. The relevant authorities responded that Cheung Tung Road was safe. Even until today after a serious accident has occurred, the authorities still consider Cheung Tung Road to be safe. She is very concerned and believes that the investigation by the police is not comprehensive enough. There has never been any mention that the accident involved a third vehicle. Rather, only information has been that the truck driver from some unknown reason caused this accident. She expected that the police would, after they have completed their investigation, report again to this council. She re-emphasized that Cheung Tung Road is not safe and urges all competent authorities to control the flow volume of heavy vehicles and at the same time do not increase the flow volume of other types of vehicles.

25. Regarding the questions and suggestions of the council member, the Transport Department, the Highway Department and the Hong Kong Police Force responded as follows:

(a) Mr. LUI Ko-ming expressed: according to the traffic accident data of the preceding five years, the number of accidents not involving bicycles does not have a clear increase trend. The accidents involving bicycling, although exhibiting a dramatic increase, mainly do not involve the collisions between bicycles and other types of vehicles. Taking 2011 as an example, over 80% of traffic accidents do not involve bicycles and other types of vehicles. Instead, they show they are mainly caused by the negligence of bicyclists and losing control of the vehicle. Moreover, there are a significant number of bicycles on Cheung Tung Road. In addition to environmental factors, from many aspects because the vehicle flow on Cheung Tung Road is relatively low, it is relatively safe. If these advantageous conditions do not change, Cheung Tung Road would be relatively more attractive to bicyclists and it is difficult for the authorities to interfere with that.

(b) Ms. KWAN Shuk-han expressed: the plants involved at the accident location are not under the jurisdiction of the Highway Department but rather the pruning is the responsibility of the Leisure and Cultural Services Department. Based on her understanding, after the accident, the Leisure and Cultural Services Department assigned relevant workers to prune the plants that might obstruct drivers and the relevant pruning work has been completed. In regards to the plants that need to be pruned in the wire mesh, she has forwarded them to the relevant parties.

(c) Mr. CHANG Ching-man expressed: in regards to the involvement of a garbage truck in the accident, the police have already done recording at the scene. At the present stage, because other chemical forensics report by other government authorities has not yet been completed, there is not yet any conclusion for the accident investigation. Once the investigation is completed, we will report to the council. Moreover, the police note the issue of increase of traffic volume on Cheung Tung Road and the increased use by bicyclists and have increased law enforcement in 2012. Year on year (first half of 2011 versus first half of 2012), the number of accidents on Cheung Tung Road has decreased and the number of accidents involving bicyclists have declined. The police will continue to note the relevant situation.

26. In regards to the responses from the Transport Department, Hong Kong Police Force and the Highways Department, the council members further raised the questions and suggestions below:

(a) The Chairman expressed: in recent years, many bicycle races have been held on Cheung Tung Road and Yu Tung Road. Therefore, usually there are many bicyclists training at ordinary times. He suggests that the relevant department will communicate with the bicyclists association in order to reduce accidents happening.

(b) Mr. LAM Bo-keung expressed: although the Transport Department points out that the majority of bicycle accidents are due to the negligence of bicyclists. However, the accidents also affect others. They can also cause vehicles from behind being involved in an accident due to slow response. Therefore, he suggested the Transport Department issue tags to bicyclists in order to supervise. Moreover, he pointed out, the plants by the roadside affect the rearview mirror of trucks. He expected that the Highway Department would raise an improvement plan.

(c) Mr. WONG Wah asked: Who is responsible for the plants in that area? Which ones are the responsibilities of the Highways Department versus Leisure and Cultural Services Department? How are the two parts divided?

(d) Council member CHAU Chuen-heung expressed: even though Cheung Tung Road is suitable for bicyclists, one should not forget about the interests of other users of the road. For example, the drivers are responsible for the safety of the passengers and should pay extra attention to the road conditions. Many bicyclists use this stretch of road, affecting average citizens. She expected the relevant authorities would recognize the situation and suggests they quickly create a bicycle lane in order to resolve the problem. In regards to the separation of responsibilities for the plants, she expected the relevant departments would not evade their responsibilities and follow up the work proactively.

(e) Ms. KO Yuet-wah expressed: She had previously sent a letter to the Transport Department about the issue of plants growing heavily around Cheung Tung Road affecting drivers' vision. She expected that the relevant authorities would quickly arrange for pruning and provide a timetable.

(f) Deputy Chairman WONG Fuk-kan asked: if bicyclists do not need licenses, how will police enforce the law? He also asked about bicyclists carrying people and riding while drunk – will these behaviors be illegal?

27. In regards to the question and suggestions from the council members, the Home Affairs Department, the Highways Department and the Transport Department responded as follows:

(a) Mr. TAM Yu-chuen expressed: the Home Affairs Department has already made the suggestion to relevant authorities for follow-up research about setting up a bicycle path. When there is progress, we will report to the council.

(b) Ms. KWAN Shuk-han expressed: basically, the Highway Department is responsible for the plant maintenance work for the uphill part of the road under its jurisdiction and within the scope of the highway.

(c) Mr. LUI Ko-ming expressed: bicyclists mostly will choose the suitable place to ride. Since they choose Cheung Tung Road, it shows the road is attractive. Other than Cheung Tung Road, there are other places in New Territories such as Bride's Pool Road which are quieter and are welcomed by bicyclists. Even if the seaside bicycle plan is realized, there will still be people who want to bicycle on Cheung Tung Road – which is a possibility that cannot be excluded because they like the feeling of riding a bicycle on a road. About the issue of issuing tags to bicyclists, he reserves his opinion and believes most people would not support it. Whether or not with a license or tag, bicyclists are subject to law enforcement and will be accused by the police if they break any rules. In regards to the progress of the plant pruning question from Ms. KO Yuet-wah, he will follow up.

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離島區議會
交通及運輸委員會
文件 T&TC 56/2012 號

有關一宗在愉景灣巴士總站發生的交通意外的提問

容詠嫦議員通知本會，在本年 11 月 26 日舉行的交通及運輸委員會會議上，她將會提出以下問題：

" 繼在本年 6 月，愉景灣聖公會偉倫小學附近發生一宗交通意外，造成 1 名學童被撞傷，在本年 11 月 2 日(星期一)下午 5 時左右，2 輛分別爲 5 號及 8 號的愉景灣巴士在愉景灣巴士總站相撞，造成 5 人受傷(案件編號：LTN12016780)。有見及此，本人要求香港警務處安排代表，在會上報告調查進度及採取的措施。

此外，愉景灣巴士總站在過去曾發生 2 宗嚴重的交通事故，造成 2 名長者嚴重受傷，其中 1 名傷者永久傷殘。該位置交通繁忙，巴士及行人不時在該處出入。因此，本人要求香港警務處及運輸署的代表解釋他們會否考慮把該位置列爲交通黑點，又解釋他們有何紓緩措施，以保障所有道路使用者的安全。

最後，本人要求愉景灣交通服務有限公司及愉景灣城市管理處安排代表出席會議，解釋他們會否在巴士總站的設計、巴士路線的輪候位置及巴士班次等方面作出調整，以保障所有道路使用者的安全。此外，亦請愉景灣交通服務有限公司的代表解釋他們會否加強車長及站長的培訓，減少交通意外發生的機會。 "

離島區議會秘書處
檔號：IS 140/5/02

日期：2012 年 11 月 9 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council
Traffic and Transport Committee
Document T&TC 56/2012

Questions regarding a traffic accident occurred at Discovery Bay Bus Terminus

Council member YUNG Wing-sheung notified the Council that she would bring up the following issue at the Traffic and Transport Committee meeting on November 26 of this year:

"Subsequent to a traffic accident that occurred in June this year near the S.K.H. Wei Lun Primary School in Discovery Bay, resulting in the injury of one student, on the November 2 of this year (Monday) at approximately 5:00 p.m., two Discovery Bay buses, Bus No. 5 and Bus No. 8 respectively, were involved in a crash at the Discovery Bay Bus Terminus, and five people were injured as a result (case no.: LTN12016780). As such, I would like to request a representative to be arranged by the Hong Kong Police Force to provide a report at the meeting pertaining to investigation progress and implemented measures.

Furthermore, two severe traffic incidents have occurred at the Discovery Bay Bus Terminus, resulting in two severe injuries of the elderly, with one being permanently paralyzed. The traffic at the said location is busy, with buses and pedestrians frequently entering and exiting the area. Therefore, I would like to request for the representatives of the Hong Kong Police Force and the Transport Department to provide an explanation as to whether or not they will consider listing the area as a Traffic Blackspot, and to propose their mitigation measures in order to ensure the safety of all road users.

Lastly, I would like the request for Discovery Bay Transportation Services Limited and Discovery Bay City Management Office to arrange representatives to attend the meeting, explicating whether or not adjustments will be made to the design of the bus terminus, the waiting area of various bus routes, as well as bus schedules, in order to ensure the safety of all road users. Additionally, the Discovery Bay Transportation Services Limited representative is also requested to explain if the training of bus drivers and terminus supervisors will be enhanced in an effort to reduce the chances of traffic accidents."

Islands District Council Secretariat

File No.: IS 140/5/02

Date: November 9, 2012

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定　稿

離島區議會交通及運輸委員會會議記錄

日期：2012 年 11 月 26 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
周轉香女士, BBS, MH, JP
李志峰先生, BBS, MH
陳連偉先生
張　富先生
王少強先生
黃漢權先生
余麗芬女士, MH
李桂珍女士, MH
容詠嫦女士
鄧家彪先生
安慶英先生
林　悅先生
鄺官穩先生
余漢坤先生, JP
賴子文先生
周浩鼎先生
王媽添先生
林寶強先生
文偉昌先生
譚文豪先生
黃雄坤先生

應邀出席者

梁賜強先生	對外事務高級經理	香港鐵路有限公司
鄭偉漢先生	對外事務助理公共關係經理	香港鐵路有限公司
盧杰慧女士	工程師(離島) 1	運輸署
阮榮昌先生	高級運輸主任/渡輪策劃 2	運輸署
曾偉文先生	高級地政主任/土地徵用	離島地政處
鄭炳泉先生	高級地政主任/長洲、坪洲及南丫島	離島地政處
彭潔玲女士	中西南及離島區福利專員	社會福利署
馬惠就先生	物業服務經理	房屋署
陳文賢先生	長洲分區巡邏小隊指揮官	香港警務處

列席者

周淑敏女士		新世界第一渡輪服務有限公司
黃　華先生		新大嶼山巴士有限公司
鄭偉鵬先生		香港興業國際集團有限公司
吳錦耀先生		大嶼山的士聯會
雷高明先生	工程師/離島 2	運輸署
黃志德先生	高級運輸主任/離島	運輸署
何世康先生	大嶼山警區行動主任	香港警務處
楊子良先生	水警海港警區社區聯絡主任	香港警務處
關淑嫻女士	工程師(離島)	路政署
司徒雪雯女士	工程師(離島發展部)	土木工程拓展署
郭中宏先生	離島民政事務助理專員	離島民政事務處
鄧華聯女士(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

胡國光先生
陳信有先生
葉錦洪先生

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XIV. 有關一宗在愉景灣巴士總站發生的交通意外的提問
(文件 T&TC 56/2012 號)

102. 主席歡迎出席回應提問的嘉賓：運輸署高級運輸主任黃志德先生、工程師雷高明先生、香港警務處大嶼山警區行動主任何世康先生及愉景灣營運及服務總經理鄭偉鵬先生。

103. 容詠嫦議員介紹提問內容，並澄清提問涉及兩宗交通意外。

104. 何世康先生表示，兩宗交通意外的調查工作經已完成，警方已票控違規的司機，由於案件已進入司法程序，暫時未能提供調查報告的詳情。他表示，任何地點在 12 個月內發生 9 宗或以上有人傷亡的交通意外，或 6 宗或以上有行人傷亡的交通意外，都會被列為交通黑點。而上述兩宗交通意外發生的地點並不屬於交通黑點。

105. 雷高明先生表示，愉景灣巴士總站並非交通黑點，運輸署會根據警方的調查結果作出配合的跟進工作。他補充表示，除警方所述外，任何地點在過去 5 年內發生 2 宗或以上有人死亡的交通意外，亦會被列為交通黑點。所有交通黑點的位置已上載運輸署的網頁，供市民參考。而上述交通黑點的定義是由道路安全議會轄下道路安全研究委員會所制定，全港適用。

106. 鄭偉鵬先生表示，第一宗在偉倫小學附近發生的意外是於本年 7 月發生，涉及意外的車輛是偉倫小學自行租用的學童巴士，而不是愉景灣巴士。第二宗在巴士總站的意外則於 11 月 2 日(星期五)發生。他強調，愉景灣交通服務有限公司非常重視乘客安全，經常提醒司機小心駕駛，亦設有賞罰制度。公司亦聘請一位全職教車師傅訓練新入職的司機和重新評核涉及交通意外的司機。他表示，愉景灣的巴士總站已使用多年，居民已熟習巴士站的位置及路線，而且意外原因並非關乎巴士站的設計問題，所以暫時沒有計劃更改車站設計。

107. 容詠嫦議員表示，愉景灣交通意外的資料並不公開，她的資料全由居民提供。她提及的意外均十分嚴重，在偉倫小學附近發生的意外，造成 1 名年幼學童永久傷殘，而意外的原因涉及司機的駕駛態度。愉景灣屬少車輛、無污染和低密度的住宅區，不應與香港其他地

方比較，因愉景灣對交通安全水準的要求更高。近來，在愉景灣巴士總站有巴士路線停站的調動，亦有遊艇會的車輛長期停泊，在交通日益繁忙的情況下，她建議騰空巴士總站後的停泊處給巴士停泊或掉頭，以舒緩交通阻塞。她亦建議巴士公司加強新入職司機的培訓，以減少意外發生。

108. 譚文豪委員不認同因為居民已熟習巴士站的位置及安排，而不更改巴士站的設計。他認為應以安全為首要考慮而提供更好的車站設計。

109. 鄭偉鵬先生表示，涉及愉景灣巴士的意外非常少。他強調公司非常重視乘客安全，並經常提醒司機小心駕駛。由於沒有任何證據顯示意外和巴士總站的設計有關，而且車站使用者多數是區內居民，所以不會輕易改變現時的安排，以免引起居民的適應問題。

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Finalized

Minutes of the Traffic and Transport Committee Meeting of the Islands District Council

Date: November 26, 2012 (Monday)
Time: 2:00 p.m.
Location: Conference Room, Islands District Council

Attendees
Mr. LO Kwong-shing (Chairman)
Mr. WONG Fuk-kan (Vice Chairman)
Ms. CHAU Chuen-heung, BBS, MH, JP
Mr. LEE Chi-fung BBS, MH
Mr. CHAN Lin-wai
Mr. CHEUNG Fu
Mr. WONG Siu-keung
Mr. WONG Hon-kuen
Ms. YU Lai-fan, MH
Ms. LEE Kwai-chun, MH
Ms. YUNG Wing-sheung
Mr. TANG Ka-piu
Mr. ON Hing-ying
Mr. LAM Yuet
Mr. KWONG Koon-wan
Mr. YU Hon-kwan, JP
Mr. LAI Tsz-man
Mr. CHOW Ho-ding
Mr. WONG Ma-tim
Mr. LAM Bo-keung
Mr. MAN Wai-cheong
Mr. TAM Man-ho
Mr. WONG Hung-kwan

Invited Attendees

Mr. LEUNG Chi-keung	Senior Manager, External Affairs	MTR Corporation Limited
Mr. CHENG Wai-hon	Assistant Public Relations Manager, External Affairs	MTR Corporation Limited
Ms. LO Kit-wai	Engineer (Islands) 1	Transport Department
Mr. YUEN Wing-cheong	Senior Transport Officer/Ferry Planning 2	Transport Department
Mr. TSANG Wai-man	Senior Lands Officer/Land	Islands District Lands Office
Mr. CHENG Ping-chuen	Senior Lands Officer/Cheung Chau, Peng Chau & Lamma Island	Islands District Lands Office
Ms. PANG Kit-ling	Welfare Officer, Central Western, Southern & Islands District	Social Welfare Department
Mr. MA Wai-chau	Property Service Manager	Housing Department
Mr. CHAN Man-yin	Patrol Sub-unit Commander, Cheung Chau Division	Hong Kong Police Force

Also in Attendance

Ms. CHAU Shuk-man		New World First Ferry Services Limited
Mr. WONG Wah		New Lantao Bus Co., Ltd.
Mr. CHENG Wai-pang		HKR International Limited
Mr. NG Kam-yiu		Lantau Taxi Association
Mr. LUI Ko-ming	Engineer/Islands 2	Transport Department
Mr. WONG Chi-tak	Senior Transport Officer/Islands	Transport Department
Mr. HO Sai-hong	Action Director of Lantau Police Precinct	Hong Kong Police Force
Mr. YEUNG Chi-Leung	Marine Police Port District Community Liaison Officer	Hong Kong Police Force
Ms. KWAN Shuk-han	Engineer (Islands)	Highways Department
Ms. SZETO Suet-man	Engineer (Islands Development)	Civil Engineering and Development Department
Mr. KWOK Chung-weng	Assistant District Officer, Islands District Office	Islands District Office, Home Affairs Department
Ms. TANG Wah-luen (secretary)	Executive Administrator (District Council)	Islands District Office, Home Affairs Department

Absent with Apologies

Mr. WOO Kwok-kwong
Mr. CHAN Shun-yau
Mr. YIP Kam-hung

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XIV. Questions regarding a traffic accident occurred at Discovery Bay Bus Terminus

(Document T&TC 56/2012)

102. The Chairman welcomed guests who were present to address the question: Senior Transport Officer, Mr. WONG Chi-tak, and Engineer, Mr. LUI Ko-ming, of the Transport Department; Action Director of Lantau Police Precinct of the Hong Kong Police Force, Mr. HO Sai-hong; and General Manager of Operations and Services of Discovery Bay, Mr. CHENG Wai-pang.

103. Council member Ms. YUNG Wing-sheung introduced contents of the question, and clarifies that the question involves two cases of traffic accidents.

104. Mr. HO Sai-hong expressed: investigation of both traffic accidents has been completed, and that the police has issued summons to the drivers who committed the violation. These cases have entered into judicial proceedings, thus details of the investigative reports cannot be provided at the moment. He also indicated that any location where 9 or more fatal traffic accidents occur within a period of 12 months, or where 6 or more traffic accidents involving the injury and death of pedestrians, will be listed as a Traffic Blackspot. The locations at which the two above-mentioned traffic accidents occurred do not constitute Traffic Blackspots.

105. Mr. LUI Ko-ming expressed: the Discovery Bay Bus Terminus is not a Traffic Blackspot. The Transport Department will follow up in correspondence to the investigation results of the police. He added that apart from what had been mentioned by the police, any location where 2 or more fatal traffic accidents occur within a period of 5 years will also be listed as a Traffic Blackspot. The locations of all Traffic Blackspots have been uploaded on the Transport Department website for residents' reference. The definition of a Traffic Blackspot is outlined by the Road Safety Research Committee under the Road Safety Council and applies throughout Hong Kong.

106. Mr. CHENG Wai-pang expressed: the first accident, which occurred near Wei Lun Primary School, was dated July this year, and that the vehicle involved was a student bus rented by Wei Lun Primary School, not a Discovery Bay bus. The second accident at the Bus Terminus occurred on November 2 (Friday). He emphasized that Discovery Bay Transportation Services Limited places a great deal of importance on passengers' safety; drivers are often reminded to drive carefully, and a reward-penalty system is in place. The company has also hired a full-time driving instructor to train the new drivers, and drivers involved in traffic accidents are re-assessed. He indicated that Discovery Bay Bus Terminus has been used for many years and residents are familiar with the routes and locations of bus stops. Moreover, the accident was not due to a problem of bus terminus design. Therefore, there is no plan at the moment to change the bus terminus design.

107. Council member Ms. YUNG Wing-sheung expressed: the information on Discovery Bay's traffic accidents was not announced to the public, and her information was entirely provided by residents. The accidents were both very severe. The accident near Wei Lun Primary School resulted in permanent paralysis of a young student, and the cause of accident was related to the driver's driving attitude. Discovery Bay is considered a low-density residential area with few vehicles and no pollution, and thus should not be compared with other places in Hong Kong,

because Discovery Bay has higher standards with regards to traffic safety. Recently, there have been adjustments of bus routes and bus stops, as well as vehicles of the Yacht Club being parked for long periods of time, at the Discovery Bay Bus Terminus. As traffic becomes busier, she suggested reserving the car park area behind the bus terminus for buses to park or U-turn, in order to relieve traffic congestion. She also suggested the bus company to enhance its training for new drivers in order to reduce the occurrence of accidents.

108. Committee member Mr. TAM Man-ho did not agree to the suggestion of not changing the design of bus stops for the reason that residents are familiar with the existing locations and arrangement. He is of the opinion that safety should be the major consideration in providing better bus stop design.

109. Mr. CHENG Wai-pang expressed: very few Discovery Bay buses are involved in accidents. He highlighted that the company places great importance on passengers' safety, and drivers are often reminded to drive carefully. Since there is no evidence indicating that the accidents were related to the design of the bus terminus, and since the majority of the bus terminus users are local residents, in order to prevent problems with residents adapting to changes, the existing arrangement will not be easily changed.

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離島區議會
交通及運輸委員會
文件 T&TC 53/2012 號

有關東涌東薈城巴士總站路滑的提問

林寶強委員通知本會，在本年 11 月 26 日舉行的交通及運輸委員會會議上，他將會提出以下問題：

" 有不少巴士車長向本人反映，東涌東薈城巴士總站轉彎位路面太滑，在本年 10 月 31 日凌晨，有城巴巴士在東涌東薈城巴士總站轉彎時，因路面太滑而失事撞向行人路巴士站鐵欄。在此之前本人已向區議會反映，東涌東薈城巴士總站路面太滑，經常有「蹁呔」情況出現，尤其是在下雨及回南天時更爲嚴重。請運輸署和路政署委派代表出席會議，回應以下問題：

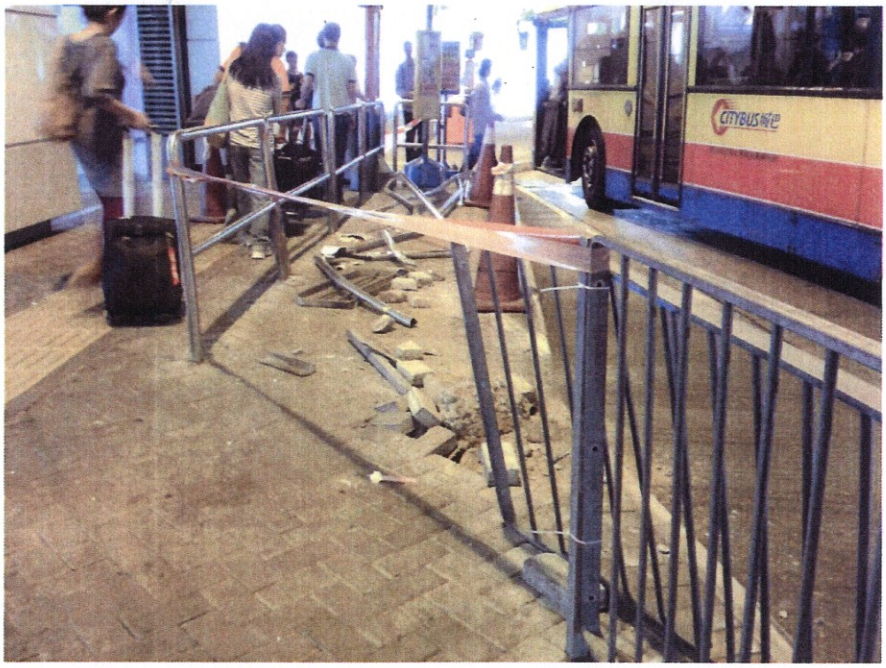
(1) 運輸署、路政署在過去一年有否測試東薈城巴士總站路面的安全情況，並證明路面太滑導致巴士轉彎時出現「蹁呔」；

(2) 過去一年有沒有做過任何措施改善路面「蹁呔」情況？ 以及

(3) 請提供測試路面及改善措施的時間表。 "

離島區議會秘書處
檔號：IS 140/3/02

日期：2012 年 11 月 8 日


CITYBUS

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Traffic & Transport Committee of
the Islands District Council
Document No. T&TC 53/2012

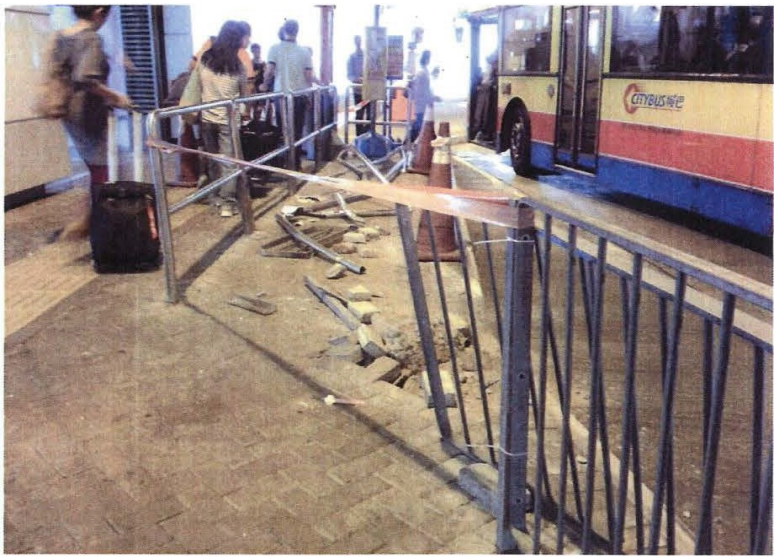
Questions concerning Slippery Roads at Citygate Bus Terminus

Mr. Lam Bo-keung informed this Council that he will ask the following questions at the T&TC meeting to be held on 26 November this year:

> "Many bus captains reported to me that the road surface at the turn of the Citygate Bus Terminus was too slippery. In the early morning of 31 October this year, a CTB bus crashed into the railings on the footpath of Citygate Bus Terminus when making a turn because of the slippery roads. Prior to this incident I had already told the District Council the roads of Citygate Bus Terminus are too slippery, and aquaplaning frequently happens, especially during rainy days. Would the Transport Department and the Highways Department send representatives to attend the meeting in order to answer the questions as stated below:
>
> (1) Have the Transport Department, the Highways Department tested the safety of the roads at the Citygate Bus Terminus in the past 1 year and proved that the slippery roads are the cause of aquaplaning by buses when turning;
>
> (2) Has any measures been taken in the past 1 year to improve the "aquaplaning" situation on the road? and
>
> (3) Please provide a timetable for testing the road and improvement measures."

Secretariat of the Islands District Council
Document no: IS 140/3/02

Date: 8 November 2012



定　稿

離島區議會交通及運輸委員會會議記錄

日期：2012 年 11 月 26 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
周轉香女士, BBS, MH, JP
李志峰先生, BBS, MH
陳連偉先生
張　富先生
王少強先生
黃漢權先生
余麗芬女士, MH
李桂珍女士, MH
容詠嫦女士
鄧家彪先生
安慶英先生
林　悅先生
鄺官穩先生
余漢坤先生, JP
賴子文先生
周浩鼎先生
王媽添先生
林寶強先生
文偉昌先生
譚文豪先生
黃雄坤先生

應邀出席者

梁賜強先生	對外事務高級經理	香港鐵路有限公司
鄭偉漢先生	對外事務助理公共關係經理	香港鐵路有限公司
盧杰慧女士	工程師(離島) 1	運輸署
阮榮昌先生	高級運輸主任/渡輪策劃 2	運輸署
曾偉文先生	高級地政主任/土地徵用	離島地政處
鄭炳泉先生	高級地政主任/長洲、坪洲及南丫島	離島地政處
彭潔玲女士	中西南及離島區福利專員	社會福利署
馬惠就先生	物業服務經理	房屋署
陳文賢先生	長洲分區巡邏小隊指揮官	香港警務處

列席者

周淑敏女士		新世界第一渡輪服務有限公司
黃　華先生		新大嶼山巴士有限公司
鄭偉鵬先生		香港興業國際集團有限公司
吳錦耀先生		大嶼山的士聯會
雷高明先生	工程師/離島 2	運輸署
黃志德先生	高級運輸主任/離島	運輸署
何世康先生	大嶼山警區行動主任	香港警務處
楊子良先生	水警海港警區社區聯絡主任	香港警務處
關淑嫻女士	工程師(離島)	路政署
司徒雪雯女士	工程師(離島發展部)	土木工程拓展署
郭中宏先生	離島民政事務助理專員	離島民政事務處
鄧華聯女士(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

胡國光先生
陳信有先生
葉錦洪先生

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XI. 有關東涌東薈城巴士總站路滑的提問
(文件 T&TC 53/2012 號)

66. 主席歡迎出席回應提問的嘉賓：路政署工程師/離島關淑嫻女士。此外，運輸署回覆表示，上述問題屬路政署的工作範疇。

67. 林寶強委員介紹提問內容。

68. 關淑嫻女士表示，路政署已於去年 10 月在東薈城巴士總站清洗油跡，又曾於今年 5 月在彎位進行刨槽工程。可能現時油跡又再積聚，路政署會再安排清洗油跡，然後在踹呔位置進行路面防滑測試，以取得有關路面的資料。

69. 主席表示，由於總站車流量多，每逢下雨天，車輛更會將雨水帶入總站，使總站路面更加濕滑。他建議加密清洗工作，以改善路面情況。

70. 賴子文議員表示，踹呔問題非常危險，因此需研究問題的徵結所在。他歡迎路政署安排在踹呔位置進行路面防滑測試，但長遠而言，他認為應全面探討積聚油跡的原因，是路面設計問題、巴士速度問題、或是輪胎問題所致，以徹底解決踹呔問題。

71. 林悅議員表示，清洗路面油跡只是治標的方法，他建議改善路面設計，例如鋪設淺坑、矮壆或鋼砂等，以長遠解決問題。

72. 周轉香議員表示，既然已經有報告指巴士總站的油跡問題嚴重，而巴士又曾經因此而發生意外，運輸署應更積極主動跟進問題，再由各部門提供專業意見，然後向委員會提交解決方案，以徹底解決踹呔問題。

73. 鄺官穩議員希望先釐清兩個問題：第一是當地是否交通黑點，並經常發生類似的意外，第二是這次意外的成因為何。

74. 何世康先生表示，將於會後提供有關意外調查的資料。

75. 關淑嫻女士表示，路政署曾檢討該巴士總站的道路設計是否有問題，亦曾與沙田區類似的有蓋運輸站比較。發現沙田區的巴士總站油跡比東薈城巴士總站更多，雖然每年只清洗一次，但交通意外數字卻較少。待路政署完成檢討後，便會向委員會報告結果。

76. 譚文豪委員表示，意外發生的位置對出路線經常有巴士停泊，所以巴士轉入的角度很窄，不知是否因此而導致意外。此外，經過這個位置的車輛因為路程短，所以班次比其他巴士總站頻繁，這亦可能是意外的原因之一。

77. 雷高明先生表示，運輸署每季都會將全港的交通黑點上載網頁，而 2012 年第 2 季的交通黑點中，沒有一個屬於離島區，所以東薈城巴士總站並不是交通黑點。

78. 林寶強委員表示，運輸署應積極跟進問題，不應等到有意外發生時才跟進。之前大嶼山巴士及龍運巴士曾多次發生輕微碰撞，因為意外太輕微，所以沒有向警方報案。他樂意與有關部門實地視察，一起測試巴士蹁呔情況。

79. 容詠嫦議員表示，只要當地經常有交通意外發生，不管有沒有傷亡，都會引起關注。她詢問運輸署交通黑點的定義為何，正如最近柴灣道發生了嚴重的交通意外，而兩年前該地亦曾發生有傷亡的意外，但運輸署並沒有將之列為交通黑點。故此，她希望運輸署解釋交通黑點的定義，以及關注地區人士反映多意外發生的地點。

80. 黃華先生表示，東薈城巴士總站有關位置已多次發生交通意外，不過因為沒有人受傷，所以沒有報案。

81. 鄺官穩議員認為有交通意外發生而不報案是有問題的。不管有沒有傷亡，有交通意外就應該報案，這是公民責任，亦可以讓其他人士知道該處有潛在的危險。

82. 黃華先生表示，根據條例，如果交通意外沒有人命傷亡，而雙方又達成和解協議，是可以不需報案的，而一旦報案，保險費用便會增加。

83. 主席希望路政署盡快向委員會報告路面測試的結果。

(郭中宏先生於討論期間離開會場。)

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Finalized Draft

Minutes of the Traffic & Transport Committee (TTC) of the Islands District Council
Date: 26 November 2012 (Monday)
Time: 2p.m.
Venue: Conference Room, Islands District Council.

Attendance

Mr LO Kwong-shing, Andy (Chairman)
Mr WONG Fuk-kan, Rainbow (Vice Chairman)
Ms CHAU Chuen-heung, BBS, MH, JP
Mr LEE Chi-fung, BBS, MH
Mr CHAN Lin-wai, MH
Mr CHEUNG Fu
Mr WONG Siu-keung
Mr WONG Hon-kuen, Ken
Ms YU Lai-fan, MH
Ms LEE Kwai-chun, MH
Ms YUNG Wing-sheung, Amy
The Hon TANG Ka-piu, Bil
Mr ON Hing-yin
Mr LAM Yuet, Jeff
Mr KWONG Koon-wan
Mr YU Hon-kwan, Randy, MH, JP
Mr LAI Tsz-man
Mr CHOW Ho-ding, Holden
Mr. WONG Ma-tin
Mr. Lam Bo-keung
Mr. Man Wai-cheung
Mr. Tam Man-ho Jeremy Jasen
Mr. Wong Hung-kwen

Attendance by Invitation

Mr. Leung Chi-keung	Senior Manager – External Affairs	MTR Corporation Limited
Mr. Cheng Wai-han	Senior Manager – External Affairs	MTR Corporation Limited
Ms. Lo Kit-wai	Engineer (Islands) 1	Transport Department
Mr. Yun Wing-cheung	Senior Transport Officer/Planning/Ferry 2	Transport Department
Mr. Tsang Wai-man	Senior Land Executive/Acquisition Section	District Lands Office, Islands
Mr. Cheng Bing-chuen	Senior Land Executive /Cheung Chau, Ping Chau, Lamma Island	District Lands Office, Islands
Ms. Pang Kit-ling	District Social Welfare Officer (Central, Western, Southern and Islands)	Social Welfare Department
Mr. Ma Wei-jao	Property Service Manager	Housing Authority
Mr. Chan Man-yin	Cheung Chau Division Patrol Sub-Unit Commander	Hong Kong Police

In Attendance

Ms. Chau Suk-mun		New World First Ferry Services Ltd
Mr. Wong Wah		New Lantao Bus Company Ltd
Mr. Cheng Wei-pang		HKR International Ltd.
Mr. Ng Kam-yiu		Lantau Taxi Union
Mr. Lui Gao-ming	Engineer/Islands 2	Transport Department
Mr. Wong Chi-tak	Senior Transport Officer/Islands	Transport Department
Mr. Ho Sai-hong	District Operations Officer(Lantau)	Hong Kong Police
Mr. Yeung Chi-leung	Marine Port Police Community Relations Officer	Hong Kong Police
Ms. Kwan Suk-han	Engineer (Islands)	Highways Department
Ms. Sze-to Suet-mun	Engineer (Islands Development)	Civil Engineering and Development Department
Mr. Kwok Jung-wang	Assistant District Officer (Islands)	Islands District Office
Ms. Tang Hwa-luen (Secretary)	Executive Officer I (District Councils)	Islands District Office

Absent with Apology

Mr. Wu Kwok-kwong
Mr. Chan Sun-yau
Mr. Yip Kam-hung

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XI. Questions concerning Slippery Roads at Citygate Bus Terminus
(Document No. T&TC 53/2012)

66. The Chairman welcomed the guest who attended to respond to questions: Engineer (Islands) of the Highways Department, Ms. Kwan Suk-han. In addition, the Transport Department's reply was that the above questions concern the scope of work of the Highways Department.

67. Mr. Lam Bo-keung explained the content of the questions.

68. Ms. Kwan Suk-han said that the Highways Department had cleared the oil traces at the Citygate Bus Terminus in November last year. It also conducted a trenching project at the bend in May this year. It is possible that the oil traces will re-accumulate, but the Highways Department will arrange the oil traces to be cleansed again and then carry out road slip tests at the aquaplaning locations to obtain information on the road surface.

69. The Chairman said, as there is too much traffic at the Bus Terminus, and every time when it is raining, buses would bring rainwater into the Bus Terminus, cause the road surface to be more slippery. He suggests increasing the frequency of cleaning work, in order to improve the condition of the road surface.

70. Mr. LAI Tsz-man said, the issue of aquaplaning is very dangerous, therefore there is a need to investigate the source of the problem. He welcomes the Highways Department's arrangement to conduct road surface anti-slippery test at the aquaplaning spot, but in the long run, he believes there should be comprehensive investigation as to the reason why there are accumulation of oil trace, whether it is the issue is caused by the road design, bus speed, or the tyres, in order to completely resolve the issue of aquaplaning.

71. Mr. LAM Yuet stated, cleansing the oil traces on the road surface is only a palliative measure, he suggests improving the road design, such as laying shallow pits, short curbs, or steel sand, etc, in order to resolve the problem in a long run.

72. Ms. Chau Chuen-heung stated, for the fact that there is already report indicating that there is serious issue regarding oil traces at the Bus Terminus, and there was bus accident occurred earlier, the Transport Department should actively follow up on this issue, and obtain professional opinion from other departments, thereafter submit its proposal to the T&TC, in order to completely resolve the issue of aquaplaning.

73. Mr KWONG Koon-wan hoped to clarify 2 issues: firstly, whether that location is a traffic black spot, in which similar accident always happens, and secondly, what is the cause of this current accident.

74. Mr. HO Sai-hong said, the information in relation to the investigation of accident will be provided after the meeting.

75. Ms. Kwan Suk-han stated, the Highways Department had reviewed whether there is problem with the road design of the Bus Terminus, and had done some comparison with similar transport station under cover in Shatin District. It was found that the issue of oil traces was even more serious at the Bus Terminus of Shatin District than at the Citygate Bus Terminus, although cleansing would be done annually, the traffic accident rate is relatively low. After the Highways Department has completed its review, it would report the result to T&TC.

76. Mr. Tam Man-ho Jeremy Jasen stated, next to the location where the accident occurred there is often buses parked there. Therefore, the angle of where the bus turns is very narrow, it is unsure whether this is the reason that causes the accident. Further, the buses that passerby that location are usually buses of shorter route, therefore the bus shifts are relatively more frequent than other Bus Terminus, this may also be one of the reasons that causes the accident.

77. Mr. Lui Gao-ming stated, the Transport Department will upload on its website all the traffic black spot in Hong Kong every quarter, and for the traffic black spot in the 2nd quarter of year 2012, none belongs to Lantau District, therefore Citygate Bus Terminus is not a traffic blackspot.

78. Mr. Lam Bo-keung stated, the Transport Department should actively follow up on the issue, and should not wait to follow up after the occurrence of accident. Earlier there were several occasions whereby there was slight collision between a NLB bus and a LWB bus, as the accidents were very minor, therefore no report has been made to the Police. They are willing to conduct field inspection with the relevant Department, and conduct test in relation to the issue of aquaplaning of buses.

79. Ms. YUNG Wing-sheung, Amy stated, if accidents always occur at a location, no matter whether there is any casualties, it will arouse attention. She enquired how the Transport Department defines traffic blackspot, just like recently there was a serious traffic accident occurred at Chai Wan Road, and 2 years ago at the same location there was also an fatal accident with casualties, but the Transport Department did not list it as a traffic blackspot. As such, she hoped that the Transport Department can explain the definition of traffic blackspot, and pay attention to the locations where the local people reflected that accident often occurs.

80. Mr. WONG Hua stated, traffic accidents occurred at the relevant location at Citygate Bus Terminus various time, but there was no casualties, therefore it was not reported.

81. Mr KWONG Koon-wan stated, it is a problem when there was traffic accident but it was not reported. No matter whether there was casualties, it should be reported when there was a traffic accident, this is a civic responsibility, and it would let the other people know that such location has potential danger.

82. Mr. WONG Hua stated, according to the Ordinance, if there was a traffic accident with no casualties, and both parties have reached a settlement agreement, it does not have to be reported, and once it is reported, the premium for insurance will increase.

83. The Chairman hoped that the Highways Department will report to the T&TC the result of the road surface test as soon as possible.

(Mr. Kwok Jung-wang left during the discussion)

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離島區議會
文件 IDC 78/2013 號

有關 2 宗翔東路交通意外的提問

容詠嫦議員通知本會，在本年 9 月 2 日舉行的離島區議會會議上，她將會提出以下問題：

" 在本年 7 月 10 日(星期三)和 8 月 4 日(星期日)，翔東路先後發生 2 宗交通意外。後者是繼本年 5 月 23 日的意外後，另外一宗涉及騎單車者的交通意外。為此，本人請香港警務處和運輸署安排代表出席會議，回答以下問題：

1. 請香港警務處提供上述 2 宗意外的資料：(a)受傷人數；(b)車輛類別；(c)意外位置；(d)當時天氣及路面情況；以及(e)附近有否設立交通標誌及路面標記?

2. 部分居民表示，翔東路路面設計欠佳，不適宜大型車輛和單車並排而行。運輸署及香港警務處有否就有關投訴及意外頻生的情況作出改善。

3. 現時，北大嶼山有多個基建項目正在進行中，包括港珠澳大橋、2 個巴士車廠及小蠔灣有機廚餘回收中心。而政府又計劃推展東涌新市鎮的發展、香港國際機場第三條跑道工程、位於欣澳的新填海區及骨灰龕等項目。若這些項目相繼落實，翔東路的安全問題將會惡化。為此，本人要求運輸署和香港警務處解釋，會否就翔東路的車流和安全進行評估和檢討，以保障所有道路使用者的安全。 "

離島區議會秘書處
檔號：IS 140/3/02

日期：2013 年 8 月 12 日

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Traffic & Transport Committee of
the Islands District Council
Document No. T&TC 78/2013

Questions concerning 2 traffic accidents at Cheung Tung Road

Ms YUNG Wing-sheung, Amy informed this Council that she will ask the following questions at the T&TC meeting to be held on 9 February this year:

"On 10 July (Wednesday) and 4 August (Sunday) this year, there were 2 traffic accidents occurred at Cheung Tung Road. The later is another traffic accident that involves cyclist after the accident on 23 May this year. Therefore, I hereby invite the Hong Kong Police and the Transport Department arrange to attend the meeting in order to answer the questions as stated below:

1. Please would Hong Kong Police provide information in relation to the 2 abovementioned accidents: (a) number of casualties: (b) vehicle type; (c) location of the accident; (d) the weather and road condition at that time; and € whether there are any traffic signs and signs on the road nearby?

2. some residents stated, the road surface design of Cheung Tung Road is poor, and is not suitable for heavy vehicles and bicycle to go side by side. Whether the Transport Department and Hong Kong Police have made any improvement based on the relevant complaints and accidents that keep recurring.

3. Currently, North Lantau Island have several on-going infrastructure projects, including Hong Kong-Zhuhai-Macao Bridge, 2 bus depots and Siu Ho Wan Organic Resources Recovery Centre. And the Government intends to promote projects such as the development of the new town in Tung Chung, the construction of the 3rd runway in Hong Kong International Airport, the reclaimed land and columbaria at Sunny Bay, etc. If all these projects were to be successively confirmed, it will worsen the safety issue at Cheung Tung Road. As such, I hereby request the Transport Department and the Hong Kong Police to explain, whether the they would conduct assessment and review of the volume of traffic and safety at Cheung Tung Road, in order to ensure the safety of road users."

Secretariat of the Islands District Council
Document no: IS 140/3/02

Date: 12 August 2013

定　稿

離島區議會會議記錄(摘錄)

日期：2013 年 9 月 2 日(星期一)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
離島區議會會議室

出席者

主席
周玉堂先生, BBS

副主席
周轉香女士 BBS, JP

議員
李志峰先生, BBS
翁志明先生, BBS
陳連偉先生
張　富先生
王少強先生
黃漢權先生
樊志平先生
余麗芬女士
李桂珍女士
容詠嫦女士
黃福根(森桂)先生
老廣成先生
鄧家彪先生
安慶英先生
林　悅先生
鄺官穩先生
余漢坤先生, JP
賴子文先生
周浩鼎先生

應邀出席者

謝凌潔貞女士, JP	常任秘書長	教育局
黃邱慧清女士	副秘書長(4)	教育局
陶慧珠女士	總新聞主任(教育)	教育局
莊義雄醫生	北大嶼山醫院副行政總監	醫院管理局
簡日聰先生	北大嶼山醫院高級院務主任	醫院管理局
曾永華先生	長洲醫院行政總監	醫院管理局
羅蓮青女士	長洲醫院部門運作經理	醫院管理局

譚玟瑰醫生	高級醫生(社區聯絡)1	衞生署
鄭廣樂先生	高級地政主任/土地管制.	離島地政處
黃保全先生	工程師/離島 1	運輸署
胡汝文先生	總運輸主任/渡輪策劃	運輸署

<u>列席者</u>

李炳威先生, JP	離島民政事務專員	離島民政事務處
郭中宏先生	離島民政事務助理專員(1)	離島民政事務處
萬映頤女士	離島民政事務助理專員(2)	離島民政事務處
鄭家寶女士	高級聯絡主任(1)	離島民政事務處
陳慶群女士	高級聯絡主任(2)	離島民政事務處
盧國中先生	總工程師/離島	土木工程拓展署
王慧菁女士	署理離島地政專員	離島地政處
羅敏琴女士	行政助理(地政)	離島地政處
鍾文傑先生	西貢及離島規劃專員	規劃署
阮康誠先生	總運輸主任(新界西南)	運輸署
林瑞蓮女士	離島區衞生總督察	食物環境衞生署
張玉琼女士	總康樂事務經理(新界西)	康樂及文化事務署
陳佩貞女士	離島區康樂事務經理	康樂及文化事務署
李喬奇先生	水警海港警區指揮官	香港警務處
曹明龍先生	大嶼山警區指揮官	香港警務處
羅東華先生	水警海港警區警民關係主任	香港警務處
林梅珍女士	大嶼山警區警民關係主任	香港警務處
彭潔玲女士	中西南及離島區福利專員	社會福利署
譚奇光先生	高級房屋事務經理(青衣、荃灣及離島)	房屋署

<u>秘書</u>

陳心心女士	高級行政主任(區議會)	離島民政事務處

<u>助理秘書</u>

鄧華聯女士	一級行政主任(區議會)	離島民政事務處
陳倩文女士	行政主任(區議會)1	離島民政事務處
陳雅琳女士	行政主任(區議會)2	離島民政事務處
施文港先生	行政助理(區議會)	離島民政事務處

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VIII. 有關 2 宗翔東路交通意外的提問
(文件 IDC 78/2013 號)

52. 主席歡迎出席回應提問的嘉賓：香港警務處大嶼山警區指揮官曹明龍先生及運輸署工程師/離島黃保全先生。

53. 容詠嫦議員簡介提問內容。

54. 曹明龍先生回覆如下：

(a) 根據警方記錄，在本年 7 月 10 日，在翔東路近富東邨垃圾收集站發生了一宗交通意外。事件中有一輛的士因為越線而與一輛巴士迎頭相撞，的士司機受傷送院，並因不小心駕駛被拘捕。

(b) 在今年 8 月 4 日，翔東路發生了 3 宗交通意外。第一宗在翔東路近欣澳附近發生，事件中一輛巴士在超越 2 輛單車時過線，迎面而來的另一輛單車因收掣不及而撞向巴士，1 名踏單車者受輕傷送院，巴士司機因危機駕駛被拘捕。第 2 宗發生在翔東路近深水角的城巴車廠附近，一輛中型貨車與單車輕微碰撞，沒有人受傷。而最後一宗則發生在翔東路近陰澳附近，1 名踏單車者自己失去平衡而跌倒受傷，被送到醫院接受治療。

(c) 上述 4 宗交通意外發生時，天氣良好，路面暢通。而 4 宗意外現正由新界南總部交通組調查。

(d) 現時翔東路豎立了 4 個三角形的單車交通標誌，分別位於深水角、小濠灣車廠、白芒和東涌東交匯處，以提醒司機注意踏單車者。此外，在東涌東交匯處亦有柱形臨時路標，以提醒駕駛人士切勿過線。警方在翔東路亦擺放臨時交通標誌，包括提示有警察速度偵查，以及懸掛了兩幅橫額，內容為“根據道路交通條例，騎單車需單排行車”，以提醒踏單車者。在路面標記方面，翔東路沿路劃上雙黃線，中間以白色虛線分隔，有些路段則以雙白線分隔。在虛線分隔的路段，車輛在安全的情況下可以過線。而上述 4 宗交通意外，涉案司機並沒有違反交通標誌或路面標

記。

(e) 警方作為執法部門，會根據現行交通法例執法。在道路設計及車流和安全評估方面，警方亦樂意提供意見，以減少意外發生。

55. 黃保全先生表示，翔東路的道路設計，包括道路的寬度、彎曲度和司機的視線，均符合標準。路政署亦會定時修剪路旁的樹木，讓駕駛者的前方視線充足。因此，運輸署認為翔東路是安全的，並會不時檢討翔東路一帶的安全，以及作出改善。該署已計劃在翔東路近欣澳交界處的雙線上加裝圓柱，用以分隔行車線，亦會改善部分路口的交通標誌及道路標記，並在東涌至白芒一段加建行人路。就本年 7 月及 8 月發生的交通意外，運輸署已和警方商討，並會因應意外的調查結果，作出相應的改善措施。

56. 容詠嫦議員表示，翔東路在過去數個月內發生多宗交通意外，導致多人受傷。現時有太多貨車及單車一起使用翔東路，而該道路只有白線和雙黃線分隔，貨車和單車容易因越線而發生意外。因此，她難以接受運輸署指翔東路的道路設計是安全的說法。她在過往會議中，曾多次利用電腦投影片，展示翔東路一些危險的地段，並將有關資料及相片轉交運輸署，促請該署作出改善。近日翔東路往欣澳迪士尼樂園一帶發生了兩宗交通意外，其中一宗意外更有踏單車者被貨車撞倒而身亡。她認為，運輸署到現在才研究增加標誌或標示實在太遲。翔東路近 2 個月發生了 4 宗交通意外，情況難以接受，幸好沒有造成太大傷亡。她曾多次到交通意外發生的路段實地視察，發現翔東路往欣澳不但要上天橋，而且有急彎，亦沒有清晰的交通路牌指示，司機或會因為不懂得選擇行車線而突然轉線，以致撞倒踏單車者。她希望運輸署不要再拖拖拉拉，如果該署一早聽取議員的意見而進行改善，或可避免近日的交通意外和傷亡。對於運輸署一直指翔東路安全和拖延，她感到不滿。如果翔東路因不斷發生意外而成為交通黑點，運輸署實責無旁貸。她重申，她本人曾在不同場合向運輸署提出改善翔東路的重要性，亦曾多次實地視察，並將有關資料和相片交給運輸署，但該署卻未有跟進及作出改善，她認為運輸署完全失職。她建議運輸署向保安局查詢興建翔東路的原因，便會明白她為何如此着緊翔東路的安全，因為問題涉及機場的道路安全。

57. 老廣成議員表示，從資料顯示，翔東路的交通意外大多涉及踏單車者，他認為運輸署和道路使用者皆有責任。由於近年有不少單車比賽在翔東路舉行，吸引踏單車者以翔東路作為練習場地。在單車和貨車爭相使用該道路的情況下，造成很多交通意外。由於每年各主

辦單位都會就在翔東路舉辦單車比賽一事，諮詢離島區議會的意見，他認為區議會可提出建議，減少在翔東路舉辦單車比賽，避免踏單車者在該道路練習，以減少意外發生。

58. 周浩鼎議員表示，在短期措施方面，他希望運輸署在翔東路加設交通標誌和路面標記，提高道路使用者的警惕。但長遠而言，他建議在區內設置正規的單車徑，以減少踏單車者使用道路進行練習。

59. 鄧家彪議員表示，即使興建單車徑，仍然會有部分人繼續在馬路上踏單車。他認為議員應考慮是否繼續支持在翔東路舉辦單車比賽。他詢問，對違例在道路上並排行駛的踏單車者，警方有否檢控及採取執法行動。就翔東路的安全問題，他和各位議員已提出不少改善意見，例如增加標示等。他詢問運輸署，當局會否利用興建屯門至赤鱲角連接路的機會，徹底解決翔東路的問題。

60. 黃保全先生表示，由於翔東路較長，有部分路段延伸至荃灣區範圍。就荃灣區路段的問題，他會與負責該區的同事商討如何改善，再通知議員。他亦同意減少在翔東路的單車比賽，會有助減少涉及單車的交通意外。此外，《東涌新市鎮擴展研究》的顧問公司現正研究興建單車徑的可行性。

61. 周轉香副主席同意翔東路不適合長期用作單車練習場地。因此，在最近一次單車比賽的諮詢中，她在回覆中表示支持活動，但強調翔東路多次發生涉及單車的交通意外，因此不建議經常在該道路舉辦比賽。如果議會有共識，認為減少翔東路的單車比賽，有助減少交通意外，則應向有關方面清楚表達意見。在興建單車徑方面，《東涌新市鎮擴展研究》完成後才開展規劃，需等待多年，因此她建議政府連接現有的單車徑，以早日解決翔東路的問題，亦可藉此測試單車徑是否受歡迎。她希望地區管理委員會研究有關建議。

62. 容詠嫦議員表示，除了單車外，翔東路亦曾發生涉及的士、邨巴和貨車的交通意外，並造成傷亡。她促請運輸署留意翔東路的車流量，以及基建工程的重型車輛駛經翔東路的問題。她批評運輸署負責不同地區的職員各自為政，而且溝通不足，令改善措施一再拖延。如果運輸署在早前意外發生後便迅速作出改善，近日的意外或可避免。

63. 黃福根議員表示，翔東路的單車問題在議會已討論多時，他曾建議運輸署將白芒路口至小蠔灣車廠的路段連接，以便在旁另建單車徑。他希望相關政府部門考慮上述建議。

64. 主席請運輸署將議員的意見帶回署方研究，並盡快作出改善。

(王少強議員和李喬奇先生在是項議題討論期間離開會場。)
(黃保全先生在是項議題討論完畢後離開會場。)

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Finalized

Minutes of the Islands District Council (Extract)
Date: 2 September 2013 (Monday)
Time: 2 p.m.
Venue: Conference Room, Islands District Council.
12/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Chairman

Mr CHOW Yuk-tong, BBS, MH

Vice-Chairman

Ms CHAU Chuen-heung, BBS, MH, JP

Members

Mr LEE Chi-fung, BBS, MH
Mr CHAN Lin-wai, MH
Mr CHEUNG Fu
Mr WONG Siu-keung
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Ms YU Lai-fan, MH
Ms LEE Kwai-chun, MH
Ms YUNG Wing-sheung, Amy
Mr WONG Fuk-kan, Rainbow
Mr LO Kwong-shing, Andy
Mr. TANG Ka-piu, Bill
Mr ON Hing-yin
Mr LAM Yuet, Jeff
Mr KWONG Koon-wan
Mr YU Hon-kwan, Randy, MH, JP
Mr LAI Tsz-man
Mr CHOW Ho-ding, Holden

Attendance by Invitation

Mrs. Cherry Tse Ling Kit-ching, JP	Permanent Secretary	Education Bureau
Mrs. Wong Yau Wai Ching, Michelle	Deputy Secretary for Education	Education Bureau
Ms. Tao Wai-chu	Chief Information Officer (Education)	Education Bureau
Mr. Chong Yee-hung	Lantau North Hospital Deputy Executive Director	Hospital Authority
Mr. Kan Yat-chung	Lantau North Hospital Senior Hopsital Administrator	Hospital Authority
Mr. Tsang Wing-wah	Cheung Chau Hospital Executive Director	Hospital Authority
Ms. Lo Lin-ching	Cheung Chau Hospital Department Operations Manager	Hospital Authority

Mr. Tham May-kui	Senior Medical & Health Officer (Community Liaison)	Department of Health
Mr. Cheng Kwong-lok	Senior Land Executive/ Land Control	District Lands Office, Islands
Mr. Wong Po-chuen	Engineer/ Islands 1	Transport Department
Mr. Wu Yu-man	Chief Transport Officer/ Ferry Planning	Transport Department

Attendance

Mr. Li Bing-wai	District Officer (Islands)	Islands District Office
Mr. Kwok Chung-wang	Assistant District Officer (Islands)	Islands District Office
Ms. Man Ying-yee	Assistant District Officer (Islands)	Islands District Office
Ms. Cheng Ka-po	Senior Liaison Officer	Islands District Office
Ms. Chan Hing-kwan	Senior Liaison Officer	Islands District Office
Mr. Lo Kwok-chung	Chief engineer (Islands)	Civil Engineering and Development Department
Ms. Wong Wahi-yuet	Islands District Land Officer (Acting)	District Lands Office, Islands
Ms. Lo Man-kam	Administrative Assistant/ Lands	District Lands Office, Islands
Mr. Chung Man-kit	Town Planner/Islands	Planning Department
Mr. Yuen Hong-shing	Chief Transport Officer/NT South West	Transport Department
Ms. Lam Shui-lin	Chief Health Inspector (Islands)	Food and Environmental Hygiene Department
Ms. Cheung Yuk-chung	Chief Leisure Manager NT West	Leisure and Cultural Services Department
Ms. Chan Pui-ching	Leisure Manager (Islands)	Leisure and Cultural Services Department
Mr. Lee Kiu-ki	Marine Port District Commander	Hong Kong Police
Mr. Cho Ming-lung	Lantau District Commander	Hong Kong Police
Mr. Lo Tung-wah	Marine Port District Police Community Relations Officer	Hong Kong Police
Ms. Lam Mui-chun	Lantau District Police Community Relations Officer	Hong Kong Police
Ms. Pang Kit-ling	District Social Welfare Officer (Central, Western, Southern and Islands)	Social Welfare Department
Mr. Tam Ki-kwong	Property Service Manager (Tsing Yi, Tsuen Wan and Islands)	Housing Authority

Secretary

Ms. Chan Sum-sum	Senior Executive Officer (District Councils)	Islands District Office

Assistant Secretary

Ms. Tang Wah-luen	Executive Officer I (District Councils)	Islands District Office
Ms. Chan Sin-man	Executive Officer (District Councils)	Islands District Office
Ms. Chan Nga-lam	Executive Officer (District Councils)	Islands District Office
Mr. Sze Man-kong	Administrative Assistant (District Councils)	Islands District Office

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VIII. Questions concerning 2 traffic accidents at Cheung Tung Road

(Document No. IDC 78/2013)

52. The Chairman welcomed the guest who attended to respond to questions: the Hong Kong Police Lantau District Commander Mr. Cho Ming-lung and Engineer of the Transport Department/Islands Mr. Wong Bo-chuen.

53. Ms YUNG Wing-sheung, Amy explained the content of the questions.

54. Mr. CHO Ming-lung replied as follows:

(a) According to the record of the Police, on 10 July this year, there was an accident at the Fu Tung Estate Public Refuse Collection Point near Cheung Tung Road. At that incident a taxi crossed the line and had a head-on collision with a mini-bus. The taxi driver was injured and was sent to the hospital, and was being arrested for careless driving.

(b) 4 August this year, there were 3 traffic accidents at Cheung Tung Road, The first one occurred at Cheung Tung Road near Sunny Bay, at that incident a bus crossed the line while it overtook 2 bicycles, and the bicycle coming on the other side was not able to brake immediately and hit the bus, a cyclist was injured and was sent to the hospital, the bus captain was arrested for dangerous driving.

(c) while the abovementioned 4 traffic accidents occurred, the weather was good, and the traffic was smooth. Currently, the investigations of the 4 traffic accidents are handling by the South New Territories South Traffic Team.

(d) Currently 4 triangular traffic signed has been erected at Cheung Tung Road, which specifically located at Sham Shui Kok, Siu Ho Wan Bus Depot, Pak Mong and Tung Chung Eastern Interchange, in order to remind driver to beware of cyclists. Further, at Tung Chung Eastern Interchange there are column shape temporary road signs, to remind driver not to cross the line. The Police has placed temporary road signs at Cheung Tung Road, including reminding there are Police speed detectors, and hanged 2 banners, content being "according to the Road Traffic Ordinance, cyclist must ride in single file", in order to remind the cyclists. In relation to signs on the road, double yellow line has been drawn along Cheung Tung Road, and the middle has been parted by white dotted line, while part of the road section has been parted by double white line. At road section where it is parted by dotted line, vehicles can cross the line while it is safe. In the abovementioned 4 traffic accidents, the drivers involved did not breach the traffic signed or signs on the road.

(e) The Police being the department for enforcement will enforce the law according to the current traffic ordinances. In relation to road design and assessment of volume of traffic and safety, the Police is willing to provide its opinions, in order to reduce the occurrence of accidents.

55. Mr. WONG Bo-chuen stated, the road design of Cheung Tung Road, including the width of the road, the curvature and the line of sight of drivers, are all in compliance of the standards. The Highways Department will also regularly trim the trees on the roadsides, in order to allow sufficient line of sight of the front for drivers. Therefore, the Transport Department believed that Cheung Tung Road is safe and will time to time review the safety of the area around Cheung Tung Road, and make improvements. The Department has already planned to install columns at the double lanes of the junction of Cheung Tung Road near Sunny Bay, in order to part the road lanes, and it will improve the traffic signs and signs on the road at some of the intersection, and will build an additional pedestrian at the section from Tung Chung to Pak Mong. Based on the traffic accidents happened in July and August this year, the Transport Department and the Police have already discussed, and will take corresponding enhancement measures, based on the investigation results of the accidents.

56. Ms YUNG Wing-sheung, Amy stated, various traffic accidents happened at Cheung Tung Road in the past few months, causing quite a number of people being incurred. Currently there are too many trucks and bicycles using Cheung Tung Road together, and that road has only been parted by white line and double yellow line, traffic accidents would easily occur when trucks and bicycles cross the line. Therefore, she cannot agree the saying of the Transport Department which indicated that the road design of Cheung Tung Road is safe. In past meetings, she has, at various times using overhead projector, shown some dangerous sections of Cheung Tung Road, and had passed the relevant information and photos to the Transport Department, urging the Department to make improvements. Recently there were 2 traffic accidents occurred at Cheung Tung Road towards Disneyland area at Sunny Bay, one of which the cyclist was hit by a truck and died. She believed, it is too late for the Transport Department to study adding signs and marks. There were 4 traffic accidents in the past 2 months near Cheung Tung Road, and this situation is unacceptable, luckily it did not cause large number of casualties. She has conducted several times of field inspection at the section where the traffic accidents occurred, and found that Cheung Tung Road towards Sunny Bay not long need to go on a bridge, there are also sharp turns, and there is no clear traffic signs for indication, driver might not know how to choose the road lanes and cross line all of a sudden, hitting the cyclists. She hoped the Transport Department would not have further delay, if the Department had listened to the opinions of the Councillors earlier and made improvements, perhaps the traffic accidents and casualties recently could be avoided. She is upset about the fact that the Transport Department kept indicating that Cheung Tung Road is safe and caused further delay. If traffic accidents keep occurring at Cheung Tung Road and turned into a traffic blackspot, the Transport Department should be held responsible. She reiterated, she has, at different occasions, mentioned to the Transport Department that the importance of improving the safety of Cheung Tung Road, and had conducted field inspections several times, and sent those information and photos to the Transport Department, but the Department did not follow up and make improvements, she believed the Transport Department is completely neglected its duty. She suggested the Transport Department to inquire with the Security Bureau the reason to construct Cheung Tung Road, then they would understand why she is so concerned about the safety of Cheung Tung Road, because the issues involved the road safety of the airport.

57. Mr LO Kwong-shing, Andy stated, according to the information, traffic accident at Cheung Tung Road mostly involved cyclists, he believed that the Transport Department and road user should both be responsible. As recent years, quite a number of cycling competitions were held at Cheung Tung Road, it has attracted cyclists to treat Cheung Tung Road as a practising arena. At the situation where bicycles

and trucks are competing to use the said road, caused a lot of traffic accidents. As every year various organizers will make enquires with the Islands District Council when they want to hold cycling competitions at Cheung Tung Road, he believed District Council should suggest, reducing cycling competitions held at Cheung Tung Road, to avoid cyclists practising at the said road, in order to reduce the occurrence of traffic accidents.

58. Mr CHOW Ho-ding, Holden stated, in relation to short term measures, he hoped that the Transport Department will add traffic signs and signs on the road at Cheung Tung Road, to increase the vigilance of road users. However in a long run, he believed there should be proper cycle tracks in the District, in order to reduce the cyclists using the road for practice.

59. The Hon TANG Ka-piu, Bill stated, even cycle tracks were constructed, there will still be some people continue to ride bicycles on the road. He believed Councillors should consider whether to continue supporting the organizing of cycling competitions at Cheung Tung Road. He questioned, in relation to the cyclists who were riding side by side and were in breach of the law, whether the Police have pressed any charges and taken any enforcement actions. In relation to the safety issue of Cheung Tung Road, he and other Councillors have already made quite a lot of submissions for improvement, such as adding marks, etc. He questioned the Transport Department, whether they would make use of the chance of constructing the road from Tuen Mun to Chak Lap Kok, to completely resolve the issues of Cheung Tung Road.

60. Mr WONG Bo-chuen stated, as Cheung Tung Road is relatively long, part of the road section extended to Tsuen Wan District. In relation to the issues regarding the road section at Tsuen Wan District, he will discuss with the responsible colleague at that District as to how to make improvements, and inform Councillors thereafter. He also agreed to reduce cycling competitions at Cheung Tung Road, as it will help reducing traffic accidents involving bicycles. Further, the consultant company of <<The Study of Tung Chung New Town Extension >> is currently studying the feasibility of building cycle tracks.

61. Ms CHAU Chuen-heung, BBS, MH, JP agreed that Cheung Tung Road is not suitable to be used as a cycling practising arena in long run. Further, in the recent consultation of a cycling competition, in her reply she supported the event, but emphasized that the various traffic accidents occurred at Cheung Tung Road involved bicycles, therefore did not suggest holding competitions at the said road too often. If there is consensus within the District Council, believing that there should be less cycling competition at Cheung Tung Road, and it would help reducing traffic accidents, then it should make it clear to the relevant party. In relation to building cycle tracks, the planning work will only commence after the completion of <<The Study of Tung Chung New Town Extension >>, and it would take several years, therefore she suggested the Government to join the existing cycle tracks, in order to resolve the issues of Cheung Tung Road as soon as possible, and this can also test whether cycle tracks would be popular. She hoped District Management Committee would study the relevant suggestions.

62. Ms YUNG Wing-sheung, Amy stated, other than bicycles, traffic accidents occurred at Cheung Tung Road had also involved taxi, village buses and trucks, and had caused casualties. She urged the Transport Department to beware of the volume of traffic at Cheung Tung Road, and the issues in relation to heavy vehicles of infrastructure projects driving pass Cheung Tung Road. She criticized the staff of the Transport Department who is responsible for different District only mind their own business, and lack

communication, which caused delay in putting forward improvement measure. If the Transport Department could make improvements shortly after the occurrence of the earlier accidents, the recent accidents could have been avoided.

63. Mr WONG Fuk-kan, Rainbow stated, issues in relation to bicycles at Cheung Tung Road had been discussed at the meeting for many times, he had suggested the Transport Department to join the road sections from the intersection of Pak Mong to Siu Ho Wan Bus Depot, in order to facilitate the building of cycle tracks. He hoped that the relevant Government Department will consider the above suggestions.

64. The Chairman asked the Transport Department bring back member's opinions for further studies and to effect improvements as soon as possible.

(Mr. Wong Bo-chuen left after the discussion of this issue)

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離島區議會
交通及運輸委員會
文件 T&TC 48/2014 號

有關逸東邨巴士總站發生之交通意外的提問

鄧家彪議員通知本會，在本年 11 月 17 日舉行的交通及運輸委員會會議上，他將會提出以下問題：

> “ 2014 年 10 月 29 日約早上九時，在逸東邨巴士總站內，發生一宗交通意外，有一名市民遭巴士撞倒受傷。本人對上述事件非常關注。因此，本人希望了解有關情況，並且敦促運輸署進行研究，檢討逸東邨巴士總站的空間使用和設計，是否足以應付現時逸東邨社區的交通需要和流量。
>
> 就此，本人請運輸署和警務處委派代表出席會議，回應以上提問。 ”

離島區議會秘書處
檔號：IS 140/3/02

日期：2014 年 10 月 31 日

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Traffic & Transport Committee of
the Islands District Council
Document No. T&TC 48/2014

Questions concerning Traffic Accidents at Yat Tung Estate Public Bus Terminus

Mr. TANG Ka-piu, Bill informed this Council that he will ask the following questions at the TTC meeting to be held on 17th November this year:-

"A traffic accident occurred at around 9 a.m. on 29th October, 2014 at Yat Tung Estate Public Bus Terminus, in which a resident was injured after being hit by a bus. I express my utmost concern about the above incident. In this regard, I would like to understand the situation and urge the Transport Department to conduct a study to review the space usage and design of the Yat Tung Estate Public Bus Terminus and whether it is sufficient to meet the traffic needs and volume of the existing Yat Tung Estate community."

As such, I have invited representatives from Transport Department and the Hong Kong Police to attend the meeting, to respond to the above questions.

Secretariat of the Islands District Council

Document no: IS 140/3/02

Date: 31 October 2014

定　稿

離島區議會交通及運輸委員會會議記錄(摘錄)

日期：2014 年 11 月 17 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
周轉香女士, BBS, MH, JP
李志峰先生, BBS, MH
陳連偉先生
張　富先生
王少強先生
樊志平先生
余麗芬女士, MH
李桂珍女士, MH
容詠嫦女士
鄧家彪先生, JP
鄺官穩先生
余漢坤先生, JP
余俊翔先生
曾秀好女士
賴子文先生
周浩鼎先生
陳信有先生
王媽添先生
葉錦洪先生
林寶強先生
黃文漢先生
李淑桂女士

應邀出席者

陳艷紅女士	高級工程師	運輸署
黃永興先生	工程師	運輸署
楊仲其先生	高級副董事	阿特金斯顧問有限公司
李淑芬女士	交通工程師	阿特金斯顧問有限公司
林秀生先生	總工程師\港島(2)	土木工程拓展署
洪永淇先生	高級工程師 3(港島發展部 2)	土木工程拓展署
吳柏鴻先生	項目經理	萬利仕(亞洲)顧問有限公司
陳浩剛先生	項目工程師	萬利仕(亞洲)顧問有限公司
龔樹人先生	營運經理	城巴有限公司
李建樂先生	公眾事務經理	城巴有限公司
潘振剛先生	襄理(車務)	龍運巴士有限公司
趙智豪先生	區域工程師/施工通知書(E3)	路政署

列席者

周淑敏女士		新世界第一渡輪服務有限公司
黃良柏先生		新大嶼山巴士有限公司
黃　華先生		新大嶼山巴士有限公司
鄭偉鵬先生		香港興業國際集團 有限公司
李家曦先生	工程師/離島 1	運輸署
黃志德先生	高級運輸主任/離島	運輸署
羅東華先生	水警海港警區警民關係主任	香港警務處
古振南先生	大嶼山警區行動主任	香港警務處
陳家賢先生	工程師(離島)	路政署
曾錦鋒先生	工程師(離島發展部)	土木工程拓展署
萬映頤女士	離島民政事務助理專員(2)	離島民政事務處
施彼得先生(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

黃漢權先生	
胡國光先生	
文偉昌先生	
韓俊賢先生	
陳金洪先生	大嶼山的士聯會

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VI. 有關逸東邨巴士總站發生之交通意外的提問
(文件 T&TC 48/2014 號)

53. 主席歡迎出席回應提問的嘉賓：運輸署高級運輸主任黃志德先生；警務處大嶼山警區行動主任古振南先生。

54. 鄧家彪議員簡介提問內容。

55. 古振南先生表示，肇事巴士為 38 號路線巴士，由於巴士司機在巴士總站內駛至接近賽馬會右轉前往逸東街時，沒有注意正在過馬路的行人而發生意外，傷者被送往大嶼北醫院治理，三日後出院。新界南交通部現正進行調查，不排除控告司機不小心駕駛。但由於正在調查階段，暫時未有定案。

56. 黃志德先生表示，逸東邨巴士總站由房屋署設計、興建並負責管理和維修。巴士站採用圍邊鋸齒型設計，巴士在圍邊的巴士站上落客，巴士站的中間位置只讓巴士停泊等候，避免乘客橫跨巴士總站而構成危險。該巴士總站在早上 7 時至 8 時較為繁忙，巴士公司已安排職員指揮總站內的交通，以及引導乘客登車。在意外發生後，運輸署已立即要求有關巴士公司提醒車長時刻保持警覺及確保交通安全。

57. 鄧家彪議員表示，早上 6 時至 9 時是逸東邨巴士總站最繁忙的時段，乘客眾多。他詢問有關部門如何避免再發生同類意外，又是否需待個案完結後才能改善，以及在總站內橫跨馬路會否違反交通規則。

58. 主席表示，根據他實地觀察，38 號及 37 號線的車長並非在停泊位落客，導致乘客在總站內橫跨馬路，構成危險。他表示，除呼籲市民遵守交通規則及小心橫過馬路外，巴士公司亦應要求車長在站頭落客，這樣雙管齊下，可望改善安全。

59. 樊志平議員表示，過多巴士在該處停泊會遮擋乘客視線，影響安全。他希望有關部門改善。

60. 黃志德先生認同主席的建議，巴士司機應在站頭讓乘客下車，並希望嶼巴盡早作出改善。就樊志平議員提出的問題，運輸署要求巴

士公司加派人手，處理巴士站內的交通問題。

61. 黃華先生表示，逸東邨巴士總站空間嚴重不足，致令巴士無法在站頭上落客。若巴士不能盡快疏導乘客，便會引來乘客不滿。

62. 主席表示，他明白總站在繁忙時段有很多巴士停泊，但亦有站頭是空置的，而司機仍在中間位置落客。他希望各方都配合，以免發生意外。

63. 林寶強委員表示，在巴士總站外圍設置落客區，可減少意外，亦方便輪椅使用者。

64. 黃華先生建議當局允許巴士在逸東邨停車場閘口前落客。

65. 主席表示，就黃華先生的建議，他請運輸署安排與議員實地視察。

66. 張富議員建議主席、巴士公司及運輸署代表一起實地視察。

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Finalized Draft

Minutes of the Traffic & Transport Committee (TTC) of the Islands District Council

Date: 17 November 2014 (Monday)

Time: 2p.m.

Venue: Conference Room, Islands District Council.

Attendance

Mr LO Kwong-shing, Andy (Chairman)

Mr WONG Fuk-kan, Rainbow (Vice Chairman)

Ms CHAU Chuen-heung, BBS, MH, JP

Mr LEE Chi-fung, BBS, MH

Mr CHAN Lin-wai, MH

Mr CHEUNG Fu

Mr WONG Siu-keung

Mr FAN Chi-ping

Ms YU Lai-fan, MH

Ms LEE Kwai-chun, MH

Ms YUNG Wing-sheung, Amy

Mr. TANG Ka-piu, Bill, JP

Mr KWONG Koon-wan

Mr YU Hon-kwan, Randy, MH, JP

Mr YU Chun-cheung, Peter

Ms TSANG Sau-ho, Josephine

Mr LAI Tsz-man

Mr CHOW Ho-ding, Holden

Mr. Chan Sun-yau

Mr. WONG Ma-tin

Mr. Ip Kam-tin

Mr. Lam Bo-keung

Mr. Wong Man-hon

Ms. LEE Suk-gwai

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Attendance by Invitation

Ms. Chan Yim-hung	Senior Engineer	Transport Department
Mr. Wong Wing-hing	Engineer	Transport Department
Ms. Yeung Chung-kei	Senior Vice Director	Atkins China Limited
Ms. Lee Suk-fun	Transport Engineer	Atkins China Limited
Mr. Lam Sau-seng	Chief Engineer/HK Island (2)	Civil Engineering and Development Department
Mr. Hung Wing-kei	Senior Engineer 3 (HK Island Development 2)	Civil Engineering and Development Department
Mr. Ng Pak-ming	Project Manager	Mannings (Asia) Consultants Limited
Mr. Chan Ho-kong	Project Engineer	Mannings (Asia) Consultants Limited
Mr. Kung Shue-yan	Operations Manager	Citybus Limited
Mr. Lee kin-lok	Public Relations Manager	Citybus Limited
Mr. Poon Chen-kong	Management Services	Long Win Bus Company Limited
Mr. Chiu Chi-ho	District Engineer/Works Request Form (E3)	Highways Department

In Attendance

Ms. Chau Suk-man		New World First Ferry Services Limited
Mr. Wong Leung-pak		New Lantao Bus Company Limited
Mr. Wong Wah		New Lantao Bus Company Limited
Mr. Cheng Wei-pang		HKR International Ltd.
Mr. Lee Ka-hei	Engineer/Islands 1	Transport Department
Mr. Wong Chi-tak	Senior Transport Officer/Islands	Transport Department
Mr. Lo Tong-wa	Marine Port Police Community Relations Officer	Hong Kong Police
Mr. Ku Chun-nam	District Operations Officer(Lantau)	Hong Kong Police
Mr. Chan Ka-yin	Engineer (Islands)	Highways Department
Mr. Tsang Kam-fung	Engineer (Islands Development)	Civil Engineering and Development Department
Ms. Man Ying-yee	Assistant District Officer (Islands)	Islands District Office
Mr. See Molina Peter James (Secretary)	Executive Officer I (District Councils)	Islands District Office

Absent with Apology

Mr. Wong Hon-kuen	
Mr. Wu Kwok-kwong	
Mr. Man Wai-cheung	
Mr. Han jun-yin	
Mr. Chan Kam-hung	Lantau Taxi Union

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VI. Questions concerning Traffic Accidents at Yat Tung Estate Public Bus Terminus

(Paper No. T&TC 48/2014)

53. The Chairman welcomed the guests who attended to respond to questions: Senior Transport Officer Mr. Wong Chi-tak; District Operations Officer (Lantau), Mr. Ku Zhen-lam.

54. The Hon TANG Ka-piu, Bill introduced the contents of the questions.

55. Mr. Ku Zhen-lam: The bus concerned was of route 38. The accident happened as the bus driver failed to notice a pedestrian crossing the road as the bus was approaching Jockey Club and making a right turn to Yat Tung Street inside the bus terminus. The injured person was sent to Lantau North Hospital for treatment, and was discharged 3 days later. The Traffic Division of the New Territories South is conducting an investigation and does not rule out prosecuting the driver for careless driving. Since the matter is still under investigation, no final decision has been made.

56. Mr. Wong Chi-tak said that the Housing Authority was in charge of the design, construction, management and maintenance of Yat Tung Estate Public Bus Terminus. The bus terminus was designed with a sawtooth-shaped perimeter where buses pick up and drop off passengers along the perimeter, while the middle of the terminus is used for parking and waiting by buses in order to prevent any danger by passengers jay-walking at the bus terminus. The bus terminus is relatively busy from 7am to 8am. Bus companies have their staff to direct the traffic within the terminus and to guide passengers to board the buses. After the accident, the Transport Department immediately requested the bus companies to remind the captains to keep alert and ensure traffic safety.

57. The Hon TANG Ka-piu, Bill said that 6 a.m. to 9 a.m. in the morning is always the busiest time at Yat Tung Estate Public Bus Terminus as there are many passengers. He asked the relevant departments how the recurrence of similar accidents can be avoided, whether improvements can only be made after the case is closed, and whether jay-walking within the terminus would violate any traffic regulations.

58. The Chairman stated that, according to his on-site observations, the bus captains of Route No. 38 and No. 37 did not drop off passengers at the berths, causing passengers to jay-walk within the terminus which poses danger. He said that apart from calling on the public to comply with traffic regulations and carefully crossing the road, bus companies should also require their bus captains to drop passengers at the station. This is a two-pronged approach that is expected to improve safety.

59. Mr. FAN Chi-ping said that excessive buses parking there will obstruct passengers' sight and affect their safety. He hopes that the relevant departments will make improvements.

60. Mr. Wong Chi-tak agreed with the Chairman's suggestion, that bus captains should drop off passengers at the station, he hopes that Lantao Bus Ltd. will make improvements soon. In respect of the questions raised by Mr. FAN Chi-ping, the Transport Department will demand bus companies to increase manpower to handle traffic problems within the terminus.

61. Mr. Wong Wah stated that Yat Tung Estate Public Bus Terminus is seriously under-provided in terms of space, which results in buses unable to drop passengers at the station. If buses cannot divert passengers expeditiously, it will cause passenger dissatisfaction.

62. The Chairman expressed his understanding that many buses park at the terminus during peak hours, but there are also stations that are vacant and drivers are still dropping off passengers in the middle. He hoped that all parties would cooperate to avoid accidents.

63. Mr. Lam Bo-keung suggested adding a passenger drop-off area outside the terminus may reduce accidents, and may bring convenience to wheel-chair users.

64. Mr. Wong Wah suggested the Administration to allow buses to drop off passengers in front of the gates of Yat Tung Estate's car parks.

65. The Chairman invited the Transport Department to arrange an on-site inspection together with the Counsilors in respect of Mr. Wong Wah's suggestion.

66. Mr CHEUNG Fu suggested the Chairman, bus companies, and representatives of the Transport Department to conduct the on-site inspection together.

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離島區議會
文件 IDC 50/2016 號

有關翔東路一宗交通意外的提問

容詠嫦議員通知本會，在本年 4 月 18 日舉行的離島區議會會議上，她將會提出以下提問：

“ 在本年 3 月 13 日(星期日)晚上 8 時 45 分，翔東路發生一宗涉及一輛空載的士與一輛載客的愉景灣巴士相撞的交通意外。的士司機重傷昏迷，巴士司機及車上兩名乘客亦受輕傷須送院治理。為此，本人請香港警務處及運輸署派代表出席會議，回答以下問題：

1. 該宗意外的發生地點、當時的路面及天氣情況，以及意外起因。

2. 在 2015 年 7 月 20 日的交通及運輸委員會會議上，大嶼山警區提供過去 5 年翔東路的交通意外數字如下：

2010 年	10 宗
2011 年	18 宗
2012 年	12 宗
2013 年	9 宗
2014 年	20 宗
2015 年(首 6 個月)	15 宗

本人希望警務處提供翔東路的交通意外統計數字：2015 年全年總數、2016 年首季數字及過去 6 年在翔東路發生的交通意外的成因。

3. 本人希望運輸署檢討把路段列為交通意外黑點的準則，交通黑點不限於路段上某個地點。

4. 除了時速限制的交通標誌、雙黃線及中間分界線外，運輸署有何措施防止翔東路再次發生交通意外？該署會否研究在翔東路設置更多避車處、超速攝影機及“小心前面駕駛”警告牌？

5. 本人希望警務處提供在大嶼山區的交通安全活動詳情及相關數字。 ”

離島區議會秘書處
檔號：IS 140/1/05
日期：2016 年 3 月 30 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council
Document IDC 50/2016

Questions regarding a traffic accident on Cheung Tung Road

Council member Ms. YUNG Wing-sheung notified the Council that she would bring up the following issue at the Islands District Council Meeting, which will be held on April 18 of this year:

"On March 13 of this year (Sunday), at 8:45pm, a traffic accident involving a collision between a vacant taxi and a Discovery Bay bus with passengers onboard occurred on Cheung Tung Road. The taxi driver was severely injured and unconscious, while the bus driver and two passengers sustained light injuries and required treatment at hospital. For this reason, I would like to request for representatives to be sent form the Hong Kong Police Force and the Transport Department to attend the meeting to address the following questions:

1. The location, road condition and weather condition where the accident took place, as well as the cause of accident.

2. At the Traffic and Transport Committee meeting dated July 20, 2015, numbers of traffic accidents on Cheung Tung Road over the past five years, as provided by the Lantau Police Precinct, were as follows:

2010	10
2011	18
2012	12
2013	9
2014	20
2015 (first 6 months)	15

   I would like the Police Force to provide the following statistics with regard to traffic accidents on Cheung Tung Road: total number of traffic accidents in 2015, number of traffic accidents in the first quarter of 2016 and the causes of traffic accidents on Cheung Tung Road over the past 6 years.

3. I would like the Transport Department to evaluate the criteria for listing a road segment as a Traffic Blackspot; a Traffic Blackspot is not limited to a certain point on the road segment.

4. Apart from the speed limit traffic sign, double yellow line and central dividing line, what other measures have the Transport Department implemented to prevent reoccurrence of traffic accidents on Cheung Tung Road? Will the Department look into the addition of lay-bys, speed cameras and 'Drive Carefully' road signs?

5. I would like the Police Force to provide details and statistics of traffic safety activities carried out in the Lantau Island District."

Islands District Council Secretariat
File No.: IS 140/1/05
Date: March 30, 2016

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定　稿

離島區議會會議記錄(摘錄)

日期：2016 年 4 月 18 日(星期一)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
　　離島區議會會議室

出席者

主席

周玉堂先生, BBS

副主席

余漢坤先生, JP

議員

陳連偉先生
張　富先生
黃漢權先生
樊志平先生
劉焯榮先生
黃文漢先生
余麗芬女士
李桂珍女士
容詠嫦女士
鄧家彪先生, JP
鄺官穩先生
周浩鼎先生
曾秀好女士
郭　平先生
傅曉琳女士

應邀出席者

張建宗先生, GBS, JP	勞工及福利局 局長
譚瑰儀女士	房屋署 總建築師(5)
周永熊先生	房屋署 高級建築師(33)
蔣文琴女士	房屋署 建築師(49)
周國生先生	房屋署 土木工程師(18)
楊家麗女士	房屋署 規劃師(29)
王伯健先生	運輸署 總運輸主任/渡輪檢討
阮榮昌先生	運輸署 高級運輸主任/渡輪策劃 2
李永華先生	運輸署 高級運輸主任/碼頭事務
劉啟恩先生	運輸署 工程師/離島
林佩施女士	康樂及文化事務署 署理高級行政主任(策劃事務)
梁超強先生	土木工程拓展署 高級工程師 (港島發展部)
吳志惠先生	土木工程拓展署 高級工程師/項目
鄭建文先生	土木工程拓展署 高級工程師/項目
丘新平先生	離島民政事務處 高級行政主任(地區管理)
譚偉文先生	海事處 署理海事主任/牌照及關務(3)
呂德成先生	規劃署 城市規劃師/離島
黃國維先生	地政總署 高級產業測量師

列席者

李炳威先生, JP	離島民政事務處 離島民政事務專員
莊欣怡女士	離島民政事務處 離島民政事務助理專員(1)
周　哲先生	離島民政事務處 離島民政事務助理專員(2)
許婉媚女士	離島民政事務處 高級聯絡主任(1)
陳慶群女士	離島民政事務處 高級聯絡主任(2)
盧國中先生	土木工程拓展署 總工程師/離島
譚燕萍女士	規劃署 西貢及離島規劃專員
李建毅先生	地政總署 離島地政專員
羅敏琴女士	地政總署 行政助理(地政)/離島
林定楓先生	社會福利署 中西南及離島區福利專員
李雅麗女士	香港警務處 大嶼山警區指揮官
薛力敦先生	香港警務處 水警海港警區指揮官
范展婷女士	香港警務處 大嶼山警區警民關係主任
羅東華先生	香港警務處 水警海港警區警民關係主任
阮康誠先生	運輸署 總運輸主任/新界西南
黃漢傑先生	房屋署 物業管理總經理(黃大仙、青衣、荃灣及離島)
黃偉宏先生	食物環境衞生署 離島區環境衞生總監
吳潘港英女士	康樂及文化事務署 離島區康樂事務經理

秘書

陳心心女士	離島民政事務處 高級行政主任(區議會)

因事缺席者

翁志明先生, BBS

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XVI. 有關翔東路一宗交通意外的提問
(文件 IDC 50/2016 號)

119. 主席歡迎出席回應提問的嘉賓：香港警務處大嶼山警區指揮官李雅麗女士，以及運輸署工程師/離島劉啟恩先生。

120. 容詠嫦議員介紹提問內容。

121. 李雅麗女士回應如下：

(a) 意外發生地點是在翔東路近白芒位置。根據新界南交通部意外調查組的初步調查結果，當時的士司機向東涌方向行駛，由於下雨及路面濕滑，的士因不明原因失控而越綫，導致與愉景灣巴士相撞。受傷的士司機在送院後兩日不治。

(b) 關於翔東路的交通意外數字，在 2015 年合共有 35 宗，而在 2016 年首三個月，則有 10 宗。根據警方資料，過去六年在翔東路發生交通意外的主要成因有三方面，第一，司機駕駛時沒有留意路面及其他道路使用者的情況；第二，不小心踏單車；第三，駕駛者在支路駛出時的疏忽態度，導致交通意外。

(c) 在教育方面，警方在 2015 年在大嶼山區的交通安全行動包括：

- 舉辦了 12 次交通日，主要針對行人或道路使用者的交通安全意識；
- 為提高職業司機的交通安全意識，進行一次相關的講座；
- 與新界南道路安全組進行了兩次聯合行動，第一次是關於駕駛道路安全意識，第二次是為提高行人交通安全意識；
- 進行了 100 次針對單車使用者的行動，包括派發宣傳單張；
- 針對中型或大型貨櫃車司機的駕駛態度及道路安全意識的新行動，在 2015 年進行了 3 次。此外，警方將會在 2016 年 4 月底針對貨櫃車司機的道路安全意識展開行動。

(d) 在執法方面，在 2015 年，警方進行 123 次鐳射槍速度偵速行動。在打擊醉酒駕駛方面，在 2015 年，警方進行 17 次行動，截查司機進行呼氣測試。另外亦進行 151 次行動，主要針對打擊出入大嶼山而並未持有封閉道路許可證的駕駛人

士。

122. 劉啟恩先生回應如下：

(a) 運輸署改善道路設施的工作絕對不限於交通黑點，亦不會先根據準則訂定交通黑點，然後開展研究工作。署方一直保持靈活性以切合實際需要，如發現同類意外集中在同一地點發生，或個別意外有明顯證據顯示環境因素導致意外等，不論該地點是否交通黑點，運輸署亦會進行研究及實施適當的改善道路安全方案。運輸署會因應警方就這次交通意外成因的調查結果，作出跟進及配合。

(b) 關於增設避車處和提示性交通標誌的建議，署方會研究其可行性。至於增設固定偵速攝影機的建議，由於涉及警方執法安排，署方在會後會與警方一起研究，再由警方考慮。

123. 容詠嫦議員提出的意見如下：

(a) 警方介紹了整體大嶼山的交通安全行動，而她所關注是翔東路，因為該道路交通意外頻生，而且大多涉及傷亡。根據警方提供的資料，翔東路的交通意外及涉及傷亡的數字，在過去 6 年一直增加。在過去 20 年，她一直跟進翔東路的安全問題，近期有不少工程在翔東路進行，而該道路最初只是服務道路(service road)，並非正規道路。她不斷要求擴闊翔東路、加設行人路及避車處，藉此減低意外發生，可惜部門並沒有積極回應她的訴求，令不少意外發生。她希望部門往後能夠積極提升翔東路的交通安全。

(b) 警方在教育方面進行不少工作，但在執法方面並不嚴謹。她舉例表示，不少踏單車人士(特別是初學者)並不熟悉路面情況及交通規則，很多時在翔東路平排而行，職業司機(特別是大型車輛)為避開單車而產生不少危險。她希望警方及運輸署積極回應市民的訴求，減低意外發生。

124. 鄧家彪議員關注到翔東路及達東路是東涌新市鎮的交通黑點，特別是東薈城停車場出口處至公廁位置，希望警方特別留意上述位置及採取適當措施，以減輕交通意外風險。

(劉啟恩先生在是項議題討論完畢後離開會場。)

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Finalized

Minutes (Extract) of Islands District Council Meeting

Date: April 18, 2016 (Monday)
Time: 2:00 p.m.
Location: Conference Room, Islands District Council,
14/F., Harbour Building, 38 Pier Road, Central, Hong Kong

Attendees

Chairman

Mr. CHOW Yuk-tong, BBS

Vice Chairman

Mr. YU Hon-kwan, Randy, JP

Members

Mr. CHAN Lin-wai
Mr. CHEUNG Fu
Mr. WONG Hon-kuen, Ken
Mr. FAN Chi-ping
Mr. LOU Cheuk-wing
Mr. WONG Man-hon
Ms. YU Lai-fan
Ms. LEE Kwai-chun
Ms. YUNG Wing-sheung, Amy
Mr. TANG Ka-piu, Bill, JP
Mr. KWONG Koon-wan
Mr. CHOW Ho-ding, Holden
Ms. TSANG Sau-ho, Josephine
Mr. KWOK Ping, Eric
Ms. FU Hiu-lam, Sammi

Invited Attendees

Mr. CHEUNG Kin-chung, Matthew, GBS, JP	Secretary, Labour and Welfare Bureau
Ms. TAM Kwai-yee, Ann Mary	Chief Architect (5), Housing Department
Mr. CHOW Wing-hung, Peter	Senior Architect (33), Housing Department
Ms. CHIANG Man-kam	Architect (49), Housing Department
Mr. CHOW Kwok-sang	Civil Engineer (18), Housing Department
Ms. YEUNG Ka-lai	Planning Officer (29), Housing Department
Mr. WONG Pak-kin, Ken	Chief Transport Officer/Planning/Ferry Review, Transport Department
Mr. YUEN Wing-cheong	Senior Transport Officer/Planning/Ferry 2, Transport Department
Mr. LEE Wing-wa	Senior Transport Officer/Public Pier, Transport Department
Mr. LAU Kai-yan	Engineer/Islands, Transport Department
Ms. LAM Pui-sze, Millicent	Senior Executive Officer (Planning), Leisure and Cultural Services Department
Mr. LEUNG Chiu-keung, Kenneth	Senior Engineer (Hong Kong Island Development Division), Civil Engineering and Development Department
Mr. NG Chi-wai	Senior Engineer/Projects, Civil Engineering and Development Department
Mr. CHENG Kin-man	Senior Engineer/Projects, Civil Engineering and Development Department
Mr. YAU San-ping, Peter	Senior Executive Officer (District Management), Islands District Office
Mr. TAM Wai-man	Acting Marine Officer/Licensing and Port Formalities (3), Marine Department
Mr. LUI Tak-shing, Gary	Town Planner/Islands, Planning Department
Mr. WONG Kwok-wai, Wilson	Senior Estate Surveyor, Lands Department

Also in Attendance

Mr. LI Ping-wai, Anthony, JP	Islands District Officer, Islands District Office
Ms. CHONG Yan-yee, Belinda	Assistant Islands District Officer (1), Islands District Office
Mr. CHOW Chit, Joe	Assistant Islands District Officer (2), Islands District Office
Ms. HUI Yuen-mei, May	Senior Liaison Officer (1), Islands District Office
Ms. CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr. LO Kwok-chung, David	Chief Engineer/Islands, Civil Engineering and Development Department
Ms. TAM Yin-ping, Donna	District Planning Officer (Sai Kung and Islands), Planning Department
Mr. LI Kin-nga, Denis	District Lands Officer (Islands), Lands Department
Ms. LO Man-kam	Administrative Assistant (Lands/Islands), Lands Department
Mr. LAM Ding-fung	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Ms. LEE Nga-lai, Alice	District Commander (Lantau), Hong Kong Police Force
Mr. Richard Brinsley SHERIDAN	District Commander (Marine Port), Hong Kong Police Force
Ms. FAN Chin-ting, Erica	Public Community Relations Officer (Lantau District), Hong Kong Police Force
Mr. LAW Tung-wah, Benji	Public Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr. YUEN Hong-shing, Honson	Chief Transport Officer/New Territories South West, Transport Department
Mr. WONG Hon-kit	Chief Manager/Management (Wong Tai Sin, Tsing Yi, Tsuen Wan and Islands), Housing Department
Mr. WONG Wai-wan	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Ms. Brenda NG	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms. CHAN Sum-sum, Candy	Senior Executive Officer (District Council), Islands District Office, Home Affairs Department

Absent with Apologies

Mr. YUNG Chi-ming, BBS

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XVI. Questions regarding a traffic accident on Cheung Tung Road

(Document IDC 50/2016)

119. The Chairman welcomed guests who were present to address the question: District Commander (Lantau) of the Hong Kong Police Force, Ms. LEE Nga-lai Alice, and Engineer (Islands) of the Transport Department, Mr. LAU Kai-yan.

120. Council Member Ms. YUNG Wing-sheung introduced content of the question.

121. Ms. LEE Nga-lai responded as follows:

(a) The accident occurred on Cheung Tung Road near Pak Mong. According to the preliminary findings of the Accident Investigation Team of New Territories South Traffic Division, at the time of the accident the taxi driver was driving in the direction of Tung Chung. The road surface was slippery due to rain, and the taxi lost control and went over the line due to unknown reason, leading to collision with a Discovery Bay bus. The injured driver died two days after being admitted to the hospital.

(b) With regard to the number of traffic accidents on Cheung Tung Road, there were a total of 35 in 2015, and 10 in the first three months of 2016. According to the police, traffic accidents on Cheung Tung Road over the past six years had been attributed to three major causes: firstly, drivers not paying attention to the conditions of the road and other road users; secondly, careless riding of bicycles; and thirdly, negligence of drivers driving out of slip roads, leading to traffic accidents.

(c) With regard to education, traffic safety actions conducted by the police in Lantau in 2015 include:

- 12 "Traffic Day" events organized mainly targeted at creating traffic safety awareness among pedestrians and road users;
- a talk aimed to raise traffic safety awareness of professional drivers;
- two joint operations with the Road Safety Team of the Traffic New Territories South, the first for road safety awareness of drivers, and the second for raising traffic safety awareness of pedestrians;
- 100 operations targeted at cyclists, including distribution of information leaflets;
- three new operations conducted in 2015 focusing on driving attitudes and road safety awareness of medium or large cargo truck drivers. Additionally, the police have plans to carry out operations to increase road safety awareness of cargo truck drivers in late April 2016.

(d) With regard to enforcement, the police carried out 123 speed detection operations in 2015 with the use of laser guns. Combating drink-driving, the police carried out 17 operations in 2015 by conducting breath tests on drivers. Additionally, 151 operations were carried out mainly targeting drivers who entered Lantau Island without the Lantau Closed Road Permit.

122. Mr. LAU Kai-yan responded as follows:

(a) The Transport Department's work on road improvement is by no means limited to Traffic Blackspots. The Department would also not first determine a Traffic Blackspot according to criteria before carrying out research. The Department has always maintained flexibility in order to meet actual needs; if it is found that similar accidents occur frequently at the same spot, or if obvious evidence indicates that a particular accident was caused by environmental factors, regardless of whether or not the concerned location is a Traffic Blackspot, the Transport Department would conduct research and implement appropriate road safety measures. Based on the findings of the police investigation pertaining to this traffic accident's cause, the Department will follow up and cooperate accordingly.

(b) With regard to the proposal of adding lay-bys and indicative traffic signs, the Department will study its feasibility. As for the proposal of adding fixed speed cameras, due to the involvement of police enforcement and arrangements, the Department shall conduct studies with the police after this meeting for the subsequent consideration of the police force.

123. Council Member Ms. YUNG Wing-sheung expressed the following views:

(a) The police had introduced the traffic safety operations in Lantau Island, while her concern was Cheung Tung Road where traffic accidents occurred frequently, most of which were involved fatal injuries. According to the police, the statistics of traffic accidents on Cheung Tung Road and those involving deaths and injuries are on the rise in the past six years. Over the past 20 years, she had been following up on the safety issue of Cheung Tung Road. Several road works projects have recently been carried out on Cheung Tung Road which was initially a service road and not a main road. She had continuously requested the widening of Cheung Tung Road, as well as the addition of pedestrian walks and lay-bys, in order to reduce accidents. Unfortunately, the Department had not responded actively to her requests, and as a result many accidents had occurred. It is her hope that from now on the Department will actively enhance traffic safety on Cheung Tung Road.

(b) Although the police had carried out much work in the area of education, it is not strict in enforcement. She provided an example of many cyclists on bicycles (especially beginners), being unfamiliar with road conditions and traffic rules, often riding parallel to one another on Cheung Tung Road, and professional drivers (especially of large vehicles) would cause considerable danger while avoiding those bicycles. She expressed her hope that the police and the Transport Department would actively respond to the residents' request and reduce the number of accidents.

124. Council Member Mr. TANG Ka-piu noted that Cheung Tung Road and Tat Tung Road were both Traffic Blackspots in the Tung Chung New Town, especially the stretch between the car park exit of Citygate and the public toilet. It is hoped that the police would give special attention to the abovementioned location and carry out appropriate measures to reduce the risk of traffic accidents.

(Mr. LAU Kai-yan left the meeting room upon the end of discussion of this issue.)

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離島區議會
交通及運輸委員會
文件 T&TC 58/2017 號

有關愉景灣交通意外的提問

容詠嫦議員通知本會，在 2017 年 9 月 18 日舉行的交通及運輸委員會會議上，她將會提出以下提問：

> “ 有報道指本年 7 月 14 日早上 11 時 10 分，一輛南行的愉景灣 T9 巴士在臨時巴士總站附近撞向路旁的樹木，居民指意外發生前並無任何預兆。
>
> 就此，本人請香港警務處(警方)、愉景灣交通服務有限公司(交通公司)、愉景灣服務管理有限公司(管理公司)及運輸署安排代表出席會議，回應以下提問：
>
> 1. 請提供該宗交通意外的成因及當時的路面情況。
>
> 2. 警方及運輸署有否重新檢討臨時巴士總站的安全情況？是否仍有改善空間？
>
> 3. 交通公司及管理公司有何措施避免意外再次發生？ ”

離島區議會秘書處
檔號：IS 140/1/16
日期：2017 年 8 月 15 日

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council
Traffic and Transport Committee
Document T&TC 58/2017

Questions regarding the traffic accident at Discovery Bay

Council member YUNG Wing-sheung informed this council that, during the Traffic and Transport Committee meeting held on September 18 of 2017, she would raise the following question:

"Relevant reports indicated that a Discovery Bay T9 bus collided with a tree near the provisional bus terminus at 11:10 a.m. on July 14 of this year. The residents said that there was no early warning before the accident happened:

Regarding this matter, I would like representatives from the Hong Kong Police Force, Discovery Bay Transportation Services Limited ("bus company"), Discovery Bay Services Management Co., Ltd. ("management company"), and the Transport Department to attend this meeting and respond to the questions below:

1. Please provide the reasons for the traffic accident and the road conditions at its time and place.

2. Have the police and Transport Department re-examine the safety conditions of the provisional bus terminus? Is there room for improvement?

3. What measures will the bus company and the management company take to ensure that accidents do not happen again?"

Islands District Council Secretariat
File No.: IS 140/1/16
Date: August 15, 2017

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有關愉景灣交通意外的提問

(文件 T&TC 58/2017 號)

愉景灣服務管理有限公司的書面回覆

為確保區內道路交通安全，本公司實施多項交通管理措施，包括恆常的車速偵測、派出巡邏車輛巡查愉景灣道及主要道路，以及裝設全天候閉路電視監察系統監察路面情況等。此外，本公司安排定期修剪行人路及行車路旁的樹木，以確保駕駛者視線不被遮擋。

2017 年 9 月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Questions regarding the traffic accident at Discovery Bay

(Document T&TC 58/2017)

Written Reply from Discovery Bay Services Management Co., Ltd.

To ensure the road traffic safety within the district, this company implemented many traffic control measures, including frequent speeding checks, patrol cars patrolling Discovery Bay Avenue and its main roads and install all-weather closed circuit monitoring systems to monitor the road conditions. Moreover, this company arranges for periodic pruning of the pedestrian sidewalk and sides of the vehicular path to ensure that the sight of drivers is not obstructed.

September 2017

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定　稿

離島區議會交通及運輸委員會會議記錄

日期：2017 年 9 月 18 日(星期一)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
　　離島區議會會議室

主席
黃文漢先生

副主席
張　富先生

委員
周玉堂先生, SBS
余漢坤先生, JP
黃漢權先生
劉焯榮先生
余麗芬女士
李桂珍女士
鄧家彪先生, JP
容詠嫦女士
周浩鼎先生
曾秀好女士
郭　平先生
傅曉琳女士
黃福根先生
王媽添先生
黃信全先生
何紹基先生
袁景行先生
羅　崑先生
劉展鵬先生

應邀出席者

潘嘉豪先生	路政署 工程師 4/暢道通行
楊世喜女士	路政署 高級工程師 4/暢道通行
區澤禧先生	運輸署 工程師/房屋及策劃 1
曾智仁先生	運輸署 高級運輸主任/渡輪策劃 2
曾以揚先生	運輸署 高級運輸主任/隧道及青馬 1
司徒巧茵女士	房屋署 物業服務經理/物業服務(港島及離島三)
古兆輝先生	香港警務處 總督察(行動 2)(中區)
林默涵先生	香港警務處 特遣小隊督察(執行及管制分區)(港島交通部)
魏天保先生	機電工程署 工程師/運輸、保安及中央工程 3/2
莫惠寶先生	機電工程署 高級電子督察/運輸、保安及中央工程 3/運輸服務
陳文達先生	機電工程署 助理機械督察/運輸、保安及中央工程 3/運輸署
余嘉敏女士	商務及經濟發展局 高級政務主任(旅遊)
潘振剛先生	龍運巴士有限公司 襄理(車務)
林　圓女士	香港鐵路有限公司 助理公共關係經理(對外事務)
李偉聲先生	弘達交通顧問有限公司 副董事
劉偉業先生	弘達交通顧問有限公司 首席交通工程師
張建強先生	萬利仕(亞洲)顧問有限公司 副董事總經理
張國偉先生	新世界第一渡輪服務有限公司 營運及海事經理
李穎詩女士	動力國際體育商業顧問有限公司 執行董事
曾愷忻女士	動力國際體育商業顧問有限公司 助理客戶經理
方仁傑先生	Formula Electric Racing (Hong Kong) Limited 行政總裁
姚巧玉女士	Formula Electric Racing (Hong Kong) Limited 製作總監

列席者

歐尚旻先生	離島民政事務處 離島民政事務助理專員(1)
杜志強先生	運輸署 高級運輸主任/離島
阮潔鳳女士	運輸署 工程師/離島 2
梁昭薇女士	路政署 區域工程師(離島)
譚嘉俊先生	土木工程拓展署 工程師 3 (離島發展部)
盧添發先生	香港警務處 署理大嶼山區行動主任
林偉傑先生	香港警務處 署理警民關係主任
黃　華先生	新大嶼山巴士(一九七三)有限公司 行政顧問
陳天龍先生	新大嶼山巴士(一九七三)有限公司 副總經理
周淑敏女士	新世界第一渡輪服務有限公司 企業傳訊經理
曾啟亮先生	愉景灣交通服務有限公司 交通運輸高級經理

秘書

陳嘉瑩女士	離島民政事務處 一級行政主任(區議會)

因事缺席者
陳連偉先生
樊志平先生
鄺官穩先生
溫東日先生
陳金洪先生　　大嶼山的士聯會 主席

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XIII. 有關愉景灣交通意外的提問
(文件 T&TC 58/2017 號)

135. 主席歡迎出席回應提問的嘉賓：香港警務處署理大嶼山區行動主任盧添發先生、運輸署工程師/離島 2 阮潔鳳女士，以及愉景灣交通服務有限公司(交通公司)交通運輸高級經理曾啟亮先生。愉景灣服務管理有限公司(管理公司)的書面回覆，已於會前送交各委員參閱。

136. 容詠嫦議員簡介提問內容。

137. 盧添發先生表示，上述交通意外只涉及私人財物損毀，涉事司機與物主達成和解，沒有報警處理，因此警方沒有相關資料。根據警方記錄，2017 年 1 月 1 日至今並未接獲臨時巴士總站交通意外的報告。據實地觀察所得，該巴士總站附近行人路段已安裝鐵欄及「水馬」，防止行人亂過馬路。

138. 阮潔鳳女士表示，運輸署曾與管理公司溝通，以了解上述意外，並派員實地視察。據署方觀察所得，現時臨時巴士總站的交通及道路狀況正常，署方在有需要時會與管理公司商討可行的改善措施。

139. 曾啟亮先生補充，意外發生於 7 月 14 日早上約 11 時 10 分。交通公司事發後派員與司機會面及到事發現場了解情況，得悉意外主要原因是司機駕駛時分心，以致撞向樹木，公司車輛及巴士站欄杆損毀，事件中無人受傷。該公司已訓示及提醒涉事司機小心駕駛，並會加強監察司機的行車情況，以及配合管理公司的交通管理措施，確保區內道路交通安全。

140. 容詠嫦議員提出意見如下：

(a) 她詢問警方，若交通意外的涉事雙方達成和解或意外中無人受傷，是否無需報警。

(b) 為配合愉景灣的發展工程，多輛重型運輸車輛及建築車輛經常進出愉景灣，平均約 2 分鐘就有運泥車經大路駛往稔樹灣。愉景灣道路狹窄，根本不適合過多巴士或大型車輛行駛，加上區內有不少車速緩慢的高爾夫球車，構成一定危險。

(c) 據她觀察所得，最近愉景灣的車輛不斷增加，但泊車位數量不變，以致司機胡亂泊車，不但阻塞道路，亦容易構成交通盲點。上述意外地點位於轉彎位置，該處種有樹木，涉事司機可能因視線受阻而發生意外。她希望交通公司和管理公司留意區內車流量、限制車輛發牌數量、增派人手指揮交通、以及增設斑馬線及指示牌等設施，盡量減低道路風險。

141. 盧添發先生表示，由於上述交通意外只涉及私人財物損毀，而涉事司機亦願意向物主提供個人資料，因此無需報警。若涉事司機不願意向物主提供個人資料，則需在 24 小時內報警。

142. 曾啟亮先生表示，事發地點位於康慧台對出的直路，當日路面情況正常，意外是由於司機一時疏忽撞到欄杆及樹木。交通公司會加強對司機的監察及教育工作，亦會配合管理公司的交通管理措施。據他了解，管理公司現時有安排人員於繁忙時間指揮交通及協助行人橫過馬路。

143. 阮潔鳳女士解釋，由於意外只涉及私人財物損毀，涉事司機亦沒有報警處理，因此運輸署沒有有關意外記錄，但署方會與管理公司保持聯繫，在有需要時商討改善措施。

144. 容詠嫦議員表示，由於愉景灣範圍內種植樹木的相關費用由居民負擔，她質疑意外中損毀的樹木屬管理公司所有的說法。此外，警方指交通事故若只涉及財物損失及沒有造成傷亡，在涉事雙方同意下無需報警及通知運輸署，她對此做法並不認同。愉景灣的管理及交通服務提供者均隸屬同一集團，難以進行監察，因此她建議所有意外事故，包括在私人地方發生或不涉及財物損失及傷亡的個案，均須報警及通知運輸署，以便備存足夠資料及數據以加強監

察。

145. 盧添發先生表示，警方會在巴士總站加強道路安全的宣傳工作。

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Finalized

Minutes of the Traffic and Transport Committee Meeting of the Islands District Council

Date: September 18, 2017 (Monday)
Time: 2:00 p.m.
Location: Conference room, Islands District Council,
14/F., Harbour Building, 38 Pier Road, Central, Hong Kong

Chairman
Mr. WONG Man-hon

Deputy Chairman
Mr. CHEUNG Fu

Members
Mr. CHOW Yuk-tong, SBS
Mr. YU Hon-kwan, JP
Mr. WONG Hon-kuen
Mr. LOU Cheuk-wing
Ms. YU Lai-fan
Ms. LI Kwai-chun
Mr. TANG Ka-piu, JP
Ms. YUNG Wing-sheung
Mr. CHOW Ho-ding
Ms. TSANG Sau-ho
Mr. KWOK Ping
Ms. FU Hiu-lam
Mr. WONG Fuk-kan
Mr. WONG Ma-tim
Mr. WONG Shun-chuen
Mr. HO Siu-kei
Mr. YUEN King-hang
Mr. LAW Kwan
Mr. LAU Chin-pang

Invited Attendees:

Mr. POON Ka-ho	Highway Department	Engineer 4/clear path
Ms. YEUNG Sai-hei	Highway Department	Senior Engineer 4/clear path
Mr. AU Chak-hi	Transport Department	Engineer/Housing and Policy 1
Mr. TSANG Chi-yan	Transport Department	Senior Transport Director/Ferry planning 2
Mr. TSANG Yee-yeung	Transport Department	Senior Transport Director/Tunnels and Tsing Ma 1
Mr. SZETO Hau-yan	Housing Department	Property Service Manager/Property Service (HK and Islands 3)
Mr. KU Siu-fai	Hong Kong Police Force	Chief (action 2) (Central)
Mr. LAM Mak-ham	Hong Kong Police Force	Task Force Captain (enforcement division) (HK island traffic division)
Mr. NGAI Tin-pau	Electrical Engineering Department	Engineer/Transport, security and central eng. 3/2
Mr. MOK Wai-po	Electrical Engineering Department	Senior Electrical Captain/Transport, security and central eng. 3/Transport service
Mr. CHAN Man-tat	Electrical Engineering Department	Assistant Mechanical Captain/Transport, security and central eng. 3/Transport Department
Ms. YU Ka-man	Commerce and Economic Development Bureau	Senior Political Director (Travel)
Mr. POON Chun-kong	Longwin Bus Company	Manager (Vehicle affairs)
Ms. LAM Yuen	HK Railway Corp. Ltd	Assistant Public Relations Manager (External affairs)
Mr. LI Wai-sing	MVA Hong Kong Limited	Deputy Director
Mr. LAU Wai-yip	MVA Hong Kong Limited	Chief Traffic Engineer
Mr. CHEUNG Kin-keung	Mannings (ASIA) Conslutants Limited	Deputy Director and CEO
Mr. CHEUNG Kwok-wai	New World First Ferry Services Limited	Operation and Maritime Affairs Manager
Ms. LI Wing-sze	ActionHouse International Limited	Executive Director
Ms. TSANG Hoi-yan	ActionHouse International Limited	Assistant Client Manager
Mr. FONG Yan-kit	Formula Electric Racing (Hong Kong) Limited	Chief Executive Officer
Ms. YIU Hau-yuk	Formula Electric Racing (Hong Kong) Limited	Production Director

Also in Attendance

Mr. AU Sheung-man	Islands District Office, Home Affairs Department	Islands Civil Affairs Assistant Specialist (1)
Mr. TO Chi-keung	Transport Department	Senior Transport Director/Islands
Ms. YUEN Kit-fung	Transport Department	Engineer/Islands 2
Ms. LEUNG Chiu-mei	Highway Department	District Engineer (Islands)
Mr. TAM Ka-chun	Civil Engineering and Development Department	Engineer 3 (Islands development division)
Mr. LO Tim-fat	Hong Kong Police Force	Resident Relationship Director
Mr. LAM Wai-kit	Hong Kong Police Force	Resident Relationship Director
Mr. WONG Wah	New Lantao Bus Co., Ltd.	Executive Consultant
Mr. CHAN Tin-lung	New Lantao Bus Co., Ltd.	Deputy CEO
Ms. CHAU Shuk-man	New World First Ferry Services Limited	Enterprise Communications Manager
Mr. TSANG Kai-leung	Discovery Bay Traffic Service Co., Ltd.	Traffic Transportation Senior Manager

Secretary

Ms. CHAN Ka-ying	Islands District Office, Home Affairs Department.	Executive Director (District Council)

Absent with Apologies

Mr. CHAN Lin-wai		
Mr. FAN Chi-ping		
Mr. KWONG Koon-wan		
Mr. WAN Tung-yat		
Mr. CHAN Kam-hung	Lantau Taxi Association	Chairman

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XIII. Questions regarding the traffic accident at Discovery Bay

(Document T&TC 58/2017)

135. The Chairman welcomed guests who were present to respond to the invitation: Mr. LO Tim-fat, Hong Kong Police Force, Action Director of Lantau Police Precinct; Ms. YUEN Kit-fung, Transport Department, Engineer/Islands 2; and Mr. TSANG Kai-leung, Discovery Bay Traffic Service Co., Ltd. (the bus company), Traffic Transportation Senior Manager. Discovery Bay Services Management Co., Ltd. (the management company) made a written reply and submitted it to each participating council member before the meeting.

136. Council member YUNG Wing-sheung simplified the questioning contents.

137. Mr. LO Tim-fat expressed: the abovementioned traffic accident only resulted in private property damage. The involved driver and property owner has come to a settlement. They did not

report to the police and therefore the police did not receive the relevant information. According to the record of the police, they did not receive any report about a traffic accident at the provisional bus terminus from January 1, 2017 till now. Based on onsite observation, the sidewalk close to the bus terminus already has installed a metal fence and a "water horse" to prevent pedestrians from crossing the road inappropriately.

138. Ms. YUEN Kit-fung expressed: the Transport Department has communicated with the management company to understand the abovementioned accident and dispatched staff to observe onsite. Based on the observations from the department, at that time the traffic and road conditions at the provisional bus terminus were normal. The department will negotiate with the management company at the necessary time about feasible improvement measures.

139. Mr. TSANG Kai-leung supplemented: the accident happened on the morning of July 14 around 11:10. The bus company, afterwards, dispatched staff to meet with the driver and to understand the situation onsite. The information the staff received was that the driver was careless while driving and collided with a tree. The company vehicle and the bus station fence were damaged. Nobody was injured during the incident. The company has already reprimanded and reminded the involved driver to drive carefully and will enhance the supervision of the driver. The company will also cooperate with the traffic management measures of the management company to ensure the traffic safety of roads within the district.

140. Council member YUNG Wing-sheung raised the following suggestions:

(a) She asks the police, if the two sides involved in the traffic accident has come to a settlement and nobody is injured, if there no need to report to the police?

(b) To cooperate with the development engineering of Discovery Bay, many heavy trucks and construction trucks enter and leave Discovery Bay. On average, every two minutes, one cement truck passes by driving toward Nim Shue Wan. The road in Discovery Bay is narrow and not suitable for too many buses or large vehicles to drive through. Additionally, there are many slowly moving golf carts in the district, causing a certain degree of danger.

(c) Based on her observation, recently, the number of vehicles in Discovery Bay has increased continuously, causing drivers to park improperly. Not only does this obstruct the road, it also can easily cause a traffic blind spot. The abovementioned traffic spot is winding road with trees. The involved driver may have caused the accident because his vision was obstructed. She hopes that the bus company and the management company will pay attention to the vehicle flow volume within the district, limit the number of vehicle plates, increase the number of people to direct traffic and increase facilities such as crosswalk marks and indicator signs to decrease road risk as much as possible.

141. Mr. LO Tim-fat expressed: because the abovementioned traffic accident only involved personal property damage and the involved driver also was willing to provide personal information to the property owner, therefore, there is no need to report to the police. If the involved driver is not willing to provide personal information to the property owner, then police should be called within 24 hours.

142. Mr. TSANG Kai-leung expressed: the accident happened at the straight road intersecting Hillgrove Village. On that day, the road conditions were normal. The accident happened because the drivers' carelessness caused him to collide with trees. The bus company will enhance supervision and education work toward this driver and will cooperate with the management company's traffic management measures. As he knows, the management company now has dispatched personnel to direct the traffic and assist pedestrians in going across the road during busy hours.

143. Ms. YUEN Kit-fung explained: because the abovementioned traffic accident only involved personal property damage, the involved driver did not report to police. Therefore, the Transport Department does not have the relevant accident record. However, the department will maintain contact with the management company and will discuss at the necessary time about improvement measures.

144. Council member YUNG Wing-sheung expressed: because the relevant fees for the trees within the scope of Discovery Bay are the responsibility of the residents, she has reservations about the explanation that the trees destroyed in the accident belong to the management company. Moreover, the police said: there is no need to report to the police and notify the Transport Department if the traffic accident only involves property damage and does not cause injury or death and upon the consent of both involved parties. She does not agree with this way of operation. The management and traffic service provider of Discovery Bay are both subordinated to the same group. It is difficult to engage in supervision. Therefore, she recommends that all traffic accidents including those happening in private areas or those that do not involve property damage, injuries or death, should all be reported to the police and Transport Department in order to have sufficient information and data to enhance supervision.

145. Mr. LO Tim-fat expressed: the police will enhance the road safety education work at the bus terminus.

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離島區議會
文件 IDC 142/2012 號

有關一宗翔東路致命交通意外的提問

容詠嫦議員通知本會，在本年 12 月 17 日舉行的離島區議會會議上，她將會提出以下問題：

> “ 在本年11月30日(星期五)，一輛大嶼山的士及一輛輕型貨車在翔東路相撞，造成一名大嶼山的士司機死亡，以及在輕型貨車上司機和乘客合共六人受傷。因此，本人希望香港警務處委派代表出席離島區議會會議，提供以下資料：(i) 確實肇事地點，(ii)當時的路面情況，(iii) 附近已設立的道路標誌及路面標記；以及(iv)初步的調查結果。
>
> 這是自本年6月以來另一宗在翔東路發生的致命交通意外。因此，本人希望香港警務處及運輸署委派代表出席會議，解釋會否考慮把翔東路列爲交通黑點，同時加快道路改善工程，以及更新道路標誌和路面標記的進度，以減少交通意外發生的機會。
>
> 最後，本人再次促請香港警務處在翔東路加強執法，保障所有道路使用者的安全。 ”

離島區議會秘書處
檔號：IS 140/1/05

日期：2012 年 12 月 3 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council
Paper IDC 142/2012

Question on a fatal traffic accident occurred at Cheung Tung Road

Councillor Yung Wing Sheung, Amy informed this Council that, at the Islands District Council meeting to be held on the 17th of December this year, she will be raising the following question:

"On the 30th of November this year (Friday), a Lantau taxi collided with a light goods vehicle on Cheung Tung Road, which caused the death of the Lantau taxi driver, and in total six people were injured including the driver of the light goods vehicle and its passengers. Thus, I hope the Hong Kong Police Force would appoint a representative to attend the Islands District Council Meeting and to provide the following information: (i) confirm the location of the accident, (ii) the circumstances of the road at that time, (iii) the road signs and road marking established nearby; and (iv) the preliminary investigation results.

This is the second fatal traffic accident on Cheung Tung Road since the other accident in June this year. Thus, I hope the Hong Kong Police Force and the Transport Department will appoint representatives to attend the meeting and to explain whether they would consider listing Cheung Tung Road as a traffic blackspot, at the same time accelerate the road improvement works and the progress of updating the road signs and road marking, so as to reduce the chances of occurrence of traffic accidents.

Lastly, I again urge the Hong Kong Police Force to strengthen the law enforcement on Cheung Tung Road in order to safeguard the safety of all road users."

Islands District Council Secretariat
File reference: IS 140/1/05

Date: 3 December 2012

定　稿

離島區議會會議記錄(摘錄)

日期：　2012 年 12 月 17 日(星期一)
時間：　下午 2 時正
地點：　香港中環統一碼頭道 38 號海港政府大樓 14 字樓
　　離島區議會會議室

出席者

主席
周玉堂先生, BBS

副主席
周轉香女士 BBS, JP

議員
李志峰先生, BBS
翁志明先生
陳連偉先生
張　富先生
王少強先生
黃漢權先生
余麗芬女士
李桂珍女士
容詠嫦女士
黃福根(森桂)先生
老廣成先生
鄧家彪先生
安慶英先生
林　悅先生
鄺官穩先生
余漢坤先生, JP
賴子文先生

應邀出席者

丁葉燕薇女士, JP	署長	郵政署
區惠賢女士	總監(運作)	郵政署
周伊君女士	總監(服務拓展、推廣及銷售)	郵政署
李艷芳女士	總運輸主任(巴士及鐵路)(特別職務)	運輸署
雷高明先生	工程師/離島 2	運輸署
鄭偉漢先生	助理公共關係經理(對外事務)	香港鐵路有限公司
關錦榮先生	海務及離島區指揮官	消防處
梁嗣宏先生	署理海務區區長	消防處
曾偉文先生	高級地政主任/土地徵用	離島地政處

范錦安先生	總土木工程師	香港電燈有限公司
關應良先生	總機械工程師	香港電燈有限公司
陳志彬先生	高級土木工程師	香港電燈有限公司
劉美儀女士	公共事務經理(新聞及社區關係)	香港電燈有限公司
卓巧坤女士	總城市規劃師/特別職務	規劃署
雷裕文先生	高級城市規劃師/特別職務 1	規劃署
曹耀南先生	城市規劃師/離島 1	規劃署
盧成瑞先生	高級工程師 1 (離島發展部)	土木工程拓展署
何小芳女士	社區參與隊隊長	建港規劃顧問有限公司
李偉臨先生	城市規劃師	奧雅納工作顧問有限公司

<u>列席者</u>

劉錦泉先生, JP	離島民政事務專員	離島民政事務處
李炳威先生	候任離島民政事務專員	離島民政事務處
郭中宏先生	離島民政事務助理專員	離島民政事務處
鄭家寶女士	高級聯絡主任 (1)	離島民政事務處
陳慶群女士	高級聯絡主任 (2)	離島民政事務處
盧國中先生	總工程師/離島	土木工程拓展署
李妙蘭女士	離島地政專員	離島地政處
黃威文先生	行政助理(地政)	離島地政處
鍾文傑先生	西貢及離島規劃專員	規劃署
陳尚遠先生	總運輸主任(新界西南)	運輸署
黃偉宏先生	離島區環境衞生總監	食物環境衞生署
陳佩貞女士	離島區康樂事務經理	康樂及文化事務署
郭志強先生	署理水警海港警區指揮官	香港警務處
歐陽照剛先生	大嶼山警區指揮官	香港警務處
郭樹志先生	水警海港警區警民關係主任	香港警務處
林梅珍女士	大嶼山警區警民關係主任	香港警務處
彭潔玲女士	中西南及離島區福利專員	社會福利署
宋張敏慈女士	物業管理總經理(黃大仙、青衣、荃灣及離島)	房屋署

<u>秘書</u>

陳心心女士	高級行政主任(區議會)	離島民政事務處

<u>助理秘書</u>

鄧華聯女士	一級行政主任(區議會)	離島民政事務處
陳倩文女士	行政主任(區議會)1	離島民政事務處
陳雅琳女士	行政主任(區議會)2	離島民政事務處
施文港先生	行政助理(區議會)	離島民政事務處

<u>因事缺席者</u>

周浩鼎先生

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IX. 有關一宗在翔東路致命交通意外的提問
(文件 IDC 142/2012 號)

55. 主席歡迎回應提問的嘉賓：香港警務處大嶼山警區指揮官歐陽照剛先生及運輸署工程師／離島雷高明先生。

56. 容詠嫦議員介紹提問內容。

57. 歐陽照剛先生表示，由 2012 年 1 月至今，在翔東路共發生兩宗致命的交通意外，其中一宗於本年 6 月 13 日發生，另一宗則於本年 11 月 30 日發生。本年 6 月 13 日交通意外的事發地點，位於翔東路與深水角徑交界，事件中有 1 名輕型貨車司機死亡，另有 1 名巴士司機及 25 名巴士乘客受傷。調查結果顯示，該名輕型貨車司機不小心駕駛引致交通意外。至於本年 11 月 30 日的交通意外，事發地點在翔東路近欣澳。事件外中有 1 名的士司機死亡，另有 1 名輕型貨車司機及 5 名乘客受傷。該宗交通意外現正由新界南總區交通部進行調查，暫未能確定肇事原因。上述兩宗交通意外發生時，交通流量稀少，並正下微雨，路面有少許濕滑。就是否需要把翔東路列為交通黑點的問題，警方需與運輸署進一步商討。他表示，警方一直在翔東路使用鐳射槍打擊超速駕駛。根據記錄，警方已經執行超過 20 次行動，亦發出 89 張告票，並會繼續有關工作。

58. 雷高明先生表示，翔東路的道路設計，包括能見度及路彎等均合乎標準。本年 11 月 30 日發生交通意外的地點是一條直路，能見度高，亦非交通黑點。運輸署會因應警方就這宗交通意外的調查結果，作出跟進和配合。關於把翔東路列為交通黑點一事，全港的交通黑點均是依據客觀條件而設定。運輸署曾在本年 11 月的交運會上，簡述交通黑點的定義，有關規定適用於全港，不會因應某一地點而作出修改。

59. 容詠嫦議員質疑運輸署一直認為翔東路沒有問題。運輸署曾在 12 年前回覆反對她提出的建議時表示，翔東路並不是一條正式的道路，而是一條輔助道路(service road)。她批評運輸署的回覆前後矛盾。她曾向運輸署提交照片，顯示翔東路的問題，並要求實地視察，現正等待署方的回覆。翔東路最大的問題是兩旁都是“雙黃線”，沒有行人路，亦沒有車輛停泊處。同時，亦有不少大型車輛使用翔東路，令巴士乘客感到不安。她表示，翔東路在數月內已發生兩宗致命交通

意外，她不希望再有人命傷亡的交通意外發生，亦不希望因此符合運輸署訂立交通意外黑點的標準。她批評運輸署十多年來對翔東路的危險狀況視若無睹，意外一次又一次發生，但運輸署卻視人命如草芥，只考慮標準的問題，忽略道路的實際情況。她重申，希望運輸署與她實地視察，以了解翔東路的情況。

60. 鄧家彪議員亦關注翔東路的安全問題。他表示，不少職業司機，包括愉景灣屋邨巴士、龍運及新大嶼山巴士、以及大嶼山的士和市區的士的司機代表，都向他反映翔東路充滿危機，其中以工程車及單車帶來最大的風險。雖然本年兩宗的致命交通意外與單車無關，但若運輸署不進行任何改善工程，他憂慮交通意外數目會上升。故他促請運輸署徹底改善翔東路的道路安全。

61. 雷高明先生表示，翔東路的道路安全問題已在本年 9 月的交運會上討論。他感謝容議員在會上提供不少有用的資料及相片。署方在會後已重新檢視整條翔東路的道路情況（包括彎位）。在檢視後，運輸署認為所有路彎都合乎標準，而在路邊部分可能影響駕駛者視線的植物，該署亦已要求路政署修剪。他解釋，很多交通意外的發生與道路設計無關，反而大多涉及人為因素。一如早前警方代表所述，本年 6 月 13 日的交通意外，是因為輕型貨車司機不小心駕駛所致，與道路設計未必有直接關係。至於本年 11 月 30 日的交通意外，事發地點是一條直路，暫時無證據顯示該道路的設計直接導致意外發生。待警方完成是次交通意外的調查後，運輸署會與警方作出跟進和配合。根據過去五年翔東路的交通意外數字，不涉及單車的交通意外並沒有明顯的上升趨勢。

62. 張富議員詢問，運輸署有否在翔東路設置偵速攝影機(俗稱"快相機")。

63. 鄧家彪議員表示，若運輸署只以一宗不小心駕駛的交通意外，便判斷道路是否安全，做法值得商榷。根據客觀的數據，翔東路的交通意外數字有上升趨勢，因此，他難以認同翔東路沒有問題的說法，而意外造成的傷亡令人關注。他再次促請運輸署考慮徹底的改善方案。他詢問在本年 11 月 30 日發生的交通意外中，是否涉及食環署的外判清潔承辦商，以及意外的情況。

64. 黃偉宏先生表示，由於事發地點屬荃灣區管轄，他未能提供相關資料。

65. 賴子文議員表示，各政府部門似乎都認為翔東路合乎標準，

而警方所記錄的交通意外數字亦未有上升趨勢，但事實上，現時翔東路已發生了兩宗嚴重的交通意外。由於環境會影響人的行為或判斷，他詢問是否翔東路的道路環境致令駕駛者容易出現超速的情況。他希望各個相關部門聯合進行改善計劃，例如在翔東路增設固定的偵速攝影機。他又引用龍翔道為例表示，固定的偵速攝影機有警示作用，對改善駕駛者的駕駛態度，較鐳射槍更為有效。由於有職業司機擔憂不少重型車輛使用翔東路，若翔東路並不是一條正式的道路，政府應檢討甚麼車輛才可使用有關道路。此外，若因沒有單車設施以致令到涉及單車的交通意外數字上升，他認為運輸署應考慮是否讓單車使用有關道路或興建輔助設施。

66. 容詠嫦議員表示，在上述兩宗交通意外最受害的是職業司機。職業司機或需要連續工作十多小時，難免會出現疲態，或會影響他們的警覺性。若在一條標準的道路，司機可以轉變方向以避免相撞，但翔東路兩旁都是雙黃線，一旁是北大嶼山公路，另一邊則是山邊，沒有可供轉向的地方。她不接受運輸署的說法，指翔東路是標準道路。她多年來建議運輸署擴闊該道路，以確保道路安全和便利駕駛者。她又指出，小蠔灣將會有不少工程地盤，包括港珠澳大橋及廚餘處理中心等，因此會有更多重型車輛使用翔東路。若運輸署遲遲不進行改善工程，她憂慮會繼續發生嚴重的交通意外，希望署方積極跟進有關問題。

67. 雷高明先生表示，關於翔東路有否設置固定偵速攝影機一事，他暫時未能提供有關資料。他留意到警方有在翔東路利用流動的雷射槍偵測車速，並認為有關措施對打擊車輛超速的成效，較設立固定偵速攝影機為佳。此外，就容議員在本年 9 月交運會上所提供的相片及資料，運輸署現正進行研究，並會考慮在個別的位置及彎位，利用"雙白線"等措施，避免車輛"扒頭"。他強調，雖然翔東路符合標準，但運輸署會繼續留意其交通安全情況。此外，關於增設單車徑的建議，在本年 5 月的交運會上亦有討論。據悉，土木工程拓展署及規劃署現正進行"東涌餘下發展計劃的規劃及工程研究"，而有關研究將會一併檢視延伸單車徑的可行性。

68. 歐陽照剛先生表示，警方認為有需要在翔東路設置固定的偵速攝影機，再加上警方利用鐳射槍偵測車速，將有助打擊車輛超速的情況。

69. 張富議員認為設置固定偵速攝影機對駕駛者有警示作用，希望運輸署考慮建議。

70. 雷高明先生解釋，他剛才的回覆只是說明警方利用流動的雷射槍偵測車速，在打擊車輛超速方面，較固定偵速攝影機的阻嚇性為高。他表示署方會考慮設立固定偵速攝影機的意見。

71. 主席請運輸署考慮議員提出的意見，並作出改善，如有需要可繼續在交運會商討。

(李志峰議員於是項議題討論期間離開會場。)
(雷高明先生於是項議題討論完畢後離開會場。)

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Draft

Minutes of the Islands District Council Meeting (Extract)
Date: 17 December 2012 (Monday)
Time: 2:00 p.m.
Venue: Islands District Council Conference Room 14/F, Harbour Building, 38 Pier Road Central, Hong Kong

Attendees

Chairman
Mr CHOW Yuk-tong, BBS

Vice-Chairman
Ms CHAU Chuen-heung, BBS, JP

Members
Mr LEE Chi-fung, BBS
Mr YUN Chi-ming
Mr CHAN Lin-wai
Mr CHEUNG Fu
Mr WONG Siu-keung
Mr WONG Hon-kuen, Ken
Ms YU Lai-fan
Ms LEE Kwai-chun
Ms YUNG Wing-sheung, Amy
Mr WONG Fuk-kan, Rainbow
Mr LO Kwong-shing Andy
Mr TANG ka-piu, Bill
Mr ON Hing-ying
Mr KWONG Koon-wan
Mr Yu Hon-kwan, Randy, JP
Mr LAI Tsz-man

Attendance by Invitation

Mrs TING YIP Yin-mei, Jessie	Postmaster General	Post Office
Ms AU Wai-yin, Teresa	Director (Operations)	Post Office
Ms CHOW Estella	Director (Product Development, Marketing and Sales)	Post Office
Ms LEE Yim-Fong Stella	Chief Transport Officer (Bus and Railway) (Special Duty)	Transport Department
Mr LUI Ko Ming	Engineer/Islands 2	Transport Department
Mr CHENG Wai-hon	Assistant Public Relations Manager (External Affairs)	MTR Corporation Limited
Mr KWAN Kam-wing	Division Commander (Marine and Offshore Islands)	Fire Services Department
Mr LEUNG Tsz-wang	Acting Marine Officer	Fire Services Department
Mr TSANG Wai-man	Senior Land Executive/Land Acquisition	District Lands Office, Islands

Mr FAN Kam-on	Chief Civil Engineer	Hongkong Electric Company
Mr KWAN Ying-leung	Chief Mechanical Engineer	Hongkong Electric Company
Mr CHAN Chi-bun	Senior Civil Engineer	Hongkong Electric Company
Ms LAU Mei-yee	Public Affairs Manager (Media and Community Relations)	Hongkong Electric Company
Ms CHEUK Hau-kwan, Elsa	Chief Town Planner/Special Duty	Planning Department
Mr LUI Yu-man Timothy	Senior Town Planner/Special Duty 1	Planning Department
Mr Cho Yiu-nam	Town Planner/Islands 1	Planning Department
Mr LO Shing-sui	Senior Engineer 1 (Islands Development Division)	Civil Engineering and Development Department
Ms Ho Siu-fong	Community Involvement Team Leader	Planarch Consultants Limited
Mr Lee Wai-lam	Town Planner	Ove Arup & Partners Hong Kong Limited

Attendance by Invitation

Mr LAU Kam-chuen, Danny, JP	District Officer (Islands)	Islands District Office
Mr LI Ping-wai, Anthony	Incumbent District Officer (Islands)	Islands District Office
Mr KWOK Chung-weng, Niki	Assistant District Officer (Islands)	Islands District Office
Ms CHENG Ka-po	Senior Liaison Officer (1)	Islands District Office
Ms CHAN Hing-kwan	Senior Liaison Officer (2)	Islands District Office
Mr LO Kwok-chung, David	Chief Engineer/Islands	Civil Engineering and Development Department
Ms LI Miu-lan	District Land Officer, Islands	District Lands Office, Islands
Mr WONG Wai-man	Executive Assistant (Lands)	District Lands Office, Islands
Mr CHUNG Man-kit	Town Planner/Sai Kung and Islands	Planning Department
Mr CHAN Seung-yuen	Chief Transport Officer (NTSW)	Transport Department
Mr WONG Wai-weng	Environmental Hygiene Director (Islands)	Food and Environmental Hygiene Department
Ms CHAN Pui-ching, Cecilia	District Leisure Manager (Islands)	Leisure and Cultural Services Department
Mr KWOK Chi-keung	Acting Divisional Commander of Marine Harbour Division	Hong Kong Police Force
Mr AU YEUNG Chiu-kong, Danko	District Commander (Lantau District)	Hong Kong Police Force
Mr Kwok Shu-chi	Police Community Relations Officer (Marine Port District)	Hong Kong Police Force
Ms LAM Mui-chun, Ivy	Police Community Relations Officer (Lantau District)	Hong Kong Police Force
Ms PANG Kit-ling	District Social Welfare Officer (Central Western / Southern / Islands)	Social Services Department
Mrs SUNG CHEUNG Mun-chi, Margarita	Chief Manager/Management (Wong Tai sin, Tsing Yi, Tsuen Wan and	Housing Department

Islands)

Secretary

Ms CHAN Sum-sum, Candy	Senior Executive Officer (District Council)	Islands District Office

Assistant Secretary

Ms TANG Wa-luen	Executive Officer I (District Council)	Islands District Office
Ms CHAN Sin-man	Executive Officer (District Council) 1	Islands District Office
Ms CHAN Nga-lam	Executive Officer (District Council) 2	Islands District Office
Mr Sze Man-kwong	Executive Assistant (District Council)	Islands District Office

Absent with Apology

Mr CHOW Ho-ding, Holden

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IX. Question on a fatal traffic accident occurred at Cheung Tung Road
(Paper IDC 142/2012)

55. The Chairman welcomed the guests attending the meeting to respond to the question: Mr AU YEUNG Chiu-kong, Danko, District Commander (Lantau District) of the Hong Kong Police Force and Mr LUI Ko Ming, Engineer/Islands 2 of the Transport Department.

56. Ms Yung Wing Sheung, Amy introduced the content of the question.

57. Mr AU YEUNG Chiu-kong, Danko said that two fatal traffic accidents had occurred at Cheung Tung Road since January 2012. One took place on 13 June this year and the other on 30 November this year. The scene of the traffic accident on 13 June this year was located at the junction of Cheung Tung Road and Sham Shui Kok Drive. One light goods vehicle driver died and a bus captain and 25 passengers were injured. Investigation revealed that careless driving of the light goods vehicle driver caused the accident. As for the traffic accident on the 30th of November this year, the spot was at Cheung Tung Road near Sunny Bay. One taxi driver died in the accident, and one light goods vehicle driver and five passengers were injured. That traffic accident was now under investigation of the Traffic Unit of the New Territories South Regional Police Headquarters and the cause of the accident had yet to be determined. The traffic was not heavy when the two accidents happened. There was light rain and the road surface was a bit slippery. As to whether there was need to classify Cheung Tung Road as a traffic black spot, the Police had to discuss further with the Transport Department. He said that the Police had been using laser speed gun to combat speeding at Cheung Tung Road. According to the record, the Police had already had over 20 enforcement actions and had issued 89 tickets and would continue with the relevant work.

58. Mr LUI Ko Ming said that the road design of Cheung Tung Road, including visibility and the curving were up to standard. The spot at which the traffic accident on 30 November this year happened was a straight road, the visibility was high and it was not a traffic blackspot. The Transport Department would follow up on the investigation results of the Police and co-operate with the Police accordingly. In respect of whether to classify Cheung Tung Road as traffic black spot, all the traffic blackspots in Hong Kong were determined according to objective standards. The Transport Department had explained on the Traffic and Transport Meeting in November this year the definition of traffic blackspots, the relevant criteria were applicable throughout Hong Kong and would not be altered for a single spot.

59. Ms Yung Wing Sheung, Amy criticized that the Transport Department had always thought there was no problem with Cheung Tung Road. When the Transport Department replied and opposed to her proposal 12 years ago, Cheung Tung Road was not a proper road and was a service road. She criticized that the Transport Department's reply was inconsistent. She had submitted photos to the Department showing the issues with Cheung Tung Road and requesting for a site visit. She was still awaiting the Department's reply. The biggest issue with Cheung Tung Road was that both sides were "double yellow line" and there was no pedestrian road and no parking spaces for vehicle. At the same time, Cheung Tung Road was frequented by heavy vehicles and caused discomfort among the bus passengers. She pointed out that there were already two fatal traffic accidents in a few months at Cheung Tung Road, she did not wish to see more traffic accidents resulting in casualties to happen. She also did not hope that it would fall within the Transport Department's standard in the classification of traffic black spots. She criticized that the Transport Department had turned a blind eye to the dangerous situation of Cheung Tung Road for decades. Accidents happened again and

again yet the Transport Department took lives as nothing and only considered issue of criteria and neglected the actual road situation. She repeated that she hoped the Transport Department would conduct field visit with her to have a better understanding of the situation at Cheung Tung Road.

60. Mr TANG ka-piu, Bill was also concerned about the safety issue of Cheung Tung Road. He said that many professional drivers, such as representatives of the Discover Bay residential buses, Long Win Bus and NLB, Lantau taxi and urban taxi, had reflected that Cheung Tung Road was fraught with risks, in particular for construction vehicles and bicycles. Although the two fatal traffic accidents happened this year were unrelated to bicycles, he was worried that the number of traffic accidents would climb if the Transport Department did not conduct any improvement works. Hence, he urged the Transport Department to improve the road safety of Cheung Tung Road thoroughly.

61. Mr LUI Ko Ming said that the road safety issue of Cheung Tung Road had already been discussed at the Traffic and Transport Committee held in September this year. He expressed appreciation to Ms Yung for providing many useful information and photographs at the meeting. The Department had reconsidered the road condition (including the bends) of the whole Cheung Tung Road after the meeting. After evaluation, the Transport Department considered that all roads and bends were up to standard, as for the plants at the roadside which might affect drivers' views, the Department had already requested the Highways Department to cut them. He explained that human factors were involved in many traffic accidents but not road design. As stated by the Police's representative earlier, careless driving of the light goods vehicle driver was the cause of the accident on 13 June this year, and road design might not have direct relation with it. As for the traffic accident on 30 November this year, the spot was a straight road and at present there was no evidence showing that road design directly caused the accident. The Transport Department would follow up and collaborate with the Police once the investigation of the traffic accident had been completed. According to the traffic accident statistics of Cheung Tung Road in the past five years, there was no sign of increase in the number of traffic accidents not involving bicycles.

62. Mr CHEUNG Fu asked whether the speed enforcement cameras (commonly known as "speeding cameras") were set up at Cheung Tung Road by the Transport Department.

63. Mr TANG ka-piu, Bill said that it was questionable if the Transport Department only determine whether a road is safe by considering a single incident of careless driving. According to the objective statistics, there was an upward trend in the number of traffic accidents at Cheung Tung Road. As a result, he could not agree with the saying that there was no problem with Cheung Tung Road and the casualties resulting from the accidents was worrying. He again urged that the Transport Department to thoroughly consider improvement measures. He inquired whether outsourced cleaning contractors of the Food and Environmental Hygiene Department were involved in the traffic accident of 30 November and the circumstances of the accident.

64. Mr WONG Wai-weng said that as the location was under the management of Tsuen Wan District, he was unable to provide the relevant information.

65. Mr LAI Tsz-man said that it appeared that all government departments agreed that Cheung Tung Road was up to standard and the number of traffic accidents recorded by the Police did not show an upward trend. But in fact, there were two serious traffic accidents happened at Cheung Tung Road. Since the environment would affect the action or judgement of the people, he asked whether the road conditions of Cheung Tung Road would easily lead to speeding of the drivers. He hoped that the relevant departments would jointly implement improvement plans, for example setting fixed speed enforcement cameras at Cheung Tung Road. He also cited Lung Cheung Road as an example

where fixed speed enforcement cameras had warning effect and were more effective than laser speed guns in correcting drivers' attitude. As there were professional drivers expressing concern about many heavy vehicles using Cheung Tung Road, since Cheung Tung Road was not a proper road, the Government shall review what vehicles could use the relevant road. Further, if the absence of bicycle facilities had led to the increase in the number of traffic accidents of bicycles, he was of the view that the Transport Department shall consider whether to continue to allow bicycles to use the relevant road or to build ancillary facilities.

66. Ms Yung Wing Sheung, Amy said that professional drivers were the biggest victims of the said two traffic accidents. Professional drivers often had to work continuously for 10 odd hours and it was understandable that fatigue would occur and might affect their alertness. If on a standard road, drivers might be able to avoid collision by changing directions, yet both sides of Cheung Tung Road were double yellow lines, one was North Lantau Highway and the other was hillside. There was no place for making turns. She did not agree with the Transport Department's view that Cheung Tung Road was a standard road. She had suggested to the Transport Department in widening the road to ensure road safety and bring convenience to drivers for many years. She also pointed out that there were a number of constructions sites upcoming at Siu Ho Wan, including Hong Kong-Zhuhai-Macau Bridge and the kitchen waste processing centre. Therefore, more heavy vehicles would be using Cheung Tung Road. If the Transport Department failed to conduct improvement works in time, she was concerned that serious traffic accident would continue to happen. She hoped the Department would follow up with the relevant issue diligently.

67. Mr LUI Ko Ming said that he could not provide the relevant information right now as to whether fixed speed enforcement cameras were set up at Cheung Tung Road. He noticed that the Police had used mobile laser guns for detecting speed at Cheung Tung Road. He considered that laser speed guns were more effective in combating speeding than fixed speed enforcement cameras. Furthermore, the Transport Department was studying the photos and information provided by Ms Yung on the Traffic and Transport Committee meeting in September this year and were considering the use of measures such as "double white line" at specific locations and bends to avoid "overtaking". He stressed that although Cheung Tung Road was up to standard, the Transport Department would continue in monitoring its traffic safety. Also, the proposal on the addition of cycling track was discussed on the Traffic and Transport Committee meeting in May this year. It was understood that the Civil Engineering and Development Department and the Planning Department were conducting a "Planning and Engineering Study on the Remaining Development in Tung Chung", and the feasibility of extending the cycling track would be studied thereunder.

68. Mr AU YEUNG Chiu-kong, Danko said that the Police considered it was necessary to set up fixed speed enforcement cameras at Cheung Tung Road. Together with the use of laser speed guns by the Police, it shall be effective in deterring speeding.

69. Mr CHEUNG Fu considered that setting up fixed speed enforcement cameras would bring about warning effect on drivers and hoped that the Transport Department would consider the suggestion.

70. Mr LUI Ko Ming explained that his reply just now was only explaining that the deterrent effect of the Police's use of mobile laser guns in detecting vehicle speed were greater than fixed speed enforcement cameras. He said that the Department would consider the opinion on setting up fixed speed enforcement cameras.

71. The Chairman invited the Transport Department to consider the comments raised by the Councillors and make improvements. If necessary, it could be discussed further at the Traffic and Transport Committee meeting.

(Mr LEE Chi-fung left the meeting during discussion of the said topic.)
(Mr LUI Ko ming left the meeting after discussion of the said topic.)

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離島區議會
交通及運輸委員會
文件 T&TC 5/2014 號

有關要求在逸東邨巴士總站增設站長室的提問

鄧家彪議員通知本會，在本年 1 月 20 日舉行的交通及運輸委員會會議上，他將會提出以下問題：

> “ 在 2013 年 12 月 25 日凌晨，新大嶼山巴士公司的一名站長猝死，引起社區和工友的高度關注。現時，逸東邨巴士總站欠缺供站長工作和休息的站長室。就此，本人促請新大嶼山巴士公司、運輸署及房屋署盡快物色地方興建站長室，並請該公司及上述部門出席會議及回應提問。 ”

離島區議會秘書處
檔號：IS 140/3/02

日期：2014 年 1 月 2 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council
Traffic and Transport Commitee
Paper IDC 5/2014

Question on provision of bus regulator kiosk at Yat Tung Estate bus terminus

Councillor TANG ka-piu, Bill informed this Council that, at the Traffic and Transport Committee meeting to be held on the 20th January this year, he will be raising the following question:

"In the early morning of 25 December 2013, a bus regular of New Lantao Island Bus Company died of sudden death and it aroused serious concern of the community and the workers. At present, Yat Tung Estate bus terminus is in lack of bus regulator kiosk for bus regulator to work and rest. On this, I sincerely ask the New Lantao Bus Company, the Transport Department and Housing Department to look for a suitable place to build a bus regulator kiosk as soon as possible and please would the company and the said departments attend the meeting and respond to the question."

Islands District Council Secretariat
File reference: IS 140/3/02

Date: 2 January 2014

定　稿

離島區議會交通及運輸委員會會議記錄

日期：2014 年 1 月 20 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
李志峰先生, BBS, MH
陳連偉先生
張　富先生
王少強先生
黃漢權先生
樊志平先生
余麗芬女士, MH
李桂珍女士, MH
容詠嫦女士
鄧家彪先生
安慶英先生
鄺官穩先生
余漢坤先生, JP
賴子文先生
周浩鼎先生
胡國光先生
陳信有先生
王媽添先生
林寶強先生
文偉昌先生
葉錦洪先生
李淑桂女士
黃文漢先生

應邀出席者

陳志豪先生	高級工程師/港珠澳大橋香港工程管理處	路政署
葉達莊先生	駐地盤總工程師	艾奕康有限公司
譚競芝女士	駐地盤高級工程師	艾奕康有限公司
羅柱榮先生	建築經理	金門建築有限公司
張惠華先生	高級工程師/暢道通行計劃	土木工程拓展署
張繼祥先生	工程師 1/暢道通行計劃	土木工程拓展署
張建強先生	董事	萬利仕(亞洲)顧問有限公司
林偉強先生	項目經理	萬利仕(亞洲)顧問有限公司
陳浩剛先生	副項目經理	萬利仕(亞洲)顧問有限公司
包立人博士	署理高級環境保護主任(流動污染源)1	環境保護署
鄧偉豪先生	高級工程師/氣體標準 B3	機電工程署
凌煒傑先生	物業服務經理(物業服務)(黃大仙、青衣、荃灣及離島)(5)	房屋署
吳錦嫻女士	高級運輸主任/渡輪策劃 1	運輸署
王世發先生	署理助理處長/船舶事務	海事處
吳扣慶先生	海事主任/牌照及關務(3)	海事處
李彧孜先生	區域工程師/施工通知書(E3)	路政署

列席者

周淑敏女士		新世界第一渡輪服務有限公司
吳錦耀先生		大嶼山的士聯會
黃　華先生		新大嶼山巴士有限公司
高月華女士		香港興業國際集團有限公司
李家曦先生	工程師/離島 1	運輸署
黃志德先生	高級運輸主任/離島	運輸署
羅東華先生	水警海港警區警民關係主任	香港警務處
譚卓軒先生	大嶼山警區行動主任	香港警務處
陳慧儀女士	工程師(離島)	路政署
藍子川先生	工程師 2(離島發展部)	土木工程拓展署
萬映頤女士	離島民政事務助理專員(2)	離島民政事務處
鄧華聯女士(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

周轉香女士, BBS, MH, JP

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VI. 有關要求在逸東邨巴士總站增設站長室的提問
(文件 T&TC 5/2014 號)

34. 主席歡迎出席回應提問的嘉賓：運輸署高級運輸主任/離島黃志德先生、新大嶼山巴士有限公司("嶼巴")經理黃華先生，以及房屋署物業服務經理(物業服務)(黃大仙、青衣、荃灣及離島)凌煒傑先生。

35. 鄧家彪議員介紹提問內容。

36. 黃志德先生對於有一位嶼巴站長在逸東邨巴士總站工作期間猝死感到難過。逸東邨巴士總站由逸東邨的管理公司負責管理。事後，運輸署已經與管理公司及嶼巴商討，研究如何改善該處的工作環境。而嶼巴亦已立即設置木板屏風及暖風機，並尋找設置站長室的地方。嶼巴會就站長室的面積、位置及所用物料等徵詢員工的意見，然後向管理公司提出申請。署方會與嶼巴及管理公司密切聯絡，希望盡快落實站長室的建議。

37. 黃華先生對於有員工不幸逝世感到惋惜，公司事後亦已提供臨時措施，包括增設暖風機，供員工取暖。嶼巴與管理公司及運輸署曾實地視察，管理公司並不反對在現時站長辦公的地方設置站長室。嶼巴初步建議設置"孖亭"站長室，稍後便會向管理公司提出申請。

38. 凌煒傑先生表示，逸東邨巴士總站現時設有另一個"孖亭"站長室，由嶼巴暫時使用，而設置站長室的申請，由提出至批核約需一個半月。

39. 鄧家彪議員表示，另外兩間巴士公司設有"石屎"站長室及廁所，他詢問嶼巴的站長室何時設置。

40. 黃華先生表示，嶼巴會盡快設置站長室，設計圖則已提交房屋署，待批核後便會訂購物料。

41. 主席希望部門及巴士公司盡快處理，為車長提供較佳的

工作環境。

(凌煒傑先生於討論完畢後離開會場。)

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DRAFT

Minutes of the Islands District Council Traffic and Transport Committee Meeting

Date: 20 January 2014 (Monday)
Time: 2:00 p.m.
Venue: Islands District Council Conference Room

Attendees
Mr LO Kwong-shing, Andy (Chairman)
Mr WONG Fuk-kan (Vice-Chairman)
Mr LEE Chi-fung
Mr CHAN Lin-wai
Mr CHEUNG Fu
Mr WONG Siu-keung
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Ms YU Lai-fan, MH
Ms LEE Kwai-chun, MH
Mr TANG Ka-piu, Bill
Mr ON Hing-ying
Mr KWONG Koon-wan
Mr YU Hon-kwan, Randy, JP
Mr LAI Tsz-man
Mr CHOW Ho-ding, Holden
Mr WU Kwok-kwong
Mr CHAN Shun-yau
Mr WONG Ma-tim
Mr LAM Po-keung
Mr MAN Wai-cheong
Mr Yip Kam-hung
Ms Lee Suk-kwai
Mr WONG Man-hon

Attendance by Invitation

Mr CHAN Chi Ho, Johnny	Senior Engineer/Hong Kong-Zhuhai-Macau Bridge Hong Kong Project Management Office	Highways Department
Mr YIP Tat-jong	Chief Resident Engineer	AECOM Asia Company Limited
Ms TAM King-chi	Senior Resident Engineers	AECOM Asia Company Limited
Mr LAW Chu-wing	Construction Manager	Gammon Construction Limited
Mr CHEUNG Wai-wah	Senior Engineer/Universally Accessible	Civil Engineering and Development Department
Mr CHEUNG Kai-cheung	Engineer 1/Universally Accessible	Civil Engineering and Development Department
Mr CHEUNG Kin-keung	Director	Mannings (Asia) Consultants Limited
Mr LAM Wai-keung	Project Manager	Mannings (Asia) Consultants Limited
Mr CHAN Ho-kong	Vice Project Manager	Mannings (Asia) Consultants Limited
Dr PAO Lap-yan	Acting Senior Environmental Protection Officer (Mobile Source) 1	Environmental Protection Department
Mr TANG Wai-ho	Senior Engineer/ Gas Standards B3	Electrical & Mechanical Services Department
Mr Ling Wai-kit	Manager/Management (Wong Tai sin, Tsing Yi, Tsuen Wan and Islands) (5)	Housing Department
Ms NG Kam-han	Senior Transport Officer/Ferry Planning 1	Transport Department
Mr WONG Sai-fat	Acting Assistant Director/Shipping	Marine Department
Mr WU Kou-qing	Marine Officer/Licensing and Formalities (3)	Marine Department
Mr LI Yuk-Tsz	District Engineer /WRF (E3)	Highways Department

In Attendance

Ms CHAU Suk-man		New World First Ferry Services Limited
Mr NG KAM-yiu		Lantau Taxi Association
Mr Wong Wah		New Lantao Bus Limited Company
Ms Ko Yuet-wah		HKR International Limited
Mr LEE Kar-hei	Engineer/ Islands 1	Transport Department
Mr Wong Chi-tak	Senior Transport Officer/Islands	Transport Department
Mr LAW Tung-wah	Police Community Relations Officer (Marine Port District)	Hong Kong Police Force
Mr TAM Cheuk-hin	Police Community Relations Officer (Marine Port District)	Hong Kong Police Force
Ms CHAN Wai-yee	Engineer (Islands)	Highways Department
Mr LAM Chi-chuen	Engineer 2 (Islands Development Division)	Civil Engineering and Development Department
Ms MAN Ying-yee	Assistant District Officer (2)/Islands	Islands District Office

Ms TANG Wah-luen (secretary)	Executive Officer I (District Council)	Islands District Office

Absent with Apology
Ms CHAU Chuen-heung

VI. Question on provision of bus regulator kiosk at Yat Tung Estate bus terminus
(Paper T&TC 5/2014)

34. The Chairman welcomed the guests attending the meeting to respond to the question: Mr Wong Chi-tak, Senior Transport Officer/Islands of the Transport Department, Mr Wong Wah, Manager of New Lantao Bus Limited Company ("NLB"), and Mr LING Wai-kit, Manager/Management (Wong Tai sin, Tsing Yi, Tsuen Wan and Islands) of theHousing Department.

35. Mr TANG Ka-piu, Bill introduced the content of the question.

36. Mr WONG Chi-tak was sorry that a NLB bus regulator died of sudden death at Yat Tung Estate bus terminus while on duty. Yat Tung Estate bus terminus was managed by the management company of Yat Tung Estate. After that, the Transport Department had discussed with the management company and NLB on how to improve the working environment there. The NLB had already installed wooden screen and heater immediately, and was looking for place for bus regulator kiosk. NLB would consult the staff's opinion on the size, location and materials of the bus regulator kiosk and make application to the management company. The Department would keep in touch with NLB and the management company and put into effect the proposal of building bus regulator kiosk.

37. Mr WONG Wah said that the unfortunate death of an employee was regrettable. The company had provided temporary measure, including installing heaters to keep the employees warm. NLB and the management company had conducted field visit with the Transport Department. The management company did not object to setting up bus regulator kiosk at the place where bus regulators currently work. NLB preliminarily proposed to install "double booth" bus regulator kiosk and would apply to the management company later.

38. Mr LING Wai-kit said that Yat Tung Estate Bus Terminus currently had another "double booth" bus regulator kiosk and it was used by NLB temporarily. The application to set up bus regulator kiosk would take about one and a half month from making application to approval.

39. Mr TANG Ka-piu, Bill said that the other two bus companies had "cement" bus regulator kiosk and washroom. He inquired when would NLB's bus regulator kiosk be installed.

40. Mr WONG Wah said that NLB would set up a bus regulator kiosk as soon as possible and the design plan had already been submitted to the Housing Department. Materials would be purchased after the design plan was approved.

41. The Chairman hoped the departments and the bus company would handle this expediently and provide a better working environment to bus captains.

(Mr LING Wai-kit left the meeting after the discussion.)

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離島區議會
交通及運輸委員會
文件 T&TC 14/2015 號

有關城巴 E21A 號線座位爆炸的提問

余俊翔議員通知本會，在本年 3 月 16 日舉行的交通及運輸委員會會議上，他將會提出以下問題：

> “ 城巴有限公司(“城巴”)巴士路線 E21A 於本年 2 月發生了一宗座位爆炸事故，一輛 E21A 巴士駛到近東涌映灣園的時候，車廂內一個座位發生了爆炸，有車上乘客因爆炸導致腳骨爆裂。對於今次的意外，本人深表關注，除了關注傷者的情況外，我亦同樣關注巴士安全的問題。
>
> 就此，本人要求城巴多加關注巴士安全及為車輛進行更頻密的例行檢查及維修，以確保所有乘客的安全。同時，本人現向城巴查詢 E21A 巴士線及來往東涌及機場等線路的檢查及維修頻率的數字。就此提問，希望城巴能夠委派代表出席回答。 ”

離島區議會秘書處
檔號：IS 141/4/02

日期：2015 年 2 月 26 日

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Islands District Council

Traffic and Transport Committee

Paper T&TC 14/2015

Question relating to the explosion of a seat on a route E21A Citybus

District Council Member Mr YU Chun Cheung, Peter informed the Committee that he will raise the following question in the Traffic and Transport Committee meeting to be held on 16 March this year:

"A seat explosion incident occurred in February this month involving a bus of route E21A Citybus Limited (Citybus) whereby one of the bus seats exploded it drove near Tung Chung Caribbean Coast, a bus passenger sustained a leg fracture due to the explosion. I am deeply concerned with the said incident, despite being concerned with the condition of the injured passenger, I am also equally worried about the safety of franchised bus services.

In this connection, I request Citybus to pay more attention to bus safety and conduct more frequent regular inspections and maintenance to ensure the safety of all passengers. At the same time, I now make a request to Citybus to inquire the number of inspection and maintenance frequency of route E21A and other routes to and from Tung Chung and the Airport. I hope representatives of Citybus could arrange for representative(s) to attend the meeting to reply to the question."

Secretariat of the Islands District Council
File reference: IS 141/4/02
Date: 26 February 2015

定　稿

離島區議會交通及運輸委員會會議記錄

日期：2015 年 3 月 16 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
周轉香女士, BBS, MH, JP
李志峰先生, BBS, MH
陳連偉先生
張　富先生
王少強先生
黃漢權先生
樊志平先生
余麗芬女士, MH
李桂珍女士, MH
容詠嫦女士
鄧家彪先生, JP
余漢坤先生, JP
余俊翔先生
曾秀好女士
賴子文先生
周浩鼎先生
陳信有先生
林寶強先生
李淑桂女士
黃文漢先生

應邀出席者

關嘉敏女士	高級運輸主任/巴士發展(大嶼山)	運輸署
阮榮昌先生	高級運輸主任/渡輪策劃 2	運輸署
潘振剛先生	襄理(車務)	龍運巴士有限公司
羅耀華先生	一級策劃及支援主任	龍運巴士有限公司
冼志賢先生	經理(策劃)	城巴有限公司
黃嘉俊先生	策劃主任	城巴有限公司
李建樂先生	公眾事務經理	城巴有限公司
黃錦棠先生	高級工程師	路政署
梁昭薇女士	區域工程師/離島	路政署
陳錦洪先生	駐地盤總工程師	奧雅納工程顧問
方粵華女士	駐地盤工程師	奧雅納工程顧問
潘偉光先生	副項目董事	寶嘉-中國港灣-威勝利聯營
何家穎女士	物業事務經理/工程統籌 II	建築署
陳繼華先生	物業事務經理/工程統籌 II/1	建築署
雷偉良先生	合約經理	瑞安承建有限公司
陳天龍先生	助理經理	新大嶼山巴士有限公司
貝念仁先生	高級工程師/區域	土木工程拓展署
譚偉文先生	署理海事主任/牌照及關務(3)	海事處

列席者

周淑敏女士		新世界第一渡輪服務有限公司
黃　華先生		新大嶼山巴士有限公司
鄭偉鵬先生		香港興業國際集團有限公司
李家曦先生	工程師/離島	運輸署
杜志強先生	高級運輸主任/離島	運輸署
羅東華先生	水警海港警區警民關係主任	香港警務處
古振南先生	大嶼山警區行動主任	香港警務處
梁昭薇女士	工程師(離島)	路政署
潘偉榮先生	工程師(離島發展部)	土木工程拓展署
萬映頤女士	離島民政事務助理專員(2)	離島民政事務處
施彼得先生(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

鄺官穩先生
王媽添先生
胡國光先生
文偉昌先生
葉錦洪先生
韓俊賢先生
李文安先生
陳金洪先生　　大嶼山的士聯會

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IX. 有關城巴 E21A 號線座位爆炸的提問
(文件 T&TC 14/2015 號)

79. 主席歡迎出席講解文件的嘉賓：城巴有限公司公眾事務經理李建樂先生。

80. 余俊翔議員介紹提問內容。

81. 李建樂先生表示，城巴非常關注是次意外，現正與巴士供應商調查意外原因。此外，城巴一向重視車輛安全，故訂定了嚴謹的維修保養機制，每輛巴士每月及每年均需進行定期檢驗及全面檢修，以符合運輸署的安全標準。運輸署亦有監管巴士公司的巴士維修工作，包括續牌所需進行的年檢，以及每月隨機抽查巴士進行品質檢驗。由於服務東涌、機場及北大嶼山的巴士，包括事件中的 E21A 號線，其行車哩數較市區路線長，所以每輛巴士每月會進行 2 次檢驗及檢修，以確保安全。而巴士車長於行車前亦會先檢查車輛，如有問題會立即向公司報告。在車輛檢查次數方面，由於每輛巴士並非只行走一條路線，整體而言服務北大嶼山及東涌機場路線的巴士共有 170 輛，並會每月檢驗 2 次。

82. 余俊翔議員詢問，是次情況罕見，事件發生後城巴採取了甚麼補救措施，以預防同類事情再次發生。此外，有輿論提及由於輪軑的保護罩物料較單薄而引致意外，例如沒有採用不銹鋼或鐵等，城巴會否改善有關保護罩及配件。

83. 主席表示，基於環保及節省汽油以減輕負重，故物料由從前的鋼鐵或金屬，改為玻璃纖維製造，而今次事件正因為衝力過猛以致物料爆裂，導致乘客受傷。他詢問，城巴日後會如何加強車輛輪鞲位置地台的保護性，亦促請運輸署跟進此問題。

84. 李建樂先生表示，是次事件後，城巴已檢查新巴及城巴所有同款巴士(即丹尼士三叉戟都普車身巴士)，查看其輪軑及鞲位(即俗稱沙鼓的位置)，未有發現異常。至於車輪保護罩(即沙鼓位置)，主要是玻璃纖維製造，在完成意外調查後，巴士公司會考慮相關改善措施的

需要。

(李建樂先生於討論完畢後離開會場。)

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Draft

Meeting minutes of the Traffic and Transport Committee of the Islands District Council

Date: 16 March 2015 (Monday)
Time: 2:00 p.m.
Venue: Islands District Council Conference Room

Present

Mr LO Kwong Shing Andy (Chairman)
Mr WONG Fuk-kan (Vice-Chairman)
Ms CHAU Chuen-heung, BBS, MH, JP
Mr LEE Chi-fung, BBS, MH
Mr CHAN Lin-wai
Mr CHEUNG Fu
Mr WONG Siu-keung
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Ms YU Lai-fan, MH
Ms LEE Kwai-chun, MH
Ms YUNG Wing-sheung, Amy
Mr TANG Ka-piu, Bill, JP
Mr YU Hon-kwan, Randy, JP
Mr YU Chun Cheung, Peter
Ms TSANG Sau-ho, Josephine
Mr LAI Tsz Man
Mr CHOW Ho-ding, Holden
Mr CHAN Shun Yau
Mr LAM Po-keung
Ms LEE Suk Kwai
Mr WONG Man-hon

Attendance by Invitation

Miss KWAN Ka Mun, Karen	Senior Transportation Officer / Bus Development (Lantau Island)	Transport Department
Mr YUEN Wing Cheong	Senior Transportation Officer / Ferry Planning (2)	Transport Department
Mr Jeff C K POON	Assistant Manager (Traffic Operations)	Long Win Bus Company Limited
Mr Rayson Y W LAW	Planning and Support Officer I	Long Win Bus Company Limited
Mr Mistral SIN	Manager (Planning)	Citybus Limited/New World First

		Bus Services Limited
Mr WONG Kar Chun	Planning Officer	Citybus Limited/New World First Bus Services Limited
Mr LEE Kin Lok	Public Affairs Manager	Citybus Limited/New World First Bus Services Limited
Mr WONG Kam Tong	Senior Engineer	Highways Department
Ms LEUNG Chiu Mei	District Engineer / Islands	Highways Department
Mr CHAN Kam Hung	Chief Resident Engineer	Ove Arup & Partners Hong Kong Limited
Ms FONG Yuet Wa	Resident Engineer	Ove Arup & Partners Hong Kong Limited
Mr POON Wai Kwong	Deputy Project Director	Dragages-China Harbour-VSL Joint Venture
Ms HO Kar Wing	Property Affairs Manager / Construction Organization II	Architectural Services Department
Mr CHAN Kai Wa	Property Affairs Manager / Construction Organization II/1	Architectural Services Department
Mr LUI Wai Leung	Contract Manager	Shui On Building Contractors Limited
Mr CHAN Tin-lung	Deputy Manager	New Lantao Bus Co.(1973) Limited
Mr PEI Nien Jen, Gordon	Senior Engineer (District)	Civil Engineering and Development Department
Mr TAM Wai Man	Assistant Shipping Master (Licensing and Port Formalities Section) (3)	Marine Department

In Attendance

Ms CHAU Shuk-man, Anthea		New World First Ferry Services Limited
Mr WONG Wah		New Lantao Bus Co.(1973) Limited
Mr CHENG Wai Pang		HKR International Ltd.
Mr LEE Ka Hei, Haywood	Engineer / Islands	Transport Department
Mr TO Chi Keung, Gary	Senior Transportation Officer / Islands	Transport Department
Mr LAW Tung Wah, Benji	Police Communication Relations Officer (Marine Port District)	Hong Kong Police Force
Mr KU Chun Nam	Operation Officer (Lantau Island District)	Hong Kong Police Force
Ms LEUNG Chiu Mei	Engineer (Islands)	Highways Department
Mr POON Wai Wing, Alvin	Engineer (Islands Development Division)	Civil Engineering and Development Department

Ms MAN Ying Yee, Bonnie	Assistant Officer for the Islands Home Affairs (2)	Islands Home Affairs Department
Mr Peter SZE (Secretary)	Administrative Officer (I) (District Council)	Islands Home Affairs Department

Absent with Apology

Mr KWONG Koon-wan	
Mr WONG Ma-tim	
Mr WU Kwok-kwong	
Mr MAN Wai Cheung	
Mr YIP Kam Hung	
Mr HON Chun Yin	
Mr LEE Man On	
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

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IX. Question relating to the explosion of a seat on a route E21A Citybus
(Paper T&TC 14/2015)

79. The Chairman welcomed the guest who attended the meeting to respond to the question: Mr LEE Kin Lok, Public Affairs Officer of Citybus Limited/New World First Bus Services Limited.

80. Mr Yu Chun Cheung, Peter introduced the content of the question.

81. Mr LEE Kin Lok expressed that Citybus paid high attention to the said accident and was in contact with the bus manufacturer to investigate the cause of the accident. Besides, Citybus has always placed high importance on vehicle safety and have therefore set up stringent repair and maintenance system. Each bus is required to undergo regular inspection and full repair per month and per year to meet the safety requirements of the Transport Department. The Transport Department also has regulations on the repair works undertaken by the bus companies, including the annual inspection required for the renewal of the licence, and the random selection of buses to conduct quality inspection every month. Because the buses serving in Tung Chung, the Airport and North Lantau Island, including route E21A of the said incident, generally have longer-than-other routes compared with those in the cities, each bus will go through two inspections and repairs per month to ensure safety. The bus captain will also inspect the vehicle first before operation and if there are issues he / she will report to the company immediately. In terms of the number of inspection of the vehicle, because each bus do not only serve on one route, overall speaking there are 170 buses serving Northern Lantau Island and Tung Chung Airport and will be inspected twice per month.

82. Mr Yu Chun Cheung, Peter inquired that as it was a rare incident, what remedying measures Citybus took after the incident to prevent similar incidents from happening. Besides, some discussions mentioned that the accident was caused because the material of the tyres' protective shield was rather thin, for example, that no stainless steel or iron was used etc. Whether Citybus will improve the relevant protective shield and accessories.

83. The Chairman expressed that because of environmental concern and to save gas to reduce weight of load, the material is therefore switched from stainless steel or metal to be made of glass fibre. The current incident was caused by extreme force causing explosion of the material, and injuring the passenger. He inquired how would Citybus strengthen the protectiveness of the wheel arch platform and urged the Transport Department to follow-up on this issue.

84. Mr LEE Kin Lok expressed that after this incident, Citybus has already inspected all buses of the same type (i.e. Dennis Trident 3 Duple bus) to check on the wheels and the arches (i.e. commonly referred to as the "snare drum" position) and no abnormality can be observed. As to the wheel protective shield

(i.e. the "snare drum" position), it was mainly made by glass fibre. After the completion of the post-accident investigation, the bus company shall consider the necessity for improvements to be made.

(Mr LEE Kin Lok left the meeting after the discussion.)

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離島區議會
交通及運輸委員會
文件 T&TC 22/2015 號

有關大嶼山公路的安全性問題的提問

余漢坤議員通知本會，在 2015 年 5 月 18 日舉行的交通及運輸委員會會議上，他將會提出以下問題：

" 剛過去的復活節，有載客巴士於大嶼山公路上發生交通意外。據報章指，巴士沿東涌道落斜駛經嶼南道近散石灣停車場時，懷疑煞掣系統失靈，失控鏟上行人路撞毀路邊石壆防撞欄，再衝落十米深山坡，幸有樹木阻擋及車底被石壆卡住車尾，巴士才不致衝落山坡下小徑，避免造成更大傷害。

意外發生，有關部門除了必須關注公共交通工具的安全設施外，本人認為大嶼山公路的安全性問題亦得重新檢視。事實上，大嶼山是著名的旅遊及度假勝地，以出事巴士目的地大澳為例，吸引不少本地及外國旅遊人士流連忘返，儘管當地居民，以至旅客對交通設施需求日益殷切，卻未見當局有系統地構思大嶼山整體的交通政策。就是次的意外，本人希望了解：

(1) 相關部門有沒有定期檢查東涌至大澳一帶公路的安全性？當中路線，以那段比較危險？當局有否安排特別措施來解決問題？舉例說，有道路使用者認為羌山道路斜彎多，對駕駛大型旅遊巴來說十分危險，故擴闊及拉直上述道路刻不容緩，本人亦十分認同。

(2) 長遠而觀，本人多年一直支持興建大澳至東涌沿海連接路，這條擬建新路將可以大大節省行車時間，一則既可滿足旅遊需要，二來方便現時居民之餘，也可吸引居民回流，該連接路路是絕對值得發展的，當局現階段已進行甚麼工作安排？ "

離島區議會秘書處
檔號：IS 140/1/16

日期：2015 年 4 月 8 日

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Islands District Council
Traffic and Transport Committee
Paper T&TC 22/2015

Question relating to the safety of North Lantau Highway

District Council Member Mr Yu Hon-kwan, Randy informed this Committee that he will raise the following question at the Traffic and Transport Committee meeting to be held on 18 May 2015:

"During the Easter holiday that just passed, a passenger-loaded bus was involved in a traffic accident on the North Lantau Highway. According to newspapers, the engine brakes were suspected to have malfunctioned as the bus went down-hill of Tung Chung Road, past the car park on South Lantau Road near San Shek Wan. The bus went out of control and slammed onto the pedestrian lane, wrecked the roadside kerb stone parapet, and fell off a 10-metre-deep hill. Fortunately, trees served as obstruction and trapped the rear end of the vehicle was trapped by the parapet so that the bus did not fall off to the bottom of the hill, preventing more serious harm.

As the accident occurred, I believe the relevant departments should, other than being concerned with the safety facilities of public transportation, also reexamine the safety issues of the North Lantau Highway. In fact, Lantau Island is a famous travel and vacation scenic-spot, taking Tai-O where the accident happened as an example, it attracts many locals and foreign visitors. Although locals and tourists show increasing demand for transportation, the Department has not systematically designed the transport policies of Lantau Island on the whole. With regard to the accident, I wish to understand:

(1) Did the relevant Department inspect the safety of highways along the route from Tung Chung to Tai-O regularly? Which section is more dangerous among all roads? Did the Department devise special measures to solve the issues? For example, road users think that Keng Shan Road is steep with lots of turns which is very risky for driving of a large-sized tour bus, hence it is urgent to widen and straighten the aforementioned road. I very much agree with that.

(2) In the long term, I have supported the construction of connecting roads between Tai-O and the coast of Tung Chung for years, this new and to-be-constructed road would greatly shorten the travelling time. It can firstly satisfy tourism demands, secondly to accommodate current residents and also to attract the reflux of residents. The connecting road is certainly worth developing, has any work arrangement been carried out by the Department at this stage?"

Islands District Council Secretariat
Filer reference: IS 140/1/16
Date: 8 April 2015

定　稿

離島區議會交通及運輸委員會會議記錄(摘錄)

日期：2015 年 5 月 18 日(星期一)
時間：下午 2 時正
地點：離島區議會會議室

出席者

老廣成先生 (主席)
黃福根先生 (副主席)
周轉香女士, BBS, MH, JP
陳連偉先生
張　富先生
黃漢權先生
樊志平先生
劉卓榮先生, MH
黃文漢先生
余麗芬女士, MH
李桂珍女士, MH
容詠嫦女士
鄧家彪先生, JP
鄺官穩先生
余漢坤先生, JP
余俊翔先生
曾秀好女士
周浩鼎先生
胡國光先生
王媽添先生
林寶強先生
葉錦洪先生
李文安先生
溫東日先生
何紹基先生
何智財先生

應邀出席者

黃永興先生	工程師/優先鐵路發展 7	運輸署
阮榮昌先生	高級運輸主任/渡輪策劃 2	運輸署
楊仲其先生	高級副董事	阿特金斯顧問有限公司
李淑芬女士	高級交通工程師	阿特金斯顧問有限公司
黃星海先生	高級工程師 20/港珠澳大橋	路政署
葉達莊先生	駐地盤總工程師	艾奕康有限公司
余漢榮先生	駐地盤高級工程師	艾奕康有限公司
羅柱榮先生	建築經理	金門建築有限公司
麥志強先生	物業事務經理/中區西	建築署
侯穎文先生	離島區副康樂事務經理 1	康樂及文化事務署
倪家昇先生	離島區副康樂事務經理(分區支援)	康樂及文化事務署
陳遠威先生	副項目總監	Newfoundworld Project Management Limited
程金城先生	主任工程師	弘達交通顧問有限公司
龔樹人先生	營運經理	城巴有限公司
潘振剛先生	襄理(車務)	龍運巴士有限公司

列席者

周淑敏女士		新世界第一渡輪服務有限公司
黃　華先生		新大嶼山巴士有限公司
鄭偉鵬先生		香港興業國際集團有限公司
李家曦先生	工程師/離島	運輸署
杜志強先生	高級運輸主任/離島	運輸署
陳靜妍女士	長洲分區指揮官	香港警務處
羅東華先生	水警海港警區警民關係主任	香港警務處
古振南先生	大嶼山警區行動主任	香港警務處
梁昭薇女士	工程師(離島)	路政署
潘偉榮先生	工程師(離島發展部)	土木工程拓展署
周　哲先生	離島民政事務助理專員(2)	離島民政事務處
施彼得先生(秘書)	一級行政主任(區議會)	離島民政事務處

因事缺席者

賴子文議員	
李淑桂女士	
陳金洪先生	大嶼山的士聯會

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VI. 有關大嶼山公路的安全性問題的提問
(文件 T&TC 22/2015 號)

76. 主席歡迎出席回應提問的嘉賓：運輸署工程師/離島 1 李家曦先生，以及路政署區域工程師/離島梁昭薇女士。

77. 余漢坤議員介紹提問內容。

78. 李家曦先生表示，運輸署非常關注大嶼山，包括東涌道、羌山道及嶼南道一帶道路的狀況，並建議於羌山道及嶼南道進行彎位改善工程(包括巴士站彎位)。至於擴展大嶼山道路網絡，例如興建連接東涌至大澳的沿海公路，政府需考慮的因素包括可持續發展的規劃原則、交通需求及情況、自然保育及資源等，並因應日後大嶼山發展規劃可能出現的改變，對現時的交通網絡作出相應檢討。此外，運輸署會繼續監察嶼南的交通情況及作出改善，並聽取議員的意見。

79. 劉焯榮議員提出的意見如下：

(a) 大嶼山的道路，例如嶼南道和水塘至大澳一段的羌山道，在道路設計上欠安全。

(b) 石壁水塘至昂坪路的一段道路，急需進行擴闊，但有關部門卻仍沒有把其列入改善範圍內。

(c) 雖然運輸署表示已在羌山道進行多個彎位改善工程，但據他觀察所見，羌山道有超過 10 個彎位，但獲改只有 3 個進行改善。他要求運輸署認真檢視現時羌山道的情況，並盡快進行彎位改善工程。

(d) 運輸署批准 30 部旅遊巴士於大嶼山行駛，但這些旅遊巴士的車身長度較一般巴士為長，在駛過羌山道不合標準的彎位時，容易導致意外。

(e) 現時大嶼山東涌道屬車輛禁區，車輛須申領禁區通行證方才進入，但單車隊伍卻能自由進出。為確保交通安全，他建議單車駛入該路段亦須申領通行證。他與黃福根副主席

建議擴闊沙螺灣、磡頭、深石灣一段道路，以便單車可以安全地使用東涌侯王廟、沙螺灣、深石灣和昂坪路。

80. 余漢坤議員就其提問內容一再追問，運輸署究竟有否定期檢視嶼南道和東涌道的安全及有沒有採取任何改善措施，以解決問題。他再次要求運輸署就興建長遠的連接路提供詳細答覆。他表示，若運輸署未能作出合理回應，如有需要的話他會向運房局反映問題，並要求當局真正答覆相關要求。

81. 李桂珍議員表示，議員提出擴闊嶼南道的訴求已超過二十年，但現時的情況仍沒有改善，若該路段上發生突發情況，駕車人士只能利用路旁的避車處以作緩衝。她認為，隨著大嶼山的迅速發展，交通需求更加殷切，希望有關部門正視嶼南路的安全問題。

82. 樊志平議員表示，就大嶼山的道路改善措施，運輸署提供的資料不實。由於在東涌道上行駛的巴士只能在馬路停泊上客上落，容易構成危險，他希望運輸署改善。此外，每逢假日，經常有大量巴士及旅遊巴士經嶼南道前往大澳，但當地居民卻要申領禁區通行證才能駕車進入大澳等地，他認為這項政策並不合理。

83. 主席表示，禁區通行證的問題與提問無關，不宜在此討論。

84. 周轉香議員表示，有關議題已多次在離島區議會和委員會以及立法會會議討論，而在 2015 年的施政報告中，亦提及應改善嶼南道和擴闊羌山道。據她的觀察，上述路段在假日期間經常出現旅遊巴士擠塞的情況，而現時政府所採取的緩解措施，並不能有效根治問題。此外，運輸署表示東涌至大澳的西北道路的施工時間，因工程設計方案需顧及環保和生態問題將有所延誤一事，她認為該工程涉及道路安全及本港的未來發展，運輸署應認真地整合議員多年來的意見，並向運房局反映。

85. 林寶強委員表示，有很多使用輪椅的長者及行山人士都會使用羌山道，建議在該路段加設行人路。他又希望運輸署檢討單車是否適宜使用羌山道，以及該路段不適合低地台巴士行駛的問題。

86. 黃福根副主席表示，由於行人及單車都可以使用嶼南道及羌山道，容易發生意外，而本年 4 月 6 日及 5 月 13 日發生的交通事故，充份反映在該路段必需改善。他要求約見運房局代表，以反映上述路

段的問題。

87. 李家曦先生表示會把議員的關注向署方反映。據了解，羌山道有 11 個地點需進行路面擴闊工程，其中 8 項工程經已完成，餘下的 3 項仍在進行中。此外，就有關沿羌山道興建行人路的建議，他會向署方反映及研究其可行性。運輸署會繼續積極留意嶼南道現時的交通情況、交通網絡的使用率及行車情況。

88. 黃福根副主席並不認同運輸署就羌山道改善工程的匯報。

89. 余漢坤議員同意黃福根副主席的意見，認為羌山道的彎位改善工程擾民，而且效果並不顯著。此外，運輸署表示已積極跟進改善大嶼山的交通網絡，但有關工程進度緩慢，成效亦未如理想。他表示，容許使用該道路的車輛不斷增加，加上騎單車人士，令人非常憂慮交通安全問題。他建議運輸署安排議員與運房局代表會面，並在委員會工作小組討論有關事宜。

90. 黃華先生詢問，羌山道 3 個有待改善的彎位的確實位置。他認為整條羌山道約有 30 個位置需要改善。

91. 溫東日委員表示，運輸署在檢視大嶼山道路安全的問題時，需考慮有關路面的承受能力。

92. 李家曦先生表示，他將在會後在地圖上標示 3 個彎位的位置。

93. 張富議員表示，鑑於東涌道近期發生了兩宗交通意外，他希望運輸署盡快研究及調查意外的原因，並考慮在有關路段上加設兩個避車處。

94. 主席希望運輸署考慮建委員提出的意見。

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Draft

Meeting minutes of the Traffic and Transport Committee of the Islands District Council (Extract)

Date: 18 May 2015 (Monday)
Time: 2:00 p.m.
Venue: Islands District Council Conference Room

Present

Mr LO Kwong Shing Andy (Chairman)
Mr WONG Fuk-kan (Vice-Chairman)
Ms CHAU Chuen-heung, BBS, MH, JP
Mr CHAN Lin-wai
Mr CHEUNG Fu
Mr WONG Hon-kuen, Ken
Mr FAN Chi-ping
Mr LOU Cheuk-wing, MH
Mr WONG Man-hon
Ms YU Lai-fan, MH
Ms LEE Kwai-chun, MH
Ms YUNG Wing-sheung, Amy
Mr TANG Ka-piu, Bill, JP
Mr KWONG Koon-wan
Mr YU Hon-kwan, Randy, JP
Mr YU Chun Chueng, Peter
Ms TSANG Sau-ho, Josephine
Mr CHOW Ho-ding, Holden
Mr. WU Kwok-kwong
Mr WONG Ma-tim
Mr LAM Po-keung
Mr YIP Kam-hung
Mr LEE Man-on
Mr WAN Tung-yat
Mr HO Siu-kei
Mr HO Chi-choi

Attendance by Invitation

Mr WONG Wing Hing, James	Engineer / Priority Development 7	Transport Department
Mr YUEN Wing Cheong	Senior Transportation Officer / Ferry Planning (2)	Transport Department

Mr YEUNG Chung Kei	Senior Deputy Director	SNC-Lavalin's Atkins
Ms LEE Suk Fun	Senior Transportation Engineer	SNC-Lavalin's Atkins
Mr WONG Sing Hoi	Senior Engineer 20 / HZM Bridge	Highways Department
Mr Yip Tat Chong	Chief Resident Engineer	AECOM
Mr YU Hon Wing	Senior Resident Engineer	AECOM
Mr LO Chu Wing	Construction Manager	Gammon Construction Limited
Mr MAK Chi Keung	Property Affairs Manager / Mid-Western District	Architectural Services Department
Mr HAU Wing Man	Deputy Manager of the Leisure Matters (Islands District) 1	Leisure and Cultural Services Department
Mr NGAI Ka Sing, Anthony	Deputy Manager of the Leisure Matters (Islands District) (Regional Support)	Leisure and Cultural Services Department
Mr CHAN Yuen Wai	Deputy Project Supervisor	Newfoundworld Project Management Limited
Mr CHING Kam Sing	Engineer Officer	MVA Hong Kong Ltd
Mr KUNG Shu Yan	Operations Manager	Citybus Limited/New World First Bus Services Limited
Mr Jeff C K POON	Assistant Manager (Traffic Operations)	Long Win Bus Company Limited

In Attendance

Ms CHAU Shuk-man, Anthea		New World First Ferry Services Limited
Mr WONG Wah		New Lantao Bus Co.(1973) Limited
Mr CHENG Wai Pang		HKR International Ltd.
Mr LEE Ka Hei, Haywood	Engineer (Islands)	Transport Department
Mr TO Chi Keung, Gary	Senior Transportation Officer / Islands	Transport Department
Ms CHAN Ching Yin	Lantau Region Commander	Hong Kong Police Force
Mr LAW Tung Wah, Benji	Police Communication Relations Officer (Marine Port District)	Hong Kong Police Force
Mr KU Chun Nam	Operation Officer (Lantau Island District)	Hong Kong Police Force
Ms LEUNG Chiu Mei	Engineer (Islands)	Highways Department
Mr POON Wai Wing, Alvin	Engineer (Islands Development Division)	Civil Engineering and Development Department
Mr CHAU Chit, Joe	Assistant Officer for the Islands Home Affairs (2)	Islands Home Affairs Department
Mr Peter SZE (Secretary)	Administrative Officer (I) (District Council)	Islands Home Affairs Department

Absent with Apology

Mr LAI Tsz Man	
Ms LEE Suk Kwai	
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

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VI. Question relating to the safety of North Lantau Highway
(Paper T&TC 22/2015)

76. The Chairman welcomed the guests who attended the meeting to respond to the question: Mr LEE Ka Hei, Haywood, Engineer (Islands) of the Transport Department, and Mr LEUNG Chiu Mei, Engineer (Islands) of the Highways Department.

77. Mr YU Hon-kwan, Randy introduced the content of the question.

78. Mr LEE Ka Hei, Haywood expressed that the Transport Department paid high attention on the road condition on Lantau Island, including Tung Chung Road, Keng Shan Road and South Lantau Road, and suggested to carry out improvement constructions on Keng Shan Road and South Lantau Road (including the curve around the bus stops). As to expending the road network of Lantau Island, such as building coastal highway connecting Tung Chung and Tai-O, the Government has to consider factors such as the principle of sustainable development, traffic demand and situation, nature conservation and resources, etc., and give regards to the potential changes based on future development and planning in Lantau Island in order to carry out review on the current transportation network. Besides, the Transport Department will continue to monitor the traffic situation of Southern Lantau and make improvements and listen to the opinion of the Council members.

79. Mr LOU Cheuk-wing opined as follows:

(a) The road design on Lantau Island is in lack of safety, such as South Lantau Road and Keng Shan Road between the reservoir and Tai-O.

(b) The road section between the Shek Pik Reservoir and Ngong Ping Road is in urgent need to undergo expansion, but the relevant department has not included it within the scope of improvement.

(c) Although the Transport Department expressed that they already conducted several improvement constructions on many turns on Keng Shan Road, but according to his observation, there are more than 10 turns on Keng Shan Road, but only 3 received improvements. He requested the Transport Department to seriously review the current situation on Keng Shan Road and to conduct improvement constructions as soon as possible.

(d) The Transport Department approved 30 tour buses to operate on Lantau Island, but the vehicle body of these tour buses are relatively longer than regular buses and when driving through sub-standard turns on Keng Shan Road, accidents will be caused more easily.

(e) Currently, the Tung Chung Road of Lantau Island is restricted area for vehicles and the vehicles must apply for restricted-area permit before they can enter, but bicyclists can enter freely. To ensure traffic safety, he suggested that bicycles that wish to enter that section of the road shall also apply for permit before they can enter. He and Vice-Chairman Mr WONG Fuk-kan suggested to widen the road sections in Sha Lo Wan, San Tau and San Shek Wan so that bicycles can safely utilise the Tung Chung Hau Wong Temple, Sha Lo Wan, San Shek Wan and Ngong Ping Road.

80. Mr YU Hon-kwan, Randy followed up on his question as to whether the Transport Department has conducted regular inspection on the safety of South Lantau Road and Tung Chung Road and whether any improvement measures have been taken to resolve the problem. He requested the Transport Department again to provide detailed reply about building long-term connecting road. He expressed that if the Transport Department cannot provide a satisfactory reply, where necessary he will reflect the problem to the Housing and Transport Bureau and request the Bureau to directly respond to the relevant request.

81. Ms LEE Kwai-chun expressed that the District Council members have raised the request to expend the South Lantau Road for more than 20 years, but currently the situation has still not been improved. If any sudden situation occurred on the said road, the person in driving can only use the lay-by on the side as buffer. She opined that following the rapid development of the Lantau Island, there is an urgent traffic need. It is hoped that the relevant department can deal with the safety issue of the South Lantau Road directly.

82. Mr FAN Chi-ping expressed that in relation to the road improvement measures on the roads of the Lantau Island, the information provided by the Transport Department is not accurate. Because the buses operating on Tung Chung Road can only park on the road to load and unload passengers, danger can be caused easily. He hoped that the Transport Department can improve this. Besides, during holidays, there are many buses and tour buses going to Tai-O through South Lantau Road, but the residents there have to apply for restricted-area permit to drive through area such as Tai-O. He is of the opinion that this policy is unreasonable.

83. The Chairman expressed that the question about the restricted-area permit is not related to the question and it was not appropriate to discuss it here.

84. Ms CHAU Chuen-heung expressed that the said topic have been discussed many times during Islands District Council and Committee meetings and was also discussed in Legco meetings. The 2015 Policy Address has also mentioned that improvements shall be made on South Lantau Road and Keng Shan Road shall be widened. According to her observation, there are often congestions caused by tour buses on the abovementioned road sections during holidays, and the current mitigating measures adopted by

the Government cannot effectively cure the problem. Besides, the Transport Department indicated that during the construction period on the road section from Tung Chung to the north-west section of Tai-O, due to the fact that the construction design plan needs to give regard to environmental and ecological issues which would cause delay, she opined that the construction involved road safety and the future development of Hong Kong, the Transport Department should consolidate the opinion of the District Council members along the years and reflect them to the Transport and Housing Bureau seriously.

85. Mr LAM Po-keung expressed that many elderlies on wheelchair and mountain hikers use Keng Shan Road, and suggested that the road section shall be added with pedestrian lanes. He further hoped that the Transport Department can review whether it is suitable for bicycles to use Keng Shan Road and whether that road section is suitable for low-floor buses to operate on.

86. Vice-Chairman WONG Fuk-kan expressed that because pedestrians and bicyclists can use South Lantau Road and Keng Shan Road, accidents can be caused easily. The traffic incidents that occurred on 6 April and 13 May of this year fully reflected that improvements must be made on that road section. He requested the meet with representative(s) from the Transport and Housing Bureau to reflect the abovementioned problems on that road section.

87. Mr LEE Ka Hei, Haywood expressed that he will convey the District Council Members' concern to the Department. According to understanding, there are 11 locations on Keng Shan Road that require road expansion construction to be made, amongst which 8 construction items were already completed, the remaining 3 items are still in progress. Besides, in relation to the proposal of building pedestrian walks along Keng Shan Road, he will reflect to the Department and study its feasibility. The Transport Department will continue to actively monitor the current traffic situation on South Lantau Road, usage of the traffic network and situation with driving of vehicles on that road.

88. Vice-Chairman WONG Fuk-kan did not agree with the report made by the Transport Department in relation to the improvement construction works.

89. Mr YU Hon-kwan, Randy agreed with the opinion of the Vice-Chairman WONG Fuk-kan, and opined that the turns improvement work on Keng Shan Road is causing disruption to the residents and the effect is not obvious. Besides, the Transport Department already expressed it has been actively following up with improving the traffic network on Lantau Island, but the progress of the relevant constructions were slow and the effects were not satisfactory. He expressed that the increase in the number of vehicles allowed to use that road, together with the bicyclists cause serious concern about traffic safety. He suggested the Transport Department to arrange District Council members to meet with representative(s) from the Transport and Housing Bureau and to discuss the relevant matters within the working group of the Committee.

90. Mr WONG Wah inquired about the exact location of the 3 improvement spots to be carried out. He was of the opinon that the entire Keng Shan Road has about 30 spots that needed improvements.

91. Mr WAN Tung-yat expressed that when the Transport Department is reviewing the road safety issue of Lantau Island, it shall also consider the capacity of the relevant road sections.

92. Mr LEE Ka Hei, Haywood expressed that he will pinpoint the location of the 3 turns on the map after the meeting.

93. Mr CHEUNG Fu expressed that since two traffic accidents have occurred recently on Tung Chung Road, he hoped that the Transport Department can research for and investigate the cause of the accidents as soon as possible, and consider to install two more lay-bys on the relevant section of the road.

94. The Chairman hoped that the Transport Department can consider the opinions proposed by the Committee members.

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離島區議會
交通及運輸委員會
文件 T&TC 3/2017 號

有關大嶼山巴士服務的提問

余漢坤議員通知本會，在 2017 年 1 月 17 日舉行的交通及運輸委員會會議上，他將會提出以下提問：

“ 相對於市區較平坦的道路，大嶼山的道路情況非常特殊，道路依山而建，彎多路窄，上落山的道路陡斜，是大嶼山的特色，但有很多乘客因而暈眩，甚至嘔吐大作。居民為了在巴士覓得座位，往往在預計到站時間前十分鐘到巴士站等候。

日前，居民得知運輸署要求巴士公司在 2017 年 4 月前將現時行駛南大嶼的巴士車款（旅巴款式）全面更換為低地台設計的款式。低地台巴士只設有 32 個座位（另有約 30 個企位），與現時提供 47 至 49 個座位的巴士車款少 15 至 17 個座位。再者，大嶼山的巴士車程頗長(如大澳至東涌市中心的車程約 50 至 60 分鐘，梅窩至東涌市中心則約 35 至 45 分鐘)。按照現時 11 號及 3M 號線巴士的載客量，若改用低地台車款，將有接近一半乘客需要全程站立近一小時，增加他們乘坐交通工具的壓力。希望運輸署在推行政策時先徵詢地區的意見，並考慮大嶼山的特殊情況。為此，本人代表大嶼山居民提出嚴正要求，希望運輸署撤回更換低地台巴士的決定，並重新檢視大嶼山的道路情況。

本人懇請運輸署派代表回應以上訴求。 ”

離島區議會秘書處
檔號：IS 141/4/02
日期：2016 年 12 月 16 日

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Islands District Council
Traffic and Transport Committee
Paper T&TC No. 3/2017

Question on bus services on Lantau Island

Councillor YU Hon-kwan, Randy, JP notified this Council that at the Traffic and Transport Committee meeting to be held on 17 January 2017, he will be raising the following question:

"In comparison with the relatively flat roads of the urban district, the road conditions of Lantau Island are very special. The roads are built along the mountains, which are winding, narrow and steep. These are the characteristics of Lantau Island. However, there are many passengers who felt dizzy because of these or even throw up. In order to get a seat, the residents would usually wait at the bus stops 10 minutes before the estimated arrival time.

Recently, residents were informed that the Transport Department had requested the bus company to fully replace the existing bus models on South Lantau (i.e. coach model) with models with low platform design before April 2017. Low platform buses have only 32 seats (with 30 standing), which are 15-17 seats less than the existing 47-49 seats bus models. Further, the bus journey of Lantau Island is rather long (for example, the journey from Tai O to Tung Chung town centre is around 50-60 minutes, and it takes approximately 35-45 minutes from Mui Wo to Tung Chung town centre). According to the present patronage of bus route 11 and 3M, if low platform models are used, more than half of the passengers will have to stand for nearly an hour for the whole journey, thereby increasing their pressure of taking public transport. It is hoped that the Transport Department would first consult the opinion of the local community before implementing the policy and consider the special circumstances of Lantau Island. For this, on behalf of the Lantau Island residents, I strongly request the Transport Department to withdraw the decision in replacing the buses with low platform buses, and re-evaluate the road conditions of Lantau Island.

I sincerely ask the Transport Department to send a representative to respond to the above request."

Islands District Council Secretariat
File Reference: IS 141/4/02
Date: 16 December 2016

有關大嶼山巴士服務的提問
(文件 T&TC 3/2017 號)

運輸署的書面回覆

政府一向鼓勵專營巴士公司積極提升巴士上的設施，以照顧不同乘客的需要。我們在 2015 年批出新大嶼山巴士公司(嶼巴)的新專營權時，已增訂條款，規定該公司必須改善其巴士上的設施及裝置，以加強巴士服務的安全，並為長者和殘疾人士提供無障礙設施，當中包括新購入的巴士，其設計必須是低地台及可供輪椅上落的車型，而車廂內亦必須提供輪椅泊位及相關設施。

現時，嶼巴的車隊中，約四成(約 57 部)為低地台及可供輪椅上落的巴士，主要行走南大嶼山以外(即東涌及新界)的路線。由於南大嶼山受地形的限制，部份路段因陡斜和有急彎，不適宜使用低地台巴士，因此行走有關路段的巴士路線一直採用非低地台巴士提供服務。本署亦不時接獲大嶼山公眾人士的意見，指嶼巴的旅遊巴型單層巴士的地台較高，乘客須使用梯級上落車，未能照顧長者的需要。

有見及此，嶼巴於 2015 年年尾引入 4 部經修改設計的可供輪椅上落低地台單層巴士，並調派它們行走部分南大嶼山的巴士路線(如第 11 號線(東涌臨時巴士總站–大澳)和 23 號線(東涌臨時巴士總站–昂平)作測試，而目前的測試結果大致可接受。

雖然該 4 部低地台單層巴士可方便長者及行動不便的乘客上落巴士，其總載客量亦與嶼巴一直使用的旅遊巴型單層巴士相約，但由於有關巴士可提供的座位數目相對減少 13 至 17 個，因此部份南大嶼山居民對嶼巴調配該 4 部低地台單層巴士行走南大嶼山的巴士路線有所保留。另一方面，本署亦收到地區人士要求調派低地台巴士行走來往北大嶼山醫院的路線之建議，以方便長者及行動不便的乘客往返醫院。因此，嶼巴現已將其中 2 部低地台巴士重新調配行走第 37H 號線(北大嶼山醫院-映灣園)，並計劃在 2017 年初將該線全面使用低地台單層巴士行走。

嶼巴會繼續因應其營運的需要、道路的限制及乘客意見在市場上尋找適合型號的低地台巴士，以便現有的巴士將來陸續退役時，可以購入合適的低地台巴士行走南大嶼山的巴士路線，滿足不同乘客的需要。

2017 年 1 月

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Question on bus services on Lantau Island

(Paper T&TC No. 3/2017)

Written reply from the Transport Department

The Government has always encouraged franchised bus companies to actively improve the facilities onboard, so as to cater the different needs of passengers. We have introduced new terms when approving the New Lantao Bus Company (NLB)'s new franchise in 2015, requiring it to improve the facilities and installation on its buses for the purpose of enhancing the safety of bus services, and to provide accessible facilities to the elderly and the disabled. This includes the requirement that the newly purchased buses must be models with low platform design and are wheel-chair accessible, and there must also be wheelchair parking and relevant facilities in the compartment.

Currently, around 40% (approximately 57) buses of the NLB bus fleet are with low platform and wheelchair accessible. They mainly serve routes other than South Lantau (i.e. Tung Chung and the New Territories). As South Lantau is subject to topographical constraints, low platform buses are not suitable to be used on some sections with steep slopes and sharp bends. Hence, the bus routes of the relevant sections have been served by non-low platform buses. The Department has from time to time received comments from the Lantau public pointing out that the platform of NLB's single decker coach is rather high, passengers have to use the steps to board and alight buses and it fails to accommodate the needs of the elderly.

In view of this, NLB has introduced 4 modified low platform wheelchair-accessible single decker bus in late 2015, and arranged them to serve some of the South Lantau bus routes (for example route 11 (Tung Chung temporary bus terminus – Tai O) and 23 (Tung Chung temporary bus terminus – Ngong Ping) for testing purpose, the testing results so far are generally acceptable.

Although the said 4 low platform single decker buses can bring convenience to the elderly and passengers with mobility impairment, and their total capacity are also similar to the single decker coach that NLB has been using, the number of seats that can be provided by the relevant buses are reduced by 13-17, therefore a number of the South Lantau residents had reservations on NLB's arrangement in assigning the said 4 low platform single decker buses to serve the bus routes on South Lantau. On the other hand, the Department has also received suggestions from the local community requesting for low platform buses to serve the routes to and from North Lantau Hospital, so that it will be more convenient for the elderly and passengers with mobility impairment to travel to and from the hospital. As a result, NLB has already re-assigned 2 of the low platform buses to serve route 37H (North Lantau Hospital – Caribbean Coast) and planned that the route will be fully served by low platform single decker buses by early 2017.

NLB will continue to search for suitable low platform bus models in the market in light of its operation needs, road constraints and comments from the passengers, so that when the existing buses are retiring gradually, suitable low platform buses can be purchased to serve the bus routes on South Lantau and satisfy the different needs of the passengers.

January 2017

定　稿

離島區議會交通及運輸委員會會議記錄(摘錄)

日期：2017 年 1 月 17 日(星期二)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
　　離島區議會會議室

主席
黃文漢先生

副主席
張　富先生

委員
周玉堂先生, BBS
陳連偉先生
黃漢權先生
樊志平先生
劉焯榮先生
余麗芬女士
李桂珍女士
容詠嫦女士
鄺官穩先生
周浩鼎先生
郭　平先生
傅曉琳女士
黃福根先生
林寶強先生
王媽添先生
何紹基先生

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<u>應邀出席者</u>

陳玉鴻先生	香港警務處 大嶼山區交通隊警長
何凱恩女士	香港鐵路有限公司 助理公共關係經理
許輝榮先生	食物環境衞生署 高級總監(墳場及火葬場)特別職務
梁志明先生	食物環境衞生署 衞生總督察(墳場及火葬場)特別職務 1
鄧思威先生	奧雅納工程顧問有限公司 交通顧問
鄭耀輝先生	奧雅納工程顧問有限公司 項目工程師

<u>列席者</u>

周　哲先生	離島民政事務處 離島民政事務助理專員(2)
杜志強先生	運輸署 高級運輸主任/離島
羅舜華女士	運輸署 工程師/離島 2
梁昭薇女士	路政署 區域工程師(離島)
潘偉榮先生	土木工程拓展署 工程師 11(離島發展部)
盧添發先生	香港警務處 大嶼山區行動主任
溫志傑先生	香港警務處 水警海港警區警民關係主任
黃　華先生	新大嶼山巴士(一九七三)有限公司 行政顧問
陳天龍先生	新大嶼山巴士(一九七三)有限公司 副總經理
陳金洪先生	大嶼山的士聯會 主席
曾啟亮先生	愉景灣交通服務有限公司 交通運輸高級經理
周淑敏女士	新世界第一渡輪服務有限公司 企業傳訊經理

<u>秘書</u>

陳嘉瑩女士	離島民政事務處 一級行政主任(區議會)

<u>因事缺席者</u>

余漢坤先生, JP
鄧家彪先生, JP
曾秀好女士
黃信全先生
羅　崑先生
溫東日先生
袁景行先生

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IV. 有關大嶼山巴士服務的提問
(文件 T&TC 3/2017 號)

25. 主席歡迎出席回應提問的嘉賓：運輸署高級運輸主任/離島杜志強先生。運輸署提供的書面回覆，已於會議前送交各委員參閱。由於余漢坤議員因事未能出席會議，他書面委託黃福根委員代為介紹提問內容。

26. 黃福根委員代為簡介提問內容。

27. 杜志強先生表示，正如書面回覆所述署方批出嶼巴新專營權時已增訂條款，要求巴士公司必須提供低地台及可供輪椅上落的巴士型號，以照顧長者和殘疾人士的需要。署方會密切留意嶼巴所提供的低地台設計巴士，在提供輪椅泊位的同時，盡可能減少對座位數目的影響。巴士公司會繼續因應營運需要、道路限制和乘客意見，在市場物色合適的低地台巴士。

28. 劉焯榮議員表示與余漢坤議員非常關注有關問題，而大澳鄉事委員會亦接獲不少居民反映指低地台巴士對他們造成不便。他指出，大澳至東涌的道路彎多路窄，車程約 50 至 60 分鐘，但低地台巴士只設有 32 個座位，在巴士總站上車時已經滿座，不少居民需站立全程，非常辛苦。他希望運輸署檢視實際上有多少輪椅人士使用該巴士。他明白社會有責任照顧殘疾人士的需要，但不能把全部巴士更換為低地台型號，而未有考慮大部分乘客的情況。若超過九成乘客需要站立全程，並不公道。他希望運輸署撤回更換低地台巴士的決定，如落實執行，則應以縮短大澳至東涌車程，或保留原有的 50 個座位設計為前提作考慮，否則難以同意更換低地台巴士。

29. 郭平議員認為嶼巴服務強差人意。巴士公司和運輸署根本不了解鄉郊人士對巴士服務的要求。大嶼山作為旅遊區，不少旅客隨身攜帶不少物件(例如背包或燒烤用品)，部分巴士雖提供行李架，但旅客擔心行李或私人物件的安全，不願使用行李架。他希望運輸署和巴士公司在考慮巴士設計時，顧及區內的特殊需要。現時運輸署所建議的低地台巴士只考慮長者和殘疾人士的需要，但卻影響其他使用者。他認為署方提出的建議令人費解。

30. 黃華先生回覆表示，由於需要顧及車輛長度及輪椅所需空間，低地台巴士只可設置 32 個座位。嶼巴在南大嶼山巴士線試行的

低地台巴士，經過特別設計，已是可提供最多座位數目的型號。車身 11.3 米長，與一般旅遊巴士相若，若車身過長，巴士可能無法轉彎，尤其是羌山道的彎位。為照顧不同乘客的需要，32 個座位的低地台巴士已屬最多座位的型號。

31. 林寶強委員表示，以司機角度而言，問題癥結不在於乘客類別、車輛大小或座位數目，最重要是道路情況限制了可使用的車輛類型。他認為運輸署和路政署應先改善道路的闊度和彎位，才研究巴士類型和座位數目。

32. 樊志平議員亦認為道路設計較巴士設計更為重要。他表示，大嶼山的道路彎多路窄，並不是標準道路，政府應先妥善處理道路問題，巴士才可暢順及有效提供服務。現時大澳至東涌的車程約需 1 小時，全程顛簸不堪，他認為興建東涌至大澳的沿海公路，縮短往來車程至約 20 分鐘，是最有效的解決方法。若政府不考慮興建沿海公路，亦應考慮擴闊現有道路。

33. 黃福根委員提出的意見如下：

(a) 運輸署在書面回覆中指出，該署於 2015 年批出嶼巴的新專營權時，已增訂條款，規定該公司須改善巴士設施及裝置，以加強巴士服務的安全。大嶼山有不少長者須往來東涌，若需在巴士站立 1 小時，他們會很吃力，而低地台巴士只提供約 30 個座位，又很少人願意讓座給長者，導致不少長者、學生與小童需站立全程。

(b) 書面回覆第 2 段提到由於南大嶼山受地形限制，部分路段陡斜和有急彎，不適宜低地台巴士行走。既然運輸署認為大嶼山的道路不宜使用低地台巴士，但在專營權合約卻要求巴士公司提供低地台巴士服務，他認為運輸署的回覆自相矛盾。他認同應照顧長者及殘疾人士的需要，但擔心若遇上緊急煞車或突發事故時，站立乘客容易失去重心跌倒，後果非常嚴重。從道路安全角度而言，巴士座位絕對較企位安全。

(c) 就書面回覆第 3 段所述的測試結果，他指出實際上有不少乘客不願乘搭低地台巴士，寧可乘搭下一班車，以免付出相同車資，卻要久站。

(d) 大嶼山道路陡斜多彎，不是標準道路，而進入大嶼南的車輛須申請大嶼山封閉道路通行許可證。他及余漢坤議員接獲不少居民的意見，要求運輸署撤回更換低地台巴士的決定。他希望署方能實地視察，以了解居民的情況，正視區內的交通問題。

34. 杜志強先生表示會後會與黃福根委員討論有關問題。

35. 黃華先生表示，運輸署在書面回覆表示嶼巴會尋找適合型號的低地台巴士行走南大嶼山，以滿足不同乘客的需求。他補充，現時試行的兩部低地台巴士屬度身訂造，沒有其他更適合的巴士型號。運輸署亦未有就居民要求撤銷低地台巴士，作出回應。

36. 黃漢權議員詢問運輸署會否考慮撤回在專營權中的新增條款。他認為有關引入低地台巴士的建議，並未有考慮大嶼山的實際環境。與市區道路不同，大嶼山的道路不是標準道路。若政府未能為大嶼山興建標準道路，便應撤回有關條款，直至區內有一條標準道路，供巴士或大型車輛行駛。他認為政府現時不應強迫巴士公司引進不必要的設施，卻又不能切合乘客的真正需要。

37. 主席詢問委員的意見後，總結表示委員會一致同意要求運輸署撤回更換低地台巴士的決定。

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Draft

Minutes of the Islands District Council Traffic and Transport Committee Meeting (Extract)

Date: 17 January 2017 (Tuesday)

Time: 2:00 p.m.

Venue: Islands District Council Conference Room 14/F, Harbour Building, 38 Pier Road Central, Hong Kong

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr CHOW Yuk-tong, BBS
Mr CHAN Lin-wai
Mr WONG Hon-kuen
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Fuk-kan
Mr LAM Po-keung
Mr WONG Ma-tim
Mr HO Siu-kei

Attendance by Invitation

Mr CHAN Yuk-hung	Sergeant of Lantau Island District Traffic Team, Hong Kong Police Force
Ms HO Hoi-yan	Assistant Public Relations Manager, MTR Corporation Limited
Mr HUI Fai-wing	Senior Superintendent (Cemeteries and Crematoria) Special Duty, Food and Environmental Hygiene Department
Mr LEUNG Chi-ming	Chief Hygiene Inspector, (Cemeteries and Crematoria) Special Duty 1,

	Food and Environmental Hygiene Department
Mr TANG Sze-wai	Traffic Consultant, Ove Arup & Partners Hong Kong Ltd
Mr CHENG Yiu-fai	Project Engineer, Ove Arup & Partners Hong Kong Ltd

In Attendance

Mr CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Ms LAW Shun-wa, Virginia	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr POON Wai-wing, Alvin	Engineer 11 (Islands Division), Civil Engineering and Development Department
Mr LO Tim-fat	District Commander of Lantau Island District, Hong Kong Police Force
Mr WAN Chi-kit	Police Community Relation Officer of Marine Port District, Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantao Bus Co.(1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Co.(1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

Ms CHAN Ka-ying, Florence Executive Officer I (District Council), Islands District Office

Absent with Apology

Mr YU Hon-kwan, Randy, JP
Mr TANG Ka-piu, Bill, JP
Ms TSANG Sau-ho, Josephine
Mr WONG Shun-chuen
Mr LAW Kwun
Mr Wan Dong-yat
Mr Yuen King-hang

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IV. Question on bus services on Lantau Island
(Paper T&TC 3/2017)

25. The Chairman welcomed the guest attending the meeting to respond to the question: Mr. To Chi-keung, Gary, Senior Transport Officer/Islands, Transport Department. The written reply from the Transport Department had been passed to the members prior to the meeting for their consideration. As Mr YU Hon-kwan, Randy, was unable to attend the meeting due to other engagement, he had appointed member, Mr WONG Fuk-kan to introduce the content of the question on his behalf.

26. Mr WONG Fuk-kan briefly introduced the content of the question.

27. Mr TO Chi-keung, Gary said that, as mentioned in the written reply, the Department had already inserted terms when approving the new NLB franchise, requesting that the bus company must provide bus models with low platform and are wheel-chair accessible, in order to accommodate the needs of the elderly and the disabled. The Department will closely monitor the low platform design buses provided by NLB to minize the effect on the number of seats while providing parking space for wheel-chairs. The bus company will continue to look for suitable low platform buses in the market considering its operation needs, road constraints and the passenger's opinions.

28. Mr LOU Cheuk-wing expressed that he and Mr YU Hon-Kwan, Randy are both very concerned about the said issue, and the Tai O Rural Committee had also received a number of complaints from the residents reflecting that low platform buses had caused them inconvenience. He pointed out that, the roads from Tai O to Tung Chung are narrow and winding, the journey time is around 50-60 minutes, yet low platform buses only have 32 seats which were already fully occupied when alighting at the bus terminus. Many residents had to stand for the whole ride which was very tiring. He hoped that the Transport Department would review how many wheelchair users in fact use that bus. He understood that the society has the responsibility to take care of the needs of the disabled, but it cannot change all buses to low platform models without considering the situation of the majority of the passengers. It is unfair if more than 90% of the passengers have to stand for the whole ride. He hoped that the Transport Department would withdraw the decision in replacing the existing buses with low platform models. If it is put into effect, then the journey from Tai O to Tung Chung shall be shortened or the retention of the original 50-seats design shall be taken as prime consideration, otherwise it is difficult to agree to the replacement of existing buses with low platform buses.

29. Mr KWOK Ping, Eric said that NLB's service is far from satisfactory. The bus company and the Transport Department do not understand the rural people's demand for bus services at all. As Lantau

Island is a tourist area, many tourists bring along a number of items (such as backpacks and barbeque utensils). Even though some buses provide luggage rack, many tourists are unwilling to use them for reasons of safety of their luggage or personal items. He hoped that the Transport Department and the bus company when considering design for buses, would consider the special needs of the district. The present low platform buses recommended by the Transport Department only took into account the needs of the elderly and the disabled but affect other users. He was of the view that the recommendation suggested by the Department was baffling.

30. Mr WONG Wah replied that as the length of the vehicle and the space required for wheelchairs had to be taken into account, low platform buses can only install 32 seats. The trial low platform buses used for the South Lantau bus routes were specially designed and were already the model provided the maximum number of seats. The length of the bus is 11.3 metre and is similar ordinary coaches. If the length is too long, the bus might not turn, in particular for the bend at Keng Shan Road. In order to cater the needs of different passengers, the low platform buses with 32 seats are already the model with the maximum number of seats.

31. Mr LAM Po-keung expressed that, from the perspective of drivers, the crux of the problem did not lie on the type of passengers, size of the vehicle or the number of seats. The most important factor is that the road conditions placed constraint on the types of vehicle that can be used. He was of the view that the Transport Department and the Highways Department shall first improve the width and the bend of the roads before studying the type of bus and the number of seats.

32. Mr FAN Chi-ping also thought that road design is more important than bus design. He said that Lantau's roads are narrow and winding which are not standard roads. The Government shall first deal with the road problems appropriately, such that buses can provide services efficiently and effectively. Currently, it takes around 1 hour from Tai O to Tung Chung and the whole journey is very rough. He was of the view that the most effective solution is to build a highway along the sea from Tung Chung to Tai O to shorten the journey to around 20 minutes.

33. Mr WONG Fuk-kan raised the following comments:

(a) The Transport Department pointed out in its written reply that the Department had inserted terms when approving NLB's new franchise in 2015, requiring the company to improve the bus facilities and installations for the purpose of enhancing the safety of bus services.

(b) The 2nd paragraph of the written reply mentioned that some sections of the road on South Lantau are steep and winding due to topographical reasons, and are not suitable

for low platform buses. The Transport Department opined that Lantau's roads are not suitable for using low platform buses, yet it required bus company to provide low platform bus services in the franchise contract, he thought that the Transport Department was being inconsistent in its reply. He agreed that the needs of the elderly and the disabled have to be taken care of, nevertheless he was concerned that when there is sudden braking or accidents, the passengers standing would lose their balance and fall and the consequences could be very grave. From the viewpoint of road safety, seats on buses are definitely safer than standing.

(c) Regarding the test results mentioned in paragraph 3 of the written reply, he pointed out that in fact many passengers were unwilling to take low platform buses and would rather wait for the next bus, so they could avoid standing for a long period of time while paying for the same fare.

(d) The roads on Lantau are not standard roads but steep and winding, vehicles entering South Lantau are required to apply for Lantau Closed Road Permit. A number of residents had reflected to him and Mr YU Hon-kwan, Randy, requesting the Transport Department to withdraw the decision in replacing the existing buses with low platform buses. He hoped the Department would conduct site visits to understand the resident's situation and take the traffic issues of the district seriously.

34. Mr TO Chi-keung, Gary said that he would discuss the relevant issues with Mr Wong Fuk-kan after the meeting.

35. Mr Wong Wah said that the Transport Department in its written reply stated that NLB would look for suitable models of low platform buses to serve South Lantau such that the needs of different passengers could be satisfied. He supplemented that, the two low platform buses on trial run were tailor made, and there are no other bus models that are more suitable. No response had been received from the Transport Department regarding the residents' request in withdrawing the low platform buses.

36. Mr WONG Hon-kuen inquired whether the Transport Department would consider withdrawing the new terms in the franchise. He was of the view that the suggestion in introducing low platform buses had failed to consider the actual circumstances of Lantau Island. Unlike the urban roads, the road on Lantau are not standard roads. If the Government is unable to build standard roads for Lantau, it shall withdraw the relevant terms, until there is a standard road in the area that is suitable for buses or heavy vehicles. He thought that the Government at present shall not force the bus company to introduce unnecessary facilities which could not fit the real needs of the passengers.

37. After consulting the members, the Chairman concluded that the Committee unanimously agree to request the Transport Department to withdraw its decision of replacing the existing buses with low platform buses.

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離島區議會
交通及運輸委員會
文件 T&TC 8/2017 號

有關改善達東路巴士總站旁入口處建議的提問

郭平議員通知本會，在 2017 年 1 月 17 日舉行的交通及運輸委員會會議上，他將會提出以下提問：

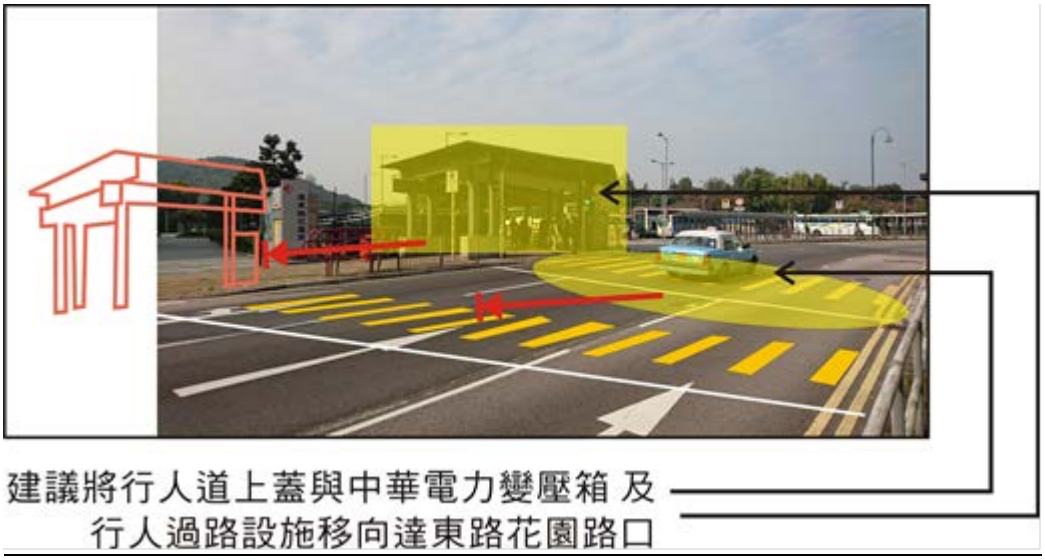
“ 2015年在達東路的東涌市中心巴士總站(巴士總站)入口處發生一宗交通意外，導致一名途人死亡；2016年10月31日在同一地點附近，一輛新大嶼山巴士在東涌纜車站對出近巴士總站入口處，失控撞向行人路上蓋，車頭嚴重損毀，司機被困，另有3名途人受傷(附圖一)。

近日分別有駕駛人士和居民向本人反映，達東路巴士總站入口旁的行人路上蓋、中華電力變壓箱及斑馬線設計出現問題，不但令駕駛者的視線受阻，看不清楚左邊行人路的情況，同時妨礙途人留意從右邊駛入的巴士。行人過馬路後右轉入巴士總站時，可能會在短時間在路口與左轉入總站的新大嶼山巴士或愉景灣巴士相遇，加上行人路的上蓋支柱及變壓箱阻礙視線，容易引發交通意外。因此，他們建議將上述行人路上蓋、中華電力變壓箱及行人過路設施移至達東路花園路口對面(附圖二)。

就此，本人希望路政署及運輸署派代表出席會議，回應上述建議是否可行。 ”

附圖一

附圖二



離島區議會秘書處
檔號：IS 141/4/02
日期：2016 年 12 月 28 日

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Islands District Council

Traffic and Transport Committee

Paper T&TC No. 3/2017

Question on proposal for improvement of Tat Tung Road bus terminus entrance

Mr KWOK Ping, Eric notified this Council that at the Traffic and Transport Committee meeting to be held on 17 January 2017, he will be raising the following question:

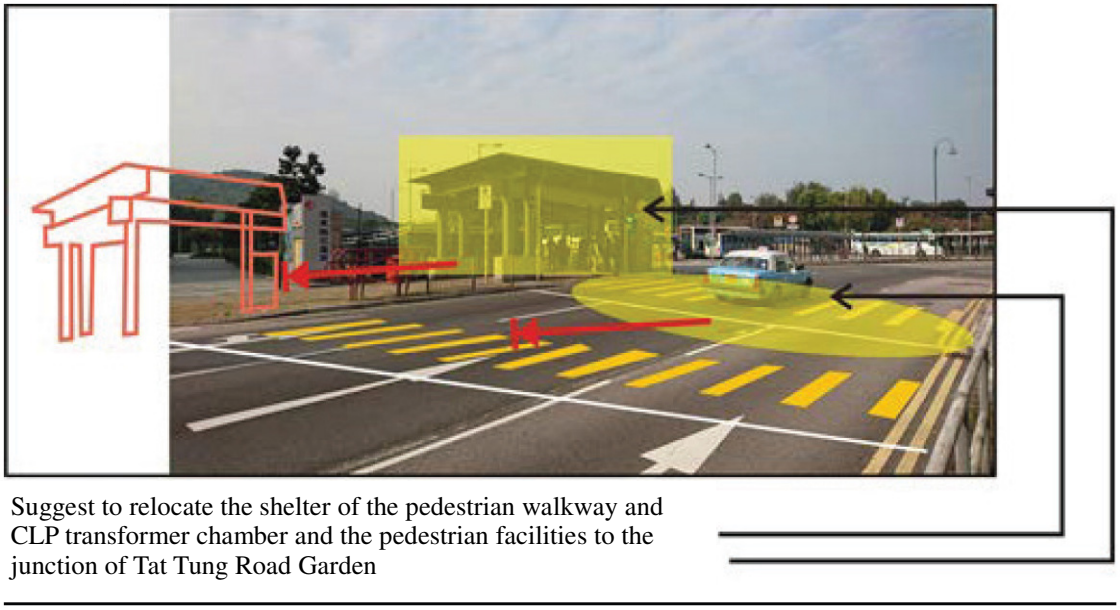
"A pedestrian died from the traffic accident in 2015 near the Tat Tung Road bus terminus (Bus Terminus) entrance in Tung Chung town centre; on 31 October 2016 near the same spot, at Tung Chung tram station near the Bus Terminus entrance, a NLB bus lost its control and crashed into the shelter of the pedestrian walkway and severely damaged its front. The driver was trapped and 3 pedestrians were injured (Attachment 1).

Recently, I received complaints from drivers and residents respectively that there were problems with the shelter of the pedestrian walkway, the CLP transformer chamber and the design of the zebra crossings near Tat Tung Road bus terminus entrance. It not only led to obstruction of drivers' view so they could not see clearly the situation of the pedestrian road on the left, it also hindered the pedestrians from paying attention to buses driving from their right. When the pedestrians turn right into the Bus Terminus after crossing the road, they might encounter NLB buses or Discover Bay buses turning into the terminus from the left at the junction shortly, together with the obstruction from the shelter of the pedestrian walkway and the transformer chamber, traffic accidents are prone to occur. Hence, they suggested relocating the said pedestrian walkway shelter, CPL transformer chamber and pedestrian facilities to the junction opposite to Tat Tung Road Garden (Attachment 2).

I therefore hope that the Highways Department and the Transport Department would send representatives to attend the meeting and respond to the feasibility of the above proposal."

Attachment 1

Attachment 2



Suggest to relocate the shelter of the pedestrian walkway and CLP transformer chamber and the pedestrian facilities to the junction of Tat Tung Road Garden

Islands District Council Secretariat

File Reference: IS 141/4/02

Date: 28 December 2016

定　稿

離島區議會交通及運輸委員會會議記錄(摘錄)

日期：2017 年 1 月 17 日(星期二)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
　　離島區議會會議室

主席
黃文漢先生

副主席
張　富先生

委員
周玉堂先生, BBS
陳連偉先生
黃漢權先生
樊志平先生
劉焯榮先生
余麗芬女士
李桂珍女士
容詠嫦女士
鄺官穩先生
周浩鼎先生
郭　平先生
傅曉琳女士
黃福根先生
林寶強先生
王媽添先生
何紹基先生

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應邀出席者

陳玉鴻先生　　香港警務處 大嶼山區交通隊警長
何凱恩女士　　香港鐵路有限公司 助理公共關係經理
許輝榮先生　　食物環境衞生署 高級總監(墳場及火葬場)特別職務
梁志明先生　　食物環境衞生署 衞生總督察(墳場及火葬場)特別職務 1
鄧思威先生　　奧雅納工程顧問有限公司 交通顧問
鄭耀輝先生　　奧雅納工程顧問有限公司 項目工程師

列席者

周　哲先生　　離島民政事務處 離島民政事務助理專員(2)
杜志強先生　　運輸署 高級運輸主任/離島
羅舜華女士　　運輸署 工程師/離島 2
梁昭薇女士　　路政署 區域工程師(離島)
潘偉榮先生　　土木工程拓展署 工程師 11(離島發展部)
盧添發先生　　香港警務處 大嶼山區行動主任
溫志傑先生　　香港警務處 水警海港警區警民關係主任
黃　華先生　　新大嶼山巴士(一九七三)有限公司 行政顧問
陳天龍先生　　新大嶼山巴士(一九七三)有限公司 副總經理
陳金洪先生　　大嶼山的士聯會 主席
曾啟亮先生　　愉景灣交通服務有限公司 交通運輸高級經理
周淑敏女士　　新世界第一渡輪服務有限公司 企業傳訊經理

秘書

陳嘉瑩女士　　離島民政事務處 一級行政主任(區議會)

因事缺席者

余漢坤先生, JP
鄧家彪先生, JP
曾秀好女士
黃信全先生
羅　崑先生
溫東日先生
袁景行先生

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VIII. 有關改善達東路巴士總站旁入口處建議的提問
(文件 T&TC 8/2017 號)

62. 主席歡迎出席回應提問的嘉賓：運輸署工程師/離島 2 羅舜華女士及路政署區域工程師/離島梁昭薇女士。

63. 郭平議員簡介提問內容。

64. 羅舜華女士表示，運輸署根據議員的意見實地視察東涌市中心巴士總站(巴士總站)，以了解現場情況。運輸署表示，有關改建行人路上蓋或遷移行人過路處設施的建議，署方初步評估後認為需要移動對面地盤的圍板及基腳，以及改動行人過路處的燈號控制系統，令現時行人路上蓋不能連續。署方希望改善措施是針對意外成因，故曾與警方了解交通意外成因，並得悉有關意外與環境因素無關，因此署方認為暫時無需改建行人路上蓋或遷移行人過路處設施。

65. 盧添發先生表示，警方資料顯示，2016 年 1 月 24 日的交通意外是由於駕駛者左轉時疏忽大意，而 2016 年 10 月 31 日的交通意外則因巴士機件故障所致。

66. 郭平議員對於運輸署及警方代表不負責任的回應，感到失望。他認為任何設施的設計都應該以人為本，現時達東路巴士總站入口旁的行人路上蓋、中華電力變壓箱(中電電錶箱)及斑馬線設計出現問題，阻礙視線，構成潛在危險，他希望有關部門嚴肅處理及研究改善方法。現時署方對問題置之不理，若日後因此導致任何傷亡，運輸署及警方均需負責。

67. 黃華先生表示，直至現時為止，巴士公司仍未收到警方的通知指第二宗意外涉及巴士故障，而驗車結果顯示肇事巴士機件正常。他曾到巴士總站實地視察，留意到中電電錶箱稍微遮擋視線，或會對巴士司機構成影響。

68. 周浩鼎議員認為最實際的做法是徵詢巴士司機的意見。若中電電錶箱確實遮擋司機的視線，會構成嚴重安全隱患，相關部門必須正視及處理。

69. 黃華先生分享其個人經驗，指若駕車駛入巴士總站時望向左邊，視線會稍為被中電電錶箱遮擋，或會看不見正在橫過馬路的行人。

70. 郭平議員補充，有巴士司機反映，巴士左轉入巴士總站時，若有市民在交通燈號轉變時衝出馬路，尾隨開行的巴士司機未必能及時察覺，因此有一定潛在危險。此外，有市民反映橫過馬路時，行人路上蓋支柱和中電電錶箱阻擋視線，容易引發交通意外。因此，他要求相關部門嚴正處理上述問題，不要敷衍了事。

71. 林寶強委員提出以下意見：

(a) 從司機角度而言，行人沒有特定的行走方向，不單是東涌市中心巴士總站，其他巴士站都有潛在危險。他認為巴士總站豎立太多支柱，影響視線，而乘客下車後向四方八面散去，未必留意到尾隨的車輛，因而構成危險。他認為搬遷中電電錶箱是可行解決方法。

(b) 在下午繁忙時段，嶼巴 11 號、23 號及 38 號線的班次頻密，他希望乘客下車後經行人路進出巴士總站，以減少意外發生。同時，他亦希望警方在年初三假日期間加強該處的人流管制措施。

72. 劉焯榮議員表示，現時大澳、梅窩或大嶼南的巴士在轉入巴士總站後，會在路口讓乘客下車，這時若有車輛尾隨駛至，情況會很危險。在未改動中電電錶箱前，他建議將現時巴士落客位置改在原有巴士站內，既不會受尾隨車輛影響，亦方便乘客前往港鐵站轉乘地鐵。他希望巴士公司考慮建議是否可行。

73. 張富副主席表示，現時問題重點是中電電錶箱遮擋駕駛者視線，加上巴士總站人車繁忙，若視線受阻，會易生危險。若不解決，問題會繼續存在。他建議運輸署及中電更改有關設施的位置，並盡快解決問題，保障行人安全。

74. 陳天龍先生感謝劉焯榮議員的意見。巴士公司曾考慮在原有巴士站的上客位置讓乘客下車，在平日人流較少的日子，影響可能不大，但在假日乘客較多，車務運作將會大受影響，故才有現時分開上落客位置的安排。另外，巴士公司亦留意到不少市民為一時方便，衝出馬路到對面的巴士站。為應付有關情況，巴士公司會加強宣傳，在巴士總站張貼指示，提醒乘客使用有蓋行人路。

75. 陳金洪先生表示，從道路使用者的角度，達東路有不少潛在問題。政府讓旅遊巴士在該處上落客，乘客又時常胡亂橫過馬路，險象環生。他認為整段達東路的設計存在很多問題。

76. 羅舜華女士表示，若委員認為中電電錶箱遮擋駕駛者的視線，署方可再到現場實地視察，進一步研究改善方法，並可去信要求中電移除或搬遷該電錶箱。

(會後註：運輸署已去信要求中電搬遷該電錶箱。)

77. 主席表示應以安全為上，希望運輸署正視問題及考慮委員的意見。

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Draft

Minutes of the Islands District Council Traffic and Transport Committee Meeting (Extract)

Date: 17 January 2017 (Tuesday)

Time: 2:00 p.m.

Venue: Islands District Council Conference Room 14/F, Harbour Building, 38 Pier Road Central, Hong Kong

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr CHOW Yuk-tong, BBS
Mr CHAN Lin-wai
Mr WONG Hon-kuen
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
Mr CHOW Ho-ding, Holden
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Fuk Kan
Mr LAM Po-keung
Mr WONG Ma-tim
Mr HO Siu-kei

Attendance by Invitation

Mr CHAN Yuk-hung	Sergeant of Lantau Island District Traffic Team, Hong Kong Police Force
Ms HO Hoi-yan	Assistant Public Relations Manager, MTR Corporation Limited
Mr HUI Fai-wing	Senior Superintendent (Cemeteries and Crematoria) Special Duty, Food and Environmental Hygiene Department

Mr LEUNG Chi-ming	Chief Hygiene Inspector, (Cemeteries and Crematoria) Special Duty 1, Food and Environmental Hygiene Department
Mr TANG Sze-wai	Traffic Consultant, Ove Arup & Partners Hong Kong Ltd
Mr CHENG Yiu-fai	Project Engineer, Ove Arup & Partners Hong Kong Ltd

In Attendance

Mr CHOW Chit, Joe	Assistant District Officer (Islands)2, Islands District Office
Mr TO Chi-keung, Gary	Senior Transport Officer/Islands, Transport Department
Ms LAW Shun-wa, Virginia	Engineer/Islands 2, Transport Department
Ms LEUNG Chiu-mei	District Engineer/Islands, Highways Department
Mr POON Wai-wing, Alvin	Engineer 11 (Islands Division), Civil Engineering and Development Department
Mr LO Tim-fat	District Commander of Lantau Island District, Hong Kong Police Force
Mr WAN Chi-kit	Police Community Relation Officer of Marine Port District, Hong Kong Police Force
Mr WONG Wah	Administrative Consultant, New Lantao Bus Co.(1973) Limited
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Co.(1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association
Mr Peter TSANG	Senior Manager-Transportation, Discovery Bay Transit Services Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

Ms CHAN Ka-ying, Florence	Executive Officer I (District Council), Islands District Office

Absent with Apology

Mr YU Hon-kwan, Randy, JP
Mr TANG Ka-piu, Bill, JP
Ms TSANG Sau-ho, Josephine
Mr WONG Shun-chuen
Mr LAW Kwun
Mr Wan Dong-yat
Mr Yuen King-hang

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VIII. Question on proposal for improvement of Tat Tung Road bus terminus entrance
(Paper T&TC 8/2017)

62. The Chairman welcomed the guests attending the meeting to respond to the question: Ms LAW Shun-wa, Virginia, Engineer/Islands 2, Transport Department and Ms LEUNG Chiu-mei, District Engineer/Islands, Highways Department.

63. Mr Kwok Ping, Eric briefly introduced the content of the question.

64. Ms LAW Shun-wa, Virgina said that the Transport Department had conducted site visits at the Tung Chung town centre bus terminus (Bus Terminus) in accordance with the councillors' opinion, in order to understand the actual circumstances. The Transport Department said that regarding the proposal on reconstructing the pedestrian walkway shelter or relocating the pedestrian crossing facilities, the Department after preliminary assessment was of the view that it would be necessary to move the hoardings and the base structure of the construction site opposite thereto, and to make changes to the traffic light control system of the pedestrian crossing. The current pedestrian walkway shelter can no longer be a continuous one. The Department hoped that the improvement measures focus on the cause of the accident and therefore they had tried to understand from the Police the reason of the traffic accident. The Department was informed that environmental factors had no relation to the relevant accident. Accordingly, the Department was of the view that it was unnecessary to reconstruct the pedestrian walkway shelter or relocate the pedestrian crossing facilities at the moment.

65. Mr LO Tim-fat said that as shown from the Police's information, the traffic accident on 24 January 2016 was due to the carelessness of the driver when making a left turn, whereas the traffic accident on 31 October 2016 was a result of mechanical failure of the bus parts.

66. Mr Kwok Ping, Eric was disappointed as to the irresponsible response from the Transport Department and the Police. He thought that any facilities design shall place the people as its first priority. Currently the pedestrian walkway shelter, CLP transformer chamber (CLP Chamber) and the design of the zebra crossings are defective, pose obstruction to the views and constitute potential danger. He hoped that the relevant Department would handle it seriously and study for ways to improve. The Department is now turning a blind eye to the problem. The Transport Department and the Police shall both be held responsible should any casualties occur later.

67. Mr Wong Wah said that, up till now, the bus company had yet to receive notification from the Police that the second accident involves bus failure and the result from the vehicle inspection showed that the bus parts of the bus involved were normal. He had made site visit to the Bus Terminus and noticed that the CLP Chamber was slightly blocking the views and might affect the bus captains.

68. Mr CHOW Ho-ding, Holden thought that the most practicable way was to consult the bus captains' opinion. If the CLP Chamber in fact obstructed the drivers' views and constituted serious safety risk, the relevant department must face it squarely and handle it.

69. Mr Wong Wah shared his personal experience that if one looks to the left when driving into the Bus Terminus, his/her view would be obstructed by the CLP Chamber, or might not be able to notice pedestrians crossing the road.

70. Mr Kwok Ping, Eric supplemented that, there were bus captains reflecting that when buses turn left into the Bus Terminus and if any citizen suddenly rush out when the traffic light is changing, the oncoming bus captains might not be able to notice the same in time. There is certain potential risk in it. Moreover, there were also citizens reflecting that when they were crossing the road, the pillar of the pedestrian walkway shelter and the CLP Chamber would block their views, leading to traffic accidents easily. Hence, he requested that the relevant Department to deal with the said issue with care.

71. Mr LAM Po-keung raised the following comments:

(a) From the perspective of the drivers, there is no standard walking direction of the pedestrians. Not only for the Tung Chung town centre bus terminus, there are also potential risks to the other bus stops. He thought that there were too many pillars in the Bus Terminus which are view-blocking. When passengers alighted and dispersed to various directions, they might not notice vehicles following and it therefore posed danger. He was of the view that relocating the CLP Chamber is a feasible method.

(b) During the peak hours in the afternoon, the frequencies of NLB route number 11, 23 and 38 are high. He hoped that the passengers would use the pavements to enter or exit the Bus Terminus thereby reducing the chances of accidents. At the same time, he also hoped that the Police would reinforce the crowd control measures during the public holiday of the third day of the Lunar New Year.

72. Mr LOU Cheuk-wing said that, at present the buses in Tai O, Mui Wo or South Lantau after turning into the bus terminus would allow passengers to alight at the junction. The situation would be

very dangerous should there be vehicles oncoming. Before moving the CLP Chamber, he suggested changing the current bus pick-up/drop-off point to inside the bus terminus, thus it would not be affected by oncoming vehicles while the passengers could get to the MTR station for transit conveniently. He hoped that the bus company would consider whether the proposal is feasible.

73. Mr CHEUNG Fu said that the focus of the issue is that the CLP Chamber is blocking drivers' views. Coupled with the fact that the traffic of the Bus Terminus is busy, accidents are prone if views are obstructed. The problem will continue if this is not solved. He suggested the Transport Department and the CLP to change the location of the relevant facilities and solve the problem as soon as possible in order to protect pedestrian safety.

74. Mr CHAN Tin-lung thanked the comment from Mr LOU Cheuk-wing. The bus company had considered allowing passengers to alight at the original bus terminus pick-up point. The impact might not be significant on days with less traffic, however the bus operation would be greatly affected on crowded days. Hence the present arrangement of separated pick-up/drop-off point was made. Moreover, the bus company also noticed that a number of citizens dash out the road to the opposite bus stop for the sake of convenience. In order to deal with the relevant situation, the bus company would step up publicity and put up notices at the bus terminus to remind passengers in using the sheltered pedestrian walkway.

75. Mr CHAN Kam-hung said that there were still many potential problems on Tat Tung Road from the road users' view point. The Government allowed coaches to pick-up/drop-off passengers at that spot whereas the passengers often jay-walked and dangers were lurking. He was of the view that the design of the whole section of Tat Tung Road was problematic.

76. Ms LAW Shun-wa, Virgina said that if the members were of the view that the CLP Chamber posed obstruction to drivers' view, the Department could conduct another site visit and study further for ways to improve and might write to CLP requesting removal or relocation of the said CLP Chamber.

(Post-meeting remark: The Transport Department had written to CLP requesting relocation of the said CLP Chamber.)

77. The Chairman said that safety should be the prime concern and hoped that the Transport Department would look at the issue squarely and consider the member's comments.

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離島區議會
文件 IDC 115/2017 號

有關南大嶼山巴士安全及城巴 E21A 嚴重交通意外的提問

郭平議員通知本會，在本年 10 月 23 日舉行的離島區議會會議上，他將會提出以下提問：

" 大嶼山巴士路線大多為途經山路的長途線，前往南大嶼山的道路非常崎嶇陡斜，例如東涌道(斜度為 1:10)及羌山道。由東涌市中心前往梅窩(3M 線)、大澳(11 線)及昂坪(23 線)的巴士車程長達 1 小時或以上，對車長體力及專注力需求遠較其他地區路線大。本年 9 月 22 日深水埗發生一宗嚴重致命交通意外，涉及由東涌逸東邨開出的 E21A 長途巴士，揭示車長工時較歐盟所定的 9 小時長，《巴士車長工作、休息及用膳時間指引》(《指引》)已過時。多份報章更指巴士車長面對經濟及工作壓力(見參考資料)，容易分心導致意外。

就此，本人請運輸署、新大嶼山巴士有限公司(嶼巴)及城巴有限公司(城巴)安排代表出席會議，回答以下問題：

1. 《文匯報》指有司機在同一日內為兩間巴士公司擔任巴士車長，有關司機是否同樣受《指引》規管(即每日只能工作 14 小時及駕駛時間不得超過 11 小時)？
2. 於假日受聘於嶼巴作外援的冠忠巴士司機，是否同樣受《指引》規管？
3. 城巴有否規定各路線的行駛時間(例如《明報》指 E21A 巴士需在 80 分鐘內到達總站)？若司機未能達標會否有任何懲罰？
4. 《指引》所述的駕駛時間是否包括車廠出車、放工還車及調動巴士到其他巴士總站的時間？ "

(參考資料)

- 香港職工會聯盟－巴士車長工時長 「合約工時」有版你睇(2017 年 4 月 5 日)。
  (取自 http://www.hkctu.org.hk/cms/article.jsp?article_id=1542&cat_id=8)
- 明報－有司機指機場線繁忙 缺人手兼限時抵終點(2017 年 9 月 23 日)。
  (取自 https://news.mingpao.com/pns/dailynews/web_tc/article/20170923/s00001/1506103271107)
- 文匯報－「奪命巴」司機連續數天日踩 13 小時(2017 年 9 月 26 日)。
  (取自 http://paper.wenweipo.com/2017/09/26/YO1709260008.htm)

離島區議會秘書處
檔號：IS 141/4/02
日期：2017 年 10 月 3 日

附件

運輸署發出的
巴士車長工作、休息及用膳時間指引
（二〇一〇年十月修訂）

指引 A — 車長工作 6 小時後最少應有 30 分鐘**休息時間**[1]；在 6 小時的更次內應有合共 20 分鐘的**小休**，其中不少於 12 分鐘應安排在首 4 小時的工作時間內提供。**車長在總站準備開出下一班巴士和監察乘客上車的時間，不應視為休息時間。**

指引 B — 一個**工作**日內最長的工作時間（包括所有**休息時間**）不應超逾 14 小時。

指引 C — 一個**工作**日內的駕駛時間（即最長的工作時間減去所有每次最少 30 分鐘的**休息時間**）不應超逾 11 小時。

指引 D — 兩個相連工作日之間的休息時間不應少於 **10** 小時。

指引E — **車長一個工作日內的工作時間不少於 8 小時便應獲提供用膳時間。巴士公司應在二〇一一年第三季或之前提供不少於 45 分鐘的用膳時間，然後再在隨後一年進一步改善至不少於 1 小時。**

註： 二〇一〇年十月發出的修訂指引提出的改善措施以**粗體**標示。

[1] 用膳時間亦視為休息時間。

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Islands District Council

Paper IDC 115/2017

Question on bus safety on Southern Lantau Island and the serious traffic accident involving an E21A Citybus

District Council Member Kwok Ping Eric informed this Council that he will raise the following questions in the Islands District Council meeting to be held on 23 October of this year:

"Most of the bus routes in Lantau Island are long-distance routes passing through the mountain roads. Roads towards Southern Lantau Island are very rugged and steep, for example, Tung Chung Road (steep ratio 1:10) and Keng Shan Road. Travel time for buses from the city center of Tung Chung to Mui Wo (route 3M), Tai-O (route 11), and Ngong Ping (Route 23) is one hour or more, that impose much higher requirements on the bus captains' physical strengths and attention compared to routes in other districts. In 22 September of this year, a serious and fatal traffic accident occurred in Shum Shui Po which involved a long-distance bus E21A departing from Yat Tung Estate in Tung Chung. This revealed that the working hours of the bus captains are longer than the 9 hours prescribed under the EU. The "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" ("Guidelines") is obsolete. Many news articles even pointed out that the economic and work stress faced by the bus captains (see reference materials) lead them to be more easily distracted, causing accidents.

In this connection, I ask the Transport Department, the New Lantao Bus Company Limited (Lantao Bus) and Citybus Limited (Citybus) to arrange for representative(s) to attend the meeting to answer the following questions:

1. "Wen Wei Po" pointed out that there were bus captains working as bus captains for two bus companies within the same day. Are the relevant bus captains also subject to the regulation of the "Guidelines" (i.e. working hours of 14 hours per day and driving hours of not more than 11 hours per day)?
2. Whether the Kwoon Chung Motors bus captains employed by Lantao Bus during holidays as additional assistance are also subject to the regulation of the "Guidelines"?
3. Whether Citybus has set any operation time limit for each route (e.g. the Ming Pao pointed out that the E21A buses are required to reach the bus terminal within 80 minutes)? Will the bus captains be penalized if the target cannot be reached?
4. Whether the driving time described in the "Guidelines" included the time taken for the vehicle to leave the depot, the return of the vehicle after work and time taken for re-scheduled buses to reach the designated bus terminals?"

(Reference materials)

- Hong Kong Confederation of Trade Unions – Long working hours of bus captains Sample "contractual working hours" for your reference (5 April 2017)

(obtained from http://www.hkctu.org.hk/cms/article.jsp?article_id=1542&cat_id=8)

- Ming Pao – Bus captains expressed that the airport express is busy, lack of manpower and time limit is set for them to reach the terminals (23 September 2017)
  (obtained from
  http://news.mingpao.com/pns/dailynews/web_tc/article/20170923/s00001/1506103271107)
- Wen Wei Po – "Life-taking bus" bus captain worked for 13 hours each day consecutively for a few days (26 September 2017)
  (obtained from http://paper.wenweipo.com/2017/09/26/YO1709260008.htm

Islands District Council Secretariat
File reference: IS 141/4/02
Date: 3 October 2017

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Annex

Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks Issued by the Transport Department (Revised in October 2010)

Guideline A	-	Bus captains should have **rest time**[1] of at least 30 minutes after 6 hours of duty and within that 6-hour duty, they should have rest times totalling 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 time.**
Guideline B	-	Maximum duty (including all **rest times**) in a **working** day should not exceed 14 hours.
Guideline C	-	Driving duty (i.e. maximum duty less all **rest times** each of 30 minutes or more) in a **working** day should not exceed 11 hours.
Guideline D	-	The break between successive working days should not be less than 10 hours.
Guideline E	**-**	**Bus captains working for a duty of not less than 8 hours in a working day should have a meal break. Bus companies should complete the improvement of meal breaks to no less than 45 minutes by the third quarter of 2011, and further improvement to no less than 1 hour in 1 year thereafter.**

Note: Improvements introduced in the revised Guidelines issued in October 2010 are marked in **bold**.

[1] Meal break is regarded as rest time.

有關南大嶼山巴士安全及城巴 E21A 嚴重交通意外的提問
(文件 IDC 115/2017 號)

運輸署的書面回覆

政府非常重視專營巴士的營運安全，並對發生意外深感難過。自意外發生後，巴士車長的作息時間安排備受社會關注。現時，專營巴士公司須確保巴士車長的編更安排符合由運輸署制定的「巴士車長工作、休息及用膳時間指引」(下稱「《指引》」)。根據《指引》，車長在一個工作日的最長工作時間(包括所有休息時間)不應超逾 14 小時，而駕駛時間則不應超逾 11 小時。《指引》中所指的車長駕駛時間涵指車長所有的駕駛時間，包括非接載乘客時的駕駛時間。

為了維持巴士服務的穩定性及應付乘客需求，各專營巴士公司均會按營運需要聘請兼職車長。據本署了解，專營巴士公司均規定全職車長必須向公司申請並獲批准方可擔任外間兼職工作。而巴士公司考慮聘用兼職車長時亦要求申請人申報其他的工作。

運輸署除了要求專營巴士公司編排車長(不論全職或兼職)的更份時須遵行《指引》，並須每季向運輸署提交執行指引的報告；而運輸署每年亦會委聘獨立承辦商，就車長的工作時間、休息時間及用膳時間進行實地調查，評估各專營巴士公司有否在實際工作環境遵照《指引》。

政府現正仔細檢視《指引》內容。運輸署會與工會及專營巴士公司深入協商，著力檢討《指引》可如何作出具體修改。我們期望檢討可早日取得成果。

2017 年 10 月

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Question on bus safety on Southern Lantau Island and the serious traffic accident involving an E21A Citybus

(Paper IDC 115/2017)

Written Reply from the Transport Department

The Government puts great attention to the operational safety of the franchised buses and expresses deep sympathy for the occurrence of the accident. Since the happening of the accident, the bus captains' rest time arrangement has been subject to the attention of the society. Currently, the franchised bus companies have to ensure the duty arrangement of the bus captains fulfils the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" (hereafter the "Guidelines") prescribed by the Transport Department. According to the "Guidelines", the maximum duty of a bus captain (including all rest times) in a working day should not exceed 14 hours and his / her driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours. The driving duty of the bus captain mentioned in the "Guidelines" means all driving time of the captain, including non-passenger loading driving time.

To maintain the stability of bus services and meet the passengers' demand, each franchised bus company will recruit part-time bus captains according to its operational needs. According to the understanding of this Department, the franchised bus companies all require that if their full-time bus captains wish to take on external part-time jobs, they must apply to the company and obtain approval before they can do so. And during the consideration of the bus companies for part-time bus captains, they also require the applicants to declare their other employments.

The Transport Department, other than requiring franchised bus companies to comply with the "Guidelines" when preparing for the bus captains' work duties (regardless of full-time or part-time), and they shall submit their report on execution of the Guidelines quarterly to the Transport Department; the Transport Department also engages independent contractors every year to conduct on-site investigations in relation to the bus captains' working hours, rest times and meal breaks in order to assess whether the franchised bus companies have complied with the "Guidelines" under practical work environment.

The Government is currently reviewing the content of the "Guidelines" in detail. The Transport Department, the Union and the franchised bus companies are in serious negotiation aiming to consider how to amend the "Guidelines". We hope that results can be reached soon after the review.

October 2017

定　稿

離島區議會會議記錄(摘錄)

日期：2017 年 10 月 23 日(星期一)

時間：下午 2 時正

地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
離島區議會會議室

出席者

主席

周玉堂先生, SBS

副主席

余漢坤先生, JP

議員

翁志明先生, BBS
陳連偉先生
張　富先生
黃漢權先生
劉焯榮先生
黃文漢先生
余麗芬女士
李桂珍女士
容詠嫦女士
鄧家彪先生, JP
周浩鼎先生
曾秀好女士
郭　平先生
傅曉琳女士

應邀出席者

陳松青先生,JP	地政總署 署長
鄧龍祥先生	地政總署 離島地政處總地政主任
劉燕儀女士	地政總署 高級產業測量師
鄧偉東先生	食物環境衞生署 離島區高級衞生督察(環境衞生)
陸　雲醫生	醫院管理局 九龍西醫院聯網家庭醫學及基層醫療服務顧問醫生
羅麗婷醫生	衞生署 高級醫生(社區聯絡)
梁超強先生	土木工程拓展署 高級工程師
林漢華先生	渠務署 高級工程師
鄧加月女士	渠務署 工程師
陳威豪先生	消防處 海務及離島區指揮官
李啟聰先生	消防處 大澳消防局局長
周淑敏女士	新世界第一渡輪服務有限公司 企業傳訊經理
陳天龍先生	新大嶼山巴士有限公司 副總經理
黃 華先生	新大嶼山巴士有限公司 行政顧問
李建樂先生	新巴城巴有限公司 公眾事務經理

列席者

李炳威先生, JP	離島民政事務處 離島民政事務專員
歐尚旻先生	離島民政事務處 離島民政事務助理專員(1)
莊欣怡女士	離島民政事務處 離島民政事務助理專員(2)
方啓杰先生	離島民政事務處 高級聯絡主任(1)
陳慶群女士	離島民政事務處 高級聯絡主任(2)
黃國輝先生	土木工程拓展署 總工程師/離島
譚燕萍女士	規劃署 西貢及離島規劃專員
張盧碧玉女士	房屋署 物業管理總經理(港島及離島)
李建毅先生	地政總署 離島地政專員
黃達明先生	地政總署 行政助理(地政)/離島
林定楓先生	社會福利署 中西南及離島區福利專員
何家輝先生	香港警務處 大嶼山警區副指揮官
薛力敦先生	香港警務處 水警海港警區指揮官
陳　進先生	香港警務處 大嶼山警區警民關係主任
林偉傑先生	香港警務處 署理水警海港警區警民關係主任
莫英傑先生	運輸署 總運輸主任/新界西南
關祐基先生	食物環境衞生署 離島區環境衞生總監
鄒振榮先生	康樂及文化事務署 離島區康樂事務經理

秘書

陳心心女士	離島民政事務處 高級行政主任(區議會)

因事缺席者

樊志平先生
鄺官穩先生

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VI. 有關南大嶼山巴士安全及城巴 E21A 嚴重交通意外的提問
(文件 IDC 115/2017 號)

38. 主席歡迎出席回應的嘉賓：運輸署總運輸主任/新界西南莫英傑先生、新大嶼山巴士有限公司(嶼巴)副總經理陳天龍先生及行政顧問黃華先生，以及新巴城巴有限公司(新巴城巴)公眾事務經理李建樂先生。運輸署的書面回覆已於會前送交議員參閱。

39. 郭平議員介紹文件內容。

40. 莫英傑先生闡述運輸署的書面回覆內容。

41. 陳天龍先生表示，嶼巴聘請兼職車長時會要求他們申報現時的工作安排，並須清楚明白運輸署的《巴士車長工作、休息及用膳時間指引》(指引)內容。假日受聘的外援巴士司機同樣受指引規管。在行車時間方面，由車廠出車至放工還車，以及調動巴士到其他巴士總站的時間，都包括在行車時間內。

42. 李建樂先生回應如下：

(a) 新巴城巴對 E21A 號線在長沙灣道近欽州街發生交通意外感到難過，並已全力配合警方，調查是次意外之原因。新巴城巴一向按照運輸署向專營巴士公司發出的指引編定全職及兼職車長的工作及休息時間，當中的「駕駛時間」包括載客及非載客的時間。新巴城巴車長如欲兼職，須獲公司批准，而兼職車長亦須向公司申報有否其他工作。

(b) 在行車時間方面，公司會因應各巴士路線的長短、路面及營運情況訂定行車時間，並會不時檢討及因應需要作出調整。舉例說，如某條路線經常塞車延長行車時間，公司會作出調整，確保車長有充足的行車時間。如車長未能在編定時間返回總站，不會受罰。

(c) 該公司理解社會對巴士車長工時的關注，並認同工時指引需要改善。惟修訂工時指引除需增聘人手外，亦需考慮現有車長的作息習慣、車務運作及巴士服務穩定性等因素。為釋除公眾的憂慮，該公司在兩星期前與工會及勞資協商會商討短期改善方案，包括城巴車長的工作時

數暫時下調至不超逾 13 小時，而新巴車長的更份模式暫時以長短更交替，避免車長連續多日擔任長更份工作。該公司與其他專營巴士公司亦已與運輸署商討修訂工時指引，希望盡快達致共識。

43. 郭平議員表示，歐盟訂定的車長工時為 9 小時。他認為生命無價，不能因財政及服務原因而忽略車長長時間駕車的問題。E21A 巴士意外令多個家庭飽受傷害，現時 14 小時工時太長，令車長過於勞累，易生意外。另外，他關注大嶼山巴士的安全問題，認為運輸署的指引並不足夠，一旦 E21A 巴士意外在大嶼山東涌道或羗山道發生，後果不堪設想。他希望運輸署及巴士公司認真處理車長的駕車時間及車輛機能問題。

44. 容詠嫦議員表示，本年 7 月 14 日有邨巴在愉景灣道撞樹，上星期亦有兩輛邨巴相撞。她關注邨巴司機的工時安排，並留意到近日邨巴司機態度欠佳，或許是工作太累所致。她詢問運輸署有否對邨巴的營運(包括司機工時和態度)作出監管。

45. 莫英傑先生表示，在制定或修訂指引時，運輸署會考慮巴士車長有否足夠休息時間、專營巴士服務的營運安排及車長訴求等，並會參考其他海外城市的標準及諮詢巴士公司和車長工會。而現時的指引只適用於專營巴士服務，運輸署會透過恆常會議與非專營巴士業界溝通，可就車長的工作安排提出意見，他會向相關組別反映容議員的關注。

46. 黃華先生表示，除修訂工時外，巴士車長的個人操守及工餘時間的作息安排亦十分重要。

47. 周浩鼎議員表示，就巴士司機的作息時間，社會上已有不少討論。涉及巴士的意外時有發生，現時有關巴士車長的工作時間不應超逾 14 小時，以及駕駛時間不可超過 11 小時的指引已沿用多年，署方應適時作出檢討。另外，他關注現時很難招聘司機，希望巴士公司及運輸署設法吸引新人入職(例如提升車長待遇)，以增加人手供應。

48. 郭平議員希望署方在檢討指引時，除了諮詢業界及工會外，亦徵詢市民的意見。

49. 主席請運輸署考慮議員的意見。

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Draft

Minutes of Meeting of the Islands District Council (Extract)

Date : 23 October 2017 (Monday)

Time : 2:00 p.m.

Venue : Islands District Council Conference Room, 14/F, Harbour Building, 38 Pier Road, Central, Hong Kong.

Attendees

Chairman

Mr CHOW Yuk-tong, SBS

Vice-Chairman

Mr YU Hon-kwan, Randy, JP

Members

Mr YUNG Chi-ming, BBS
Mr CHAN Lin-wai
Mr CHEUNG Fu
Mr WONG Hon-kuen, Ken
Mr LOU Cheuk-wing
Mr WONG Man-hon
Ms YU Lai-fan
Ms LEE Kwai-chun
Ms YUNG Wing-sheung, Amy
Mr TANG Ka-piu, Bill, JP
Mr CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi

Attendance by Invitation

Mr CHAN Chung-ching, Thomas , JP	Director of Lands, Lands Department
Mr TANG Lung-cheung	Chief Land Executive (District Lands Office/Islands), Lands Department
Ms LOU Yin-yee, Joanne	Senior Estate Surveyor, Lands Department
Mr TANG Wai-tung	Senior Health Inspector (Environmental Hygiene/Islands), Food and Environmental Hygiene Department
Dr LUK Wan	Consultant, Family Medicine & Public Health Care

	Services, Kowloon West Cluster, Hospital Authority
Dr LOH Lai-ting, Taron	Senior Medical & Health Officer (Community Liaison), Department of Health
Mr LEUNG Chiu-keung, Kenneth	Senior Engineer, Civil Engineering and Development Department
Mr LAM Hon-wa	Senior Engineer, Drainage Services Department
Ms TANG Ka-yuet, Annie	Engineer, Drainage Services Department
Mr CHAN Wai-ho	Divisional Commander (Marine and Off-shore Islands), Fire Services Department
Mr LI Kai-chung	Station Commander of Tai O Fire Station, Fire Services Department
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Service Limited
Mr CHAN Tin-lung, Benny	Deputy General Manager, New Lantao Bus Company Limited
Mr WONG Wah	Executive Consultant, New Lantao Bus Company Limited
Mr LI Kin-lok, Kevin	Public Affairs Manager, Citybus Limited/ New World First Bus Services Limited

In Attendance

Mr LI Ping-wai, Anthony, JP	District Officer (Islands), Islands District Office
Mr AU Sheung-man, Benjamin	Assistant District Officer (Islands)1, Islands District Office
Ms CHONG Yan-yee, Belinda	Assistant District Officer (Islands)2, Islands District Office
Mr FONG Kai-kit, Frankie	Senior Liaison Officer (1), Islands District Office
Ms CHAN Hing-kwan, Patty	Senior Liaison Officer (2), Islands District Office
Mr WONG Kwok-fai, Alfred	Chief Engineer/Islands, Civil Engineering and Development Department
Ms TAM Yin-ping, Donna	District Planning Officer (Sai Kung and Islands), Planning Department
Mrs CHEUNG LO Pik-yuk, Helen	Chief Manager/Management (Hong Kong Island and Islands), Housing Department
Mr LI Kin-nga, Denis	District Lands Officer/Islands, Lands Department
Mr WONG Tat-ming	Administrative Assistant (Lands/Islands), Lands Department
Mr LAM Ding-fung	District Social Welfare Officer (Central Western, Southern and Islands), Social Welfare Department
Mr HO Ka-fei, Kelvin	Deputy District Commander (Lantau), Hong Kong Police

	Force
Mr SHERIDAN RICHARD, BRINSLEY	District Commander (Marine Port), Hong Kong Police Force
Mr CHAN Chun	Public Community Relations Officer (Lantau District), Hong Kong Police Force
Mr LAM Wai-kit	Acting Public Community Relations Officer (Marine Port District), Hong Kong Police Force
Mr MOK Ying-kit, Kenneth	Chief Transport Officer/NT South West, Transport Department
Mr KWAN Yau-kee	District Environmental Hygiene Superintendent (Islands), Food and Environmental Hygiene Department
Mr CHAU Chun-wing, Tomy	District Leisure Manager (Islands), Leisure and Cultural Services Department

Secretary

Ms Candy CHAN	Senior Executive Officer (District Council), Islands District Office

Absent with Apology

Mr FAN Chi-ping
Mr KWONG Koon-wan

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VI. Questions on bus safety on South Lantau Island and a serious traffic accident involving an E21A Citybus (Document No. IDC 115/2017)

38. The Chairman welcomed Mr Kenneth MOK, Chief Transport Officer/New Territories South West of the Transport Department, Mr Benny CHAN, Deputy General Manager and Mr WONG Wah, Administrative Consultant both of New Lantao Bus (Lantao Bus) and Mr LI Kin-lok, Kevin, Public Affairs Manager of Citybus Limited/New World First Bus Services Limited (NWFB) to the meeting to respond to the questions. The written reply of the Transport Department had been distributed to Members for perusal before the meeting.

39. Mr Eric KWOK introduced the content of the document.

40. Mr Kenneth MOK explained the content of the written reply of the Transport Department.

41. Mr Benny CHAN said that Lantao Bus required part-time captains to provide details of their current work arrangement during the recruitment of part-time bus captains and understand clearly the content of the" Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" (Guidelines) issued by the Transport Department. Part-time bus captains employed during holidays were also subject to the requirements under the Guidelines. The driving time included the time the bus leaving the depot up to the returning of bus after work as well as the time required for driving the bus to other bus terminus.

42. Mr Kevin LI replied as follows:

(a) NWFB felt saddened for the traffic accident at Cheung Sha Wan Road near Yen Chow Street involving route E21A and have fully cooperated with the police investigation into the cause of accident. NWFB has been arranging the working hours and rest times of full-time and part-time bus captains in accordance with the Guidelines issued by the Transport Department for franchised bus companies, in which the "driving duty" covered the time with and without passengers onboard. If the bus captains of NWFB wanted to take up part-time jobs, approval had to be obtained from the company. Part-time bus captains are also required to declare whether they were engaged in other employments.

(b) In terms of driving time, the bus company would work out the driving time taking into account the length of the route, road condition and business operation and conduct regular review and make adjustment where necessary. For example, if congestion occurred frequently on certain routes and the driving time was increased, the bus company would make adjustment to ensure that bus captains would have sufficient journey time. Bus

captains who failed to reach the bus terminus within the time scheduled would not be penalized.

(c) The bus company appreciated the public concerns over the working hours of bus captains and recognised there was room for improvement on the Guidelines. However, apart from recruiting extra manpower, amendment to the Guidelines would involve considerations including existing rest patterns of the bus captains, bus operation and stability of bus service, etc. To allay public concerns, the bus company had met with the employees union and the Joint Consultative Committee a two weeks ago to discuss short-term improvement proposals, including temporarily reducing working duty of Citybus' bus captains to not more than 13 hours, and adopting an alternate shift pattern temporarily which comprised short and long shifts for New World bus captains to avoid continuous long shifts over a number of days. It had also discussed with the Transport Department and other franchised bus companies about amendments to the working hours on the Guidelines in the hope that a consensus could be reached as early as possible.

43. Mr Eric KWOK said the EU rules limited the working hours of drivers to 9 hours. Life was priceless, and one should not overlook the long driving hours of bus captains due to financial and service-related reasons. The accident caused by the E21A bus led to devastation for a number of families. The present 14 hours of work was excessive and bus captains would be tired and prone to accident. He was concerned about the safety of Lantau buses and opined that the Guidelines of the Transport Department were inadequate. If the bus accident occurred on Tung Chung Road or Keng Shan Road of Lantau Island, the consequence would be too ghastly to contemplate. It was hoped that the Transport Department and the bus companies could handle the long driving hours of bus captains and the functionality of their buses seriously.

44. Ms Amy YUNG said that a village shuttle bus rammed onto a tree on Discovery Bay Road on 14 July of this year and two village shuttle buses collided last week. She was concerned about the working hours arrangement for shuttle bus captains and noticed that their attitude had been poor recently which might be due to fatigue from work. She asked whether the Transport Department has regulated the operation of village shuttle buses (including working hours and attitude of bus captains).

45. Mr Kenneth MOK said that when setting or amending the Guidelines, the Transport Department would consider whether the rest time of bus captains is sufficient, the operational arrangement of franchised bus services and the requests of bus captains etc., and will draw reference from overseas standards and would consult the bus companies and bus captains' unions. While the current Guidelines were applicable only on franchised bus services, the Transport Department maintained communication with the non-franchised bus industry through regular meetings and could provide their views on the work arrangement for bus captains. He would convey Ms YUNG's concerns to

the relevant division.

46. Mr WONG Wah said that apart from revising the working hours, the personal integrity of bus captains and their leisure rest schedule after work were also very important.

47. Mr Holden CHOW said that there were lots of discussions in the society about the work and rest schedules of bus captains. Traffic accidents involving buses occurred occasionally. As the Guidelines requiring working hours and driving time of bus captains not exceeding 14 hours and 11 hours respectively had been in use for many years, timely review was required. He noticed that it was difficult to recruit bus captains and hoped that the bus companies and Transport Department would find ways to attract new joiners (e.g. offering better pay and benefits to bus captains) to increase supply of manpower.

48. Mr Eric KWOK hoped that apart from consulting the industry and employees union, the Transport Department would collect public views when conducting a review of the Guidelines.

49. The Chairman requested the Transport Department to consider the opinion of the Members.

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離島區議會
交通及運輸委員會
文件 T&TC 12/2018 號

有關雙層巴士行走 3M 路線的提問

余漢坤議員通知本會，在 2018 年 3 月 19 日舉行的交通及運輸委員會會議上，他將會提出以下提問：

" 運輸署在 2017 年 9 月就「建議更換低地台雙層巴士服務第 3M 號線」討論文件徵詢本委員會的意見，該文件建議有關措施在 2018 年第二季實施，並會在梅窩新居屋入伙後全面使用低地台雙層巴士服務市民。

2018 年 2 月 10 日大埔區發生嚴重交通意外，導致 19 人死亡及 60 人受傷。是次意外令人再次關注雙層巴士行走 3M 路線的安全問題。鑑於大嶼山的道路環境特殊，本區居民擔心雙層巴士未必能保障乘客的安全，故此本人要求運輸署提交行走 3M 路線雙層巴士的路線測試報告，並詳細列明測試次數、過程、時段、負重量及其他相關資料，以便居民及早了解情況，釋除疑慮。

請運輸署派代表出席會議，回應以上提問。 "

離島區議會秘書處
檔號：IS 141/4/02
日期：2018 年 2 月 14 日

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Islands District Council
Traffic and Transport Committee
Paper T&TC 12/2018

Question relating to use of double-deck bus to serve route 3M

District Council Member Mr. YU Hon-kwan, Randy informed this Committee that he will raise the following questions in the Traffic and Transport Committee meeting to be held on 19 March 2018:

"The Transport Department consulted the opinion of this Committee in relation to the discussion paper on "proposal to change to use low-floor double-deck bus to serve route 3M". The said document suggested that the relevant measure be implemented in the second quarter of 2018, and will fully use low-floor double-deck buses to serve the residents after the new Home Ownership Scheme housing are occupied.

A serious traffic accident occurred in Tai Po District on 10 February 2018 causing 19 deaths and 60 people injured. This accident again raised attention on the safety of the double-deck buses serving on route 3M. On the basis of the peculiar road environment in Lantau Island, the residents of that district are worried that double-deck buses cannot ensure the safety of the passengers. Therefore I request that the Transport Department to provide the road test reports of the operation of double-deck buses on route 3M, including the details of number of tests, process, time frame, weight of loading and other relevant information, so that the residents can understand the situation earlier and to allay their concerns.

The Transport Department is invited to send representative(s) to attend the meeting to respond to the above question."

Islands District Council Secretariat
File reference: IS 141/4/02
Date: 14 February 2018

初　稿

離島區議會交通及運輸委員會會議記錄

日期：2018 年 3 月 19 日(星期一)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
離島區議會會議室

主席

黃文漢先生

副主席

張　富先生

委員

周玉堂先生, SBS
余漢坤先生, JP
陳連偉先生
樊志平先生
劉焯榮先生
余麗芬女士
李桂珍女士
鄧家彪先生, JP
容詠嫦女士
鄺官穩先生
周浩鼎先生
曾秀好女士
郭　平先生
傅曉琳女士
王媽添先生
何紹基先生
溫東日先生
袁景行先生
黃福根先生
劉展鵬先生

應邀出席者

黃智銳先生	路政署 高級工程師 2/港珠澳大橋
李永強先生	路政署 署任高級工程師 20/港珠澳大橋
陳　輝先生	路政署 工程項目統籌 17/港珠澳大橋
黃永輝先生	渠務署 高級工程師/顧問工程管理 2
鍾正航先生	渠務署 工程師/顧問工程管理 9
黎明有先生	離島民政事務處 高級工程督察
林　圓女士	香港鐵路有限公司 助理公共關係經理(對外事務)
胡家興先生	奧雅納工程顧問 駐地盤高級工程師
余漢榮先生	艾奕康有限公司 駐地盤總工程師
譚建輝先生	金門建築有限公司 地盤總監
莫錦華先生	金門建築有限公司 助理項目經理
張信揚先生	博威工程顧問有限公司 駐地盤高級工程師
黃聖忠先生	中國建築工程(香港)有限公司 助理施工經理
林子豪先生	九龍巴士(一九三三)有限公司 傳訊及公共事務部副主管
潘振剛先生	龍運巴士有限公司 經理(車務)
冼志賢先生	城巴有限公司/新世界第一巴士服務公司 經理(策劃)
尹慧嫻小姐	城巴有限公司/新世界第一巴士服務公司 總公眾事務主任

列席者

歐尚旻先生	離島民政事務處 離島民政事務助理專員(1)
蔡小敏女士	運輸署 高級運輸主任/離島
阮潔鳳女士	運輸署 工程師/離島 2
梁昭薇女士	路政署 區域工程師(離島)
彭紹端先生	土木工程拓展署 工程師/12 (大嶼山)
盧添發先生	香港警務處 署理大嶼山區行動主任
戴焯賢先生	香港警務處 長洲分區助理指揮官 (行動及刑事)
陳天龍先生	新大嶼山巴士(一九七三)有限公司 副總經理
曾啟亮先生	愉景灣交通服務有限公司 交通運輸高級經理
周淑敏女士	新世界第一渡輪服務有限公司 企業傳訊經理

秘書

陳嘉瑩女士	離島民政事務處 一級行政主任(區議會)

因事缺席者

黃漢權先生	
郭詩韻女士	運輸署 工程師/離島 1
黃　華先生	新大嶼山巴士(一九七三)有限公司 行政顧問
陳金洪先生	大嶼山的士聯會 主席

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V. 有關雙層巴士行走 3M 路線的提問
(文件 T&TC 12/2018 號)

28. 主席歡迎出席回應提問的嘉賓：運輸署高級運輸主任/離島蔡小敏女士。

29. 余漢坤議員簡介提問內容。

30. 蔡小敏女士表示，關於雙層巴士是否適合行走嶼巴第 3M 路線，運輸署曾聯同警方、嶼巴及巴士生產商進行兩次實地測試，分別於 2016 年 11 月試行東涌道一段，以及於 2017 年 6 月試行 3M 的全程路線，兩次測試均模擬巴士載滿乘客的情況，測試結果顯示雙層巴士適合行走 3M 路線。署方了解委員及居民對雙層巴士行走 3M 路線的關注，並已提醒嶼巴須為車長提供足夠訓練，以及盡可能安排經驗豐富和駕駛記錄良好的車長駕駛該路線。

31. 余漢坤議員表示，雖然大部分大嶼山居民均知悉上述兩次巴士測試，但卻不清楚測試報告內容，因此對於以雙層巴士行走 3M 號線的安全表示擔憂。若運輸署在早前進行實地測試後沒有編製報告，他建議署方在短期內再進行路試，並詳細記錄過程及相關數據，例如巴士的傾側度、測試時段、巴士上下層的負重量及安全系數等。如測試報告顯示行車安全，相信居民會歡迎以雙層巴士行走 3M 號線，以加強巴士服務，特別是應付梅窩居屋項目入伙後的交通需求。因此，他要求署方提供 3M 號線的路面測試報告及相關數據，以便及早讓居民了解情況，以釋除疑慮。

32. 鄺官穩議員詢問運輸署實地測試的時段及行車速度是否與 3M 號線相若，若車速較慢，安全性自然較高。此外，早前大埔發生交通意外後，有學者建議在巴士車廂內安裝巴士傾側警報器，當巴士的傾側度到達臨界點時，警報器會發出聲響，提醒車長。鑑於大嶼山道路彎多路窄，他建議巴士公司考慮裝設有關設施。

33. 李桂珍議員建議有關部門修剪路旁樹木，以免阻礙雙層巴士通過。

34. 郭平議員提出意見如下：

(a) 磡石灣的彎位急促，現時單層巴士駛經時需與迎面車輛互相遷就讓位，才有足夠空間通過。他擔心雙層巴士駛經該處時，容易發生意外。

(b) 他贊成以雙層巴士提供服務，以疏導大嶼南的交通。他曾多次指東涌鄉事委員會(鄉事會)對面的 4 個巴士站沒有設置巴士停車灣，單層巴士在該處上落客時會阻礙尾隨車輛，經常造成交通擠塞。滿東邨入伙後，居民可能會前往上述巴士站乘車，而將來使用雙層巴士後會進一步增加上落客時間，他擔心擠塞問題會更加嚴重，希望運輸署及土木工程拓展署商討及研究。

35. 樊志平議員表示，數年前尚未有雙層巴士行駛大嶼山道路時，他已經指出其危險性，例如沿路有樹木阻擋視野，而龍井頭至東涌鄉事會的路段既陡斜又多彎。雖然測試結果顯示雙層巴士適合行走 3M 路線，但乘客日常乘坐巴士時未必會平均分布於車廂，可能會集中在其中一邊，因此不宜只利用沙包作模擬測試。此外，他認為東涌道及龍井頭至東涌鄉事會的路段存在危險，建議雙層巴士改行裕東路，既可提升行車安全，亦有助紓緩交通擠塞。

36. 曾秀好議員表示，香港不時打風下雨，而 3M 路線沿途有很多彎位，不易駕駛。她詢問運輸署在 2016 及 2017 年進行實地測試時的天氣狀況，並建議署方在惡劣天氣狀況下再次進行測試。

37. 周浩鼎議員表示，使用雙層巴士行走 3M 號線無疑可提升載客量，但若會增加意外風險或減低乘客安全，則需三思而後行。如果測試結果顯示雙層巴士並不適合行走大嶼山道路，而多名委員亦對此表示擔憂，他認為政府可透過其他方案改善該區的交通問題，例如在羌山路進行改善工程，甚至建造新道路。此外，他建議巴士公司調配資源，考慮以雙層巴士行走其他更合適的路線，例如嶼巴 37M 號線，以滿足迎東邨的新增交通需求。

38. 蔡小敏女士綜合回覆如下：

(a) 上述兩次的實地測試均在早上進行，並模擬全車載滿乘客的情況，運輸署職員監測路線的行車情況，例如巴士

能否安全駛過彎位，而巴士生產商人員則在車上監測零件運作是否正常。測試結果顯示雙層巴士能夠順利完成整個路面測試。就余漢坤議員希望獲取更多相關資料(例如安全系數等)，或需由嶼巴作補充。。

(b) 署方備悉有關在巴士車廂內安裝傾側警報器的建議，並會與嶼巴研究其可行性。

(c) 署方會提醒相關部門定時修剪樹木，並加緊留意道路彎位的樹木生長情況，以確保行車安全。

39. 阮潔鳳女士綜合回覆如下：

(a) 署方曾在磡石灣的彎位進行實地測試，結果顯示彎位足夠兩輛巴士同時通過。署方會要求巴士公司提醒車長駛經該處時要格外留神，並需遵從路面標誌行駛。

(b) 根據滿東邨的交通影響評估報告，該區的主要巴士線會行駛裕東路，因此署方會在裕東路設置巴士停車灣，供巴士上落客。署方預計滿東邨入伙後，居民不會乘坐經東涌道駛往嶼南道的巴士，所以暫未有計劃在東涌道加設巴士停車灣。

(c) 土木工程拓展署現正進行東涌新市鎮擴展計劃的研究，署方會與該署保持緊密聯繫，探討是否需要在東涌道增設巴士停車灣，以應付將來增加的車流或人流。

40. 陳天龍先生綜合回覆如下：

(a) 用於行走 3M 路線的雙層巴士車型有別於常見的雙層巴士型號。一般的雙層巴士長 12 米、高 4.4 米，但行走 3M 路線的雙層巴士只長 10.4 米、高 4.2 米，即高於一般單層巴士不足 1 米，而且車身亦較短。另外，據悉其他巴士公司亦有採用該款車身較短的巴士，用以行駛石澳或山頂等路段，因此該公司亦選擇以該款巴士行駛大嶼南道路。

(b) 在進行上述兩次路面測試時，該公司均按照運輸署的標準，在車上座位及走廊位置，按每人 57 公斤的重量標準

放置鐵板，模擬車輛滿載的狀況。

(c) 有關在巴士車廂內裝設傾側警報器的建議，據悉運輸署已成立工作小組進行研究，相信政府不久後會提出意見。

41. 張富副主席質疑運輸署的說法，他認為現時嶼南道礦石灣的彎位根本不足以讓兩架車輛通過。他認為署方在落實以雙層巴士行走 3M 路線前，需測試該彎位是否能同時讓兩輛雙層巴士通過。委員已多次要求改善該彎位，而且該處最近再次發生交通意外，他促請署方盡快跟進及作出改善。

42. 郭平議員不滿運輸署認為滿東邨入伙後，居民不會使用東涌道及該處巴士站出入，並基於上述假設而不考慮在東涌道巴士站設置巴士停車灣。委員早已指出東涌道欠缺巴士停車灣，巴士停泊時會阻礙尾隨車輛及造成交通擠塞，存在一定危險。他希望署方聆聽委員的意見，正視問題及盡早作出改善。

43. 樊志平議員提出意見如下：

(a) 剛才巴士公司表示，進行測試時在車上放置鐵板，以模擬車輛滿載的狀況，但他認為在真實情況下，乘客或會集中在其中一邊車廂，他詢問巴士公司有否模擬上述狀況，以測試巴士會否傾斜。

(b) 他不明白為何運輸署認為滿東邨居民不會使用東涌道。早前他與署方開會時，已極力反對屋苑路口面向東涌道，因擔心將來人車爭路，容易發生交通意外。裕東路已建成多年，他建議署方多加運用。

44. 余漢坤議員提出意見如下：

(a) 在滿足居民交通需求的同時，委員亦十分關注雙層巴士的行車安全，不想有任何意外發生。雖然嶼巴代表剛才已就所選用的巴士型號提供數據，但仍未能完全釋除疑慮。

(b) 他提議署方及嶼巴在 6 月底雙層巴士正式投入服務前，安排兩架同款的雙層巴士再次進行實地測試，尤其是礦

石灣的彎位，並邀請所有持份者，包括議員、本委員會委員、三個鄉事會的委員和村長等，視察整個過程及提出改善建議。

45. 黃福根委員提出意見如下：

(a) 他認為問題癥結不在於雙層巴士本身或型號，而是駕駛雙層巴士的車長需要具備足夠的經驗及駕駛技術，並需提高警覺，以便能駕馭大嶼南的道路，特別是磡石灣彎位，因為稍有不慎便容易發生意外。

(b) 嶼南道至羌山道一段有很多彎位，駕駛雙層巴士行走該路段有一定難度，亦存在危險。他認為現時是一個契機，希望政府增撥資源改善有關道路，並建議路政署和運輸署實地視察及試坐巴士，親身感受該路線的真實行車情況。

46. 余麗芬議員表示，嶼巴代表提及有巴士公司現時採用與 3M 號線雙層巴士同款的巴士行走石澳路段，而道路情況與梅窩路段相若。她質疑有關說法是假設該款巴士能安全行走石澳及大嶼山的道路，但石澳及大嶼山的道路環境各有其獨特性，情況不盡相同，而且石澳亦不時發生交通意外。她認為巴士公司應進一步詳細了解相關資料，再回應委員的問題。

47. 陳天龍先生澄清，他剛才是指該款巴士型號亦有在其他地方行走類似的山路路線，例如石澳和山頂路段。

48. 張富副主席認為最大的問題出於道路而不是巴士，因此首要是改善道路彎位。大嶼山的道路並不是標準道路，很多彎位根本不適合兩輛巴士同時通過，尤其是磡石灣的彎位十分急促，容易發生意外，他要求相關部門盡快跟進及作出改善。

49. 郭平議員表示，大嶼南巴士服務不足的問題急需解決，除了引入雙層巴士外，署方亦需改善該區的道路網絡。他同意應安排委員親身試坐雙層巴士進行路試。

50. 主席表示，大嶼山的巴士站十分簡陋，仍處於七、八十年代的標準，已不合時宜。雖然梅窩部分巴士站已進行翻新工程，但設施仍未能切合乘客所需。有關建造新巴士站的訴求已提出多年，但

運輸署與巴士公司互相推卸責任，以致問題一直未獲解決，他希望相關部門與巴士公司盡快商討及處理。此外，他亦希望署方盡快安排進行另一次雙層巴士路試，並邀請有興趣的委員參與。

51. 蔡小敏女士回覆表示，就再次安排進行路試，署方會於會後與嶼巴作適當的跟進，有興趣的委員屆時可一同參與。就曾秀好議員建議在惡劣天氣下進行路試，由於署方在路試前需與多個部門協調，並需巴士公司作出相應安排，再加上天氣狀況難以預測，因此不能保證可安排在惡劣天氣下進行路試，但署方備悉有關建議並會盡量作出安排。署方理解委員對雙層巴士行走 3M 路線的關注，並會繼續與巴士公司保持緊密溝通，以加強巴士服務的安全。

52. 黃福根委員表示，路政署曾在磩石灣進行彎位改善工程，雖然彎位有所改善，但弧度依然不足，導致巴士尾轆不時駛上路塹。他建議路政署進一步擴闊該處附近的橋位，以供兩架車輛同時通過。

53. 阮潔鳳女士表示會向相關同事轉達委員有關磩石灣彎位的建議，以作出跟進。就有關東涌道及裕東路的意見，她會在會後與相關議員商討滿東邨入伙後的交通安排。

54. 主席希望運輸署盡快安排委員一同進行路試，以檢視需要改善的彎位。

(鄧家彪議員及劉展鵬委員約於下午 3 時 45 分離席。)

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Draft

Meeting minutes of the Traffic and Transport Committee of the Islands District Council

Date: 19 March 2018 (Monday)

Time: 2:00 p.m.

Venue: Islands District Council Conference Room 14/F, Harbour Building, 38 Pier Road Central, Hong Kong

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Committee members

Mr CHOW Yuk-tong, SBS
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Mr TANG Ka-piu, Bill, JP
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
The Hon. CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Ma-tim
Mr HO Siu-kei
Mr WAN Tung-yat
Mr YUEN King-hang
Mr WONG Fuk-kan
Mr LAU Chin-pang

Attendance by Invitation

Mr WONG Chi Yui, William	Senior Engineer (2) HZM Bridge, Highways Department
Mr LEE Wing Keung, Kenneth	Senior Engineer (20) SD HZM Bridge, Highways Department
Mr CHAN Fai	Project Coordinator (17) HZM Bridge, Highways Department

Mr WONG Wing Fai, Freddy	Senior Engineer / Management Consultant (2), Drainage Services Department
Mr CHUNG Ching Hong, Romeo	Engineer / Management Consultant (9), Drainage Services Department
Mr LI Ming Yau	Senior Inspector of Works, Home Affairs Department
Ms LAM Yuen	Assistant Public Relations Manager (External), Mass Transit Railway Corporation Limited
Mr WU Ka-hing, Humphrey	Senior Resident Engineer, Ove Arup & Partners Hong Kong Limited
Mr YU Hon Wing	Chief Resident Engineer, AECOM Asia Company Limited
Mr K F Tam	Chief Resident Supervisor, Gammon Construction Limited
Mr MOK Kam Wa	Assistant Project Manager, Gammon Construction Limited
Mr Thomas S Y CHEUNG	Senior Resident Engineer, Black & Veatch Hong Kong Limited
Mr WONG Sing Chung	Assistant Construction Manager, China State Construction Engineering (Hong Kong) Limited
Mr LAM Chi Ho	Communication and Public Affairs Assistant Supervisor, Kowloon Motor Bus Company (1933) Limited
Mr Jeff C K POON	Manager (Bus Operation), Long Win Bus Company Limited
Mr Mistral SIN	Manager (Planning), Kowloon Motor Bus Company (1933) Limited
Miss Joyce WAN	Chief Public Affairs Officer, Kowloon Motor Bus Company (1933) Limited

In Attendance

Mr AU Sheung Man, Benjamin	Assistant District Officer (Islands)(1), Home Affairs Department
Miss CHOI Siu Man, Sherman	Senior Transportation Officer (Islands), Transport Department
Ms YUEN Kit Fung	Engineer (Islands)(2), Transport Department
Ms LEUNG Chiu Mei	District Engineer (Islands), Highways Department
Mr PANG Siu Tuen, Walter	Engineer (Lantau Island)(12), Civil Engineering and Development Department
Mr LO Tim Fat	Acting Operation Supervisor, Lantau Island District, Hong Kong Police Force
Mr TAI Cheuk Yin	Assistant Division Commander (Operations & Crime)(Cheung Chau), Hong Kong Police Force
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Co.(1973) Limited
Mr Peter TSANG	Senior Manager of Transportation, Discovery Bay Transit

	Services Limited
Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

Ms CHAN Ka Ying	Senior Executive Officer (District Council), Islands District Office

Absent with Apology

Mr WONG Hon-kuen, Ken	
Miss KWOK Sze Wan, Cynthia	Engineer (Islands)(1), Transport Department
Mr WONG Wah	Executive Consultant, New Lantao Bus Co.(1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

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V. Question on using double-deck buses to serve route 3M
(Paper T&TC 12/2018)

28. The Chairman welcomed the guest who attended the meeting to respond to the question: Miss CHOI Siu Man, Sherman, Senior Islands Transportation Officer of the Transport Department.

29. Mr YU Hon-kwan, Randy briefly introduced the content of the question.

30. Miss CHOI Siu Man, Sherman expressed that, in relation to the suitability of double-deck buses serving on route 3M of Lantau Bus, the Transport Department has conducted two on-site tests together with the Police, Lantao Bus and the bus manufacturer, in November 2016 in the Tung Chung Road section and in June 2017 on the entire route 3M, respectively. Both two tests simulated the situation where the bus is fully loaded with passengers. The test results showed that double-deck buses are suitable to serve on route 3M. The Department understood the Committee's and the residents' concern on using double-deck buses to serve on route 3M, and have reminded the Lantao Bus that sufficient training shall be provided to the bus captains and to try as much as possible to arrange experienced bus captains with good driving record to serve that route.

31. Mr YU Hon-kwan, Randy expressed that although the majority of the Lantao Island residents knew of the abovementioned two bus tests, but did not know the content of the test reports. They therefore expressed concern about the use of double-deck bus on route 3M. If the Transport Department did not prepare reports after the on-site tests conducted earlier, he suggested the Department to conduct another road test within a short period of time and record the process and relevant data in detail, such as the tilting degree of the bus, time of the test, the weight of load on the upper and lower decks and the safety data, etc. If the test report shows that the operation of the bus is safe, it is believed that the residents will welcome the use of double-deck buses on route 3M to enhance bus service, especially to meet the transportation demand of residents after they moved into the Mui Wo Home Ownership Scheme housing. Therefore, he requested the Department to provide the road test reports and relevant data for route 3M so that the residents can understand the situation earlier to eliminate their concern.

32. Mr KWONG Koon-wan asked the Transport Department whether the timing and the driving speed during the on-site tests were similar to that of route 3M. If the driving speed was slower, the safety is of course relatively higher. Besides, after the happening of the Tai Po traffic accident earlier, some academics suggested to install tilt alarm within the bus compartment, when the bus's tilt angle reaches tipping point, the alarm will be triggered to remind the bus captain. On the basis that most roads on Lantau Island are narrow with lots of turns, he suggested the bus company to consider installing the same.

33. Ms LEE Kwai-chun suggested the relevant Department to trim the tree branches along the roads to prevent them from obstructing the double-deck buses from passing through.

34. Mr KWOK Ping, Eric raised the following opinion:

(a) The turns in Silvermine Bay are very rapid, currently when single-deck buses are passing the on-coming vehicles need to give ways to each other for there to be enough room to pass through. He was worried that when double-deck buses pass through, accident could occur easily.

(b) He agreed to the use of double-deck buses to provide service to ease the traffic of Southern Lantau Island. He had indicated multiple times that the 4 bus stations opposite to the Tung Chung Rural Committee did not have parking bay installed, so when single-deck buses load and unload passengers there congestions will often be resulted in the road section behind. After the occupation of the Mun Tung Estate, residents may take buses in the abovementioned bus stations, and the loading and unloading of passengers on double-deck buses will further increase time required. He was worried that the congestion problem will be more and more serious, and hoped that the Transport Department and the Civil Engineering and Development Department can discuss and research on this.

35. Mr FAN Chi-ping expressed that, few years ago when there wasn't double-deck buses serving the roads of Lantau Island, he already indicated the danger involved, such as the trees along the roads obstructing views, and the road section from Lung Tseng Tau to Tung Chung Rural Committee is steep with lots of turns. Although the test results indicated that double-deck buses are suitable to serve on route 3M, but on normal days the passengers on the buses may not be evenly distributed within the bus compartment and maybe concentrated toward one side, therefore they should not only use sand bags during the simulation tests. Besides, he considered that danger existed in the road section from Tung Chung Road and Lung Tseng Tau to Tung Chung Rural Committee, and suggested that the double-deck buses to run on Yue Tung Road instead, which can improve operation safety and help to ease traffic congestion.

36. Ms TSANG Sau-ho, Josephine expressed that Hong Kong occasionally has typhoon and rain, and there are many turns along route 3M, which is not easy to drive on. She asked the Transport Department about the weather condition under which the on-site tests in 2016 and 2017 were conducted, and suggested the Department to conduct another test under bad weather condition.

37. Mr CHOW Ho-ding, Holden expressed that the use of double-deck buses to serve on route 3M undoubtedly can improve the passenger capacity, but if risk of accidents will be increased and the safety of the passengers will be decreased, then careful considerations need to be made before execution. If the test results showed that double-deck buses are not suitable for operating on the

Lantau Island roads, and many committee members expressed concerns, then he thought that the Government can improve the traffic problem in that district through other methods, such as conducting improvement works on Keng Shan Road, and even constructing new roads. Besides, he suggested the bus companies to arrange resources and consider using double-deck buses to operate on other more suitable routes, such as route 37M of Lantao Bus, to satisfy the newly-increased traffic demand from Ying Tung Estate.

38. Miss CHOI Siu Man, Sherman provided her consolidated reply as follows:

(a) The abovementioned two on-site tests were conducted in the morning and simulated the scenario where the bus is fully-loaded. The officers from the Transport Department monitored the condition of the operation, such as whether the bus can safely drive through turns, and the bus manufacturer monitored whether the bus parts were functioning properly on the bus. The test results showed that double-deck buses can smoothly complete the entire road test. In relation to more relevant information wished to be obtained by Mr YU Hon-kwan, Randy (such as safety data etc.), perhaps this should be supplemented by Lantao Bus.

(b) The Department understood the proposal to install tilting alarm within the bus compartments, and will research for its feasibility with Lantao Bus.

(c) The Department will remind the relevant departments to regularly trim the tree branches and to pay close attention to the growth of tree branch along the roads to ensure safety of driving.

39. Ms YUEN Kit Fung provided her consolidated reply as follows:

(a) The Department has conducted on-site test around the turn in Silvermine Bay, the results showed that the turn has sufficient space for two buses to pass through at the same time. The Department will request the bus company to remind its bus captains to pay extra attention when passing through that location and shall follow the road signs when driving.

(b) According to the traffic effect evaluation report of Mun Tung Estate, that district's main bus routes will operate on Yu Tung Road, therefore the Department will install bus parking bay on Yu Tung Road for the buses to load and unload passengers. The Department estimated that after full occupancy of the Mun Tung Estate, the residents will not take buses that pass through Tung Chung Road towards South Lantau Road, therefore there was no plan to add bus parking bay on Tung Chung Road.

(c) The Civil Engineering and Development Department is currently conducting research on plans to expand in development of Tung Chung New Town. The Department will maintain close communication with the Department to consider whether it is necessary to install bus

parking bay on Tung Chung Road to handle the increased traffic flow or population flow in the future.

40. Mr CHAN Tin-lung provided his consolidated reply as follows:

(a) The model type of the double-deck bus serving on route 3M is different from the commonly-seen double-deck buses. Normal double-deck buses are 12 metre in length and 4.4 metre in height. But the double-deck buses serving on route 3M is only 10.4 metre in length and 4.2 metre in height, which is only less than 1 metre taller than normal single-deck buses and the vehicle body is shorter. Besides, it is understood that other bus companies also deploy that shorter bus model to operate on road sections such as Shek O or the Peak. Therefore that bus company also opted for that bus model to serve in Southern Lantau roads.

(b) During the two abovementioned road tests, the said company acted in accordance with the Transport Department's requirements to place metal boards, each assuming the standard person weight of 57 kg, on the seats and aisle area to simulate the situation that the vehicle is fully-loaded.

(c) In relation to the proposal to install tilting alarm within the bus compartment, it is understood that the Transport Department has already established a working group to conduct research. It is believed that the Government will issue its opinion soon.

41. Vice-Chairman Mr CHEUNG Fu doubted the statements made by the Transport Department. He opined that the current Silvermine Bay turn on South Lantau Road has insufficient space for two vehicles to pass through. He opined that the Department, before the implementation to use double-deck buses to serve on route 3M, shall conduct test to see if the turn allows two buses to pass through. The Committee has requested multiple times that improvements should be made in that turn and as another traffic accident occurred around that location recently, he urged the Department to follow-up and make improvements as soon as possible.

42. Mr KWOK Ping, Eric was not satisfied that the Transport Department thinks that after the Mun Tung Estate is occupied, the residents will not use Tung Chung Road and the bus stations there and based on this assumption to not consider installing bus parking bays at the bus stations on Tung Chung Road. The Committee has already indicated earlier on that Tung Chung Road lacks bus parking bay and when the bus parks it will obstruct the vehicles behind causing traffic congestion, a certain degree of danger exists. He hoped that the Department listened to the opinion of the Committee, face the problem directly and make improvements as soon as possible.

43. Mr FAN Chi-ping opined as follows:

(a) Just now the bus company expressed that when conducting the tests, metal boards were placed to simulate the situation where the bus is fully-loaded. But he thought that under actual situation, the passengers may be concentrated on one side of the compartment. He asked whether the bus company has simulated the above scenario to test whether the bus will tilt.

(b) He did not understand why the Transport Department is of the opinion that residents of the Mun Tung Estate will not use Tung Chung Road. During his meeting with the Department earlier on, he already extremely objected to the road of the estate facing the Tung Chung Road because he worried that later on there will be fights between the vehicles and the people and will cause traffic accidents more easily. Yu Tung Road has been built for many years and he suggested the Department to utilise it more.

44. Mr YU Hon-kwan, Randy opined as follows:

(a) At the same time in satisfying the traffic demand of the residents, the Committee is also very concerned about the operational safety of double-deck buses and it is hoped that no accidents will occur. Although the representative of Lantao Bus has just provided the relevant data for the purpose of selection of the bus model type, this cannot fully eliminate the concerns.

(b) He suggested that before official commencement of service of the double-deck buses in end of June, the Department and the Lantao Bus should arrange two double-deck buses of the same model type to conduct another on-site test, especially for the turn in Silvermine Bay. All stakeholders, including District Council Members, the Committee Members, the Rural Committees and Village Representative(s), etc. to monitor the entire process and make improvement suggestions.

45. Mr WONG Fuk-kan opined as follows:

(a) He opined that the essence of the problem is not on the model type or body of the bus itself, but the bus captains who drive the double-deck buses shall be equipped with experience and driving techniques and shall be on high alerts in order to handle the roads of the Southern Lantau Island, especially the Silvermine Bay turn, because the slightest mistake can cause accident.

(b) There are lots of turns along South Lantau Road and Keng Shan Road, there is a certain level of difficulty driving on that road section and danger exists. He is of the opinion that this is the right opportunity now for the Government to allocate resources to improve the

relevant road section and suggested the Highways Department and the Transport Department to conduct on-site inspection and test ride the bus to experience the real operational condition of that route in person.

46. Ms YU Lai-fan expressed that, in relation to the Lantao Bus representative's statement that certain bus companies currently deploy the same double-deck bus model that serve route 3M to on road sections in Shek-O and that the road situation there is similar with that of the Mui Wo road section, she questioned whether the relevant statement was based on the assumption that that bus model can operate on the road sections in Shek-O and Lantau Island safely. But the road sections of Shek-O and Lantau Island each have their specific characteristics and the environment is not exactly the same, also, traffic accidents occasionally occurred in Shek-O. She opined that the bus companies shall obtain more in-depth understanding of the relevant information before responding to the Committee's questions.

47. Mr CHAN Tin-lung clarified that just now he was indicating that that bus model was also in use in other districts operating on similar mountainous roads, such as Shek-O and the Peak.

48. Vice-Chairman Mr CHEUNG Fu was of the opinion that the biggest problem came from the roads and not the buses, therefore the priority is to improve the turns of the roads. The roads on Lantau Island are not standard roads, there are many turns and just cannot fit two buses to pass through at the same time, especially the rapid turn of Silvermine Bay, which accident will occur easily. He requested the relevant department to follow-up and make improvements as soon as possible.

49. Mr KWOK Ping, Eric expressed that the problem of insufficient bus service in Southern Lantau needs to be resolve on an urgent basis. Other than introducing double-deck buses, the Department shall also improve the road network of that district. He agreed to arrange committee members to attend the test ride in person.

50. The Chairman expressed that the bus stations on Lantau Island are very rudimentary and are still in the standards of the 70s and 80s and are outdated. Even though certain bus stations in Mui Wo are undergoing renovation, the infrastructures still cannot meet the demands of the passengers. The request for building new bus stations have been raised many years ago, but the Transport Department and the bus companies kept shying away from their duties so that the problem cannot be resolved. He hoped that the relevant Department and the bus companies can discuss and handle as soon as possible. Besides, he also hoped that the Department can arrange for another road test to take place as soon as possible and invite interested committee members to participate.

51. Miss CHOI Siu Man, Sherman replied that as to arrangement for another road test, the Department will make appropriate follow-up with the Lantao Bus after the meeting, and committee members who are interested can participate. In relation to the suggestion made by Ms TSANG Sau-ho,

Josephine that the road test shall be conducted under bad weather condition, because the Department needs to coordinate with many departments before the road test and requires the bus company to make coorresponding arrangements, together with the fact that it is hard to predict the weather, therefore it cannot be guaranteed that the road test can be arranged to be conducted under bad weather condition. But the Department understood the relevant proposal and will try to arrange. The Department understood the committee's concern about the use of double-deck buses to serve on route 3M, and will continue to keep in close contact with the bus company to strengthen the safety of the bus service.

52. Mr WONG Fuk-kan expressed that the Transport Department has once carried out works to improve the turn in Silvermine Bay. However, whilst the turn has been improved, the curve angle is still insufficient; causing the rear end of the bus to occasionally be driven onto the curb. He suggested the Highways Department to further widen the bridging space around that area to allow two vehicles to pass through at the same time.

53. Ms YUEN Kit Fung expressed that she will convey the proposal made by the committee member about the Silvermine Bay turn to the relevant colleagues for follow-up to be made. As to the opinion about Tung Chung Road and Yu Tung Road, She will discuss the relevant traffic arrangement after the occupancy of Mun Tung Estate with the relevant District Council Member(s) after the meeting.

54. The Chairman hoped that the Transport Department can arrange committee members to conduct road test as soon as possible, to inspect whether there are needs to improve the turn there.

(Mr TANG Ka-piu, Bill and Mr LAU Chin-pang left the meeting at around 3:45p.m.)

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離島區議會
交通及運輸委員會
文件 T&TC 15/2018 號

有關牌照巴士安全的提問

容詠嫦議員通知本會，在 2018 年 3 月 19 日舉行的交通及運輸委員會會議上，她將會提出以下提問：

" 本年 2 月 10 日，一輛載滿乘客的九巴 872 號線雙層巴士，在沙田馬場往大埔途中發生意外，導致多人死傷。在愉景灣有巴士公司營運往來愉景灣至欣澳及東涌的邨巴路線，巴士在繁忙時間載滿乘客，經翔東路前往目的地。

就此，本人請運輸署及愉景灣交通服務有限公司(交通公司)派代表出席會議，回應以下提問：

1. 請問運輸署現時對邨巴有何監管？

2. 請問交通公司：

   a. 在招聘車長時有什麼準則？會否審查車長的駕駛態度及有否不小心駕駛記錄？

   b. 車長每日的駕駛時間是多少？

   c. 車長在上班時更次與更次之間有沒有足夠的休息時間？ "

離島區議會秘書處
檔號：IS 141/4/02
日期：2018 年 2 月 27 日

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Islands District Council
Traffic and Transport Committee
Paper T&TC 15/2018

Question on the safety of licensed buses

District Council Member Ms YUNG Wing-sheung, Amy informed this Committee that she will raise the following question on the Traffic and Transport Committee meeting to be held on 19 March 2018:

"On 10 February of this year, an accident occurred near the Shatin racecourse towards the Tai Po direction involving a fully-loaded 872 double-deck Kowloon Bus causing multiple deaths and casualties. There are bus companies operating village shuttle buses in Discovery Bay commuting between Discovery Bay, Sunny Bay and Tung Chung. The buses are fully-loaded during peak hours and will pass by Cheung Tung Road driving towards the destination.

In this connection, I request the Transport Department and the Discovery Bay Transportation Services Ltd (Transportation Company) to send representative(s) to attend the meeting to respond to the following questions:

1. What regulations are in place on village shittle buses by the Transport Department?

2. As for the Transportation Company:
   a. What are the recruitment standards of bus captains? Would the driving attitude of the applicant and records of careless driving be inspected?
   b. What is the daily driving hour?
   c. Whether there is sufficient rest time for the bus captain within working hours, in between shifts?"

Islands District Council Secretariat
File reference: IS 141/4/02
Date: 27 February 2018

初　稿

離島區議會交通及運輸委員會會議記錄

日期：2018 年 3 月 19 日(星期一)
時間：下午 2 時正
地點：香港中環統一碼頭道 38 號海港政府大樓 14 字樓
離島區議會會議室

主席

黃文漢先生

副主席

張　富先生

委員

周玉堂先生, SBS
余漢坤先生, JP
陳連偉先生
樊志平先生
劉焯榮先生
余麗芬女士
李桂珍女士
鄧家彪先生, JP
容詠嫦女士
鄺官穩先生
周浩鼎先生
曾秀好女士
郭　平先生
傅曉琳女士
王媽添先生
何紹基先生
溫東日先生
袁景行先生
黃福根先生
劉展鵬先生

應邀出席者

黃智銳先生	路政署 高級工程師 2/港珠澳大橋
李永強先生	路政署 署任高級工程師 20/港珠澳大橋
陳　輝先生	路政署 工程項目統籌 17/港珠澳大橋
黃永輝先生	渠務署 高級工程師/顧問工程管理 2
鍾正航先生	渠務署 工程師/顧問工程管理 9
黎明有先生	離島民政事務處 高級工程督察
林　圓女士	香港鐵路有限公司 助理公共關係經理(對外事務)
胡家興先生	奧雅納工程顧問 駐地盤高級工程師
余漢榮先生	艾奕康有限公司 駐地盤總工程師
譚建輝先生	金門建築有限公司 地盤總監
莫錦華先生	金門建築有限公司 助理項目經理
張信揚先生	博威工程顧問有限公司 駐地盤高級工程師
黃聖忠先生	中國建築工程(香港)有限公司 助理施工經理
林子豪先生	九龍巴士(一九三三)有限公司 傳訊及公共事務部副主管
潘振剛先生	龍運巴士有限公司 經理(車務)
冼志賢先生	城巴有限公司/新世界第一巴士服務公司 經理(策劃)
尹慧嫻小姐	城巴有限公司/新世界第一巴士服務公司 總公眾事務主任

列席者

歐尚旻先生	離島民政事務處 離島民政事務助理專員(1)
蔡小敏女士	運輸署 高級運輸主任/離島
阮潔鳳女士	運輸署 工程師/離島 2
梁昭薇女士	路政署 區域工程師(離島)
彭紹端先生	土木工程拓展署 工程師/12 (大嶼山)
盧添發先生	香港警務處 署理大嶼山區行動主任
戴焯賢先生	香港警務處 長洲分區助理指揮官 (行動及刑事)
陳天龍先生	新大嶼山巴士(一九七三)有限公司 副總經理
曾啟亮先生	愉景灣交通服務有限公司 交通運輸高級經理
周淑敏女士	新世界第一渡輪服務有限公司 企業傳訊經理

秘書

陳嘉瑩女士	離島民政事務處 一級行政主任(區議會)

因事缺席者

黃漢權先生	
郭詩韻女士	運輸署 工程師/離島 1
黃　華先生	新大嶼山巴士(一九七三)有限公司 行政顧問
陳金洪先生	大嶼山的士聯會 主席

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VII. 有關牌照巴士安全的提問
(文件 T&TC 15/2018 號)

70. 主席歡迎出席回應提問的嘉賓：運輸署高級運輸主任/離島蔡小敏女士，以及愉景灣交通服務有限公司(交通公司)交通運輸高級經理曾啟亮先生。

71. 容詠嫦議員簡介提問內容。

72. 蔡小敏女士表示，現時非專營巴士服務(包括邨巴服務)一般由使用者和客運營業證持有人直接安排，運作時間較為靈活。運輸署現時並沒有規範非專營巴士公司車長的工作時間，但一直透過不同途徑與業界保持緊密聯繫，並提醒業界確保司機安全駕駛。據悉交通公司一直有參照署方的《巴士車長工作、休息及用膳時間指引》(《指引》)安排車長更表。

73. 曾啟亮先生回覆如下：

(a) 該公司招聘車長時，會先核實申請者持有合資格的公共巴士駕駛執照，申請者亦需接受由資深人員督導的駕駛考試，合格後才可繼續進行餘下的招聘程序。此外，申請者須於入職前向該公司提交由香港警務處發出的「過往定罪事項證明書」（俗稱「查牌紙」），以便該公司了解申請者的扣分和觸犯交通規例紀錄，紀錄良好者才會正式獲聘。最後，獲聘者須於入職前接受註冊西醫的體格檢驗，證明其有能力執行駕駛工作。

(b) 車長工時方面，每天上班時間平均約為 10 小時，當中包括不少於 1 小時的用膳時間及不少於 30 分鐘的小休時間。在編訂更表時，該公司會在每班次之間預留數分鐘讓車長休息。

(c) 雖然該公司並非專營巴士公司，但在編訂車長更表及工作時間時，均會參照運輸署向專營巴士公司發出的《指

引》，確保車長在下班後及再次上班之前有足夠的休息時間。該公司在愉景灣提供公司宿舍，居住較遠的車長可因應需要申請入住，以減省通勤時間。

74. 郭平議員表示，雖然專營巴士服務受《指引》規管，仍屢次發生交通意外及存在不少問題。運輸署曾於過往會議提及《指引》並不適用於邨巴服務，包括愉景灣邨巴。他詢問，既然《指引》不適用於邨巴服務，署方將如何監管邨巴車長的工作及休息時間。

75. 蔡小敏女士回覆表示，就非專營巴士(包括邨巴)的監管方面，署方主要查核其有否遵從客運營業證所許可的用途、發出條件和相關規定，例如有否按照服務詳情表提供服務。若有違規，署方會作出跟進。雖然署方沒有就非專營巴士的車長工時作出規範，但會透過與業界的恆常會議或不同渠道，提醒非專營巴士公司注意車長的休息時間及其他方面的安全措施。

76. 容詠嫦議員認為現時車長的工作環境及工時等條件並不理想，邨巴又不受《指引》規管，情況令人憂慮。她認為運輸署只透過與業界的恆常會議，提醒巴士公司遵從有關規定，但沒有制定規範，任由服務使用者和邨巴公司自行商討服務細則，有監管不力之嫌。她建議署方加強監管，並就車長工時、服務及過往駕駛態度等方面制訂指引。

77. 蔡小敏女士表示，就容議員提出有關制訂指引的意見，她會轉達相關組別作適當跟進。

(周浩鼎議員約於下午 4 時 10 分離席。)

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This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Draft

Meeting minutes of the Traffic and Transport Committee of the Islands District Council

Date: 19 March 2018 (Monday)

Time: 2:00 p.m.

Venue: Islands District Council Conference Room 14/F, Harbour Building, 38 Pier Road Central, Hong Kong

Chairman

Mr WONG Man-hon

Vice-Chairman

Mr CHEUNG Fu

Members

Mr CHOW Yuk-tong, SBS
Mr YU Hon-kwan, Randy, JP
Mr CHAN Lin-wai
Mr FAN Chi-ping
Mr LOU Cheuk-wing
Ms YU Lai-fan
Ms LEE Kwai-chun
Mr TANG Ka-piu, Bill, JP
Ms YUNG Wing-sheung, Amy
Mr KWONG Koon-wan
The Hon. CHOW Ho-ding, Holden
Ms TSANG Sau-ho, Josephine
Mr KWOK Ping, Eric
Ms FU Hiu-lam, Sammi
Mr WONG Ma-tim
Mr HO Siu-kei
Mr WAN Tung-yat
Mr YUEN King-hang
Mr WONG Fuk-kan
Mr LAU Chin-pang

Attendance by Invitation

Mr WONG Chi Yui, William	Senior Engineer (2) HZM Bridge, Highways Department
Mr LEE Wing Keung, Kenneth	Senior Engineer (20) HZM Bridge, Highways Department
Mr CHAN Fai	Project Coordinator (17) HZM Bridge, Highways Department
Mr WONG Wing Fai, Freddy	Senior Engineer / Management Consultant (2), Drainage

	Services Department
Mr CHUNG Ching Hong, Romeo	Engineer / Management Consultant (9), Drainage Services Department
Mr LI Ming Yau	Senior Inspector of Works, Home Affairs Department
Ms LAM Yuen	Assistant Public Relations Manager (External), Mass Transit Railway Corporation Limited
Mr WU Ka-hing, Humphrey	Senior Resident Engineer, Ove Arup & Partners Hong Kong Limited
Mr YU Hon Wing	Chief Resident Engineer, AECOM Asia Company Limited
Mr K F TAM	Chief Resident Supervisor, Gammon Construction Limited
Mr MOK Kam Wa	Assistant Project Manager, Gammon Construction Limited
Mr CHEUNG Shun Yeung	Senior Resident Engineer, KMP Technology (Project) Limited
Mr WONG Sing Chung	Assistant Construction Manager, China State Construction Engineering (Hong Kong) Limited
Mr LAM Chi Ho	Communication and Public Affairs Assistant Supervisor, Kowloon Motor Bus Company (1933) Limited
Mr POON Chang Kong	Manager (Bus Operation), Long Win Bus Company Limited
Mr SIN Chi Yin	Manager (Strategy), Kowloon Motor Bus Company (1933) Limited
Ms WAN Wai Han	Chief Public Affairs Supervisor, Kowloon Motor Bus Company (1933) Limited

In Attendance

Mr AU Sheung Man, Benjamin	Assistant District Officer (Islands)(1), Home Affairs Department
Miss CHOI Siu Man, Sherman	Senior Transportation Officer (Islands), Transport Department
Ms YUEN Kit Fung	Engineer (Islands)(2), Transport Department
Ms LEUNG Chiu Mei	District Engineer (Islands), Highways Department
Mr PANG Siu Tuen, Walter	Engineer (Lantau Island)(12), Civil Engineering and Development Department
Mr LO Tim Fat	Acting Operation Supervisor, Lantau Island District, Hong Kong Police Force
Mr TAI Cheuk Yin	Assistant Division Commander (Operations & Crime)(Cheung Chau), Hong Kong Police Force
Mr CHAN Tin-lung	Deputy General Manager, New Lantao Bus Co.(1973) Limited
Mr Peter TSANG	Senior Manager of Transportation, Discovery Bay Transit Services Limited

Ms CHAU Shuk-man, Anthea	Corporate Communications Manager, New World First Ferry Services Limited

Secretary

Ms CHAN Ka Ying	Senior Executive Officer (District Council), Islands District Office

Absent with Apology

Mr WONG Hon-kuen, Ken	
Miss KWOK Sze Wan, Cynthia	Engineer (Islands)(1), Transport Department
Mr WONG Wah	Executive Consultant, New Lantao Bus Co.(1973) Limited
Mr CHAN Kam-hung	Chairman, Lantau Taxi Association

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VII. Question on the safety of licensed buses
(Paper T&TC 15/2018)

70. The Chairman welcomed the guest who attended the meeting to respond to the question: Miss CHOI Siu Man, Sherman, Senior Islands Transportation Officer of the Transport Department and Mr Peter TSANG, Senior Manager of Transportation, Discovery Bay Transit Services Limited (Transportation Company).

71. Ms YUNG Wing-sheung, Amy briefly introduced the content of the question.

72. Miss CHOI Siu Man, Sherman expressed that currently non-franchised bus services (including village shuttle bus services) are generally arranged directly by users and the holder of the Passenger Service Licence, and the period of operation is relatively more flexible. The Transport Department currently has no regulation on the working hours of bus captains employed by non-franchised bus companies, but it has maintained close connection with the industry through different means and reminded the industry to ensure the operation safety of the bus captains. It is understood that the Transportation Company has been referencing on the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" ("Guidelines") in arranging for the bus captains' work shifts.

73. Mr Peter TSANG replied as follows:

(a) When the said company recruits bus captains, it will first verify that the applicant hold an qualified public bus driver licence. The applicant is also subject to driving examination under the supervision of a senior officer, and can only continue the rest of the recruitment process if he passes the examination. Besides, the applicant shall submit to the said company the "Certificate Relating to Previous Conviction" (commonly referred to as "check of licence document") before he starts to work so that the said company can understand the applicant's points deducted and the records of traffic offences committed. Only applicants with good record will be officially recruited. Finally, recruited applicants shall take body check by registered practitioners before starting to work to prove that he / she has the physical capability to execute driving works.

(b) In relation to the bus captains' working hours, on average the working hours is 10 hours per day, of which a meal break of not less than one hour and rest time of not less than 30 minutes is included. In arranging for the shift timetable, the said company will reserve for a few minutes of rest time in between each trip for the bus captain to take a rest.

(c) Although the said company is not a franchised bus company, but in arranging for the shift

timetable and work schedules of the bus captains, it will draw references on the "Guidelines" issued by the Transport Department to the franchised bus companies to ensure that there are sufficient rest time for the bus captains between each working day. The said company provides corporate dormitory in Discovery Bay so that bus captains who live far away can apply to stay there where necessary to reduce the time required to commute to work.

74. Mr Kwok Ping, Eric expressed that even though the franchised bus companies are subject to the regulation of the "Guidelines", multiple traffic accidents still occurred and there exist many issues. The Transport Department has mentioned in previous meeting that it is not suitable for the "Guidelines" to be applied to village shuttle bus service, including the village shuttle buses in Discovery Bay. He inquired that, if it is not suitable for the "Guidelines" to be applied to village shuttle bus service, how the Department can regulate the working hours and rest times of village shuttle bus captains.

75. Miss CHOI Siu Man, Sherman replied that, in relation to regulation of non-franchised bus (including village shuttle buses), the Department mainly inspects whether they have complied with the relevant permitted uses under the Passenger Service Licence, condition for licece and relevant regulations, such as whether provision of service is in accordance with the scope of service. If there is contravention, the Department will follow-up. Although the Department has not set regulation on the working hours of bus captains of non-franchised buses, it will remind the non-franchised bus companies through various regular meetings and other means to pay attention to their bus captains' rest times and other aspects of safety measures.

76. Ms YUNG Wing-sheung, Amy opined that conditions such as the current work environment and working hours of the bus captains are not ideal. The village shuttle buses are also not subject to the regulation of the "Guidelines", this situation is worrying. She opined that the Transport Department is doubtfully incompetent in regulation because it only tries to remind the bus companies to comply with the relevant regulations through regular meetings with the industry without setting regulations and allowing service users to negotiate terms and conditions of the service with the village shuttle bus companies on their own. She suggested that the Department shall strengthen its regulation and set up guidelines in relation matters such as the bus captains' working hours, services and previous driving attitude.

77. Miss CHOI Siu Man, Sherman replied that in relation to the opinion on the setting of guidelines raised by Ms Yung, she will convey the message to the relevant division for appropriate follow-up.

(The Hon. CHOW Ho-ding, Holden left the meeting at around 4:10 p.m.)

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香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界將軍澳培成路38號
西貢將軍澳政府綜合大樓四樓
西貢區議會
吳仕福主席，GBS，太平紳士

吳主席：

邀請西貢區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉西貢區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請西貢區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由西貢區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

[1] 委員會得悉於2012年至2018年2月期間，西貢區曾發生一宗涉及專營巴士並引致他人死亡的交通意外，即是在2016年12月12日，於寶寧路（近常寧路）發生的交通意外。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

西貢區議會
將軍澳坑口培成路38號
西貢將軍澳政府綜合大樓3及4樓

西貢區議會
Sai Kung District Council

SAI KUNG DISTRICT COUNCIL,
3rd & 4th floor, Sai Kung Tseung Kwan O Government Complex,
38 Pui Shing Road, Hang Hau,
Tseung Kwan O

檔號：(　　) in HAD SKDC 13/30/5/2
電話：3740 5277
傳真：2174 8355

郵寄及電郵函件

香港　金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務檢討委員會
秘書
陳炳輝先生

陳先生:

邀請西貢區議會向香港專營巴士服務檢討委員會提供書面意見

感謝　貴委員會於2018年5月4日來函邀請西貢區議會向　貴委員會提供書面意見。

根據紀錄，西貢區議會(包括其轄下委員會及工作小組)並沒有就2016年12月12日發生、涉及專營巴士並引致他人死亡的交通意外作出討論。就有關其他於2012年至2018年2月期間發生而西貢區議會曾經討論且涉及專營巴士的交通意外的會議文件及紀錄，已載列於附件。隨函附上相關列印文本以供參考。

如對本函內容有任何查詢，請與本人(電話: 3740 5277)或交通及運輸委員會秘書鄧加文女士(電話: 3740 5272)聯絡。

西貢區議會秘書劉丹女士

二〇一八年五月二十四日

連附件

附件

西貢區議會(包括其轄下委員會及工作小組)
就有關其他於 2012 年至 2018 年 2 月期間發生而西貢區議會曾經討論且涉及專營巴士的交通意外的會議文件及紀錄

會議 (會議日期)	會議文件及紀錄
交通及運輸委員會 (2012 年 2 月 16 日)	會議記錄 (見第 264 及 270 至 272 段) TTC_12_2_mc.pdf
交通及運輸委員會 (2012 年 4 月 26 日)	會議記錄 (見第 24 段) TTC_12_3_mc.pdf
交通及運輸委員會 (2012 年 11 月 22 日)	會議記錄 (見第 249 至 255 段) TTC_12_7_mc.pdf
交通及運輸委員會 (2013 年 7 月 25 日)	相關文件 SK_ttc_2013_106_TC.pdf 會議記錄 (見第 247 至 255 段) TTC_13_4_mc.pdf
區議會大會 (2018 年 3 月 6 日)	相關文件 SK_2018_076_TC.pdf SK_2018_089__TC.pdf 會議記錄 (見第 93 至 98 段) DC_18_2_mc.pdf
交通及運輸委員會	相關文件

會議 (會議日期)	會議文件及紀錄
(2018 年 3 月 22 日)	SK_TTC_2018_46_TC.pdf SK_TTC_2018_66_TC.pdf SK_TTC_2018_67_TC.pdf 會議記錄 (見第 73 至 75 段) TTC_18_2_MC.pdf

(已獲通過的版本)

西貢區議會
交通及運輸委員會
二〇一二年第二次會議記錄

日期：二〇一二年二月十六日(星期四)
時間：上午九時三十分
地點：西貢區議會會議室

出席者		到達時間	離開時間
吳雪山先生	(主席)	上午九時三十分	下午二時三十五分
劉偉章先生	(副主席)	上午九時三十分	下午二時三十五分
區能發先生		上午九時四十一分	下午一時二十三分
陳繼偉先生		上午九時三十分	下午二時三十五分
陳權軍先生，MH		上午九時三十分	下午二時三十五分
周賢明先生，MH		上午九時三十分	下午一時二十七分
張國強先生		上午九時三十分	下午二時三十五分
莊元苓先生		上午九時三十分	下午二時三十五分
鍾錦麟先生		上午九時三十分	下午二時三十五分
范國威先生		上午九時三十分	下午二時三十五分
方國珊女士		上午九時四十分	下午二時三十五分
邱戊秀先生		上午九時三十分	下午二時三十五分
何民傑先生		上午十時二十二分	下午一時十九分
簡兆祺先生		上午九時三十分	下午二時三十五分
林少忠先生		上午九時三十分	下午二時三十五分
林咏然先生		上午九時三十分	下午一時十六分
梁　里先生		上午九時三十分	下午二時三十五分
李家良先生		上午九時三十分	下午二時三十五分
凌文海先生，MH		上午九時三十分	下午二時三十五分
陸平才先生		上午九時四十三分	下午十二時十六分
譚領律先生		上午九時三十分	下午一時二十三分
溫悅昌先生，MH，JP		上午九時三十分	下午二時三十五分
邱玉麟先生		上午九時三十分	下午二時三十五分
林雅然女士	(秘書)	西貢民政事務處行政主任(區議會)2	

胡達志先生　　西貢民政事務處一級行政主任(區議會)
曾展鴻先生　　西貢民政事務助理專員

冼寶琼女士　　西貢民政事務處聯絡主任主管(將軍澳)南
朱家敏女士　　奧雅納工程顧問公司
黃灝倫先生　　奧雅納工程顧問公司
蕭鏡泉先生　　運輸署總工程師/交通工程(新界東)
劉漢偉先生　　運輸署高級工程師/房屋及策劃新界東
梁潔韻女士　　運輸署工程師/西貢
吳錦嫻女士　　運輸署高級運輸主任/西貢
許錦年先生　　運輸署工程師/特別職務 1
劉偉傑先生　　路政署區域工程師/將軍澳
陳慧儀女士　　路政署區域工程師/西貢
蔡榮輝先生　　香港警務處小隊指揮官(行動支援)(西貢分區)
張凱婷女士　　香港警務處行動支援小隊指揮官(將軍澳分區)
陳樹德先生　　香港警務處觀塘區(交通隊主管)

2. 主席歡迎各位委員和部門代表出席交通及運輸委員會(下稱「委員會」)會議。

3. 主席請委員在會議舉行期間，手提電話改用震動提示，避免影響會議進行。

4. 主席報告，**陳國旗先生**因事未能出席是次會議，並已於會前向秘書處申請缺席。

5. 主席表示，任何委員如未能出席會議，必須根據會議常規第 51 條，在該次會議舉行前，通知秘書處缺席的原因，以便委員會考慮是否同意有關的缺席申請。主席表示，如果各委員不反對，主席接納 1 位缺席申請。

6. 主席表示，為了讓會議有效率地進行，每位委員就某一議題參與討論或辯論的最高次數為兩次，每次發言的時限為兩分鐘。

(一) 通過上次會議記錄

7. 由於委員沒有提出任何修訂，因此主席建議通過上次會議記錄。

(二) 新議事項

西貢市交通及運輸顧問研究的建議 (SKDC(TT)文件第 21/12 號)

8. 主席請奧雅納工程顧問公司代表朱家敏女士及黃灝倫先生作介紹。

9. 朱家敏女士表示，自去年 3 月開始展開的西貢市交通及運輸顧問研究，至今已大約有一年時間。她表示，是次是首次參與交通及運輸委員會會議，並匯報研究結果。但報告內的建議屬於初步建議，並歡迎各委員和市民的意見，以作修改並加入建議書內。是次研究的範圍主要是於西貢區內觀察路旁客貨車上落活動、了解是否需要整合一些泊車位置，以及是否需要為駛車人士，增加泊車設施的指示。以及，推行就西貢市中心公共運輸交匯處(下稱“公共交匯處”)的整合，令海旁位置騰出更多空間，用作公共空間並發展露天廣場。她表示，是次研究主要為現時的交通流量、及上落客運輸問題，提供詳細的數據。她希望，藉著研究和參與是次會議，提出一些短期和中長期的改善建議，希望提供一些舒緩公共交匯處及停車設施的方案。是次研究中，顧問公司作出了一個大型的路口交通調查，特別關於公共交通設施的使用量，調查多少市民使用巴士線和小巴線等。以及就地點的分佈和上落客時間作出詳細的調查。另外，亦於西貢區研究範圍內的停車場設施作出調查和分析，了解停車設施是否足夠及調查停車設施的使用率。綜合調查方面，則主要於路口位置，就巴士站和小巴站作出上落客調查。另外，亦有調查一些大型停車設施的使用率。她表示，是次研究考慮的要點主要為：(一)有否需要整合兩個分別位於福民路的一號公共運輸交匯處及(二)位於西貢警處旁的二號公共運輸交匯處。因為兩個公共交匯處的使用率相差較大，二號交匯處的使用率較低，是次研究中的兩個解決方案為：

I. 方案一：由現時一號公共交匯處，轉移一些公共交通公具路線到二號公共交匯處。

II. 方案二：建議現時以一號公共交匯處為總站的公共交通公具路線，改以二號公共交匯處為總站，並以一號公共交匯處為分站。可將整個總站設施轉移往二號公共交匯處，或將一號

公共交匯處由總站改為分站，主要用作部分路線中途上落客。

她續指，顧問公司於設計時，亦考慮到分階段實施上述建議、建議的可行性和會否帶來滋擾等。她認為，有關現時的泊車問題，區內設有不少多層停車場供市民使用，但仍有不少關於西貢區泊車問題的意見。她認為，問題不在於區內，主要是因為假日司機不了解西貢市中心區內泊車的位置，以至於路面徘徊，並集中停泊於某些熟悉的停車設施。顧問公司會研究不同的路線，指引駕車人士到達不同的泊車場地，亦建議一些短期的改善措施，並檢討需否改為行人路或其他用途。她指出，繁忙時間時，區內一些路口出現交通擠塞的問題，她特別關注福民路和普通道兩個路口位置，並表示，根據交通調查範圍，於這範圍內調查了一系列的停車場使用率，包括多層停車場和一些短期租約形式的停車設施。顧問公司亦於迴旋處和景星廣場附近位置，作出了交通調查。她表示，顧問公司就交通情況作出了數據分析，現時大部分路口於早上高峰和下午高峰時間，交通情況尚可接受。至於普通道和萬年街的情況則較為嚴重，有作出改善措施的迫切性。就泊車問題，顧問公司就路旁泊車設施使用率和等候情況作出調查及分析。另外，顧問公司於多層停車場亦作出了使用率調查。調查發現，扣除傷殘人士使用位及一些預留位置，不少停車場，包括：西貢苑停車場、西貢花園和政府合署停車場，不論是假日或平日，使用率均非常高。而位置較遠的停車設施則有剩餘容量。現建議增加路牌指示，令使用情況得以改善及達至使用率平衡。她表示，除了研究交通擠塞問題，亦關注現時公共交通設施的使用情況。調查發現，於假日時其中一條巴士線的等候人數高達三百人，而小巴則有二百多人等候。如未來於公共交匯處作出整合時，會特別考慮作出適當安排。

她指出，是次諮詢提出幾個初步建議改善方案。首先是由於於萬年街和普通道的交通擠塞問題較為嚴重，現建議作出一個大型的路口改善，以整合兩個路口。她表示，顧問公司期望於是次會議中，商討能否實施一些交通管理措施，管制大型旅遊巴駛入內街的情況，包括會否考慮於限定時間，特別是繁忙時間內，限制大型旅遊巴駛入內街上落客。顧問公司建議安排旅遊巴於人流較少的地區上落客，而旅客亦能安全地到達海旁位置。另外，於福民路會建議限制旅遊巴於繁忙時間駛入內街，並改道往美源街上落客。她期望整合兩個公共交匯處後，以騰出近海邊的土地作新增露天廣場；而兩個公共交匯處會作出重整和改動，以配合用作一個中途站的安排，有些巴士路線並不需要以該站作總站的安排。因為總站設施需要更大的空間去讓巴士作停泊，和需要設立車長的休息室，此等會佔用更多空間。她建議將一些路線轉移往二號公共交匯處。她表示，除了希望於美源街善用二號公共交匯處外，更希望於該處增設旅遊巴停泊位置。雖然美源街距離海旁位置較遠，但會考慮業界的運作，建議先落客，再讓司機駕駛旅遊巴到指定的停泊位置。這可使旅遊巴有一個停泊位置，亦有一個上落

客位置。旅客可以步行前往海旁方向，而司機可以駕車往停泊位置，這可遠離交通較為擠塞的地區。萬年街和宜春街亦會新增旅遊巴上落客區。她表示，相關的巴士路線會作出線路調動，現時部份路線會由普通道駛入一號公共交匯處作總站。現考慮將大部分路線分流，以一號公共交匯處作分站，上落客後沿惠民路駛回美源街的總站。美源街的巴士總站會作出改善和整理，除了上落客外，亦會增加足夠的巴士停泊位置。而巴士離開西貢時，會先經一號公共交匯處作分站後離開。小巴線亦會作出整合，而較多市民使用的巴士線和小巴線的上落位置會作出調整，以增加乘客等候巴士的空間。同時，她希望於一號公共交匯處的位置增設立新界和九龍的士上落客區，因現時一號公共交匯處缺乏的士上落客區。整合後的一號公共交匯處能服務更多不同的旅客。她建議一號公共交匯處作上落客用途，而需要停泊較長時期的路線，則安排使用二號公共交匯處。她表示，二號公共交匯處經整合後，會增設小巴站和的士站。至於美源街方面會貫通至迴旋處，以配合一號公共交匯處作分站的建議。至於旅遊巴停泊處方面，則會安排於美源街作位置。

為配合巴士運作，以及改善福民路的車輛問題，建議限制旅遊巴於繁忙時間駛入福民路、惠民路、萬年街及宜春街。同時，建議安排旅遊巴停泊於美源街附近，令旅遊巴可以由普通道駛入。經美源街方向駛往研究中的上落客區，落客後轉往美源街的旅遊巴停泊位置。再者，她建議於翠塘花園和景星廣場附近作出一些修改，由萬年街作上落客的旅遊車改為於翠塘花園和景星廣場附近上落客。她希望上述建議能改善萬年街的交通擠塞問題。她表示，將惠民路的一些花槽位置改為旅遊巴的上落客位置，同時，亦會正視普通道和萬年街的交通擠塞情況。因為該情況已超越可接受的水平。她希望就是次商討研究方案的機會，提出一個大型的改善建議。由於現時的路口是以非交通燈的形式控制，而較後一點的位置則設有行人過路燈，因此，建議將行人過路設施轉移到萬年街的路口位置，以配合交通流量。現設置兩個過路位置，車輛無論於九龍方向或市中心方向駛入萬年街，均會經過交通燈位置。她建議將萬年街改為單向行車，亦建議貫通現時停車場位置作車輛出口。她表示，整理後車輛無須再經交通燈駛離萬年街，由萬年街左轉便可以往九龍方向，而右轉則可以往市中心。她表示，萬年街的位置需要貫通現時的停車場作出口用途，故此有需要取消數個咪錶停車位置。而貨車位方面會安排在附近位置。為配合該區需要，建議於普通道一些較大型的花槽位置，改為上落貨位置之用。至於，停車場指示情況，現時運輸署設有新增指示牌的安排。她會研究是否可以作出整合指示性較多的指示牌，以顯示現時區內多個停車場空位的數量。但根據現時機制，發現這些指示牌需要多個管理機構的配合，加上區內停車場由不同的機構擁有，故需要較長時間作出改善。所以，現時短期建議增施普通指示牌，提示停車設施的位置。經考慮整

合不同機構配合作出指示性較多的指示牌的可行性後，會作出一個長期建議，以增設一個有系統性的資訊泊車指示系統。她表示，會參考現時領匯旗下停車場的區域資訊泊車指示系統。

10. 方國珊女士認為顧問公司的建議很創新，但提交研究報告的時間過於趕急。關於取消第一個交匯點轉往天后廟的路口，她認為會引起社區很大的關注和討論。她亦感謝顧問公司有關旅遊巴停泊位置的安排和增設區域性電子資訊泊車系統。由於現時有不少鄉郊居民會使用研究計劃建議取消的過路處，她認為會引起市民很大的迴響。她歡迎顧問公司就是次研究計劃到地區聽取市民的意見，及歡迎顧問公司對公共交匯處和西貢運動場附近的道路作全新編排。另外，她表示，曾有小巴車長反映龍船公園與小巴站的距離很大，她希望顧問公司能夠跟進上述問題。

11. 邱戊秀先生歡迎顧問公司的建議。有關宜春街的路口改善，他建議顧問公司與西貢街坊值理會商討後，才實行有關改善措施。他建議於普通道和萬年街之間往九龍方向，擴闊道路以方便的士或小巴上落客。另外，於西貢鄧肇堅運動場附近的惠民路增設一個出口，令巴士和其他車輛於適當和安全停泊或上落客。此外，他建議研究公司小心安排交通燈的改善建議，因為於週末和假日由西貢公路經普通道的車輛流量較大，改善交通燈設施時需更小心交通燈時間的安排。他就顧問公司建議於萬年街限制旅遊巴駛入落客表示歡迎。他明白警方不時需於該區驅趕停泊之旅遊巴士，但由於不少旅遊巴乘客是長者，他認為警方不能於落客時作出驅趕行動，令萬年街交通更擠塞。

12. 周賢明先生認為，顧問公司的計劃很詳細和值得各委員研究。但他表示，但提交研究報告的時間過於趕急。他認為研究建議中附件一的提議很具創意。然而將萬年街改為單程路，將會令車輛難以駛離路口，因而需要一個更詳細的路口設計。他表示，整體上計劃是可行的，但顧問公司可以考慮車輛於駛離西貢政府合署時右轉，令駛離政府合署的車輛不必經由內街離開。另外，他同意增加泊車設施指示牌和同意限制旅遊巴駛入萬年街的建議。他亦建議限制旅遊巴駛入親民街和巴士站，而福民街和惠民路則無需限制旅遊巴駛入。他同意顧問公司改善兩個公共交匯處的建議。

13. 凌文海先生認為，各委員均認同西貢市中心的交通是需要重整的，但他認為交通改善工程是十分龐大的，對未來西貢的工商業發展和市民的居住文化會帶來影響。但他表示，因為顧問公司的計劃書提交時間過於趕急，故暫時未能詳細了解計劃的建議。他不理解顧問公司為何要將糖水店門外的行人過路處，轉移到樂育神學院附近的位置。他猜想改動主要希望令交通更暢順，但卻需要改變崇真中學附近

居民的生態。他表示，有不少居民使用該行人過路處，顧問公司應小心考慮改善的建議。至於，限制旅遊巴士駛入萬年街方面，他認為主要於假日或週末，才有較多旅遊巴士於萬年街和宜春街上落客，但顧問公司建議安排旅遊巴改為於離海旁位置較遠的位置上落客，此舉會引起旅客和商戶的不滿。

14. 陳權軍先生對是次研究計劃提出四條問題和兩項建議。

(一)就有關如何改善普通道和萬年街交界處的安排，他認為，西貢每年都有天后寶誕活動，屆時該處會進行封路措施。而戲棚會搭建到彎位位置和傷殘人士通道位置，他擔心屆時彎位沒有足夠位置讓車輛駛出，造成人車爭路的情況。

(二)他指出，該區有不少商鋪，詢問應如何解決由取消客貨車咪錶停泊位置，而造成客貨車不能上落貨的安排。

(三)現於普通道彎位位置，有兩個傷殘人士車位，他詢問，將來會於何地方重新設施傷殘人士車位。

(四)於普通道之五金店前有一個有三十多年歷史的萬宜灣村牌坊，改善公程會否對它有影響。

(五)他建議，現時先實行於繁忙時間限制旅遊巴士使用萬年街。

(六)另建議，顧問公司先作地區諮詢，及回覆改善工程預計動工和完工時間。

15. 溫悅昌先生同意上述委員的意見。有見於假日時間西貢市中心的交通非常繁忙，他歡迎顧問公司的改善建議。他認為，是次研究無論於道路改善或交通安排均有非常大的改變。顧問公司日後應作出更多諮詢。他指出，改善假日交通問題的迫切性較平日大，並指出建議的改善對西貢區市民的影響很大。另外，有關研究計劃附件一，他未能了解移動交通過路燈的原因，並認為改善前及後的分別不大。由於該處於假日時間因交通燈號問題導致交通擠塞；因此，他建議顧問公司多作諮詢，或考慮同時取消兩個交通燈號，認為改建天橋更能改善交通。

16. 李家良先生相信顧問公司是次的研究計劃是經過詳細的數據分析。而他作為西貢區議員，對研究計劃中附件一的建議亦有所保留。他指出，沙角尾的居民一直都要求改善安全島，因不少長者過路是難以由視力判斷車輛的速度，他歡迎該地點能改變為行人過路燈。但他

擔心，若轉移行人過路燈至較遠的位置，將來居民可能會不惜冒生命危險橫過馬路。故他認為，研究計劃中附件一的建議需要作更長時間的諮詢。現時舊醉瓊樓的位置原來是沒有過路需要的，但改善工程後便會增設路口，因而有需要增設過路設施，但研究計劃中並沒有此建議。他希望顧問公司回應。另外，他亦建議爭議性較少的附件二可優先進行，即增加泊車指示路牌和增設資訊泊車指示系統。

17. 邱玉麟先生贊成，將於滿記附近的行人過路燈改為行人隧道或天橋，使該區的居民能直接到達市中心區和天后廟的位置，對於改善流量會有一定幫助。至於，有關增設交通燈以疏道萬年街，他認為該建議很好。另外，有關鄧肇堅停車場位置，有不少巴士司機反映該地點存在問題，他建議於福民街和惠民街的垃圾收集站增設路口和建立單程路。如運動場設有活動舉行，將會有大量人士經不同交通公具到達當地，造成交通擠塞。

18. 朱家敏女士回應，於整合多位議員的意見後，顧問公司會作出進一步研究。有關行人過路設施，其實並不是取消，只是向前移動約五十米至路口的位置而已，作為整合的交通安排。於數據上顯示，整合安排是能夠平衡了人和車的流量。她明白居民由山上經行人過路處到達西貢街市是相對地直接的，但行人過路燈經改善後，居民是需要走多一點的路才能到達西貢街市。但這個安排能夠改善現時交通的情況，顧問公司亦跟警方商討，認為現時彎位過急，若能將行人過路處向前移動會更為安全。她認為計劃能有效改善交通擠塞和安全問題。另外，她表示改善措施會於路旁，故不會影響萬宜灣村牌坊，但需要進一步觀察牌坊的問題。她表示，會繼續研究傷殘人士位置會重新設立問題。另外，她回應有關於繁忙時期限制旅遊巴士駛入萬年街的事宜，現除了建議改於惠民路增設旅遊巴士上落客位置外，亦考慮利用於翠塘花園露天停車場位置之三至四個私家車車位，讓旅遊巴有足夠的位置調頭。此建議經測驗後，證實是可行的。她認為，委員提出了不少很好的意見，有關鄧肇堅旅遊巴停泊位置，顧問公司會進一步研究可否於垃圾收集站位置增設出口。她感謝議員支持是次研究計劃的改善措施，亦為計劃文件提交時間過急致歉。她表示，是次計劃為初步諮詢，於聆聽各議員的意見後，會作出修改然及下一步研究，並會與地區人士作更深入的諮詢。

19. 李家良先生補充，舊醉瓊樓位於天后廟外有一間西餐廳附近的位置，計劃中建議增設一個路口，但卻沒有計劃於該處增設行人過路處，他質疑會否造成行人的危險。

20. 朱家敏女士回應，計劃貫穿停車場作新增路口時，已有計劃佈置兩個行人過路處，但並不是以行人交通燈形式設計。

21. 邱戊秀先生表示，於過去一年半期間，收到數封有關美源街公共交匯處沒有被市民善用的信件。他希望能轉達意見予有關部門。此外，他指出，雖然建造了美觀的公共交匯處，卻只是於假日出現數班巴士班次，因此建議轉移巴士線和小巴線到美源街公共交匯處，以減少福民街的交通擠塞的情況。

22. 方國珊女士表示，有關福民路會設立一個於繁忙時間限制旅遊巴駛入的建議，她表示了解有大型屋苑設有穿梭巴士服務，希望查詢顧問公司對旅遊巴的定義，和應關注會否影響本區的居民。由於顧問公司已計劃於美源街設立旅遊巴停泊位置，她查詢，福民路的交通流量會否還很高。她表示，希望於會後收到有關數據。

23. 主席表示，請奧雅納工程顧問公司跟進委員的意見。並對顧問公司提交研究計劃時間過急，沒有足夠時間供委員審閱，表示遺憾。

【由委員提出的十四個動議】

要求運輸署於寶琳北路往康盛方向(近欣明苑商場外位置) 增設 296M 巴士站，以方便居民及長者。
(SKDC(TT) 文件第 1/12 號)

24. 主席請委員參閱由林少忠先生動議，林咏然先生和議的文件。

25. 林少忠先生補充，由於 296M 號多為山上居民選用的巴士線，而康盛花園、景明苑和翠林邨的居民年紀漸大，若長者需要到山下的診所或安老院時，則要多走一段路至佳景路的位置登車，此舉對長者而言是較為遙遠和吃力。他建議於現有巴士站增設 296M 號巴士站，方便居民和長者。

26. 吳錦嫻女士回應，現時第 296M 號由坑口往康盛花園的回程服務，途經欣景路的巴士站後，下一巴士站位置是寶林北路近英明苑。對於林少忠議員的建議，她表示，運輸署已與巴士公司進行磋商，巴士公司表示會積極考慮上述建議。待有詳細結果後，會向委員會作進一步匯報。

27. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

要求運輸署協調九巴、城巴及新巴，提供新巴路線 798 的大老山隧道跨巴士公司轉乘優惠
[SKDC(TT)文件第 2/12 號]

[redacted]

要求港鐵為二十五歲以上全日制學生提供學生車費優惠
(SKDC(TT)文件第 3/12 號)

[redacted]

要求增設全日服務的將軍澳往來荃灣巴士線
[SKDC(TT)文件第 4/12 號]
要求開辦將軍澳至荃灣巴士服務途經翠林邨及康盛花園
[SKDC(TT)文件第 6/12 號]
要求加開巴士線由日出康城經將軍澳往荃灣
[SKDC(TT)文件第 9/12 號]

37. 主席請委員參閱由范國威先生和鍾錦麟先生動議，張國強先生和梁里先生和議的文件。

38. 范國威先生表示，希望本年的巴士路線發展會出現好消息，而不只是削減服務。

39. 吳錦嫻女士回應，要求增設由將軍澳往荃灣的巴士線的意見，於歷屆交通及運輸委員會中亦有提出。她清楚明白委員會的要求，並於是次會議的跟進報告文件第 17 號中，亦就早前會議委員提出的建議作出報告。運輸署正就有關建議作出研究，待有進一步消息後，會再與委員會作進一步商討和諮詢。

40. 張國強先生認為，需要就有關議題提出補充資料予運輸署備悉。

41. 李家良先生認為，是次會議議程中第 4、6、9 項動議內容相似，均是就有關爭取於將軍澳不同地點增設往荃灣的巴士路線，他建議將有關文件作合併討論。

42. 陸平才先生同意李家良先生的意見，文件第 4、6、9 號的內容極為相似。他認為，根據會議常規，主席可將以上三項動議作合併討論。另外，於前三屆區議會會議上，委員均已極力爭取既辦將軍澳增設往荃灣之巴士線。他相信每位委員均期待能成功爭取增設往荃灣之巴士線。

43. 由於委員沒有反對，主席因此通過將(SKDC(TT)文件第 4/12 號)、(SKDC(TT)文件第 6/12 號) 及(SKDC(TT)文件第 9/12 號)作一併討論。

44. 林少忠先生表示，於 2008 年開始於會議上討論上述動議，並指出，上屆終於成功爭取增設將軍澳往沙田的巴士路線，以服務將軍澳和沙田的居民，而現時往沙田的路線卻忽略了山上的居民。他希望將來往荃灣的路線，能做到南北兩區獨立分開兩條巴士路線，以服務將軍澳全體市民。

45. 譚領律先生表示，於第 6 項動議中，希望往荃灣的路線能途經翠林邨和康盛花園，目的是顧及山上居民的交通服務需要。惟運輸署沒有考慮往沙田路線能途經山上的方案。他指出，縱然是機場線，亦需要花上約十多年時間，康盛花園和翠林邨之居民才能直接使用 E22A 號路線。他指出，若運輸署規劃往荃灣的巴士路線時，必須優先考慮山上居民的需要，山上居民對接駁巴士到港鐵站的服務有極大的需要。

46. 陳繼偉先生希望運輸署盡快就有關方面展開研究。他希望爭取巴士公司能安排更多資源於將軍澳區，而不是調動現有的巴士線。他認為巴士公司需考慮該線路的成本和利潤，才會增設有關路線。至於安排爭取巴士資源方面，是運輸署與巴士公司之間的工作，而不是區議會的工作。他指出，如資源許可，應考慮能否分開南北兩條獨立的巴士線往荃灣，這樣能照顧南北兩區，亦不會出現太多爭論。若資源分配不均，應吸取 798 號路線的經驗，巴士線於整個將軍澳區行駛，會導致車程過長。他希望有關方面能做得更好，考慮於重點地區設置分站，而不是每個地區都設置分站。

47. 陳權軍先生認為，於幾個將軍澳指定集中點作為分站。若出現巴士路線過多而乘客太少的情況，巴士公司則需要維持成本，屆時只會令票價上升和車程過長，會令市民更不便。他表示，現時有不少關於將軍澳的空氣質素越來越差的意見，若增加巴士路線，只會增加廢氣排放和噪音問題。他認為，將軍澳的形象是健康城市，但這項建議對環境和空氣質素會有一定影響。

48. 由於委員沒有反對，主席因此建議通過上述第 4、6、9 項動議及要求運輸署跟進委員的意見。

建議由調景嶺區前往康盛、翠林之 93M 特別班次改為全日服務或增加班次
[SKDC(TT)文件第 5/12 號]

49. 主席請委員參閱由梁里先生和范國威先生動議，張國強先生和鍾錦麟先生和議的文件。

50. 梁里先生補充，現時 93M 號只有上午 6 時 50 分和 7 時 05 分開出的兩班班次。他認為，運輸署希望能方便學生前往康盛或翠林區上學，但亦需要照顧下課時間學生使用該路線。若運輸署希望方便調景嶺區的居民與康盛或翠林區的居民互相往來，更應該增加班次，而不是每天只開出早上兩班班次。

51. 譚領律先生認為，現時 93M 號的兩班特別班次是屬資源錯配。運輸署的原意是不希望影響由寶林開往藍田的班次，而實質上市民需要的是山上和調景嶺區現時並沒有直接的交通服務。由於康盛花園附近有不少中學，而翠林邨附近亦有職業訓練局青年學院，而於本年九月，中文大學會於女拔萃的舊校舍開設一個校外課程學校。調景嶺亦有不少中小學。單是學生的需求已不少，現時的兩班班次是不足夠服務市民的。他質疑，為何乘客由調景嶺往藍田要途經山上，而不是乘坐港鐵由調景嶺前往藍田。他認為，當局應考慮兩地連接的交通服務。他質疑，當局是否認為安排兩班班次便能解決服務需求的問題。

52. 林少忠先生表示，由於 93M 號的兩班班次不是雙向行駛，故不能夠便利康盛花園和翠林邨的乘客。加上路線於回程時是以寶林為終點站，而不是以調景嶺為終點站。他指出，由知專學院乘港鐵到寶林站再轉乘 17M 號等候的人數眾多。並認為，如可將 93M 改為全日服務將軍澳區居民，相信能有效舒緩寶林區山上居民的需要。

53. 陳繼偉先生對這個方案有所保留，他不明白為何運輸署設立這條巴士路線。他指出，除非是調景嶺的居民到山上上學，否則沒有必要乘坐車資約 5 元的巴士路線，及再花費雙倍的車程時間往藍田，而不是利用車資較少及車程較快的港鐵往藍田。他認為，這條路線主要是照顧學生的需要。他希望運輸署回應有關 93M 號使用情況或數據等資料。

54. 鍾錦麟先生對委員的意見有所保留。他認為，93M 號的路線是有存在的價值，因為路線並不是只駛往藍田港鐵站，便轉由將軍澳道回程。他指出，若此路線只是服務藍田港鐵站附近，早於港鐵將軍澳線開通時就已被取消。他認為，需要面對 93M 號於未延線時乘客人流減少的事實。他認為，值得嘗試改善和擴充 93M 號路線。他希望吳錦嫻女士能就有關 93M 號路線，補充延線後乘客流量的數據資料。

55. 吳錦嫻女士回應，現時第 93M 號早上由彩明公共運輸交匯處開出的兩班時間分別為上午 6 時 50 分和 7 時 5 分，。當初建議延線的目的是希望盡量利用現有資源，透過延線去滿足乘客對調景嶺至翠林/康盛的服務需求，同時，不會因為延線後的票價調整，影響現有使用有關服的乘客。她表示，運輸署一直有留意第 93M 號延線後的乘客量。並於較早前曾為該兩班車進行上落客調查，發現於康盛花園下車的乘客有一定人數，相信當中較多為學生。她指出，調查證明第 93M 號路線是可以於早上時間，服務到調景嶺區的居民和學生。根據過往的調查中，無論是寶林區或山上的使用者，均有不少是前往藍田區上學。她重申，運輸署希望盡量利用現有資源，同時盡量不影響現有使

用該路線的乘客。而於整體調查中，顯示第 93M 號路線的第一班車的最高載客人數為 76 人，即載客量約為 54%；而第二班車的載客量則低於 30%，乘客量不足以支持增加班次的建議。運輸署會密切觀察乘客量增減的情況。

56. 鍾錦麟先生認為，這是一個已於歷屆會議中多次提出的議題，但巴士公司和運輸署卻沒有決心實行，只是推出雙向分段收費計劃：即乘客於登車時付款，再於下車時將八達通卡放於感應器，便會回扣優惠款項給乘客。這是一個能延長來回程路線而不會影響現有乘客的方案。他希望運輸署和巴士公司積極考慮這些方案。

57. 主席表示，因委員意見不一致，請委員投票表決，投票結果如下：

贊成：14 票
反對：0 票
棄權：3 票

58. 動議獲得通過，主席請運輸署繼續跟進委員意見。

建議成立西貢區巴士路線工作小組，全面檢討區內巴士服務。[SKDC(TT)文件第 7/12 號]

59. 主席請委員參閱由譚領律先生和溫悅昌先生動議，區能發先生和陳國旗先生和議的文件。

60. 譚領律先生指出，於過往的交通及運輸委員會會議上，運輸署每年均會提出一個巴士路線發展計劃，但每年所提出的計劃都會引起爭議，計劃亦以削減服務為主。過往亦有很多不同的聲音，就應否檢討巴士路線的服務情況，並考慮重整和新增巴士路線提出建議。他認為，應該設立一個工作小組，能為委員帶來恆常與運輸署和巴士公司的代表商討的機會。他希望巴士公司和運輸署能採納更多委員會提出的意見，更有效地解決區內的交通問題。

61. 鍾錦麟先生表示支持上述動議。他表示，若各委員贊成設立巴士路線工作小組，他希望查詢工作小組有那些職權。他表示，有見其他區份能取得區議會的資源，聘請顧問公司研究該區居民生活和交通的習慣，從而取得客觀數據去了解居民的需要，而不是只局限於交通及運輸委員會上向運輸署和巴士鐵路科提出改善方案。他希望能設立公眾論壇，讓市民有一個機會和場合去了解巴士公司、運輸署和區議會增減巴士服務時的考慮。至於運輸署和巴士公司於工作小組能有多少參與和承擔，而令巴士公司更有效率去營運和提供服務，則需要以議

會的共識去實行。巴士公司每年都希望削減服務，於不能削減時便向區議會推卸責任。他希望巴士工作小組能改變現時的局面。

62. 陳繼偉先生表示，汲取過往四年的經驗，是否成立工作小組只是形式上的問題，而實際精神在於每次於工作小組會議時，都只有運輸署的同事出席會議，即使每天都舉辦會議，進展不會很大。反觀，如能邀請更高層次的官員出席與委員會溝通並作出承擔和決策，更能解決問題。他表示，如工作小組能於每年作出一個年度檢示，或與運輸署高級官員和巴士公司作出聯席會議，則更有效。他希望能由主席帶領，於精神和層次上更有效力推動區議會的訴求和反映訴求予有關部門高層人士。

63. 吳錦嫻女士回應，是否設立工作小組會是委員會按其需要而作出的決定。她表示，若設立工作小組，她會聯絡巴士公司一起參與。但她請委員考慮現時委員會會議上，已有不少有關改善巴士路線的議題，委員需要考慮工作小組的會議上會否出現議題重複的現象。她表示，委員於交通及運輸委員會會議中提出的各議題，她有責任跟進或將議題轉介至相關部門跟進。她亦會就議題與相關部門作出了解和跟進後，於委員會會議中作出匯報。這個模式於運輸署的運作是不會改變的。故若邀請運輸署其他同事或規劃路線的同事參與工作小組會議，她希望不會是討論一些重覆的議題。。她表示，是否成立工作小組及其職權工作範圍會留待委員會決定。

64. 林咏然先生表示，以往曾設立工作小組。由於交通及運輸委員會會議時間較長。他認為，成立巴士路線工作小組有好處，於工作小組會議上討論具體的方案，能使交通及運輸委員會會議更有效進行。故此，他同意設立巴士路線工作小組。

65. 鍾錦麟先生補充，成立巴士路線工作小組與於交通及運輸委員會會議上討論議題的分別。(一)，能減少會議的時間而不至於過長。 (二)許多時候於處理巴士路線改善是一個兩難的局面，因為每位議員都有代表自已的選民，故希望巴士路線能駛經自已的區份。但如巴士路線途經整個將軍澳區，車程會過長，故需要一個平台去反映和討論以達至共識。(三)運輸署常以乘客量及資源問題，推卻委員的建議。他表示，能於工作小組上取得更多有關資料，使議員能於會後作研究，理性分析現時巴士資源用於那一方面及為居民爭取更多服務。

66. 譚領律先生表示，於每年三、四月份，運輸署提交的巴士路線發展計劃是沒有經過委員會作深入討論及參與制定計劃。當委員不同意部分計劃，運輸署於下年度亦會重新提交。如是者，相同的路線需要經過幾年的時間討論，如 E22A 號路線如何服務山上居民都經歷數年

討論，最終於去年成功爭取為山上居民服務。現時有些巴士路線於將軍澳開發時已開設，並服務將軍澳超過二十多年。他認為，這些路線若存在問題，如 93K 號路線的班次過少、95 號路線的設計過於迂迴。是否需要討論有關巴士路線要作出改善，既滿足乘客需求，亦明白巴士公司的資源分配。他認為，需要一個平台去作討論，而並非將現時的動議於工作小組中作重覆討論。

67. 陸平才先生認為，於過去兩屆議會中，每年二、三月份運輸署均會提交一份巴士路線發展計劃給議會討論。每次議會討論時，都發現計劃與議員的期望不乎。委員會亦曾經要求運輸署、區議會、三間巴士公司及港鐵公司，作一個聯席會議討論；故現設立一個由議會作主導的工作小組，邀請上述的機構一同討論。於本年的工作小組會議，討論下年度的路線發展計劃，會更加符合議會的要求，同時，委員亦明天其他部門的苦衷。他認為，這樣更為有效；否則，每年運輸署均會推出一個不符合議員要求的巴士路線發展計劃，發展只會停滯不前。對於受害居民來說，這並不是一個好的方案。例如：A29 號路線可實行，但事後卻奪去 E22A 號路線的資源。將軍澳南區的議員亦因而受市民責怪。

68. 方國珊女士她認為，不應批評其他議員沒有於會後繼續為議題作研究。她表示，於寶林北路調查巴士班次失準問題時，是以私人的資源，分別記錄每輛巴士到站的時間去作出調查。故此，她請各委員不要於區議會大會或交運及運輸委員會上，批評其他同事沒有為議題作出研究和準備。她同意設立巴士路線工作小組，但不理解為何專員設立了一個影響力更深的地管會，但只限制於主席、副主席或署方等人參與討論。假如可以讓更多議員，不論政黨或獨立人士都可以參與討論就更能解決問題。她認為，工作小組與地管會均具相同的功能。

69. 何民傑先生表示，於本屆區議會上作出了改革，委員會取消了增選委員。會議的時間和發言的次數應該相對地刪減約三分之一。他認為，委員會應多花一點時間，深入討論政策問題。他對成立巴士路線工作小組存有疑問。他認為，針對某工作小組負責執行，而議題的細節不應再於委員會上作出討論。但涉及政策的方案，則應於委員會上與相關部門作出討論。為避免議題重覆，不應再邀請相關部門代表出席工作小組會議。若然沒有部門代表出席，而只有議員參與討論，除非議題的出發點在於西貢交通及運輸委員會要制作一份報告書，或委托機構就西貢將軍澳區公共交通研究報告或策略建議，而成立小組作討論，否則恆常的工作小組未必能發揮到其效果。他認為，秘書處於處理文件或跟進動議外，再扮演其他角色，於每一屆委員會完結時，秘書處都能將一年內由大會通過的動議作出整理，報告動議通過後相關部門的行動。他建議，秘書處可以於定期作出上述工作報告。令議

題於通過後的跟進更清晰，不至於不了了之。他表示，並不是完全反對成立工作小組。但建議工作小組需要清晰而並不是恆常的。例如運輸署下年度的巴士路線發展計劃，工作小組可否於計劃提出前，針對計劃內容與運輸署作出討論，不是於運輸署提出計劃後再作討論，以及建議委員可以參與運輸署設計下年度的路線發展計劃。

70. 邱玉麟先生表示，他於上一屆沒有參與交通及運輸委員會，而對不起他選區的居民，他的選區大部分為郊區地方，他表示遺憾。他認為，運輸署於某些情況下並不是以民為本。例如：91M、92 和 91 路線，於不同時間開出，但卻於同一時間到達終站。故於繁忙時間，當區居民需要等候十五分鐘才有下一班車輛。他期望，運輸署能切實地解決問題，及與委員會有充份的合作。

71. 主席表示，因委員意見不一致，現作投票表決，投票結果如下：

贊成：18 票
反對：1 票
棄權：1 票

72. 動議獲得通過，主席請運輸署於檢討巴士路線時與工作小組討論。

73. 吳錦嫻女士表示，交通及運輸委員會其下的工作小組，會較為恰當由秘書處跟進開會日期，及由委員會自行決定工作小組的參與人士。

74. 周賢明先生表示，以往都有成立過相關的短期工作小組，因剛才討論時沒有提出工作小組的期限，故假設巴士路線工作小組並非常設工作小組，而因為有特別需要才加長工作小組的期限。而參與工作小組人數由議會決定。以往只有一次由外聘顧問公司作出研究，當時花費了十萬元聘請顧問公司，研究由西貢墟開通路線往九龍，研究結果為有需要開通。如果區議會能提供資源，則會考慮作大型研究區內路線的改善。他認為，各委員都清楚區內路線和居民的需要，工作小組主要是讓委員有機會集中討論不同地區和如何平衡巴士公司的服務，而不用花上太多時間於交通及運輸委員會會議上作跟進事項。他因而贊成成立巴士路線工作小組。

75. 陳繼偉先生表示，於上屆會議時已提出應該定期一年一次到運輸署與署長或副署長會面。能否於下一次會議時整合上年度已通過的動議，檢討通過動議的改善進度，再作討論。

76. 主席表示，需要為非常設巴士路線工作小組選出一位召集人。

77. 林少忠先生表示，以經驗來說，周賢明先生曾任交通及運輸委員會主席，故此推薦周賢明先生為非常設巴士路線工作小組的召集人。林咏然先生和議。

78. 周賢明先生表示接受有關提名，但於本年三月份會離港兩星期，擔心與工作小組會議時間重疊。

79. 陳繼偉先生查詢，到運輸署與署方會面時，是以工作小組身份或以交通及運輸委員會身份。

80. 李家良先生提議由譚領律先生擔任非常設巴士路線工作小組的召集人。

81. 譚領律先生表示，提出是項動議是有需要的，但因為他並未十分熟悉區內路線，故未能勝任召集人一職，但他表示會積極參與工作小組會議。

82. 主席表示，一致通過由周賢明先生出任非常設巴士路線工作小組的召集人。

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<u>要求全面檢討及改善將軍澳區的單車徑設計及配套</u>
<u>[SKDC(TT)文件第 10/12 號]</u>
<u>【由委員提出的討論議題】</u>
<u>如何優化區內單車設施配套及有效改善區內單車違泊問題</u>
<u>[SKDC(TT)文件第 15/12 號]</u>

89. <u>主席</u>表示請委員參閱由<u>方國珊女士</u>動議，<u>陳繼偉先生</u>和議的文件。

90. <u>周賢明先生</u>表示，於文件[SKDC(TT)文件第 15/12 號]已提出相關討論，並表示支持上述動議。他認為，有需要與相關部門再作檢示，因為數年前已分別兩次請運輸署就全區單車徑的設計和相關停車場的設施作出考慮。他表示，現時該位置的使用率增加，晚間的照明系統未能滿足現狀，而涉及的部門亦增加。他表示，若通過該動議，需要再作進一步跟進。

91. <u>主席</u>表示沒有議員反對，將上述兩項動議作合併討論。經討論後，會表決通過[SKDC(TT)文件第 10/12 號]的動議。

92. 方國珊女士表示，請大家留意文件中提供的照片，並指出有些物料可能與早前發生的單車意外而引至傷亡情況出現有關。她表示，較早前有動議指出巴士路線需要成立工作小組。她認為，社區亦很關注單車的情況，不過認為沒有成立單車小組的需要，並希望藉著今次重組交通及輸運委員會，能夠有更多時間作出研究，而工程方面亦需要加強溝通。她查詢，近日景林邨有地磚重鋪的工程，是否全面沿用瀝青，並希望有關部門作出回應是否於提交動議文件後再研究，還是需要再三促請有關部門才作出行動。她希望署方能作出回應。

93. 許錦年先生回應，有關單車徑的設施和標準設計，運輸署一直持續更新及改善。他表示，近日已和路政署安排續漸將鐵欄杆改為黃色的反光膠柱，以減低對駕駛者的安全問題。另外，他回應方國珊女士的題問，並表示，現時運輸署將統一由不同的物料鋪地的單車徑改善為以瀝青鋪地。他指出，將軍澳區有很多單車徑，並不能於同一時間全部轉用瀝青鋪地，但他表示會和路政署協調，以分期的形式將單車徑路面的物料改用瀝青。他指出，單車徑的物料和行人路的物料有分別，方便市民分辨。另外，在單車徑和行人路的過路位置會作出改善工程，包括於行人過路位以路標收窄單車徑的闊度，以減低單車車速。同時，亦會把現時的過路位置塗上黃色，並會有路標提醒單車駕駛者慢駛，和提示單車徑過路位需要慢駛等。

94. 周賢明先生回應，於文件中的第 2 段第 4 行有錯別字，應修改為‘有個別單車’。他同意運輸署許錦年先生所講述的情況是現況。他表示，希望運輸署會有分階段的計劃及於個別位置，例如早前發生意外的單車徑上設置燈柱。他認為，有需要整體評估並觀察如何可以分階段進行改善工程。他又表示，根據以往急症室的資料，本區所發生單車意外的地點大多數為微斜的道路上，他建議在該路段進行改善工程。他希望警方於個別位置加上指示牌，提醒市民切勿在單車徑上跑步和在行人路上踏單車。因應區內一些位置如常寧路，於兩條單車徑之間的行人路有很多市民使用單車。但警方較少進行檢控，而事實上需要增加指示，指示單車駕駛人士於該處停車。於文件中提及單車停泊處的整理，他了解由西貢民政事務處助理專員曾展鴻先生會於稍後時間，就有關單車停泊處的整理作報告。但他認為，為期兩個月一次的單車停泊處的整理是為居民帶來滋擾。他希望於整體上作出一個規劃和報告。

95. 林少忠先生表示，曾到當地作實地考察，因為該地點曾發生嚴重的單車意外，他發現於該處的斜路上沒有設立指示牌。他查詢，根據運輸署表達有意全面改善單車徑的路面，但實際進行工程的時間為多久。於物料相同的道路上，能否加上其他顏色的線條讓居民作識別。於上屆區議會，有因為改善寶康路的單車徑，而導致有發生單車

意外。他指出，當時提出三個方案供選擇，但卻選擇了一個沒有迴旋處的方案去取代現時的單車徑。他希望運輸署能盡快增設一個迴旋處，以減低單車使用者或行人於寶康路單車徑上發生意外的機會。

96. 方國珊女士感謝各委員的支持，亦就單車徑方面要求警方加強檢控於非單車徑地方使用單車人士。她希望將來警方可作出統籌，而交通及運輸委員會的委員參與推廣教育居民。她指出，於文件附上的相片中顯示，裕明苑的居民容易混淆單車徑與行人路，故此她對於署方表示會於單車徑上以顏色分間開行人路與單車徑表示歡迎。但她建議，於路面上可以增加更多的識別，如印上單車的圖案。她認為，於一些暗彎和暗斜的位置而緊接迴旋處會造成危險，而署方表示，根據運輸處條例於迴旋處上設立數個指示路牌。她認為，路牌並無需要設立於過於緊貼矮灌林草叢的位置，因為單車駕駛者於煞車不及時便會撞上路牌，發生意外。有些行人過路燈位亦設立於單車徑上，她希望能與有關工程人士安排進行實地考察，及建議派發宣傳單張給居民，以減少行人使用單車徑的情況。而現時坑口往景林邨的單車路中途有斷截，未能直接通往景林邨，她希望署方能作出改善。

97. 李家良先生表示，現有單車徑設計存在問題，主要是因為行人路與單車路的分隔不清晰。但歡迎運輸署將改善單車徑路面改為用瀝青鋪地。他認為，改用瀝青鋪地後，會有更多居民因方便關係於單車徑上行走。故此，署方於改善單車徑的同時，亦應改善行人路地面。他指出，早前有單車使用者反映，由於單車徑的路面較行人路平坦，故現時有不少人士於單車徑上行走，特別是緩步跑人士。他表示，假如將來改善了單車徑而不改善行人路，只會令行人改為於單車徑上行走。另外，因現時單車徑和行人路的水平太過接近，不少單車使用者會因為前方有障礙而駛上行人路，相反亦然，故此製造了不少危險。如將來行人路和單車徑有改善工程，不應單於顏色上的作出分別，而應該加設水平的分別，讓行人更容易識別。

98. 陳繼偉先生認為，將軍澳單車徑的設計較為落後。但較少有意外於單車徑與單車徑之間或於過路時發生。為了更有效了解和跟進議題，他請運輸署提供單車意外發生的成因和地點位置等資料，讓委員更了解問題所在，並於下次會議中再在研究。希望署方於下次會議中呈交有關資料。

99. 許錦年先生回應，有關涉及單車意外的資料會於下次會議時呈交，及表示有關意外資料為英文版本

100. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

要求九巴改善 98A 班次失準的問題
[SKDC(TT)文件第 11/12 號]

101. 主席請委員參閱由方國珊女士動議，陳繼偉先生和議的文件。

102. 方國珊女士表示，98A 號路線失準的問題嚴重，於觀塘道不時會同時間出現兩班 98A 號巴士到站，或等候時間過長。她質疑，每年都發生相同失準問題，是否九龍巴士公司未能聘請足夠車長。另外，早前有巴士於寶林北路遭人焚毀，巴士公司的管理和維修上是否需要再作出檢討。

103. 吳錦嫻女士回應，不單是第 98A 號路線，所有巴士都會出現班次失準情況。而班次失準的原因可以分為三種，(一)由於路面交通情況問題，如第 98A 號路線途經觀塘區的繁忙道路，較易受交通情況影響，而會出現幾班班次於差不多同一時間到達分站。(二)由於每天巴士公司會預備一定的後備司機，以應付巴士司機於突發情況下告假。若後備司機數目不足以應付缺勤人數，便會出現人手不足的情況。(三)在巴士機件發生故障時，巴士公司會盡量於其他巴士路線或後備車輛作出調配，但上述情況都需要時間去作出安排。運輸署認為每個班次失準的原因都不相同，希望議員能提供具體的失準班次時間和地點資料，讓運輸署與巴士公司作出跟進。倘若由於路面交通問題，巴士公司未必能夠控制，運輸署因此會與巴士公司於路線或道路上研究改善方案。假如事件是因為司機缺勤或車輛故障而引起的，運輸署會要求巴士公司於調配人手或維修車輛方面，作出改善。她指出，運輸署不時會於繁忙時間對巴士服務作出調查。倘若議員發現於非繁忙時間上發生失準情況，可以提供更多具體資料，讓運輸署與巴士公司了解及跟進情況，並提出針對性的解決方案。

104. 方國珊女士回應，於文件中亦有提及早前已到區內進行巴士班次調查及聽取居民的意見，發現 98A 路線的等候時間超出了 15 至 20 分鐘。於觀塘區出現的問題較為嚴重，其實這是違反了服務承諾。她認為，運輸署可設立熱線電話，讓市民可在發現有失準班次的情況下聯絡署方。若巴士公司違反服務承諾，或人手不足時需要調配，這是巴士公司內部的工作安排，而不應讓市民受害。於這個機制下，應該制定扣分制度，若有違反服務承諾，應於來年調整票價時的幅度有所限制，以警效尤。她認為，運輸署應積極進動上述建議和控制班次失準情況。

105. 林少忠先生表示，98A 號路線對整個將軍澳居民很重要。由於 98A

號路線充當著轉乘其他交通工具的橋樑。他向運輸署查詢，於上屆運輸署於黃昏時段，安排有數班班次的特別車會於牛頭角港鐵站開出，可否平衡巴士路線。他表示，可否延後特別車輛的班次數分鐘開出，避免有兩班以上的班次同時到站。

106. 譚領律先生表示，九龍巴士公司的路線經常出現脫班情況，完全不依時間表行駛。他表示，有巴士司機反映源於巴士公司人手不足，如遇上巴士司機出現缺勤情況，巴士班次便會出現失準。他認為，運輸署有責任嚴格監管巴士公司的服務質素。他查詢以往巴士公司是有後備車輛和車長的準備，但現時會否因為巴士公司人手不足關係，而已經取消後備車輛和車長的安排。他認為，運輸署必需嚴格監管巴士公司。

107. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

要求擴大長者與殘疾人士的公共交通優惠至公共小巴
[SKDC(TT)文件第 12/12 號]

108. 主席請委員參閱由方國珊女士動議，陳繼偉先生和議的文件。

109. 方國珊女士表示，行政長官公佈會有每程兩元的優惠給予長者和傷殘人士，但只限於巴士和港鐵實行，忽略了鄉郊和避遠地區的居民需要用小巴接駁的需要。她認為，這個做法是不智的，亦會助長公營機構的收入，令將來調高票價的幅度更大。她建議，有關優惠包括公共小巴，希望各委員支持動議。

110. 吳錦嫻女士回應，於 2012 年 2 月 15 日的立法會會議上，勞工及福利局局長張建宗先生對類似的問題已作出回應。他於相關的會議上，表示政府計劃優先於港鐵、巴士和渡輪，這三種交通工具推行優惠。由於現時這三種交通公具佔每日客量約為七成，若能盡快推行上述優惠，便能使大部分乘客受惠。她表示，由於小巴營辦商的數目不少，就於西貢區已有十個專線小巴營辦商。另外，小巴營辦商的規模亦較小，營運模式和財政狀況都非常不同。故此，政府希望於規模較大的公司，如港鐵、巴士公司和渡輪優先推行計劃，盡早令市民受惠。但不排除於稍後時間研究擴展至其他交通公具。

111. 周賢明先生表示支持上述動議。他認為，政府有責任聯絡區內的小巴營辦商，安排擴大對市民的優惠措施。早前因曾經有路線取消優惠而收到市民投訴，而周賢明先生與該路線的營辦商商討後恢復有關優惠措施。作為企業應有社會責任，及認為人口日漸老化和殘疾人士

相對較多，但亦鼓勵他們外出。他請運輸署於下次會議呈交有關本區提供優惠的路線資料，及促請運輸署考慮改善和宣傳現有優惠方案。

112. 方國珊女士表示，行政長官的方案並非由商界提供優惠而是由政府資助。她表示，已經與本區小巴的大型路線營辦商商討，而營運商亦願意參與計劃，並覺得單一於大財團推出優惠會有偏坦之嫌。她認為，長者會選擇車資較低的交通工具乘搭，令小巴的收入減少。鄉郊地方以小巴作為主要交通工具，因為等候巴士的時間較長。她希望，巴士路線和港鐵啟動了優惠計劃，亦應該盡快落實於小巴推行優惠計劃的時間表。另外，她指出業界與八達通公司達到共識，認為優惠方案是可行的，給予一些輕微傷殘人士和長者都能享用到小巴的優惠。她希望各委員支持上述動議。

113. 陸平才先生表示認同這份文件的精神。他表示，對弱勢社群積極施以援手是可取的。但他擔心有關建議細節，因為監管上市企業較為容易，但擔心小巴營運商要求政府資助而實行有關計劃，並趁機調高票價。他認為，查核其財政時會有困難。經與小巴營運商商討後，可以解決上述細節問題。他希望運輸署和勞工及福利局作詳細考慮，如何幫助弱勢社群，同時監管小巴營運商不會上下其手。

114. 吳錦嫻女士補充，有關優惠計劃是在現有公共交通營辦商需要維持現時提供的票價優惠前提下，由政府提供額外資源，故現時巴士公司提供的優惠，是不可以取得資助，而政府只會於優惠未足夠兩元的情況下作出補貼。因此，現時公共交通營辦商已提供的優惠是需要繼續的。而現時所提供優惠的財政狀況上，是不會由剛公佈的兩元計劃上承擔。

115. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

要求調整途經清水灣道及西貢公路交匯處附近公共交通工具班次時間表
[SKDC(TT)文件第 13/12 號]

116. 主席請委員參閱由劉偉章先生動議，邱玉麟先生和議的文件。

117. 劉偉章先生申報，他是鄭植之中學的校董之一。他表示，動議議題上的措詞包括清水灣道及西貢公路交匯處兩處的原因，是因為包含的層面較大，包括公共巴士和專線小巴等。他希望運輸署回應後再作詳細研究。

118. 吳錦嫻女士回應，於這項動議中運輸署會分開兩個層面作出考慮及定出相關的解決方法。她指出，鑑於三三四學制，科技大學於本年九月份開學時學生人數會增加，運輸署已經與科技大學作出商討。於交通方面，科技大學亦願意提供學生巴士服務，以輔助公共交通服務。而公共交通服務方面，運輸署已與巴士公司和小巴公司商討，要求他們於早上和傍晚繁忙時間，加強往返科技大學的特別班次，如九巴第 91P 號，專線小巴第 11B 及 11M 號等。她表示，運輸署會繼續與科技大學跟進和商討有關學生巴士服務方面的安排。另外，她表示，有關鄭植之中學方面，經劉偉章先生動議後，運輸署才知悉有關鄭植之中學的學生，於上下課時間出現乘車困難的問題。她認為，有需要與鄭植之中學校方了解情況，因為科技大學的員工上班時間是早上八時四十五分，學生則大部分於早上九時前到達學校，但鄭植之中學的上課時間方面會較大學早。她認為，兩校學生不會集中於同一時間乘車上學，故於班次和服務上作出協調是可以解決問題。她同意於會後與鄭植之中學校方作密切的討論和了解學生的問題，而針對性去解決問題。

119. 方國珊女士表示，劉偉章先生提出這項動議非常正確。她表示，因為早前她的辦公室設於厚德街市，當時有留意到每天大約下午四時，就會有約百多名鄭植之中學的學生於巴士站聚集等候登車。她建議，可否關注於該時段安排行駛更多班次，以避免乘搭巴士的乘客過於擠迫，而上述情況已維持約一年多。再者，加上將來學生的人數會再上升，於下課時間的等候巴士情況較為嚴重，而巴士上蓋亦不足以容納太多候車乘客，當遇上驟雨時乘客便沒有地方可以遮掩。她希望，議員協助改善社區和改善巴士站上蓋。

120. 劉偉章先生感高興，因運輸署表示會與鄭植之中學校長商討有關學生乘車問題。希望運輸署能與校方跟進後提出解決辦法幫助學生。

121. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

要求檳榔灣路路口拉直行車道路，以策安全(由九龍方向入清水灣方向)
[SKDC(TT)文件第 14/12 號]

122. 主席請委員參閱由劉偉章先生動議，邱玉麟先生和議的文件。

123. 劉偉章先生表示，由文件中附上的照片顯示，檳榔灣路口彎位附近的草叢被修剪。由於危險關係，他已要求地政署協助清理。受到草叢的影響，令由九龍至清水灣方向的車輛，難以看清由檳榔灣路口駛

出的車輛，較容易發生危險，而該地點亦已發生多次交通意外。他表示，接到居民的訴求，故提出這項動議。他希望運輸署或路政署能於路面拉直行車道路，方便出九龍的駕車人士能於較安全的情況下駛離路口，減少意外發生。他表示，由於與檳榔灣路口連接的直路很短，車輛駛至路口時的行車車速較高，易發生意外。

124. 梁潔韻女士回應，現時檳榔灣村路口是一個停車路口，如車輛需駛往清水灣道，是需要先讓路予清水灣道車輛，再看清楚於安全情況下才駛出路口。現時出路口的時距上，有 50 米的距離，能滿足路面規格的要求。她表示，路口的位置有一個彎位存在，亦有草叢於路旁，令駕駛者的視線受影響。她表示，運輸署和路政署已作出商討，現希望與有關議員作實地考察，了解如何改善路口視線受影響問題；並研究方案延長視線，令駕駛者能更暢順地由檳榔灣村路口駛出清水灣道。

125. 劉偉章先生表示，已聯絡地政署清除草叢和樹木，希望運輸署盡快聯絡各委員作實地考察，並盡快落實改善路口環境。由於夏天將至，因此雨水會令草叢生長更快，令路口視線受阻。

126. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

【由區議會大會轉介議題】
要求政府早日興建北港島線，紓緩將軍澳鐵路擠迫問題

127. 主席表示，由於有關議題為區議會大會轉介議題，因此不設討論文件，及請委員參閱有關路政署及港鐵之回覆，會上呈閱文件第 1 號。

(三) 討論及續議事項

西貢公路第一期改善工程進度

128. 陳權軍先生表示，關注工程的時間表。

129. 主席表示，由於有關部門暫沒有回覆。

將軍澳設立單車位及改善單車使用事宜

改善將軍澳區公眾單車場停泊處之設計及管理事宜
(SKDC(TT) 文件第 16/12 號)

(二〇一一年第五次會議記錄第 92 至 100 段)

130. 主席請曾展鴻先生就 SKDC(TT)文件第 16/12 號作出報告和補充。

131. 曾展鴻先生表示，文件已詳細列出清理違例停泊單車行動（下稱“違泊”）的詳情。他表示，自上次會議後，每個月都進行大約兩次的清理違泊單車行動，當中共有十二次清理行動。文件中亦有詳細列出被清理單車的數目和清理單車地點。至於有關單車停泊處的設計，運輸署於較早前就單車停泊處的設計，試行一些方案，如雙層單車泊位等。至今運輸處暫時仍未有回覆有關事宜的最新進度。

132. 陸平才先生希望查詢有關於公共交匯處的清理行動詳情。他表示，自上年八月起進行的清理行動中，有些地區進行了不只一次的清理行動，而有些地區則沒有進行清理行動。他對 2011 年 9 月 19 日的清理行動表示驚訝，因當天張貼了近五百張的告示，是歷次行動中最多。而清理單車數目，亦是歷次行動中最多的一次，高達 62 輛單車。但相同地區於半年內，只有一次清理行動。他質疑，處方是否認為一次清理行動足以令情況有所改善。此外，他對唐俊街和寶邑路之間的單車停泊處表示關注，亦指出由於工程的時間太長，未知何時才能重用，讓市民可以使用單車停泊處，而不至於將單車停泊於路旁。

133. 方國珊女士認為，清理行動浪費太多人力。她於上一屆區議會亦提議過，運輸署於政策上需要作出更改，不應將單車列為消閒設施，而應列作交通公具；同時，應該為單車作登記，並記錄物主之聯絡途徑，好讓前線人員清理雜物，減少違泊情況。運輸署亦可設立熱線電話，讓市民於發現違泊情況時，可通知運輸署作出清理行動。此外，她請秘書處將近年違泊情況致函向運輸及房屋局局長鄭汝華女士作出反映。

134. 簡兆祺先生表示，有關尚德邨巴士總站內的單車停泊處，違泊情況多年亦未有改善，而且情況亦越來越嚴重，影響居民日常生活。

135. 李家良先生表示，各區均存在單車違泊的問題，且越趨嚴重。但於西貢方面，西貢沒有足夠單車停泊位，而引至居民將單車停泊於欄杆位置。他希望處方於執行清理違泊行動的同時，亦可於西貢區內增加單車停泊位置。

136. 邱玉麟先生表示，有關部門於坑口公共運輸交匯處的欄杆圍封了木板。他認為是一個有效防止違泊的措施，並鼓勵處方多加推廣和作出改善。如將木板改為亞加力膠板，令環境更為美觀。他亦讚揚政府各個部門於 2012 年 1 月 12 日，在寶豐路單車停泊處進行聯合清場行

動後，現時該處的單車停泊位置較早前整齊和美觀。他希望處方日後，增加清理行動的次數，讓居民能公平地使用單車停泊處。

137. 莊元苓先生希望查詢有關部門是否沒有於尚德巴士總站和公共交通交匯處內進行清理行動。他認同於坑口公共運輸交匯處圍封的木板對於違泊情況有改善效用，亦同意邱玉麟議員的意見，改用亞加力膠板圍封欄杆會更為美觀。

138. 曾展鴻先生回應，每月兩次的清理行動是以巡迴形式，於西貢和將軍澳各區進行。而每次清理行動會於不同地區、不同位置進行，亦會於相同位置，進行多次清理行動。至於為何清理單車和張貼告示的數目較多，他指出這是因為不會經常於單車停泊處進行清理行動；同時，由於有相關政府部門，即土木工程拓展處於該處有工程進行中的關係，因此需要將單車停泊處約一半位置暫時封閉，故此會清理較多的單車，以方便工程進行。此舉亦能清理一些長期佔用或被荒廢的單車，使單車停泊處更能配合市民使用。他感謝各委員就 2011 年 9 月份和 2012 年 1 月份，分別於唐俊街和寶豐路的清理行動表示認同。至於何時重開唐俊街單車停泊處，他表示會於會後補充有關資料。最後，他會將委員對公共交通交匯處進行清理違泊單車行動的意見，交由運輸署回應。

139. 吳錦嫻女士回應，運輸署會因應資源及問題的嚴重性，而排列出於公共交通交匯處進行清理違泊單車行動的先後次序，。由於坑口公共運輸交匯處的違泊問題較為嚴重，所以已於 2011 年進行了清理行動。她指出，運輸署於今年 1 月 20 日，在食環署和警方的協助下，亦於寶林公共交通交匯處進行了清理行動。運輸署亦有計劃在三月份於調景嶺站公共交通交匯處進行清理行動。有關尚德巴士總站的違泊問題，現已與各部門就清理行動進行商討。她表示於清理行動前，只能對市民作出勸喻。

140. 方國珊女士認為，以上的方案是治標不治本的。她認為，致函到運輸及房屋局局長鄭汝樺女士，要求將單車作登記形式，更能有效改善違泊問題。

(負責人：秘書處)

141. 何民傑先生表示，調景嶺區幾個單車停泊處，仍然有許多已經荒廢的單車停泊。特別是位於彩明苑附近的單車停泊處，情況尤其嚴重。當局曾經聲稱於調景嶺知專學院附近的單車停泊處，會開放予公眾使用，另外部分會預留給該院學生使用。但現時預留給學生使用的停泊位置使用率很低，相反開放予公眾使用的停泊位置使用率則非常

高。他建議與知專學院商討，爭取開放預留給學生使用的停泊位置給公眾使用。

<u>要求港鐵全面檢查所有電梯，提升維修水平，並請港鐵派代表出席會議一同討論。</u>
<u>(二〇一一年第五次會議記錄第 84 至 86 段)</u>

[redacted]

<u>要求改善港鐵坑口站月台資訊顯示屏資訊，讓乘客知悉未來最少 2 班列車班次到站的時間，以便利坑口區居民</u>
<u>(二〇一一年第五次會議記錄第 102 至 103 段)</u>

[redacted]

[redacted]

[redacted]

[redacted]

<u>建議車輛由唐俊街往尚德方向行駛亦可右轉入唐明街</u>
<u>(二〇一一年第五次會議記錄第 108 至 115 段</u>)

146. <u>許錦年先生</u>表示，早於前兩次交通及運輸委員會上已就上述議題作出匯報。因為收到兩個由附近屋苑及區議員提出的反對意見，原因是以往於該處的行人過路處發生了嚴重的交通意外，運輸署因此開始禁止該路口右轉，之後該位置亦再沒有發生交通意外。他表示，現時的安排最為適合，及有其他替代路線可前往唐明街。因此運輸署未能落實上述建議。

147. <u>主席</u>表示，由於上述議題已保留兩次，因此建議刪除上述議題。

要求政府回應寶康路行人過路設施之跟進情況，並考慮居民建議橫過寶康路到寶翠公園的意見。
(二〇一一年第五次會議記錄第 116 至 134 段）

148. 許錦年先生表示，有關上述議題已委托路政署進行樹木移植或砍伐評估。現時路政署正進行有關評估，請路政署匯報最新進度。

149. 林少忠先生表示，上述議題已於過往兩屆的委員會上作出討論。將軍澳寶林區有些聯席會議上亦有探討寶康路的問題，並於兩個方案中有不同的意見提出。他表示，早前收到文件建議考慮於寶康路近旭輝臺而不影響富麗花園的位置設立行人過路設施的可行性。他表示，早前已電郵該文件給各委員及區議會備悉。他希望，運輸署能聽取多方面的意見。他認為，各委員應慎重考慮有關寶康路的建議，以共融解決問題。

150. 劉偉傑先生表示，因該榕樹多年來生長在石牆之間，而根部伸展的方向是與寶康路成平衡線，而榕樹的根部是無法向單車徑及行車路的方向生長，上述情況對將來移植的成功率構成負面影響。另外，該兩棵榕樹分別高九米和十米，因此不能垂直移植，而需要橫放於貨車上移走。為減低對路面交通的影響，需要削去較多樹冠的部分，但此舉亦會影響將來移植的成功率。故現時還未有結論應該移植或砍伐兩棵細葉榕，而需要更多時間與康文署及路政署的樹木隊作出研究。

151. 主席表示，由於路政署需要與康文署作出研究，故保留上述議題，留待下一次會議署方再作回覆。

要求有關部門檢討及改善西貢地質公園的交通問題
要求政府盡快改善前往西貢國家地質公園之道路及設施
（二〇一一年第五次會議記錄第 135 至 138 段）

152. 梁潔韻女士表示，較早前已將西貢萬宜路近白腊及北丫的彎位問題提交水務署跟進。而水務署建議，於東壩末段增設調頭處及停車彎位。她表示，暫未收到水務署回覆確實興建上述建議的時間。

153. 陳權軍先生表示，由於梁潔韻女士所表示的地點不太清晰，他因而要求重複。

154. 梁潔韻女士重申，西貢萬宜路即位於經過閘口後至萬宜水庫的道路，現時該處為水務署的維修道路。通往東壩的道路是單線雙程行車。她表示，經觀察後發現西壩與東壩之間的道路較為彎曲，而運輸

署已提交彎位的設計改善建議予水務署跟進。該地點為通往白腊和北丫的兩個較大彎位，而該彎位的視距亦存在問題。早前已提交設計改善建議予水務署跟進，及建議擴闊道路和增加停車位置給村民使用。而水務署有計劃於東壩末段增設迴旋處及停車上落位置，但該計劃現時正處於諮詢階段，而暫未收到水務署有關計劃實行的確實時間。

155. 主席表示，請運輸署繼續跟進上述事項。

(四)西貢區公共交通服務

主席表示，請委員參閱 SKDC(TT) 文件第 17/12 號及第 18/12 號。

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

要求加強九巴第 297 號於早上及下午繁忙時間的班次，改善服務方便居民
(二〇一一年第五次會議記錄第 29 至 36 段)

159. 吳錦嫻女士表示，較早前對第 297 號路線上、下午服務時間進行調查，結果顯示九巴於早上繁忙時間已增加班次，亦能應付乘客需求。而於調查報告中發現，該路線於下午繁忙時間服務有改善空間。因此，運輸署已去函要求九巴對於第 297 號路線下午繁忙時間的服務提出改善方案。

160. 周賢明先生表示感謝運輸署回應。他表示，議員辦事處接到有市民反映希望於早上繁忙時間，因應需要增加第 297 號路線的班次。他希望，除了改善下午繁忙時間外，亦應該考慮改善早上繁忙時間的班次。

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<u>要求運輸署在推行新巴第 796X 號線延線計劃前必需加密班次</u>
<u>(二〇一一年第五次會議記錄第 182 段)</u>

177. <u>吳錦嫺女士</u>表示，於第 796X 號路線延線後進行調查，結果顯示於上下午繁忙時間能夠應付服務需求。運輸署會繼續留意第 796X 號的乘客量變化。

178. <u>方國珊女士</u>歡迎運輸署繼續跟進第 796X 號路線。她表示，第 796X 號路線於日出康城開出時載客量不理想，因有大量居民反映巴士站距離居民的路程過遠，居民需要經過港鐵站才可到達巴士站登車。她建

議，除了加密第 796X 路線班次外，亦應考慮將巴士站轉移到環保大道位置，以解決乘客的問題。而往何文田的第 796P 號路線，可否安排於較早的時間開出，而解決讓學子往紅磡或何文田區上學的問題。她希望，署方可以到地區了解問題和情況。

179. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求開辦將軍澳區內深宵交通服務。
(二〇一一年第五次會議記錄第 183 至 189 段)

180. 吳錦嫻女士表示，現時已有多項深宵公共交通服務，而運輸署暫時沒有計劃增加深宵交通服務。

181. 莊元苳先生表示，因現時由尖沙咀往尚德邨或將軍澳南區沒有足夠公共交通工具能直接到達該區。而於將軍澳北區則有第 N98 號路線。他希望，運輸署考慮延長第 98D 號路線及第 296D 號路線的服務時間至深宵。

182. 吳錦嫻女士回應，現時第 N796 號路線已可提供由尖沙咀往返尚德邨的服務。有關延長第 98D 號路線及第 296D 號路線的服務時間至深宵方面，於文件中表示現正與九巴商討及研究。由於第 N293 號路線是通宵服務，與第 98D 號路線及第 296D 號路線於資源和服務時間上作出協調，以符合居民的要求。

183. 方國珊女士質疑，運輸署指出將軍澳南的深宵班次已安排恰當，是否指沒有需要增加深宵交通工具的班次。她表示，港鐵於凌晨 1 時後停止服務，居民於坑口站沒有交通工具可以轉乘往日出康城。而專線小巴第 112M 號路線的通宵班次，只是接駁至將軍澳站。令日出康城居民需要付出昂貴車費乘搭的士，惟於深宵時分沒有太多的士於該地點服務，甚至有的士司機因環境污染問題，而不願意駛進工業區或環保大道。因此，於將軍澳南深宵的交通安排仍有待改善。她表示，有居民反映於深宵時分，由機場返回將軍澳的交通安排存在問題。她希望署方關注上述問題。

184. 簡兆祺先生不認同運輸署所述，有關尚德邨附近深宵交通服務安排令人滿意。現時有不少居民反映，於深宵的巴士班次會途經整個將軍澳區，令車程時間過長。而於尚德邨巴士總站的設計是包括專線小巴總站，惟至現時仍沒有專線小巴路線能直達九龍。他希望運輸署能認真考慮居民的訴求。

185. 何民傑先生表示，將軍澳區內「泥艋的」問題仍然存在多年，隨著人口增長，「泥艋的」的服務和網絡亦有所提升。他質疑，市場上仍有大發展空間，為何讓不法份子從中取利。他認為，應由合法的營辦商提供更多深宵服務，如日間行走的專線小巴路線延長服務至深宵時分。如將軍澳南區的第 110 號專線小巴路線終點站設於九龍城，他建議可否於夜間時分延長服務範圍至太子，讓下班人士能有更多交通工具選擇。他希望，運輸署能繼續跟進上述議題。

186. 吳錦嫻女士回應，於設計第 112M 號路線時，已顧及日出康城居民於港鐵停駛後可以利用其輔助服務第 112S 號於寶邑路巴士站轉乘 N796 或 N293 號路線。她表示，有關延長現有日間專線小巴的服務時間方面，無論是巴士公司或小巴公司的營辦商亦會因應尾班車客量情況，而考慮是否足以支持其營運條件。以往運輸署亦與營辦商作出商討，但由於客量不足的情況下，營辦商並不支持建議延長服務時間。她表示，運輸署會一直因應地區變化，為公共交通工具的服務作出調整建議。

187. 主席表示，保留此議題至下一次繼續討論。

開辦新機場巴士 A29 號路線，及重組城巴第 E22A、E22B 及 E22P 號線
(二〇一一年第五次會議記錄第 140 至 152 段)

188. 主席表示，由於上述議題於上次會議中並非議題之一，因此於是次會議中繼續討論。他指出，就有關新機場巴士 A29 號路線於 2011 年 9 月 25 日投入服務，城巴第 E22A 及 E22B 號於同日作出重組，城巴正計劃於本年 4 月落實將第 N29 號路線伸延至康盛花園的建議，並請委員提出意見。

189. 林少忠先生感謝運輸署安排深宵機場巴士服務讓山上居民享用。他希望署方盡快於本年 4 月份落實第 N29 號路線延長至康盛花園。

190. 周賢明先生表示，主要是第 E22A 及 A29 號路線的班次是相隔行駛的。他表示重組後的第 E22A 號路線相比以往車程較快。但於早上繁忙時間使用第 E22A 號路線在機場上班的居民則反映車費較以往多，而班次亦減少了。他查詢，運輸署可否為第 E22A 號路線作出調查，並於早上繁忙時間增加班次。

191. 梁里先生查詢，於第 A29 號路線開通後，第 E22A 號路線的班次由 20 分鐘增加至 30 分鐘。特別關注將軍澳南區的居民，因為第 A29 號路線並不途經將軍澳南區及調景嶺區。因此，令需要在機場上班的

居民等候巴士時間延長，引致不便。並表示，早前已向運輸署反映，根據記錄於 11 月份第 E22A 號路線於早上離開將軍澳的載客量最高可達九成。他希望，運輸署能因應使用人數而增加班次，以方便將軍澳南區及調景嶺區一帶的居民。

192. 方國珊女士表示歡迎第 E22A 號路線延長服務地區，以服務寶林北路附近、康盛花園、景明苑及翠林邨等山上居民。她表示，一直有居民反映第 A29 號路線巴士途經清水灣半島附近的坑口迴旋處，而不駛入清水灣半島或日出康城的方向。她表示，許多巴士路線不途經日出康城。現時往機場的巴士於離開將軍澳時已有九成的乘客量，而亦有不少乘客由清水灣、西貢及布袋澳等地區，前來將軍澳轉乘往機場的巴士。她質疑，運輸署為何不積極考慮將第 A29 號路線分開為將軍澳南區或北區，令更多居民受惠。她認為，往機場的乘客量很大，希望運輸署能關注上述問題。

193. 張國強先生贊揚第 A29 號路線的車程時間較以往快，惟路線於將軍澳北面開設。他表示，將軍澳南區居民希望把將軍澳南北分界。他認為，如能在將軍澳南區多辦一條車程較短的往機場的線，會非常受居民歡迎。而第 E22A 號路線亦應該因將軍澳南北區分開行駛，因現時第 E22A 號路線途經整個將軍澳區，不僅車程時間過長，而乘客於較後期的分站登車時車廂的座位已滿座。他建議，第 E22A 號路線分為南北兩區，並有需要作出檢討。

194. 鍾錦麟先生希望跟進第 E22A 號路線問題，亦表示讚揚第 A29 號路線能方便寶林及坑口區居民。並表示，於第 E22A 號路線開通後收到居民的反映，由 2010 年 1 月當時提出的巴士路線發展計劃中，建議開辦第 E22A 號路線，直至去年落實開辦後，當初統計的乘客量有所上升。而當中亦因為機場內有多項擴建工程進行，有不少工程人員需要乘搭第 E22A 號路線，令乘客量上升。他表示，因此居民反映乘客量增多，而令車廂過於擠迫。他希望運輸署能考慮第 E22A 號路線的載客量，根據巴士路線發展計劃中提及的增減班次準則而進行檢討。亦可嘗試調整班次，讓機場後勤區的職員於下班時間可以乘搭第 E22A 號路線返回將軍澳。

195. 陳繼偉先生表示，運輸署主要顧及山上居民而忽略了將軍澳南區的居民。第 A29 號路線沒有途經南區，卻分散了南區的資源。他認為增加服務是應該增加資源，而非抽調一區的資源至另一區。他指出，當初提出重組第 E22A 號路線時，已指出建議會令居民感到不滿，結果亦如他所料，現時居民反映候車時間過長。他希望，運輸署能要求巴士公司多分配資源到將軍澳區，而不是將區內的資源抽調至另一區。

196. 何民傑先生表示，早前收到不少居民投訴有關早上繁忙時間往機場巴士的班次不足問題。不少居民因工作需要而前往機場，並非公幹或旅遊。於巴士路線重組後，市民有不少聲音關於乘客量過多而未能登車或座位已滿座。他表示，乘坐巴士必需有座位是不合理的，但因為巴士車程超過一小時，而乘客需要每天於車廂中站著直至總站是不能接受的。他建議，巴士公司能否於早上繁忙時段增加服務將軍澳南區的班次，以方便居民。

197. 主席於總結時表示，保留上述跟進議項。

198. 梁里先生表示，希望運輸署回覆有關第 E22A 號路線問題。

199. 吳錦嫻女士表示，為了解第 E22A 號路線及第 A29 號路線，於開辦及重整後的乘客量變化，運輸署於 11 月一個早上對上述兩線服務作出了上落客調查。並已安排於 1 月份或 2 月份期間再次作出調查。她表示，現時還未收到有關調查結果，但運輸署一直跟進有關問題。現時第 E22A 號路線及第 A29 號路線的班次均為 30 分鐘，第 E22A 號路線的載客量較高，原因在於第 E22A 號路線途經機場的後勤地區。她表示，當初設計的理念是希望寶林及坑口區的部分居民會選擇較直接的第 A29 號路線，同時，第 E22A 號亦可為將軍澳南北兩區提供足夠的服務。運輸署會因應乘客量的變化及調查結果，而再與巴士公司就調整上述兩條巴士路線服務，作出跟進。

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要求增設西貢市中心往返港鐵大學站巴士或小巴線
(二〇一一年第五次會議記錄第 212 至 213 段)

202. 吳錦嫻女士表示，運輸署考慮到現時乘客可於西貢市中心乘搭第 299 號巴士路線前往港鐵沙田站，再轉乘港鐵前往港鐵大學站。因此，無意再新增一條巴士或小巴路線前往港鐵大學站。

203. 李家良先生表示，於西貢市中心乘搭第 299 號巴士路線前往港鐵沙田站車程需時約一小時。他認為，於港鐵沙田站再轉乘鐵路前往港鐵大學站是費時失事。他建議，現時第 99 號巴士路線可前往烏溪沙站，運輸署可否考慮將第 99 號巴士路線延長至大學站，以便利居民及減少車資。

204. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求增設將軍澳往返荃灣巴士線
(二〇一一年第五次會議記錄第 214 段)

205. 吳錦嫻女士表示，運輸署就上述建議仍在研究當中。當有進一步結果，屆時會再向委員匯報。

206. 方國珊女士表示，希望署方關注前往荃灣巴士線的問題。因為於將軍澳南區的交通被忽略，希望署方能設立將軍澳北區和將軍澳南區兩條往荃灣的巴士路線。因將軍澳擁有接近五十萬人口，相等於兩個大埔區的人口，是足以支持上述安排。並希望運輸署能仿效她於去年提出的建議路線圖，將第 798 號路線改由日出康城開出並分支前往荃灣區，希望署方多加關注。

207. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

強烈要求延長 98D 及 296D 服務時間至深宵
(二〇一一年第五次會議記錄第 215 至 218 段)

208. 吳錦嫻女士表示，運輸署正與巴士公司檢討第 98D 及 296D 號路線及相關的通宵巴士路線服務時間。現時各路線的營運時間有接合關係，需要考慮透過調配現有資源及於數條路線的營運時間作出調整。

209. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

建議在欣景路近欣明苑正門外巴士站加設上蓋
(二〇一一年第五次會議記錄第 239 段)

210. 吳錦嫻女士表示，運輸署已正式批准九巴公司的申請。根據最新消息，九巴公司已計劃於 2012 年下半年展開加設上蓋工程。

211. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

(五)道路工程/設施

212. 主席表示，請委員參閱 SKDC(TT)文件第 19/12 號及第 20/12 號。

要求在本區各巴士總站設置防滑設施，並監察巴士在指定位置上落客，保障居民安全
(二〇一一年第五次會議記錄第 57 至 65 段)

213. 許錦年先生表示，路政署一直為巴士月台作恆常保養工程。交由路政署同事回應。

214. 方國珊女士批評部門提交文件予委員的時間過於趕急，如於會議前一天才收到 SKDC(TT)文件第 20/12 號。並質疑，而文件中提及的工程完工時間是去年 11 月份，為何到現在才提交文件，希望署方關注。

215. 秘書回應，於會議前一天才收到路政署提交文件，即 SKDC(TT)文件第 20/12 號文件。收悉文件後，秘書處並即時將有關文件電郵予各委員備悉。

216. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求改善寶康路與寶豐路交界單車徑交匯處的安全性，加強減速設施，保障行人和單車使用者安全
(二〇一一年第五次會議記錄第 66 至 83 段)

217. 許錦年先生表示，有關寶康路與寶豐路交界單車徑交匯處，早前已於該處增設減速的塑膠柱及指示單車使用者減慢車速的路標。最近亦安排路政署收窄於單車徑的行人過路處路口，及於未來將行人過路處位置的路面改為黃色，以希望提示單車使用者該處為行人過路處而

Suggestion on Installing a Roof Cover at Bus Stop outside Main Entrance of Yan Ming Court at Yan King Road
(Paragraph 293 of the minutes for the fifth meeting of 2011)

210. Ms. Ng Kam Han said that the Transport Department had officially approved the application of Kowloon Motor Bus. According to the latest news, Kowloon Motor Bus had planned to commence the project of installing a roof cover in the second half of 2012.

211. The Chairman suggested removing the above issue as the Members had no other comments.

(V) Road Works/Facilities

212. The Chairman asked the Members to refer to SKDC(TT) Paper No. 19/12 and No. 20/12.

Request for Installing Anti-skid Facilities at All Bus Terminals and Monitoring Boarding and Alighting of Buses at Designated Locations to Safeguard Residents' Safety
(Paragraphs 57 to 65 of the minutes for the fifth meeting of 2011)

213. Mr. Hui Kam Nin said that the Highways Department had been performing regular maintenance work for bus platforms. The issue would be passed to colleagues of the Highways for response.

214. Ms. Fong Kwok Shan criticized that the time for the department to submit documents to the Members was too short, for example, the SKDC(TT) Paper No. 20/12 was received only a day before the meeting. She also questioned that completion time of the project mentioned in the document was November last year, but why the document had not been submitted until now? It was hoped that the department would pay attention to the matter.

215. The Secretary responded that the document submitted by the Highways Department, namely, the SKDC(TT) Paper No. 20/12, was received only a day before the meeting. After receiving the document, the Secretariat immediately emailed the relevant document to the Members for consideration.

216. The Chairman suggested removing the above issue as the Members had no other comments.

Request for Improving the Safety of the Cycle Interchange at Junction of Po Hong Road and Po Fung Road and Enhancing Deceleration Facilities to Safeguard the Safety of Pedestrians and Bicyclists
(Paragraphs 66 to 83 of the minutes for the fifth meeting of 2011)

217. Mr. Hui Kam Nin said that regarding the cycle interchange at the junction of Po Hong Road and Po Fung Road, deceleration plastic columns and signs indicating bicyclists to decelerate were installed earlier. Recently, the Highways Department also arranged to narrow the pedestrian crossing at the cycle track and change the color of the road surface of the pedestrian crossing to yellow in the future, with the hope to remind bicyclists that it was a pedestrian crossing…[broken sentence]

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加倍小心行人。

218. 林少忠先生表示，環顧將軍澳區大多數的單車徑，於十字路口中加設迴旋處設施。原因是於上屆區議會中，因一個行人過路設施而改動了單車徑的設施。他建議，運輸署可以考慮根據方案一或方案二而作出改善現時不足的地方。

219. 許錦年先生回應，現時的方案已改善行人與單車碰撞的機會。同時亦已清晰顯示行人過路處的位置，但需要教育市民及由警方執法，以減少行人胡亂過路，以免意外發生。

220. 林少忠先生質疑，運輸署指出現時的方案可減少意外發生，為何不將整個將軍澳區的單車徑迴旋處改為直路。

221. 主席表示，保留上述跟進議項。

要求運輸署於寶豐路與寶林北路交界加設左轉燈號。
(二〇一一年第五次會議記錄第 260 至 269 段)

222. 許錦年先生表示，運輸署於去年九月二十八日早上及傍晚繁忙時段進行交通流量調查，結果發現於寶豐路及寶林北路交界並沒有交通擠塞的情況，只有一至兩架車輛未能於綠燈時通過。

223. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求加快跟進西貢公路第一、二期改善工程
(二〇一一年第五次會議記錄第 279 至 294 段)

224. 主席表示，秘書處已就有關議題去函相關部門，請委員參閱會上呈閱文件第 3 號，並表示，秘書處於會前亦已將有關文件電郵予委員備悉。

225. 梁潔韻女士表示，暫未收到路政署最新改善工程的進度資料。

226. 劉偉傑先生表示，於上一次西貢區議會會議中已有相關同事作出匯報。

227. 李家良先生表示，上次西貢區議會會議中委員指出工程進度的資料不明確，要求相關部門盡快落實工程進度時間表，並希望於是次交

通及運輸委員會中能作出回覆。

228. 邱玉麟先生認為，上述議題於 2011 年 9 月份提出較為過時。他表示，委員需要關注並支持政府盡快落實加速興建。

229. 主席表示，上述議題於 2011 年提出，因此建議刪除上述議題。

230. 陳權軍先生表示，於上一次西貢區議會會議中，要求相關部門需要於交通及運輸委員會會議中匯報最新進度。

231. 主席總結表示，於早前的討論及續議事項中已有相關的討論議題。因此建議刪除上述議題，避免重複。

要求加快擴闊影業路
(二〇一一年第五次會議記錄第 299 段)

232. 劉偉傑先生表示，路政署正與中華電力公司商討工程進度，根據中華電力公司的回覆，暫定於今年年中完成鋪設電纜工程。路政署表示，待中華電力公司完成工程後便展開擴闊影業路工程；並表示，路政署會與中華電力公司作出緊密聯繫。

233. 劉偉章先生表示，有關影業路的擴闊工程已於上屆交通及運輸委員會作出實地考察。而於去年，該地點亦有貨車發生交通意外。他希望，路政署能與中華電力公司商討，作出安排同步進行工程，以縮短工程進行時間，從而配合環境需要及解決影業路車輛流量大的問題。

234. 劉偉傑先生回應，影業路路面較為狹窄，如路政署與中華電力公司同時進行工程，於交通改道上未能作出配合。路政署與中華電力公司商討後，表示需於中華電力公司工程完成後，才可向路政署申請改道並於該處進行工程。他表示，路政署會積極與中華電力公司商討並跟進工程進度。

235. 主席表示，保留上述跟進議項至下一次會議討論。

[redacted]

[redacted]

[redacted]

1.要求擴闊南山方向路口、2.將迴旋處地面升高、3.增設交通燈措施(二〇一一年第五次會議記錄第 306 至 308 段)

245. 梁潔韻女士表示，由水務署負責於南山方向的道路進行擴闊，運輸署為配合水務署的工程已出施工紙予路政署，安排路口的安全島向後遷移，並增設路面標記配合擴闊道路工程。她請路政署報告最新工程進度。

246. 陳慧儀女士表示，現時已收到運輸署提交的施工紙，於菠蘿崋路的路口將現有安全島範圍縮小，及將現時單線雙程行車改為增設另一條行車線，以配合水務署的改善工程。現時水務署正進行道路擴闊工程，及協調公用設施的改道。現時路政署將會進行工程前期的準備行動，當水務署完成工程後，接著路政署會開展工程。

247. 李家良先生希望署方盡快跟進工程，因為該處為交通黑點。他認為該處的安全島並沒有用途。

248. 方國珊女士希望保留此議題。這個項目不單是關於迴旋處的問題，而是由北港坳路擴闊道路令駕駛者容易觀察由南山新村路駛出的車輛。她表示，早前有居民建議增設「魚眼鏡」，惟署方一直未能實行此建議。她希望，運輸署應要檢討政策。

249. 主席表示，保留上述議題。

要求於銀線灣迴旋處清雅苑對出巴士站(往大澳門方向)加建彎位(二〇一一年第五次會議記錄第 312 至 318 段)

250. 梁潔韻女士表示，較早前已諮詢地區人士有關提出的設計建議。諮詢後收到不少反對聲音，主要因為影響附近屋苑出入口的視線。運輸署已就反對意見檢討設計，觀察如落實建造巴士站停車彎位，會令兩個附近屋苑的出入口視線未能符合現時運輸署的最低要求，會構成出入車輛的安全問題。鑑於上述反對意見，所以運輸署未能落實上述工程。

251. 劉偉章先生詢問，現時工程是否落實進行。於清水灣道只有一個路口較為接近屋苑，而運輸署表示收到六至七個屋苑的反對意見。他表示，贊成運輸署提交予委員的文件建議，認為這是公眾利益。他認為，反對者的理由為巴士站太過接近其屋苑出入路口，但現時建議加建的巴士站彎位是對於由九龍往清水灣的車輛較為安全。因為坑口的迴旋處流量大，亦有多條小巴專線行駛。於較早前作實地考察後，了解該地點是擁有足夠位置加建巴士站彎位。他希望聽取運輸署的解釋

並轉達予村民。

252. 梁潔韻女士回應，因應早前區議會要求而設計巴士站停車彎位，惟於諮詢期間收到反對的意見，表示巴士站停車彎位影響附近屋苑出入口的視線。運輸署就建議設計作出檢討，了解對附近屋苑出入口的視線距離少於運輸署的最低要求，即為五十米。假設落實建造巴士站停車彎位，附近屋苑出入口的視線距離便會降低至三十多米及十多米，以致未能達到運輸署的標準。因上述反對意見及安全理由，故未能落實巴士停車彎位的建議工程。

253. 主席表示，保留上述議題。

布袋澳村村口增設迴旋處
(二〇一一年第五次會議記錄第 319 至 324 段)

254. 梁潔韻女士表示，運輸署暫時未有最新進展。但會於布袋澳村口進行增加防撞欄和欄杆工程，改善行人和行車安全。路政署的施工進度表中，已顯示於本年三月份開始動工，預計於五月份完工。

255. 陳慧儀女士補充，參考該地區的圖則後，了解布袋澳村路口有許多公用設施，故需要於三月份先作出探道工程，了解工程會否受到公用設施影響。如果工程與公用設施沒有衝突，就會如期展開工程。否則，則需要與公用事業商討可行方案。

256. 張國強先生表示，歷屆會議曾多次討論布袋澳村村口問題，他認為運輸署迴避問題。

257. 方國珊女士表示，上屆委員會已作出實地考察正視問題所在。她認為，布袋澳村為香港旅遊勝地之一，加上有不少居民居住。故村口道路改善問題必須解決。即使未能加設迴旋處，亦需要加闊道路，希望處方盡快實施工程。

258. 邱玉麟先生表示，有關問題一直未能解決。為避免影響旅客或居民進出布袋澳村，運輸署必須正視問題。

259. 梁潔韻女士回應，早前曾統計布袋澳村內食肆及顧客人數，她認為，現時於布袋澳村路口足以應付二十八座位旅遊巴進出，她表示布袋澳村路調頭處的運作是正常，如因違例泊車，引至交通擠塞，會向警方反映。她認為，暫時未有需要增設迴旋處或擴大調頭處。

260. 鍾錦麟先生表示不同意，他認為因為設施較少，所以使用率才會低。反之，設施增多，使用率才會增加。

261. 張國強先生希望梁女士轉達各委員和村民的訴求予運輸署高層人士，早日落實展開有關工程。

262. 主席請秘書處致函到運輸及房屋局局長鄭汝樺女士，要求當局立即執行有關工程。

(負責人：秘書處)

(六) 成立常設工作小組

263. 主席表示，現成立西貢區道路安全工作小組，並請委員就該小組之召集人進行提名。上一屆主席為邱戊秀先生。委員一致通過由邱戊秀先生擔任西貢區道路安全工作小組召集人。

(七)其他事項

264. 林少忠先生表示，於 2012 年 2 月 1 日一輛第 690 號路線巴士，由中環開出至寶林北路近景明苑對開位置起火。他表示，於事發當日已去函運輸署。他查詢，因事件發生時已接近總站，故乘客量不多，倘若發生於巴士乘客滿座時，署方會如何處理。並表示，慶幸是次意外，能迅速疏散乘客，沒有造成人命傷亡。他查詢，現時巴士公司有否指引確保每輛巴士於行駛時不會再發生同類事件。

265. 邱玉麟先生表示，剛才沒有討論 SKDC(TT) 文件第 18/12 號，有關巴士第 91M 號路線及第 92 號路線調整班次問題。上述兩條路線分別於 2011 年 9 月 12 日及 28 日調整班次，連同第 91 號路線於調整後居民需要面對三條路線的車輛同時到站，若錯失班次便需要等待十五分鐘時間。他希望，運輸署能詳細處理上述問題。

266. 李家良先生表示，剛才運輸署透露西貢專線小巴第 3 號及第 4 號路線已進行招標，並由新營辦商接辦。他希望了解新營辦商將來設定的票價及服務時間等詳細資料。

267. 鍾錦麟先生向許錦年先生查詢，何時實施於上屆會議中提及有關於欣景路增設禁止停泊貨車的安排及其最新進度。

268. 許錦年先生回應，已發出施工紙予路政署，現需向路政署了解最

新進度。

269. 劉偉傑先生回應，計劃中預計於今年三月份中旬進行上述工程，希望於四月份前能完工。

270. 吳錦嫻女士回應林少忠先生查詢，運輸署已向九龍巴士公司取得意外事件報告。根據報告所述，於事發當天下午 2 時 45 分，巴士編號 KJ6035 駛到寶林北路時，巴士車長發現巴士上的提示燈亮起，亦觀察於巴士車尾部分冒出白煙，當時車上有 20 名乘客，而車長亦即時安排疏散車上乘客。事後巴士公司了解起火原因，是由於巴士點火器的電線膠套燃燒而引起火警。因此，巴士公司針對該問題而對車隊進行檢查。根據巴士公司提交的資料顯示，當時編號 KJ6035 的巴士的服務年資約 10 年，亦於 2011 年 11 月 29 日通過了全年檢驗。至於，巴士公司亦安排每月一次的車輛檢查，該輛巴士已於 2012 年 1 月 28 日通過檢查。當時的車長是一位有相當經驗的巴士司機，服務年資接近 25 年。巴士公司於事後作出檢視，以避免再發生同類事件。

271. 方國珊女士查詢，該輛巴士的型號是否歐盟 5 型或歐盟 4 型。

272. 吳錦嫻女士回應方國珊女士，因巴士公司沒有提供型號資料，只提及該輛巴士擁有約 10 年年資。至於，有關巴士第 91M 號路線及第 92 號路線調整班次問題。她表示，因應巴士公司對車長的用膳時間作出延長調整，故此，於非繁忙時間內的班次作出輕微調整，但會維持繁忙時間內的班次時間。有關邱玉麟先生表示三輛巴士同時到站的問題，因為分別是三條不同的路線及不同的來源地，分別是清水灣、寶林及西貢，而三條路線有各自的行車時間表。她表示，明白邱玉麟先生希望巴士於到達中途站的時間作出協調。運輸署會因應現時技術的協調與巴士公司作出商討。另外，有關專線小巴第 3 及第 4 號路線的問題，新營辦商開始服務的日期為 2012 年 2 月 27 日。運輸署於上週亦與新營辦商會面商討服務細則，有待新營辦商作出編排，於稍後時間把上述服務細則以資料性文件交予相關居民及區議會。而營辦商承諾沿用現時票價，票價維持不變。正如她早前所述，第 4A 號路線的服務時間將延長至晚上十二時。

273. 陳權軍先生表示，方國珊女士經常提及日出康城居民未能享有巴士路線服務。他建議，把服務將軍澳的巴士總廠設於工業村或日出康城的政府土地上，以滿足居民訴求。

274. 主席表示，根據會議常規，陳權軍先生需要說出整個臨時動議議題。

1. Request for Widening the Intersection at Direction to Nam Shan; 2. Raising the Ground at the Roundabout; 3. Installing Traffic Lights
(Paragraphs 306 to 308 of the minutes for the fifth meeting of 2011)

245. Ms. Leung Kit Wan said that the Water Supplies Department was responsible for widening the road in the direction to Nam Shan, while the Transport Department had issued construction paper to the Highways Department in response to the works of the Water Supplies Department to relocate the safety island at the junction backward and install road markings for road widening. She asked the Highways Department to report on the latest progress of the project.

246. Ms. Chan Wai Yi said that construction paper from the Transport Department had been received currently, under which the existing safety island at the junction of Po Lo Che Road would be narrowed, and the existing one-lane two-way traffic lane would be replaced by adding another lane to facilitate the improvement project of the Water Supplies Department. At present, the Water Supplies Department was carrying out road widening projects and coordinating the diversion of public utilities. The Highways Department would currently carry out preparatory work for the project, and would commence the construction after the Water Supplies Department had completed the project.

247. Mr. Li Ka Leung hoped that the department would follow up the project as soon as possible because the area was a traffic black spot. He believed that the safety island there was not useful.

248. Ms. Fong Kwok Shan hoped to retain the issue. The project was not only about the roundabout, but to widen the road from Pak Kong Au Road to make it easy for drivers to observe vehicles driving out from Nam Shan Sun Tsuen. She said that some residents proposed installing "fish glasses" earlier, but the department failed to realize such proposal. She hoped that the Transport Department would review the policy.

249. The Chairman said that the above issue was retained.

Request for Adding a Bend at the Bus Stop outside Ching Nga Court at the Roundabout of Silverstrand (towards Tai O Mun)
(Paragraphs 312 to 318 of the minutes for the fifth meeting of 2011)

250. Ms. Leung Kit Wan said that the local people were consulted about the suggested design proposal earlier. After the consultation, a lot of objections were received, mainly because of the hindering of sight at the entrances of nearby housing estates. The Transport Department had already reviewed the design according to those objections and noticed that the construction of a parking bend at the bus stop would lead to the hindering of sight at the entrances of two housing estates nearby, which failed to meet the existing minimum requirements of the Transport Department, which would pose safety problems to vehicles driving in and out. In view of the above objections, the Transport Department could not implement the above project.

251. Mr. Lau Wai Cheung asked whether the current project would be implemented. Only one junction at Clear Water Bay Road was close to housing estates, but the Transport Department said that objections from six to seven housing estates were received. He said that he supported the document submitted by the Transport Department to the Members and believed that it was related to public interest. He believed that reason held by the opponents was that the bus stop was too close to the entrances of their housing estates. However, the proposed additional bend at the bus

stop would improve safety for vehicles from Kowloon to Clear Water Bay. As traffic flow at the roundabout of Hang Hau was large, with numerous franchised minibus routes travelling. After a site visit earlier, it was learned that the site had enough space for adding a bend at the bus stop. He hoped to hear the explanation of the Transport Department and conveyed it to the residents there.

252. Ms. Leung Kit Wan responded that the parking bend at the bus stop was designed in response to earlier requests from the District Council, however, the department received opposing opinions during the consultation period, stating that the parking bend at the bus stop would affect the sight at the entrances of nearby housing estates. The Transport Department reviewed the proposed design and learned that the sight distances from the entrances of nearby housing estates were less than the minimum requirement of the Transport Department, which was 50 meters. By assuming that a parking bend at the bus stop was constructed, the sight distances from the entrances of nearby housing estates would then be reduced to slightly more than 30 meters and 10 meters, which failed to meet the standards set by the Transport Department. Due to the above objections and safety reasons, the proposed project for installing a parking bend at the bus stop was not implemented.

253. The Chairman said that the above issue was retained.

Install a Roundabout at the Entrance of Po Toi O Tsuen
(Paragraphs 319 to 324 of the minutes for the fifth meeting of 2011)

254. Ms. Leung Kit Wan said that the Transport Department had no latest progress but would implement the project of adding parapets and railings to improve the safety of pedestrians and traffic. According to construction schedule of the Highways Department, the construction would be commenced in March this year and was expected to be completed in May.

255. Ms. Chan Wai Yi added that with reference to the construction plan in the area, it was learned that there were many public utilities at the intersection of Po Toi O Tsuen and therefore road exploration was needed first in March to see if the public utilities would affect the works. If there was no conflict between the construction and the public utilities, the project would be commenced as scheduled. Otherwise, it was necessary to discuss with the utility companies for feasible solutions.

256. Mr. Cheung Kwok Keung said that previous meetings had discussed the issue of the intersection at Po Toi O Tsuen several times. He believed that the Transport Department evaded the issue.

257. Ms. Fong Kwok Shan said that the previous Committee had conducted a site visit to the area for the issue. She believed that Po Toi O Tsuen is one of the tourist destinations in Hong Kong with many residents living there. Therefore, road improvement at entrance of the village must be resolved. Even if the department cannot install a roundabout, it should widen the road. It is hoped that the department would implement the project as soon as possible.

258. Mr. Yau Yuk Lun said that the issue had not been resolved. As to avoid affecting passengers or residents accessing Po Toi O Tsuen, the Transport Department must consider the issue seriously.

259. Ms. Leung Kit Wan responded that she had previously counted the number of restaurants and

customers in Po Toi O Tsuen and believed that the entrance of Po Toi O Tsuen was sufficient for the access of 28-seater coaches. She said that turning around at Po Toi O Tsuen Road was smooth currently, but in case of traffic congestion due to illegal parking, the department would report to the police. She believed that there was no need to add a roundabout or expand the U-turn at present.

260. Mr. Chung Kam Lun disagreed and believed that the low utilization rate was due to relatively little facilities. On the contrary, the utilization rate would rise only if facilities were increased.

261. Mr. Cheung Kwok Keung hoped Ms. Leung would convey the appeals of the Members and villagers to senior officers of the Transport Department for implementing the relevant construction as early as possible.

262. The Chairman asked the Secretariat to write a letter to the Secretary for Transport and Housing Bureau, Ms. Eva Cheng, to request for immediate implementation of the relevant project by the authority.

(Responsible person: Secretariat)

(VI) Establish Standing Working Group

236. The Chairman said that the Working Group on Road Safety in Sai Kung District was now established with invitation and the Members were invited to nominate the convener of the Group. The previous chairman was Mr. Hiew Moo Siew. The Members unanimously agree to appoint Mr. Hiew Moo Siew to be the convener of the Working Group on Road Safety in Sai Kung District.

(VII) Any Other Business

264. Mr. Lam Siu Chung said that a bus of route 690 from Central caused fire at Po Lam Road North near King Ming Court on 1 February 2012. He said that he had sent a letter to the Transport Department to enquire about how the department would handle the matter if the fire occurred at times when the bus was full of passengers, instead of approaching near the terminal with few passengers as in the incident. He also said that it was fortunate that passengers could quickly evacuate in the accident without causing any casualties. He enquired whether the bus company had existing guidelines to ensure no similar incidents would occur for every travelling bus.

265. Mr. Yau Yuk Lun said that the meeting had not yet discussed SKDC(TT) Paper No. 18/12 about the frequency adjustment of routes 91M and 92. Frequencies of the aforesaid two routes had been adjusted on 12 September and 28 September in 2011 respectively, with adjustments also made to route 91, residents had to face the problem of same arrival time of the three routes, as they needed to wait for 15 minutes if they missed the trips. He hoped that the Transport Department could handle the above issue in detail.

266. Mr. Li Ka Leung said that the Transport Department had unveiled right now that franchised minibus routes 3 and 4 of Sai Kung had been tendered and taken over by a new operator. He hoped to understand details about the new fares and service hours set by the new operator.

267. Mr. Chung Kam Lun enquired with Mr. Hui Kam Nin about the time for implementing the issue mentioned in meetings of the previous term about setting up a non-parking area for trucks at

Yan King Road and the latest progress.

268. Mr. Hui Kam Nin responded that construction paper was sent to the Highways Department and it is now needed to learn from it about the latest progress.

269. Mr. Lau Wai Kit responded that according to the schedule the above project was expected to be carried out in mid-March this year and hoped the project would be completed before April.

270. Ms. Ng Kam Han responded to enquiry of Mr. Lam Siu Chung that the Transport Department had obtained the accident report from Kowloon Motor Bus. Pursuant to the report, the bus with the number KJ6035 was being driven to Po Lam Road North at 2:45 pm on the day of the incident and the bus captain noticed that warning light of the bus was on, with also white smoke emitted at the tail of the bus. There were 20 passengers on the bus and the bus captain also evacuated them at once. Afterwards, the bus company discovered that the fire was caused by the burning of wire rubber covering in the bus igniter. Therefore, the bus company inspected the bus team for this problem. According to information submitted by the bus company, the bus with the number KJ6035 had provided service for about 10 years and passed the annual inspection on 29 November 2011. The bus also passed the monthly vehicle inspection of the bus company on 28 January 2012. The bus captain concerned at that time was quite experienced with nearly 25 years of service. The bus company conducted inspection afterwards to avoid recurrence of similar incidents.

271. Ms. Fong Kwok Shan asked whether the bus model was EU Type 5 or EU Type 4.

272. Ms. Ng Kam Han responded to Ms. Fong Kwok Shan that the bus company did not provide information on the bus model but only mentioned that it had provided service for about 10 years. As regards the frequency adjustment of bus routes 91M and 92, she said that a slight adjustment was made during non-peak hours due to the extending of meal time for bus captains by the bus company, but the frequency schedule during peak hours would be maintained. For the problem of same arrival of buses of three routes at the bus stop mentioned by Mr. Yau Yuk Lun, as it involved three different routes and starting points, namely the Clear Water Bay, Po Lam and Sai Kung, with respective timetables for the three routes, she expressed her understanding of the wish of Mr. Yau Yuk Lun for coordinating the arrival times of the buses at the en route bus stops. The Transport Department will discuss with the bus company in light of existing technical coordination. In addition, regarding the issue of franchised minibus routes 3 and 4, the date for the new operator to commence service was 27 February 2012. The Transport Department also discussed with the new operator on terms of service last week for its preparation. The details of the above terms of service would be submitted to relevant residents and District Councils later in the form of information paper. The operator promised to adopt the existing fares so without any changes. As she had said earlier, the operating hours for route 4A would be extended to 12 pm at midnight.

273. Mr. Chan Kuen Kwan said that Ms. Fong Kwok Shan often mentioned that residents of Lohas Park could not enjoy bus services. He suggested relocating the main bus depot serving Tseung Kwan O to the Industrial Estate or government land in Lohas Park to meet residents' demands.

274. The Chairman said that according to the common practice, Mr. Chan Kuen Kwan had to name the entire provisional issue.

275. 方國珊女士查詢，可否於其他事項中提出臨時動議。

276. 主席回應，可以於其他事項中提出臨時動議，但需要過半數委員同意。

277. 方國珊女士向陳權軍先生查詢，他有否研究已由區議會通過，由運輸署定立於 26 區的巴士總廠位置。

278. 陳權軍先生表示，未來將軍澳的人口日漸上升，於 26 區的巴士總廠未必能容納乘客流量而需要搬遷。因此，建議新增設巴士總廠於日出康城附近的政府土地上。邱玉麟先生和議。

279. 主席表示，現場有 15 位議員，可以作出臨時動議後再作投票，是符合會議程序。請陳權軍先生說出他動議的議題。

280. 陳權軍先生表示，動議議題為：「*將服務將軍澳區的巴士總廠設於工業村或日出康城附近的政府土地上*」。

281. 陳繼偉先生希望澄清議題字眼，是「增設」巴士總廠，還是「搬遷」已由區議會通過的位於 26 區的巴士總廠。

282. 陳權軍先生回應，是「新增」巴士總廠。

283. 主席表示，陳權軍先生的動議為：「*將服務將軍澳區巴士總廠設於將軍澳工業區村或日出康城的政府土地上*」。

284. 主席詢問陳權軍先生，「新增」一詞放於議題的那個位置。

285. 主席續表示，陳權軍先生的動議議題修定為：「*將服務將軍澳區巴士總廠增設於將軍澳工業區村或日出康城的政府土地上*」。邱玉麟先生和議。

286. 李家良先生表示，建議陳權軍先生修改動議議題的字眼，毋須刻意指明地點於日出康城。

287. 陳權軍先生最後表示，動議議題為：「*增設服務將軍澳區的巴士總廠設於工業村附近的政府土地上*」。

288. 主席請委員就是否接受臨時動議投票：*增設服務將軍澳區巴士總廠設於工業區的政府土地上*。由陳權軍先生動議，邱玉麟先生和議。
289. 陳繼偉先生表示，臨時動議需要超過半數委員接受該動議，再表

決是否贊成該臨時動議。他建議，請委員留意有關巴士總廠問題於上屆區議會已作多次討論，亦十分具爭議性。因此他不贊成於草率及沒有詳細文件下上述動議，但他建議可作書面動議並於會上討論。

290. 主席表示，根據會議常規(F)動議第 17 條表示，「除非另獲主席同意，否則議員如欲提出動議，需於即將舉行的會議的十個淨工作日前通知秘書。」

291. 邱玉麟先生表示明白陳權軍先生提出上述動議的心情，因近來有關日出康城出現許多爭論。他表示，明白陳權軍先生是用心良苦，因此他贊成上述臨時動議。

292. 主席表示秘書處最新回覆，除非有書面動議否則不接受臨時動議。因此，不接受陳權軍先生提出的臨時動議。

293. 范國威先生表示，雖然陳權軍先生提出的臨時議案不被接納，但議案的精神及基礎上與西貢區議會於 2007 年-2008 年會議上通過的議案是不相違背。議案認為現時將軍澳永久巴士補給站是不敷應用，於未來日子裡未能舒緩區內的巴士站補給、維修及清潔等工作，甚至引致空氣或環境污染等問題。他認為，是建議政府於將軍澳的已發展地區，如工業村附近空置的政府土地上作為選址。他強調，議題與當初於 2004 年及 2005 年開始跟進巴士總廠選址，並於議會中要求運輸署及規劃署參與區議會作研究討論的原意是一致的。

294. 陳權軍先生查詢，於會議中是否可隨意進行拍攝或錄音。

295. 胡達志先生表示，西貢區議會一貫沒有禁止與會人士或觀眾席上的旁聽者進行錄音或錄影。

296. 方國珊女士表示，感謝委員關心日出康城及將軍澳居民沒有地方安排交通接駁或巴士路線問題。她希望各委員了解，(一)工業村已沒有空置的土地。(二)如需填海只考慮興建住宅，而不考慮配套設施，是支持政府的幫兇。她認為，政府就有關擴建堆填區的問題反口覆舌，於早前的文件亦有提及需要擴建堆填區的原因是現時堆填區將於 2012 年飽和。她一直支持考慮於環境影響評估通過下，於外海釋放 137 區約 100 公頃土地，足夠約 20 萬市民居住。她表示，同意個別議員提及鄉郊區的居民或漁民遷徙後，方便將軍澳能興建更多住宅給居民使用。但遷移的鄉郊區居民能得到適當的補償，魷魚灣村正是補償的村落。她認為，基層的市民會答應於住屋土地上出現改變，而得到一間村屋作為補償的方案。她希望委員了解，她痛心 137 區作為臨時儲料庫，每天數千輛泥頭車往來，惟各委員未能理解當中所帶來的滋

擾。她查詢，現時建議的巴士總廠可否設於 26 區內。

297. 邱玉麟先生不認同方國珊女士的意見，居民於得到補償後等於得到很大的利益。他希望方國珊女士明白，當時村民可以自由興建居所，而遷徙後便沒有土地可使用。現時整個坑口村及虎頭洲均是以填海而得出土地，而整個村落以及島嶼都作出犧牲，但只得到半見村附近補償數十間村屋。他表示，日出康城的居民於購買單位前已了解屋苑接近堆填區。另外，因堆填區將於 2012 年飽和而需要擴建的建議，得到許多團體反對，甚至現時由政府建議的焚化爐亦還未落實。他詢問，居民的廢物應如何處理。而受影響而遷移到坑口村或半見村附近的居民，已受臭味影響近三十多年。

298. 林少忠先生表示，某些委員只顧及其選區。他認為，需要公平公正處理事情。

299. 林少忠先生查詢，於 SKDC(TT)文件第 20/12 號中，項目編號文件 NE/11/2134 及 NE/11/1191 提及的寶林北路康盛花園的施工日期是 2011 年 12 月份，現時是否延後至 4 月份才動工。

300. 主席表示，請運輸署作出書面回覆。

301. 劉偉章先生表示，於文件 SKDC(TT)文件第 20/12 號中，項目編號 NE/11/3561 中內容出現手文之誤，正確為「清水灣道近上洋」。

302. 陳慧儀女士表示，項目編號 NE/11/3461 中內容亦出現手文之誤，正確為「福民路」。

303. 李家良先生表示，請路政署全面修改文件 SKDC(TT)文件第 20/12 號中的錯別字。

(八)下次會議日期及時間

304. 主席表示，二〇一二年第三次會議定於 2012 年 4 月 26 日(星期四)上午 9 時 30 分舉行。

(九)散會時間

305. 會議於下午二時三十五分結束。

西貢區議會
交通及運輸委員會
二〇一二年三月

西貢區議會
交通及運輸委員會
二〇一二年第三次會議記錄

日期：二〇一二年四月二十六日(星期四)
時間：上午九時三十分
地點：西貢區議會會議室

出席者		到達時間	離開時間
吳雪山先生	(主席)	上午九時三十分	下午四時二十六分
劉偉章先生	(副主席)	上午九時三十分	下午四時二十六分
區能發先生		上午九時三十分	下午四時二十六分
陳繼偉先生		上午九時三十分	下午四時二十六分
陳權軍先生，MH		上午九時三十分	下午四時二十六分
周賢明先生，MH		上午九時三十分	下午四時二十六分
張國強先生		上午九時三十分	下午四時二十六分
莊元苳先生		上午九時三十分	下午四時二十六分
鍾錦麟先生		上午九時三十分	下午四時二十六分
范國威先生		上午九時三十分	下午四時二十六分
方國珊女士		上午九時三十分	下午四時十分
邱戊秀先生		上午九時三十分	下午四時二十六分
何民傑先生		上午九時三十分	下午十二時三十三分
簡兆祺先生		上午九時三十分	下午十二時三十三分
林少忠先生		上午九時三十分	下午四時二十六分
林咏然先生		上午九時三十分	下午四時二十六分
梁　里先生		上午九時三十分	下午十二時三十三分
李家良先生		上午九時三十分	下午四時二十六分
凌文海先生，MH		上午九時三十分	下午十二時三十三分
陸平才先生		上午九時三十分	下午十二時三十分
譚領律先生		上午九時三十分	下午三時三十二分
溫悅昌先生，MH，JP		上午九時三十分	下午十二時三十三分
邱玉麟先生		上午九時三十分	下午十二時三十分
林雅然女士	(秘書)	西貢民政事務處行政主任(區議會)2	

冼熙朗先生　西貢民政事務助理專員
樊慧玲女士　西貢民政事務處高級行政主任(區議會)
葉洛瑜小姐　西貢民政事務處聯絡主任(將軍澳)南 1

吳錦嫻女士　運輸署高級運輸主任/西貢
關嘉敏女士　運輸署高級運輸主任/巴士發展(九龍)
劉漢偉先生　運輸署高級工程師/房屋及策劃/新界東
梁挺康先生　運輸署高級工程師/標準研究
許錦年先生　運輸署工程師/特別職務 1
莊漢文先生　運輸署工程師/西貢
張建雄先生　運輸署工程師 3/標準研究
劉偉傑先生　路政署區域工程師/將軍澳
陳慧儀女士　路政署區域工程師/西貢
林振德先生　土木工程拓展署高級工程師/8
盧志輝先生　土木工程拓展署工程師 14
蔡榮輝先生　香港警務處小隊指揮官(行動支援)(西貢分區)
張凱婷女士　香港警務處行動支援小隊指揮官(將軍澳分區)
何志堅先生　香港警務處觀塘區交通隊主管
黃漢中先生　城巴有限公司/新世界第一巴士服務公司策劃及車務編排經理
何珮嫻女士　城巴有限公司/新世界第一巴士服務公司新巴助理營運經理(發展)
廖家欣女士　城巴有限公司/新世界第一巴士服務公司公眾事務經理
冼志賢先生　城巴有限公司/新世界第一巴士服務公司助理策劃經理
胡銘基先生　九龍巴士(一九三三)有限公司經理(策劃及發展)
黎瑞玲女士　九龍巴士(一九三三)有限公司高級經理(對外事務)
麥成邦先生　九龍巴士(一九三三)有限公司高級車務主任
黎嘉朗先生　九龍巴士(一九三三)有限公司主任(策劃及發展)
羅麗明女士　九龍巴士(一九三三)有限公司幹事(對外事務)

2. 主席歡迎各位委員和部門代表出席交通及運輸委員會(下稱「委員會」)會議，特別是：

- 運輸署工程師/西貢**莊漢文先生**
- 香港警務處觀塘區交通隊主管**何志堅先生**

3. 主席請委員在會議舉行期間，手提電話改用震動提示，避免影響會議進行。

4. 主席報告，**陳國旗先生**因事未能出席是次會議，並已於會前向秘書處申請缺席。

5. 主席表示，任何委員如未能出席會議，必須根據會議常規第 51 條，在該次會議舉行前，通知秘書處缺席的原因，以便委員會考慮是否同意有關的缺席申請。主席表示，如果各委員不反對，主席接納 1 位缺席申請。

6. 主席表示，爲了讓會議有效率地進行，每位委員就某一議題參與討論或辯論的最高次數爲兩次，每次發言的時限爲兩分鐘。

7. 主席表示，由於是次會議議程較爲冗長，故此下午十二時四十五分至下午一時四十五分將爲午膳時間。

(一) 通過上次會議記錄

8. 莊元芰先生提出更正會議記錄第 28 頁第 137 段爲「尙德巴士總站」。

9. 主席請秘書處跟進，並建議通過上一次會議記錄。

(二) 新議事項

將軍澳迴旋處改善計劃
(SKDC(TT)文件第 22/12 號)

10. 主席歡迎運輸署高級工程師劉漢偉先生、高級工程師梁挺康先生、工程師張建雄先生、工程師許錦年先生蒞臨西貢區議會，並就將軍澳迴旋處改善計劃作介紹。

11. 梁挺康先生向會上爲各委員簡介一套適用於迴旋處的新道路標記系統。他表示，現有於迴旋處採用的道路標記系統爲圓芯形。運輸署留意到使用外圈的車輛比內圈的車輛較多，主要原因爲使用外圈的車輛離開迴旋處時毋需轉線。由於駛用外園的車輛比較多，故駛用內圈的車輛便較難離開迴旋處，亦增加了迴旋處出口造成碰撞的風險；而路面資源也沒有被充份利用。有關運輸署建議的新道路標記系統爲螺旋式，此外亦會增設新的方向指示路牌，幫助駕駛人士於進入迴旋處前預先選定行車線。新的道路標記系統已於澳洲、紐西蘭及美加等國家廣泛使用。香港亦已於五個地點試用了新的迴旋處道路標記。比較近期實施的新系統是位於大角咀海輝道/連翔道的迴旋處。其他四個地點亦已實施新系統多年，如鯉魚門道、坑口道/寶寧道、藍地交匯處及柴灣道。運輸署經觀察後認爲，新的道路標記系統是適合於香港推廣使用。

有關駕駛人士如何使用新的道路標記系統方面。若迴旋處以時鐘方式表達分爲十二時、三時、六時及九時位置。有下列的三個建議給駕駛人士：

I. 如車輛於十二時位置進入迴旋處，於三時位置離開迴旋處，建議駕駛人士選用左線行車，可於毋需切線的情況下離開迴旋處。
II. 如車輛於十二時位置進入迴旋處，於六時位置離開迴旋處，建議駕駛人士使用內圈或外圈亦可，特別是內圈的車輛是可以在不需切線的情況下離開迴旋處。
III. 如車輛於十二時位置進入迴旋處，於九時位置離開迴旋處，建議駕駛人士使用內圈，亦可以在不需切線的情況下離開迴旋處。

但需留意進入迴旋處時及於迴旋處內的交通規則仍需嚴格遵守。包括進入迴旋處時，必需要讓路予迴旋處內的車輛；及於迴旋處內切線時必需發出適當的燈號。

他指出，於圓芯形迴旋處行車模式中，內線車輛於離開迴旋處前，必須小心留意於後方外線是否有車輛駛近並在安全情況下才可轉線。而在新模式的迴旋處中，內線車輛毋需切線，故亦有優先權離開迴旋處，而處於迴旋處外圈的車輛如需切線，則需要留意司機**前方**車輛，故此安排令內線車輛較爲容易離開迴旋處。

他表示，全港已有五個迴旋處實施了上述新道路標記系統，運輸署亦曾與本地三間大學進行評估，評估主要是觀察駕駛者的駕駛模式，如進入迴旋處時駕駛者採取的態度及於迴旋處內的行駛模式，亦爲相關的駕駛人士進行了問卷調查，了解駕駛人士是否接受新模式的駕駛系統。有關的研究顯示，新模式迴旋處於過去數年間，運作並沒有受影響。由於路標清晰，所以亦受到駕駛人士歡迎。

他播放一段有關位於大角咀的迴旋處影片，顯示該迴旋處使用新標記系統後，駕駛人士如何進入及離開迴旋處。片段中可見，車輛沒有出現任何衝突或錯誤地運用新的迴旋處標記系統。他表示，位於大角咀的迴旋處新標記系統是由去年 8 月份開始實施，至今已運作祇有九個月。舊模式的迴旋處原有三條行車線，但因該處流量並非很高，因此改爲兩條行車線。改動後沒有因爲車輛流量出現問題。

他表示，將軍澳共有六個主要迴旋處，運輸署有計劃於將軍澳六個迴旋處實施新的道路標記系統。迴旋處內的標記系統將會重新安排，使用螺旋式；亦會使用新方向指示，駕駛人士可因應進入迴旋處及離開迴旋處的方向而選擇適當的行車線。以坑口道迴旋處舉例，現時是以螺旋式系統，方向標示是以傳統模式，將改爲新方向指示牌，讓駕駛人士預早選定進入迴旋處的行車線，而螺旋式道路標記可讓迴旋處內圈的車輛較容易離開，而迴旋處外圈的車輛切線時則需留意前方車輛，將較爲安全，從而提高迴旋處的效率及流量，及減低相撞的風險。他續表示，運輸署預算將軍澳六個迴旋處將分兩階段實施新標誌系統。第一階段將先於將軍澳處於外圍三個車輛流量較少的迴旋處實施，包括坑口道迴旋處、環保大道迴旋處及寶康路/寶邑路迴旋處。第二階段將於市區內的迴旋處實施，包括寶順路/寶林北路迴旋處、影業路/常寧路迴旋處及唐明街/景嶺路迴旋處。他希望，各委員能支持運輸署推行新道路標記系統。

12. 邱玉麟先生歡迎運輸署代表介紹新道路標誌。他表示，坑口道近將軍澳醫院的迴旋處已實施新道路標誌一段時間，認爲新道路標誌理想，及同意運輸署分兩階段實施改動，但認爲宣傳不足。他表示，新道路標誌於其他國家亦已實施，亦較舊模式安全，但有需要作出更多宣傳讓市民了解。

13. 李家良先生表示，非常贊成運輸署的計劃，作爲駕駛者經常於迴旋處出現危險的情況。他表示，早前亦有留意位於大角咀迴旋處的試驗計劃，

亦獲得不少好評價。特別是電單車駕駛人士經常於迴旋處內被其他車輛駕駛者忽略，於內圈切線離開時較爲危險。在新制度下，由內圈切線離開時，可減低碰撞的風險。他表示，試驗計劃於將軍澳全區實施，認爲需要於教育方面作出更多推廣，因爲新模式迴旋處與舊模式迴旋處有較大的分別。他查詢，運輸署會否推行宣傳計劃、會否與駕駛學校作出溝通，於教學時提及新模式的迴旋處及會否於駕駛考試時提及新模式的迴旋處。以及查詢有關寶寧道/影業路迴旋處的圖示中內圈劃上了影線，而其他迴旋處卻沒有出現，該處是否有特別之處。

14. 林少忠先生表示，感謝運輸署於會上簡介迴旋處的標示。他表示，本身是駕駛者，經觀察大角咀迴旋處的影片後，認爲許多時候當駛至另一個出口前，內圈的車輛會切線靠近入口位置。而現時富寧花園近影業路的迴旋處，外圈劃有虛線及內圈劃有實線，他認爲上述設計比新系統完善。他認同新路牌標示，但因爲他留意經常有司機於快將接近下一個出口前切線至外圈，形成危險。他希望，運輸署能仿傚富寧花園附近的迴旋處，於地面劃上虛線和實線，認爲較容易處理。他認爲，沒有劃上實線的迴旋處，有潛在的危險性。

15. 梁挺康先生回應，此計劃於是次會議通過後，運輸署將會申請撥款落實計劃並進行所需的宣傳計劃。他表示，宣傳對象分爲兩類駕駛人士，包括將軍澳區內的駕駛人士及區外前往將軍澳區的駕駛人士。他表示，將會爲區內的駕駛人士印製小冊子，並希望透過民政事務處，或運輸署的網頁進行宣傳新道路標誌系統；並透過運輸署網頁內的動畫讓駕駛人士認識新系統。另外，亦會於措施實施前發出新聞稿，通知新聞界。特別爲區外前往將軍澳的駕駛人士，於每個迴旋處實施新措施前，會考慮設立臨時路牌，讓駕駛人士於接近迴旋處前了解前方是新模式的標記系統迴旋處。他歡迎委員提供各方面的宣傳建議供運輸署參考。

他表示，有委員查詢新標記系統會否於全港實施及會否於駕駛考試中加入新道路標誌系統的行車模式，他回應現時運輸署的目標是於全港分區實施新道路標誌系統，或需要進行一段時間。他表示，曾參考澳洲地區的經驗，亦非短時間內可將整個墨爾本的迴旋處改爲新系統。運輸署已作出了數年的測試，認爲已接近成熟階段，意外的風險亦減低很多，認爲可繼續推廣新標誌系統。另外，有關駕駛考試方面，於全港大部份迴旋處實施新標記系統後，便可加入考試題目中。每次筆試，均是以抽籤形式抽出題目。再者，有關使用虛線或實線等問題，主要是關於迴旋處的車輛進入或離開迴旋處的方向流量。運輸署將會作出調查，了解每個迴旋處的車輛進入或離開迴旋處的方向。他表示，有需要時可在影業路迴旋處，重用虛線和實線的方法，屆時運輸署分區辦事處會諮詢各委員。

16. 溫悅昌先生歡迎署方提出迴旋處試驗計劃。他表示，交通意外的發生

是和駕駛者的態度有關。例如一直以來迴旋處左線的車輛需要讓右線的車輛先行，及於切線前必需亮起提示燈。但不少駕駛者的態度是觸犯上述兩項規例，而於迴旋處發生交通意外。他希望署方加強上述兩方面宣傳及於駕駛考試中收緊對迴旋處項目的評分。

17. 方國珊女士表示，委員一直批評區內迴旋處黑點的問題，運輸署終於提出改善建議的初稿，最終是否可以改善迴旋處問題，希望能對市民作出更多諮詢。她同意運輸署的推廣計劃，但可以進一步加強。她指出，許多西貢的居民不時駕車前往將軍澳地區，使用如坑口道或影業路等迴旋處，而該處過往亦經常發生輕微的碰撞意外。她認爲，必須就計劃進行諮詢及於計劃成熟後才推廣至駕駛學校及駕駛者。她表示，過去一直收到不少市民反映有關路牌標誌不清晰的問題，計劃中的路牌只有顯示工業邨，希望藉著試驗計劃進行，於路牌中增設康城鐵路站的標誌。

18. 邱戊秀先生對位於影業路/常寧路/寶寧路的迴旋處有意見。他表示，上述的迴旋處於將軍澳是最小型，但使用率卻非常高，亦經常於該處發生交通意外。早前曾於委員會中討論改善迴旋處內的草叢，但至今仍發現上述迴旋處內的草叢過高。因爲由大坳門或西貢前往的車輛，大部份未必經過坑口道而是駛經上述迴旋處，再經東區海底隧道前往港島區。他希望運輸署於改善迴旋處路標時，亦留意改善迴旋處內的障礙物。另外，他指出，十位司機中有七位司機均不會於切線是亮起提示燈。他希望運輸署加強宣傳這方面的知識予全港的駕駛人士。

19. 范國威先生歡迎上述計劃。並向梁挺康先生查詢以下三個問題：

I. 根據文件第一頁的背景，早前於五個地點作試驗計劃，反應良好，並計劃續步於將軍澳試驗。他希望了解全港類似的迴旋處的數目。及了解署方於全港推行新標記系統所需的時間是多少。

II. 文件附件二的索引圖顯示，將軍澳區內的六個迴旋處將分兩階段進行，但梁挺康先生並沒有提及該兩階段實施時間爲多久。希望運輸署能提交時間表讓委員參考。

III. 上次運輸署大規模使用資源推廣道路基建或指示牌更改，播放電視廣告的效益是不錯。如全港的迴旋處數量很多，於每次更改路標時卻需要印刷小冊子、發放新聞稿及放置臨時路牌。從駕車者的適應或於全港進行推廣的角度,運輸署有否思考利用電視廣告作爲選項。

20. 陳繼偉先生憂慮於新道路標誌系統下發生意外，責任歸哪一方。有關宣傳問題，建議於傳媒如電視或報章等提早作出宣傳。另外，早前運輸署的試驗計劃中，沒有提供確實於繁忙時間內的汽車流量數字等數據，因爲外國迴旋處的汽車流量較少，他認爲於將軍澳區的汽車流量很高，但卻以迴旋處解決複雜的交通問題是很特別。他希望運輸署能回應當發生交通意外時的責任問題，及會否更改應考駕駛筆試時的學習手冊。

21. 周賢明先生表示，整體上贊成計劃，而計劃亦已於坑口道作一段時間的試驗。他表示，於外國的標示中於未進入迴旋處前的右線是設有右轉標示，但現時卻是進入迴旋處後才設有右轉路標，這些改動應於未進入迴旋處前設立。他表示，有關寶寧路/影業路的迴旋處，該處只有一個入口進入影業路，擔心駕駛人士習慣於右線駛入影業路，容易發生碰撞。他希望，運輸署能改善。他指出，以外國的迴旋處爲例，某些情況下進入迴旋處前的左線只可左轉。他希望爭取由常寧路左轉至寶寧路位置設長行慢線，寶寧路增至三條行車線，及希望能推廣至區內其他迴旋處。

22. 陳權軍先生表示，認同路牌必須清晰。他表示，如果迴旋處有三條行車線，建議左線指示往迴旋處左邊第一個出口及劃上實線，中線則可往左邊第一個出口或直駛，右線則只可直駛。他認爲，上述建議將較爲清晰。

23. 林少忠先生認爲，香港的道路和外國的道路有一定分別。迴旋處如寶邑路左轉往工業邨方向劃上了實線，能更有效分開車輛的流量。他表示，新駕駛人士會較爲留意路標，但有一定經驗的駕駛人士會較爲留意地面的路線，而較少留意路標。他希望，運輸署能考慮仿傚工業邨往大赤沙迴旋處的分隔方法。

24. 李家良先生認爲，運輸署於設立迴旋處時，於地勢許可下會設立一條只可左轉的左線。他以駕駛者的角度表示，除非該地點的汽車流量非常高，才有設立的需要，否則，設立只許左轉的路線是有一定危險，如駕駛人士了解路段左轉無需要讓迴旋處內的車輛時，車速會較高，較容易發生意外。過去，曾於調景嶺有一輛巴士進入迴旋處時車速過高，引致車身翻側，造成交通意外。所以，他認爲於較小型的迴旋處中設立實線讓左轉車輛優先行駛，有商榷的餘地。另一方面，運輸署希望盡量利用整個迴旋處疏導交通流量。他認爲，現有的設計已十分足夠，但如有太多規劃，將未能有效疏導交通。他表示，還記得學習駕駛時教官的教導，於迴旋處切線時，需要留意外線車輛及亮起提示燈，如切線時沒有看清楚後方車輛，而發生碰撞，責任應歸於切線的一方。他表示，新設計下能較容易理解迴旋處轉線的安排。

25. 方國珊女士表示，影業路及坑口道的迴旋處是車輛流量較高的迴旋處。她向運輸署查詢，車輛的流量需要達到甚麼程度，運輸署才可增加資源，如興建隧道，引導由西貢前來的車輛經過坑口後能通往將軍澳隧道。她表示，新道路標記系統只是試驗計劃，運輸署應聽取更多將軍澳或西貢區內人士的意見才決定廣泛實施。她同意很多市民取得駕駛執照超過十數年，其駕駛態度是值得提升。因此，她建議政府於駕駛經驗達某一年資時，引入「駕駛提升改善課程」，但無需重新考試。特別考慮對象是職業駕駛司機，因爲過去曾發生不少涉及人命的交通意外。

21. Mr. Chau Yin Ming said that he generally supported the plan which had been tested on Hang Hau Road for some time. He said that signs in foreign countries at the right lane before entering roundabouts were right turn signs, but now it was set at the area only after entering the roundabout. These changes should be established before entering the roundabout. He said that with regard to the roundabout at Po Ning Road / Ying Yip Road, there was only one entrance into Ying Yip Road. He was concerned that drivers are accustomed to driving on the right lane into Ying Yip Road, which was easy to cause collisions. He hoped that the Transport Department can make improvement. He pointed out, taking roundabouts in foreign countries as example, only left turn was allowed at the left lane before entering the roundabout in some cases. He hoped to strive for establishing a long slow lane from Sheung Ning Road to turn left into Po Ning Road with an increase to three lanes at Po Ning Road. He also hoped to promote such change to other roundabouts in the district.

22. Mr. Chan Kuen Kwan said that he agreed that the road signs must be clear. He said that if there were three traffic lanes at the roundabout, it was recommended to have signs at the left lane to direct drivers to the first exit of the roundabout with solid lines drawn, while for the middle lane, drivers could use the first exit to the left or go straight, and drivers at the right lane should onlygo straight. He believed that the above proposal would be clearer.

23. Mr. Lam Siu Chung believed that the roads in Hong Kong and foreign countries are somewhat different. Solid lines for the roundabout, such as that of Po Yap Road with left turn to the Industrial Estate, could be more effective in separating the flow of vehicles. He said that new drivers will pay more attention to the road signs, but drivers with certain experience will pay more attention to the lines on the ground than that of road signs. He hoped that the Transport Department would consider taking reference to the separation method of the roundabout from the Industrial Estate to Tai Chik Sha.

24. Mr. Li Ka Leung believed that when the Transport Department established a roundabout, it could set up a left lane that only allowed left turn if the topography was desirable. From the perspective of a driver, he said that it was necessary to set up such lane only if the traffic flow at the site was very large, otherwise setting up a lane that only allowed left turn posed a certain danger. If drivers knew that left turn at that lane needs not to give way to other vehicles at the roundabout, they would drive in a higher speed which was easier to cause an accident. In the past, once a bus entered the roundabout at Tiu Keng Leng in a very high speed and overturned, causing a traffic accident. Therefore, he believed that there was room for discussion on setting up a lane at smaller roundabouts with solid lines with priority given to vehicles turning left. On the other hand, the Transport Department hoped to make full use of the entire roundabout to divert traffic flow. He believed that the existing design was very adequate but would not be effective in diverting traffic flow if too many plans were present. He said that he still remembered the teachings of the instructors when he learned driving, of which attention should be paid to vehicles at external lanes with warning lights on when cutting lane at the roundabout. If collision occurred as drivers failed to clearly observe the vehicles behind, the drivers who cut the lane should bear the responsibility. He said that it would be easier to understand the arrangement of changing lanes at the roundabout under the new design.

25. Ms. Fong Kwok Shan said that the roundabout at Ying Yip Road and Hang Hau Road had a relatively high traffic flow. She enquired with the Transport Department about at what

level of traffic flow will it increase the resources allocated, such as constructing a tunnel to direct vehicles from Sai Kung to travel through Tseung Kwan O Tunnel via Hang Hau. She said that the new road marking system was only a pilot scheme, hence the Transport Department should listen to the opinions of local people in Tseung Kwan O or Sai Kung before the decision to implement it in a general manner. She agreed that many people had obtained driving licenses for more than a decade and their driving attitude needed to be improved. Therefore, she suggested the government introduce the Driving Improvement Course for drivers with certain years of driving experience without the need to retake any examination. Professional drivers were the special target under consideration as they involved in many accidents causing deaths in the past.

26. 周賢明先生補充，影業路及寶寧路的迴旋處的另一個設計，以往曾有物業發展並向城市規劃委員會申請。而他反對物業的發展，並要求改善上述迴旋處，由常寧路左轉入寶寧路增設慢線，寶寧路將改爲三線行車，影業路則向山邊擴闊至雙線行車，及現時影業路路口是行人過路處，建議於該處興建行人隧道。他指出，該迴旋處的最大問題是行人可於影業路路口過路，令車輛由清水灣道駛前的車速較慢。他希望稍後可定立議題跟進上述項目。他表示，上述迴旋處曾是交通黑點之一，希望各委員能繼續關注該迴旋處的流量。

27. 梁挺康先生作出以下綜合回應：

I. 新道路標記系統只配合新方向標誌，運輸署將重新檢視新路牌的目的地，隨著地區的不斷發展轉變，舊的方向性路牌或已不適用。運輸署將會改善路牌的資訊及作重新設計。

II. 有關宣傳方面，除了印刷小冊子外，運輸署會定期與道路安全議會轄下的宣傳小組爭取資源，對一般駕駛人士或使用迴旋處的駕駛人士，於教育方面作出更多推廣。

III. 有關實施時間表方面，他表示若得到是次委員會的支持後，運輸署將立即進行詳細的設計，希望於本年年末完成設計。由於路面需要重新劃線及鋪路，路牌方面亦則需要重新設計、拆卸以增加路牌內目的地等，或需要更改路牌的地基。運輸署會與路政署商討，爭取於明年年初開始分階段完成有關的計劃。雖然計劃是分爲兩階段進行，目的是先於外圍車輛流量較少的迴旋處實施，讓區內或區外的駕駛人士熟習。

IV. 有關影業路的迴旋處需要達多少流量才可增加該方面的資源。他了解區內的同事將會作車輛流量的測試，運輸署將會詳細及深入了解上述迴旋處。影業路迴旋處的特別之處是有擋土牆及有特別結構的隧道位於迴旋處下，所以如需要作出大規模的改動或增加行車線，便需要作出小心研究。運輸署初步將盡快研究於迴旋處內的車輛流量及車輛進入及離開迴旋處的行駛路線，以定立改善方法。

V. 有關於進入迴旋處及於迴旋處內發生碰撞時的責任歸於哪方。他重申，於現有的迴旋處及將來新系統的迴旋處中，使用迴旋處的基本交通規則是不變的，包括進入迴旋處前駕駛人士必需留意迴旋處內是否有車輛行駛，及必需讓迴旋處內的車輛先行。但責任是屬於哪一方，因爲每一個交通意外的情況都不同，香港警方亦會就每一案例作出公平公正的調查。

VI. 有關已實施的五個迴旋處的實際流量方面。概括來說，較早落成的三個迴旋處的流量只是佔設計容量約三成，而較後期落成的兩個迴旋處，即柴灣道及大角咀的迴旋處的流量是佔設計容量約五成至六成。當實際流量達到設計容量的八至九成時，便可能會出現擠塞的情況。

最後，他希望以上的回應能解答各委員的提問及多謝委員就上述計劃的支持。

28. 陳繼偉先生表示，梁挺康先生沒有回覆會否更改駕駛學習手冊，及由迴旋處六時位置進入，往九時位置離開是否只可行駛左線。因爲傳統學習駕駛者，由迴旋處六時位置進入，往九時位置離開是必需靠左線行駛；由迴旋處六時位置進入，往十二時位置離開是於安全情況下切線至內線，再於安全情況下切線至外線。他表示，學習者手冊中列出上述規例，駕駛者必需跟從。他認爲，梁挺康先生迴避上述問題，新系統與駕駛考試是相違背的。他質疑，如由六時位置進入迴旋處，往九時位置離開，是應該行駛內線還是外線。他曾跟進數位市民有關交通意外案件的投訴，亦曾多次去信警務處。他表示，其中一個案件發生於康明苑位置，案件中並不是於迴旋處內行駛便有優先權，警方於法庭上回應是根據於碰撞發生的位置，碰撞前車車尾部分，責任便歸於後方車輛。另一個案件是由六時位置進入迴旋處，往九時位置離開，案件法官質疑被告人爲何駛往九時位置離開而使用內線。他表示，案件與運輸署的計劃相反。他表示，曾於警務處及法院跟進案件，不是憑空想像出來。

29. 梁挺康先生表示，於新路牌指示下車輛進入迴旋處前，可選定行車線。如車輛於六時位置進入，駛往十二時位置離開，可於慢線或快線進入及離開迴旋處。於新標記系統中，車輛是毋需切線。他表示道路使用者守則中指出，於切線時是需要特別小心留意，切線前必須發出適當的提示燈號及於安全情況下留意附近是否有車輛行駛才切線。在新標記系統車輛離開迴旋處是毋需切線，能有效幫助駕駛人士離開迴旋處。有關會否更改道路使用者守則方面，運輸署定期修定道路使用者守則，及正籌備提交有關政策局及立法局審議。如道路使用者守則未能及時更改，運輸署將會印製小冊子及於網頁中提示駕駛人士，如何使用新道路標記系統。

30. 主席表示，運輸署代表如有公務，可先行離席。

2012-2013 年度西貢區巴士路線發展計劃
(SKDC(TT)文件第 23/12 號)
反對削減行走 796C 巴士路線之車輛數目。
(SKDC(TT)文件第 25/12 號)
要求運輸署及巴士公司擱置取消第 690 及 692 巴士路線計劃
(SKDC(TT)文件第 26/12 號)
反對取消將軍澳過海巴士服務
(SKDC(TT)文件第 27/12 號)
反對取消過海巴士路線 690、690P、692、692P 及縮減 694 服務
(SKDC(TT)文件第 28/12 號)

反對取消將軍澳區來往中環區 690 及 692 過海巴士線
(SKDC(TT)文件第 29/12 號)
反對取消將軍澳區過海巴士服務，並要求運輸署活化區內過海巴士路線。
(SKDC(TT)文件第 30/12 號)

31. 主席歡迎運輸署高級運輸主任關嘉敏女士，以及九龍巴士(一九三三)有限公司策劃及發展經理胡銘基先生、策劃及發展主任黎嘉朗先生、高級車務主任麥成邦先生、對外事務高級經理黎瑞玲女士及對外事務幹事羅麗明女士，以及城巴有限公司/新世界第一巴士服務公司策劃及車務編排經理黃漢中先生、公眾事務經理廖家欣女士、新巴助理營運經理(發展)何珮嫻女士及助理策劃經理冼志賢先生就《2012-2013 年度西貢區巴士路線發展計劃》(下稱「巴士路線發展計劃」）介紹。

32. 主席表示，由於動議文件(SKDC(TT)文件第 25/12 號)、(SKDC(TT)文件第 26/12 號)、(SKDC(TT)文件第 27/12 號)、(SKDC(TT)文件第 28/12 號)、(SKDC(TT)文件第 29/12 號)及(SKDC(TT)文件第 30/12 號)，與上述巴士路線發展計劃相關，建議一併討論。

33. 由於委員沒有反對，主席因此通過建議(SKDC(TT)文件第 25/12 號)、(SKDC(TT)文件第 26/12 號)、(SKDC(TT)文件第 27/12 號)、(SKDC(TT)文件第 28/12 號)、(SKDC(TT)文件第 29/12 號)及(SKDC(TT)文件第 30/12 號)與《2012-2013 年度西貢區巴士路線發展計劃》作一併討論。

34. 關嘉敏女士表示，是次會議中主要爲新一年度的巴士路線發展計劃作介紹。於制定巴士路線發展計劃中，主要考慮數項因素，包括地區發展、路面擠塞的情況、對環境的影響及各位市民和委員的意見。於《2012-2013 年度西貢區巴士路線發展計劃》的各項發展方案已於文件中詳細列出，相信當中以隧道巴士第 690 號及第 692 號路線的取消方案最受地區人士的關注。她講述建議上述方案的原因，根據數據顯示，隧道巴士第 690 號及第 692 號路線的乘客量持續處於偏低水平，第 690 號路線的全日平均載客率爲 20%，最低爲 2%。而第 692 號路線的全日平均載客率爲 15%，最低爲 2%。她表示，鑑於大部份行車路線行經的地區與港鐵重疊，特別是隧道巴士第 692 號路線。因此，巴士公司與運輸署建議取消上述兩條隧道巴士路線及其特別班次。方案的好處是可減少載客率較低的班次行經繁忙路段，如中環、灣仔、銅鑼灣及將軍澳隧道等地區，減輕對交通的壓力，亦配合環保。另一方面，爲配合計劃及減低對乘客的影響，九巴將提供第 296M 號路線與港鐵的轉乘優惠，方便山上居民乘搭港鐵前往港島區。而第 296M 號路線將增加兩輛巴士加強服務，於繁忙時段的班次將由 16/17 分鐘，提升至 11 分鐘一班。她表示，運輸署相信乘搭港鐵可令乘客更快捷地前往目的地。希望藉此機會聽取各委員的意見。

35. 簡兆祺先生表示，市民得知運輸署有意取消第 690 號及第 692 號路線後感到非常憤惱。他查詢，運輸署經常指出乘客量不足，但有否派員親身乘搭路線，感受車廂內的擠迫感。他表示，親自到北角分站乘車，但等候了約半小時仍沒有巴士前來，但巴士到站後，乘客卻太多導致不能登車，迫使部份候車乘客需步行回北角鐵路站轉乘港鐵。他表示，運輸署指第 692 號路線與港鐵路線重疊，但去年康城站通車後曾有數次列車故障，當時乘客十分徬徨地轉乘第 692 號路線往港島區上班。他查詢，當運輸署取消第 692 號路線後，市民如何往港島區上班。他希望，運輸署能真正考慮市民的需要。

36. 林咏然先生表示，早前知悉行政會議中表示與三間巴士公司續約，是值得高興的事，因爲證明政府並不是希望港鐵公司獨大，亦滿意三間巴士公司的營運狀況。他表示，於是次事件中對巴士公司及運輸署十分不滿，但行政會議未必考慮到細節的事項。他指出，運輸署指上述路線乘客不足，但他認爲不會是太極端。他表示，曾於星期一早上約十一時三十分乘搭 690 號路線，由景林村村口分站登車，登車時的確不足十位乘客，但當巴士駛至藍田，進入東區海底隧道前時，單層的座位已座無虛席。他質疑，如改變營運模式改爲使用單層巴士服務，便可繼續維持服務。他表示，因爲運輸署利用雙層巴士計算乘客量，故此乘客量的百份比較低。另外，現時隧道巴士與港鐵的比較，源頭是乘客於有選擇下亦會選擇乘搭港鐵。他認同運輸署所述，港島區的道路較爲擠塞。乘客於上下班時間爲避免路面擠塞，而選擇乘搭較爲人多擠迫的港鐵。最主要的問題是價錢上有差異，隧道巴士第 690 號及第 692 號的車資是$13.4，而港鐵往香港島是$11.8，兩者之間的差距會令市民爲了節省金錢，而選擇乘搭港鐵。他質疑，運輸署爲何不考慮減價吸引乘客或作分段收費，以增加競爭力。他希望，運輸署能幫助三間巴士公司思考對策，而非只削減服務。

37. 譚領律先生表示，由於早前新巴邀請委員出席的交流會及委員會轄下的巴士路線發展工作小組兩次會議中，委員亦有清楚表達取消過海路線的不滿，惟運輸署聽到上述意見後，仍沒有任何修定，仍然表示根據數據關係需要取消路線。他查詢，根據數據第 694 號路線中清楚列明受影響乘客數量，但第 690 號及第 692 號路線卻不知爲何沒有列出受影響乘客數字，而只列出載客率。有關載客率方面，九巴第 690 號路線使用的巴士型號的載客量是約 132 人，運輸署表示於最繁忙的一小時中的載客率約 61%，即大約有 80 人乘搭，如扣除下層站立位置，即有九成座位是被使用，第 690 號路線是滿座的。他表示，有上述數據的支持，爲何運輸署還提出需要取消路線。另外，他查詢運輸署有否考慮山上的居民的交通服務的需要。居民需要乘車下山再接駁港鐵，而於翠林邨及康盛花園中受影響的乘客佔整個路線的 34%，他認爲運輸署有需要考慮上述因素。他認爲，如利用第 296M 號路線作爲接駁服務是不切實際。他表示，第 296M 號路線並不是於寶林站門外設分站，加上班次是 11 分鐘一班，而市民乘搭第 17M 號路線是比上述

接駁路線更便宜。他查詢，現時港鐵服務已接近飽和，亦曾於繁忙時間需要關閉入閘機，以免月台過於擠迫，但運輸署爲何還要強迫市民乘搭港鐵。及爲何巴士公司服務質素越來越差，沒有與港鐵競爭之心。

38. 莊元苳先生重申，他堅決反對取消第 692 號及第 690 號路線的過海巴士線服務。他表示，現時上述兩條巴士路線是將軍澳居民前往中環、銅鑼灣及灣仔等商業區的唯一兩條巴士路線。如取消上述兩條過海巴士路線，居民便變得沒有選擇，只可選擇乘搭港鐵，而間接造成港鐵壟斷市場。他表示，港鐵已接近飽和情況，若港鐵可隨意上調票價，居民於沒有選擇的情況下，只能接受加幅。再者，如港鐵發生事故，將會令情況更加混亂。其次，他留意到文件中指出，第 692 號路線於最繁忙時間的載客量約 39%。但剛才有委員提供照片顯示，巴士內的下層已站滿乘客，等於巴士內的座位已滿座。他查詢，運輸署指出最繁忙一小時的載客率約 39%是以那段時段計算出來。另外，第 692 號及第 690 號路線於非繁忙時間的載客量較少的原因是因爲班次疏落及昂貴票價，造成因果循環。因此，他認爲優化班次、路線及降低票價，才是增加乘客量的正道，而不是只取消巴士路線，最終只會造成巴士公司及居民雙輸的局面。他引述巴士公司及運輸署指出，取消上述兩條巴士路線後，便可達至舒緩主要道路及將軍澳隧道流量的目標。但他認爲，達致上述目標的方法應是改善道路的設計及對私家車的管理和控制，而不是取消主要的公共交通工具路線。最後，他再重申，堅決反對取消第 692 號及第 690 號路線的過海巴士線服務。

39. 梁里先生表示，每逢年初於委員會上討論巴士路線發展計劃時，委員都重覆向運輸署表達反對削減區內的巴士資源，但每次運輸署亦是在做重覆的事。他認爲，所謂的巴士路線發展計劃，是巴士路線削減計劃。他表示，正如剛才委員所述，取消過海隧道巴士路線，於將軍澳南及調景嶺亦取消了大部份第 694 號路線的班次，同時亦取消了第 18 號專線小巴路線，造成港鐵壟斷，不單是剝削居民選擇交通工具的自由，於港鐵發生故障的時候，亦沒有任何交通工具供居民選擇。而且，亦削弱了居民的議價能力，因爲居民只可選擇港鐵作爲交通工具，而沒有其他交通工具作爲選擇。同時，於主席建議合併討論下，其中一項動議是關於反對第 796C 號路線削減行駛車輛。他查詢，運輸署不停地削減區內的巴士路線，而因削減騰出的巴士車輛是調配到那裡使用。他表示，正如巴士路線發展計劃內指出，可能改善第 798 號路線的班次，但純粹於文件內列出，並沒有具體說明。他質疑，運輸署於削減路線班次後，是否沒有檢討其他路線是否需要增加車輛。他表示，有關第 792M 號路線調整行車路線時，於將軍澳公共運輸交匯處的行車路線中，把調景嶺公共運輸交匯處的分站調往香港知專設計學院外。但過往第 E22A 號路線，亦曾建議把香港知專設計學院外的分站調往調景嶺公共運輸交匯處內。他查詢，如日後運輸署亦收到同樣的意見，是否需要改變第 792M 號路線的分站。

40. 何民傑先生表示，政府最近提議定立競爭法，提倡不要壟斷市場。但他認爲，於香港製造最多壟斷的便是香港政府本身。正如運輸署一系列以鐵路優先的政策，造成港鐵的壟斷。香港未來的鐵路發展，全港四周將有鐵路覆蓋，如運輸署表示與鐵路重疊的地區將沒有巴士服務，最終只會滅絕其他交通工具。他建議，運輸署需要作全面檢討鐵路優先的政策。他表示，讓市民自由選擇交通工具是十分基本的措施。他認爲，運輸署以官僚的眼光覆蓋了這些概受市民歡迎亦可自付盈虧的公共服務。他質疑，運輸署以乘客率低爲理由，但港鐵是否沒有空車及乘客率低的時間。他指出，許多時候於非繁忙時間乘搭將軍澳線的乘客不多，他質疑，引用相同道理是否需要停用港鐵。交通工具定必有高用量和低用量時間，但不等於需要取消該交通工具，因仍有不少乘客於有選擇的情況下，選擇乘搭巴士路線。他指出，過去新巴提供不少轉乘優惠，應用於港島區的巴士網絡，吸引市民轉乘，而非把將軍澳變成孤島。最後，他對運輸署提出一份歷年來最差的一份建議方案感到遺憾。

41. 鍾錦麟先生表示，早前曾與新巴代表會面，當中提及縮減後的資源歸於何處，能否有空間加強區內其他服務，但是次會議中並沒有作出交代。另外，整份文件有關第 690 號及第 692 號路線的資料中，並沒有提供實際載客量數字，只顯示載客率很低。九巴亦多次向記者表示，區議會反對取消第 690 號及第 692 號路線。他表示，委員明白是離不開油費及隧道費的問題，但據他所知，九巴設有機制穩定油價，有關隧道費方面，眾所周知東區海底隧道和西區海底隧道是特區政府關鍵處理的問題之一。他表示，多給運輸署及巴士公司一次機會，補充委員於上次會議中提出的問題，分別是縮減後的資源歸何處，及過海巴士路線受影響乘客的實際數目。

42. 林少忠先生表示，巴士路線工作小組和新巴交流會中亦作討論將軍澳整體巴士路線發展。他表示，於 1988 年入住將軍澳，當時有大量巴士路線服務，但於 2002 年港鐵投入服務後，巴士服務因港鐵沿線的影響而開始萎縮。他表示，第 690 號路線班次時間爲 20 多分鐘，如居民錯過第 690 號路線巴士，便需要轉乘專線小巴接駁至港鐵站。他質疑，巴士公司和運輸署爲何不考慮於繁忙時段增設更多巴士服務，供更多居民使用。於 2010 年 10 月 10 日，議會爭取多時的將軍澳往沙田線，希望能爲整個將軍澳區服務，但路線卻沒有服務山上居民。他表示，曾於 2010 年提出文件，希望政府能考慮山上居民。他希望，巴士公司能撤回此文件。

43. 劉偉章先生表示，各委員亦很關心將軍澳區的巴士路線，但鄉郊方面卻較爲單薄。因此，他必須代表鄉郊區居民反映第 91 號巴士路線的問題，以往清水灣並沒有連接鐵路的公共巴士服務，強烈要求第 91 號路線能接駁至坑口鐵路站，甚至調景嶺交通交匯處。上述原因令乘客量低。他表示，強烈反對文件中建議服務時間由晚上 11 時 15 分，提早至晚上 9 時 20 分，因爲鄉郊區的居民於晚上只可依靠的士及專線小巴服務，迫使居民花費更

多車資，及剝削居民的選擇。

44. 陸平才先生認爲，三間巴士公司提出一個退步的建議，指將軍澳新市鎮能前往市區後，可有大量接駁路線，迫使居民轉駁其他交通工具。他表示，上述想法並不是正常的想法，巴士公司亦想到某些路線盈利不多，最終決定取消路線。上述正是日間隧道巴士正面臨的情況。他希望，運輸署和巴士公司能考慮將軍澳區居民希望增設巴士路線是極不容易，運輸署經常以鐵路沿線及可於區外轉乘其他路線作爲解決方法。他請運輸署積極考慮改善路線吸引乘客，而並不是削減巴士路線。另外，有關日間過海隧道巴士方面，運輸署計算的數字是突顯非繁忙時段數字偏低，但他認爲新市鎮出現上述情況屬正常，運輸署於計算車資時亦已計算在內。他表示，運輸署並沒有重視繁忙時間內，約有七成或以上的乘客使用。他質疑，運輸署是否忽略該七成以上的市民於繁忙時間內對路線的需要。他認爲，運輸署是無視將軍澳區居民的需要。

45. 李家良先生認爲，是次的巴士路線發展計劃只是在削減服務、取消路線、減少巴士車輛及調低班次，完全沒有改善巴士服務。他表示，如此巴士路線發展計劃，只會令乘客數量進一步下降。於惡性循環下，未來可能所有巴士路線亦需取消。他表示，過海巴士第 690 號及第 692 號路線於提出即將取消後，居民已反映十分需要該兩條巴士路線及反對取消路線。他認爲，現時鐵路未能滿足所有居民，不應太依賴某一種交通工具。如繁忙時間於北角鐵路站轉線時，經常有大量乘客於月台候車，需要輪候多班列車才可登車。他認爲，現時情況更不應讓更多乘客轉爲乘客港鐵。另一方面，是次巴士路線發展計劃中並沒有任何改善鄉郊區路線的措施。他表示，每逢假日西貢區亦出現交通擠塞情況，而公共交通工具並不足夠，許多旅客於西貢市等候專線小巴的時間達兩小時，而巴士車輛亦不足夠疏導乘客，惟運輸署卻沒有作任何改善。現時只依賴於西貢公路方面，西沙公路上亦只有第 99 號及第 299 號路線行駛。他希望，運輸署於將來能考慮作出改善。

46. 方國珊女士表示，剛才各委員表達了反對取消過海巴士路線。她指出，過海專線小巴路線第 18 號路線就被建議取消，助長港鐵壟斷整個將軍澳區的交通。她表示，上屆區議會亦有反映上述問題，運輸署指第 690 號及第 692 號路線於非繁忙時間乘客量偏低，而委員向運輸署建議優化路線。她指出，觀塘區議會亦反對削減過海巴士路線，因爲巴士駛至東九龍區時，巴士車廂下層的位置已滿座。她表示，點對點的優化可更有效吸引乘客乘搭過海巴士路線。她強調，委員絕不同意削減過海巴士路線。另外，她指出，運輸署並不是因時際遇解決交通問題，早上繁忙時間往工業邨的第 797M 號路線乘客量很大，惟運輸署卻沒有增加巴士車輛的措施。她質疑，運輸署往往需要委員要求改善，才著手處理是有欠安排。

47. 關嘉敏女士作出以下綜合回應。

I. 有關委員查詢第 690 號及第 692 號線的乘客數字，根據調查數據，第 690 號及第 690P 號路線的每日總乘客約 4500 人，而第 692 號及第 692P 號路線的每日總乘客量約 2500 人。運輸署正就 2012-13 年度巴士路線發展計劃諮詢多個區議會的交通及運輸委員會，在聽取及歸納各方面的意見並仔細研究後，才會落實有關計劃中建議的項目。

II. 有委員指出第 796C 號路線減少了一輛巴士行駛方面，主要是由於第 796C 號路線的行車路線建議縮短至蘇屋，因應行車距離的縮減，車輛數目亦可相應調整，並非縮減第 796C 號線的服務水平。新巴有意把騰出的車輛投放於將軍澳區內的巴士服務。

III. 有關劉偉章先生就第 91 號路線調整服務方案提出的意見，運輸署已備悉有關意見。

48. 黃漢中先生作出以下的補充。

I. 有關第 796C 號路線總站遷移的方案。他表示，第 796C 號路線的行車距離約縮減了 4 公里，可以通過路線縮減而騰出一輛巴士，強調並不會影響現時提供的班次。亦可利用騰出的巴士資源，投放於乘客量不斷上升的第 798 號路線行駛，以加強服務。

II. 有關委員指出第 690 號路線於藍田區有 30 多位乘客使用，他表示，只可爲藍田區的乘客提供由藍田至中環的服務，但於回程時卻因路線不同及車資較高的關係，因此整體而言藍田區的乘客量是十分低。

III. 有關委員查詢新巴會否優化兩條過海巴士路線，以提高路線的競爭能力方面。他舉例，新巴曾於 2006 年將第 692P 號路線的總站遷移至調景嶺港鐵站，希望乘客量有所增加。但於近年來，雖然服務範圍擴大了，但發現乘客量卻未有明顯增加。

IV. 有關委員查詢會否以點對點方案優化上述兩條過海巴士路線方面。他表示，現時於早上繁忙時間提供的第 690 號及第 692P 號路線，可發現於港島區如東區走廊的主要幹道上，交通日漸擠塞，引致行車時間較長，以致上述的點對點路線的乘客量不斷下跌。

49. 范國威先生表示有一項意見及兩項查詢。

I. 他表示，有提出不贊成取消過海巴士路線，包括第 690 號、第 690P 號、第 692 號，第 692P 號及第 694 號路線。他指出，1998 年所定下的長遠公共運輸交通系統提及鐵路優先，但並不代表完全以鐵路作爲壟斷，迫使取消可選擇的其他交通工具，他認爲是有問題及不能接受的。他指出，運輸署於是次巴士路線發展計劃中，作出了壞決定。

II. 他查詢及希望運輸署能如實向議會交代，根據運輸署的建議，將軍澳會否是全港 18 區內首先成爲只有鐵路服務，而沒有其他過海巴士

路線或專線小巴線。

III. 於欠缺諮詢及黑箱作業的情況下，運輸署或行政會議中單方面批出十年的專營權予新巴。於過程中，運輸署是否行政不當地提供資料。於討論續期時，有否要求新巴放棄經常將軍澳至港島區的過海巴士路線。他希望，運輸署能如實作答或於會後作書面回覆。

50. 陳繼偉先生認爲，運輸署一直偏袒港鐵，而巴士公司卻令路線變得不吸引、班次減少或行車路線過長，最終令乘客量減少。他表示，運輸署偏袒港鐵是不正確的，而巴士公司卻是「輸打贏要」。他表示，強烈反對2012-2013 年度西貢區巴士路線「假」發展計劃。

51. 邱玉麟先生表示，委員十分關注駛經清水灣道的第 91M 號、第 91 號及第 92 號路線。他表示，曾前往九巴總部與九巴作出商討，但現時三條巴士路線於不同地點開出，卻於差不多相同時間到達井欄樹分站，次序分別是第 91M 號、第 92 號及第 91 號路線。他表示，首先到站的第 91M 號路線的車資爲最高，而沒有提供分段收費。他質疑，車資收費高，卻令乘客長時間候車。他希望，能均衡分配三條路線的到站時間，讓乘客毋需苦候十五分鐘。他表示，繁忙時間大部分村民，如壁屋、白石窩新村及井欄樹一帶的村民沒有巴士可乘搭。他對九巴的覆函感到失望，認爲完全沒有改進及沒有意識如何提供更佳的服務。他希望經過是次議會探討後，九巴能有所改善，不要令委員對服務感到失望。

52. 譚領律先生表示，文件中的第一頁表示，第 98A 號及第 93K 號路線於未來將全線使用空調巴士。過往兩年間不斷提及有關第 98A 號路線可盡快全線使用空調巴士及調低票價，但是次計劃中並沒有提及調低票價。他認爲，應該根據以往的機制，新票價應較非空調巴士路線的票價多出 30%，才是公道和合理。另外，文件中亦提及第 296M 號路線，於星期六、星期日及公眾假期的班次縮減至 25 分鐘一班。他認爲，是不能接受及自相予盾。若第 690 號路線取消後，乘客便需要以第 296M 號路線作接駁鐵路服務，但候車時間卻是 25 分鐘，認爲巴士公司是麻木不仁。他表示，過往不斷指出第 95M 號路線，不應於非繁忙時間的班次縮減至 25 分鐘一班，因爲對需要前往聯合醫院的人士造成不便，惟九巴公司沒有聽取意見。他認爲，將來乘客如捨棄九巴，是九巴咎由自取的。及認爲，如來年運輸署及巴士公司仍然提出「巴士路線削減計劃」，委員會不應讓計劃於會上討論。

53. 張國強先生表示，早期委員對於《2012-2013 年度西貢區巴士路線發展計劃》是有一定期望，希望有好訊息可提供。於去年曾成立獨立小組，就每條路線作討論，惟最終是無疾而終，《2011-2012 年度西貢區巴士路線發展計劃》便如期進行。他估計本年度的巴士路線發展計劃將帶來好消息，卻發現整個將軍澳及西貢區的資源被不斷削減，亦不斷消磨委員的時間，爲了選區的市民於情況不太理想的環境下盡力爭取優惠。他表示，希望各

位委員一致支持，要求運輸署收回《2012-2013 年度西貢區巴士路線發展計劃》，並重新草擬一份能兼顧將軍澳、坑口及西貢各區，以達到三贏局面之計劃。

54. 林咏然先生表示，文件附件一提及現行發展計劃車輛分配並不能夠反映現時情況。他指出，第 690 號路線是以單層巴士車輛行駛，但文件中沒有顯示，文件顯示的 63 輛巴士是以空調雙層巴士計算，而計劃中共削減將軍澳區 27 輛巴士。另外，於文件附件九中顯示受影響的乘客使用代表服務的車資，當中更顯示多項可節省金錢的路線。他質疑，爲何運輸署不與三間巴士公司商討提出分段收費。他引用黃漢中先生所述，藍田往港島區的路段乘客量不少，但於回程時乘客量卻很低，主要原因是路線沒有提供分段收費。他建議，運輸署應考慮以八達通付款的乘客可享有分段收費的計劃，他相信定必能使更多乘客使用。他希望，運輸署能幫助三間巴士公司考慮分段收費的措施。

55. 林少忠先生反映，第 95 號及第 95M 號路線於秀茂坪重建後，第 95 號路線改爲行經秀茂坪邨內，卻令第 95 號路線的行車路線延長，而班次卻變成 20 多分鐘一班。他表示，山上的居民乘搭第 95 號路線往佐敦需要的車程長。他希望，運輸署能增強對山上居民的服務，考慮把第 95 號及第 95M 號路線更換，改爲第 95M 號路線駛經秀茂坪邨，而第 95 號路線則改行秀茂坪道，提高第 95 號路線的乘客量。另外，有關第 93M 號路線，於上年度的巴士路線發展計劃中提及，早上時由調景嶺駛往藍田，但於回程時卻不行經調景嶺，令乘客量沒有提升。他表示，第 93M 號路線是可補償第 296M 號路線的不足。不少知專學生需要乘搭專線小巴第 17 號路線，接駁港鐵前往調景嶺。他質疑，運輸署爲何不優化路線。他表示，九巴脫班卻以加長班次時間作解決方法，是自欺欺人。他以第 798 號路線爲例，建議於大老山隧道作轉乘點，讓將軍澳居民於北區、大埔、沙田及馬鞍山等地區於大老山隧道轉乘，觀塘道的乘客可提早於大老山隧道作轉乘，能避免於觀塘道受影響的路線。他希望，運輸署及巴士公司能聽取委員的意見。

56. 何民傑先生表示，市民要求全面的公共交通服務。雖然兩間巴士公司是民營機構，但仍是有公帑補貼，包括巴士總站的昂貴地價，而巴士總站的上蓋卻不斷有物業發展。他查詢，有關將來的千億基建，如藍田將軍澳隧道等設施將來會否有巴士路線服務，讓基層市民可享用建設。他表示，市民渴望可利用交通工具由將軍澳前往至上班地區，而港島區亦是一個主要的上班集中地。他質疑，於建議方案中會否引致將來只可選擇鐵路作爲接駁。他認爲，計劃中除了第 796C 號及第 792M 號路線的建議是對現有的服務有改善，而其餘的建議不應獲得通過。

57. 莊元芰先生認同各委員的意見。他表示，署方只不斷否定第 690 號及第 692 號路線，沒有理會委員對上述兩條巴士路線的擔憂及有建設性的建

議。他再一次查詢，文件中提及第 692 號路線最繁忙一小時的載客量是 39%，而最繁忙一小時是屬於那一段時間。他同意有委員認爲除了第 796C 號及第 792M 號路線的改動建議外，署方應重新擬定其他建議再提交本會討論。他建議，現時第 792M 號路線的班次時間爲 20 至 25 分鐘一班，但於早上繁忙時間有不少學生利用此路線上學，希望署方能增加早上繁忙時間的班次。另外，亦不反對第 796C 號路線總站改動的建議，但對於削減第 796C 號路線的班次有所保留，希望於改動總站後，發現班次脫班或令乘客不便時，能盡快進行檢討，不要令優化建議變爲惡化建議。

58. 劉偉章先生認爲，文件中第 91 號路線的資料有誤導成份。他表示，第 91 號路線是由清水灣往鑽石山，於附件二中其他路線及轉乘組合提及的專線小巴第 103 號及第 103M 號路線，並不是前往鑽石山及將軍澳。他認爲，是誤導及不清楚第 91 號的路線。他認爲，第 91 號路線如可前往坑口鐵路站，乘客量便可提升。而第 91M 號路線是由寶林前往至鑽石山，受影響的乘客應是清水灣沿舊村、大埔仔及井欄樹的居民。因此，他認爲資料是誤導委員及市民，他希望運輸能作出澄清。另外，他表示往第 91 號路線往清水灣方向的其他路線以專線小巴第 103 號路線代替，但第 103 號路線並不是由鑽石山開出。他希望，運輸署能糾正文件內容。

59. 陸平才先生表示，對計劃中數條巴士路線提出意見。

I. 有關第 796C 號路線與剛才幾位委員的意見不一致。他表示，不明白爲何過去運輸署把路線的總站改爲設於南昌站，但現時卻建議還原至最初路線位於蘇屋的總站。他建議，第 796C 號路線伸延至甘泉街，方便前往長沙灣工業區及西九龍之人士，因將軍澳區內有不少居民需要前往長沙灣工業區。

II. 有關第 296C 號路線，有居民反映於東京街總站登車的乘客量近乎零，但第 296C 號與第 796C 號路線的分別之處是駛經九龍灣及觀塘，如西九龍的乘客希望前往東九龍區，可考慮乘搭第 296C 號路線，而第 296C 號路線亦可方便西九龍的居民前往香港科技大學，只要於將軍澳提供轉乘優惠及把總站設於海麗邨。

III. 日出康城現時已有五萬多人入住，建議第 796S 號及第 797M 號路線合併，但因路線由兩間不同的巴士公司經營，希望運輸署能作出協調。合併後，把日出康成至牛頭角的路線改爲循環線，並行經工業區，可更有效運用巴士資源。

IV. 有關第 N796 號路線方面。他表示，通宵專線小巴第 N112S 號路線的乘客量很少。他建議延長第 N796 號路線及抽調專線小巴第 N112S 號路線的車輛。

V. 有關第 792M 號路線方面。於文件中建議取消第 698R 號路線，但於取消路線後，往西貢的路線便只有第 792M 號路線，認爲路線將不能負荷乘客量，因此第 792M 號路線需要維持正常的班次。

60. 周賢明先生表示，贊成第 792M 號及第 796C 號路線的調動，及十分贊成第 798 號路線增加巴士車輛數目。他表示，第 93K 號及第 98A 號路線改用全空調車輛行駛是民心所向。但他表示遺憾，運輸署沒有把以往委員建議的改善措施放於計劃內，特別是有關增加第 E22A 號路線的班次。有關取消過海巴士路線方面，他反對建議，但認爲需要作出討論如何改善及優化路線。他表示，計劃中亦沒有提及增加分段收費、轉乘優惠及鄉郊於特別時間的需求，亦沒有考慮長遠的事項，如有關第 85 區的物業發展及第 86 區的人口不斷增多。他希望，巴士路線發展計劃能考慮未來兩至三年的發展。

61. 溫悅昌先生表示，知悉將建議取消專線小巴第 18 號路線，他反對建議。並表示如第 18 號路線沒有新的營辦商經營，巴士路線第 694 號將會成爲前往北角的選擇。他指出，第 18 號路線行經寶寧路明德邨，建議將來第 694 號路線能於明德邨設分站作爲上落之用。他希望專線小巴第 108A 號及第 19S 號路線能保留。

62. 簡兆祺先生表示，曾作出民意調查，於尙德邨步行至港鐵站乘搭港鐵是需要約十分鐘，許多居民並不願意步行過長路程，反映巴士路線如車資與港鐵相同及加密班次，相信乘客將較現時多出數倍，不會出現現時因乘客量低而需要取消路線的情況。他希望，巴士公司能自我提升服務，優化路線，繼續服務市民。

63. 鍾錦麟先生表示，議會一直有誠意與巴士公司及運輸署商討一些雙贏的方案，以解決經營情況不佳的路線問題。如過往提及優化路線，增加往荃灣的巴士路線，但本年度的巴士路線發展計劃並沒有尊重及考慮議會的意見。他認爲，文件中說服委員接納縮減服務的數據亦不足，是不尊重議會的表現。因此，他提出臨時動議「要求擱置討論過海巴士服務重組」。

64. 關嘉敏女士作出以下回應。

I. 鐵路是既環保又具效率的集體運輸系統，故此現時政府的交通運輸政策是以發展鐵路作爲本港公共客運系統的骨幹。

II. 有關有委員詢問將軍澳是否全港首個只有鐵路而沒有過海隧道巴士路線的區分方面。她表示，巴士路線發展計劃是考慮整體運輸網絡，而非只針對某單一區域。運輸署明白於是次的計劃中，市民及委員十分關注取消第 690 號及第 692 號路線，並已備悉委員的意見，而第 694 號路線的方案是建議調整班次，並非取消路線。

III. 有關范國威先生查詢專營權的諮詢程序，運輸署將於稍後以書面回覆。

IV. 有關多位委員提及有關車費及在加強空調巴士服務時提供更多車費優惠方面。她表示，巴士路線的收費是根據行政長官會同行政會議批准的巴士路線車費等級表而釐訂。運輸署明白市民希望調

低車費，因此運輸署亦一直鼓勵巴士公司加強空調巴士服務的同時，視乎財政狀況而考慮提供票價優惠。

V. 有關劉偉章先生表示第 91 號線調整服務的文件中就數據方面的查詢。她表示，文件中提及的 19 名乘客可改乘專線小巴第 103 號及第 103M 號路線，是指現時沿清水灣與坑口道之間上落的乘客。運輸署已備悉委員就文件表達方式所提出的意見。

VI. 有關林少忠先生表示山上服務方面。她表示，運輸署已備悉委員的意見，將與巴士公司再作跟進。

VII. 有關委員查詢第 692 號路線最繁忙的一小時是屬於那一段時間方面。她表示，分別是上午八時至九時及下午五時至六時。

65. 胡銘基先生作出以下回應。

I. 有關劉偉章先生表示有關第 91 號路線的服務時間方面。他表示，九巴的建議是因應乘客的實際需求而提出的，由於晚上繁忙時間過後至尾班車平均班車的乘客量只有約 4 人，而乘客亦有其他替代服務可供選擇，故此從資源運用的角度作出以上的建議。他表示，於假日或泳季時，九巴亦會檢討服務時間是否合適。

II. 有關各委員對取消第 690 號及第 692 號路線的意見方面。他表示，九巴與新巴提出上述的意見的原因是自從將軍澳鐵路開通後，巴士的乘客量大幅下跌，690 線 692 線全日平均載客量分別只有 20%和 15%。他表示，兩間巴士公司過去亦曾考慮不同的優化方法，但效果並不理想及不能達到預期的目的。今次提出的建議是希望整體巴士網絡的資源能更理想地運用。而爲照顧山上的乘客，在今次的建議中亦加入了 296M 線與港鐵的轉乘優惠，並相應加強了 296M 的班次。他表示，上述是一個經過深思熟慮的建議。他續指出，委員建議加密班次或調低車資，或可讓乘客量回升，但實際上收入卻可能減少。他表示，巴士公司在考慮了上述的原因及整體的營運成本的壓力，才作出取消路線的建議。他表示，尊重委員的意見並會集合不同區議會的諮詢結果再作考慮。

66. 黃漢中先生作出以下回應。

I. 有關委員對縮減第 796C 號路線班次有所保留方面。他重申，總站遷移的建議將不涉及任何縮減班次，而只涉及調整車輛數目，同時行車時間亦有縮減。再者，總站經遷移後將不需要經過大南西街一帶較爲擠塞的路段。他表示，雖然車輛數目將由 10 輛降至 9 輛，但現時乘客所享用的班次將維持不變。

II. 有關數年前把路線的總站由蘇屋延長至南昌鐵路站，但現時卻還原至蘇屋方面。他表示，因應蘇屋至南昌一段的平均乘客率是 1.7%至 5.1%，而最低的情況是出現零乘客量。他表示，以將軍澳區乘客的角度來說，受影響路段所涉及的將軍澳乘客數量並不多，佔全線乘客的約 0.1%至 4.9%。

III. 有關第 792M 號路線的班次方面。於是上繁忙時間可否增加班次，需要視乎將來改道後的乘客需求，再對班次作出適當的調整。
IV. 有關委員認爲取消第 698R 號路線後，應維持第 792M 號路線的班次方面。他表示，第 792M 號路線的改道建議對現有班次並沒有影響。
V. 有關第 E22A 號路線增加班次的意見方面。他表示，最近於 4 月 18 日上午繁忙時間，於龍翔道近黃大仙鐵路站附近作出客量調查，結果顯示往機場方向的班次的平均載客率爲約 80%，並未符合運輸署增加車輛的指引。
VI. 有關路線合併及延長路線的建議方面，如第 796C 號、第 694 號、第 796S 號及第 797M 號路線等。他表示，巴士公司亦已備悉有關意見。

67. 何珮嫻女士回應有關第 797M 號路線的意見。巴士公司有留意到第 797M 號路線的乘客量上升情況，客量上升情況最顯著是早上首兩班班次。同時，亦收到委員向巴士公司反映，並與署方協調把早上首兩班班次的車輛，由單層巴士改爲雙層巴士行駛。現時情況已可配合乘客的需要，並將密切留意路線的營運以配合市民所需。

68. 主席表示，要求鍾錦麟先生朗讀臨時動議的措詞。

69. 鍾錦麟先生表示，臨時動議的措詞爲「擱置討論過海隧道巴士服務重組」。

70. 主席詢問，有否和議人。

71. 鍾錦麟先生表示，與和議人商討後，決定修定臨時動議的措詞爲「要求運輸署收回過海隧道巴士服務重組建議」。

72. 主席表示，和議人爲譚領律先生。

73. 主席表示，鍾錦麟先生的臨時動議與 SKDC(TT)文件第 30/12 號內容相類似。

74. 鍾錦麟先生表示，需要與和議人譚領律先生商討。

75. 陳繼偉先生表示，會議上有多項動議反對取消過海巴士路線。如上述臨時動議通過後，稍後的動議將不能作討論，程序上將出現問題。

76. 凌文海先生表示，對於取消第 690 號及第 692 號路線方面。他指出，坑口區的居民乘搭鐵路是十分方便，但有一定數量的乘客是利用巴士路線前往港島區。他希望，運輸署或巴士公司能慎重考慮。

77. 范國威先生表示，希望主席能帶領委員處理。他提出意見指出，委員經考慮後才提出不同議案，故建議先反對取消巴士路線的建議，及後再要求運輸署撤回上述文件。一方面可處理第 25 至 30 號文件，亦可讓鍾錦麟先生和譚領律先生所希望帶出的強烈訊息予運輸署了解。他請主席考慮上述意見。

78. 主席表示，如通過上述臨時動議，餘下的議案都不能通過。因此，需要分辨與 SKDC(TT)文件第 30/12 號的分別。

79. 范國威先生表示，應先處理第 25 至 30 號文件，至最後才處理上述臨時動議。

80. 鍾錦麟先生表示贊成范國威先生的意見，先處理由委員動議的議項。

81. 主席表示，最後才處理上述臨時動議。

82. 陳繼偉先生表示，如通過第 25 至 30 號文件後，根據會議常規半年內將不可重覆討論相關議題，於最後才處理臨時動議會否有矛盾。

83. 樊慧玲女士表示，根據會議常規如委員提出臨時議案，需要出席議員超過半數贊成後才可作討論。她表示，委員需要考慮臨時動議的措詞。

84. 主席表示，其下有多項動議與巴士路線有關，希望巴士公司代表能出席餘下的會議，但如有公務在身，可先行離席。

85. 主席表示，SKDC(TT)文件第 25/12 號至 SKDC(TT)文件第 30/12 號作一併討論，如委員沒有反對，將通過上述動議。

86. 主席因此建議通過上述動議及要求運輸署跟進委員的意見。

87. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

【由委員提出的二十個動議】

要求運輸署於早上及黃昏繁忙時間增設第 798 號的特別班次駛經康盛花園及翠林邨(景明苑)，方便居民
(SKDC(TT)文件第 24/12 號)

88. 主席請委員參閱由林少忠先生動議，林咏然先生和議的文件。

89. 林少忠先生表示，於討論巴士路線發展計劃時亦有提及第 798 號路線。山上的居民已入住約二十多年，但於增設巴士服務時，卻需要駛經將軍澳隧道。過往，於將軍澳南區或日出康城亦有設立特別班次，以舒緩居民需求。他表示，於第 798 號通車不久後，曾於會上提出上述議題，但事隔半年認爲仍沒有進展。他表示，山上的居民對第 798 號路線有需求。他希望，相關的巴士公司及運輸署能仿傚其他路線設立早上特別班次，能有效舒緩居民需要轉乘的問題，並希望各委員能支持上述議題。

90. 吳錦嫻女士回應，運輸署及新巴就第 798 號線的服務方面，意見一致。由於第 798 號線受乘客歡迎，新巴會集中資源提升第 798 號線的服務質素。如剛才巴士路線發展計劃中亦提及，運輸署希望從縮短第 796C 號線行車路線而騰出的一部巴士，調派至第 798 號線，從而提高服務質素及吸引更多乘客使用該線。因此，暫時沒有資源安排增設特別班次。但運輸署將一直留意第 798 號線的乘客量變化、地區需求及新巴的資源許可情況，並備悉委員的意見。

91. 譚領律先生表示，委員一直批評運輸署於制定長途點對點巴士服務時，忽略沒有港鐵服務的山上居民的需要。過往委員曾向運輸署要求增設村巴服務，但被運輸署拒絕。他認爲，運輸署不批准增設村巴服務，亦不支持增設特別巴士班次，此事對居民並不公平。他認爲，在不影響現有乘客的情況下，應調配資源，加開特別班次。他建議運輸署可考慮特別班次駛經坑口及寶林，再經寶林北路駛往山上。他認爲，因爲將軍澳隧道經常擠塞，改行經山上可能令班次時間更爲準確。他希望，運輸署、有關巴士公司及各委員都應該考慮上述建議。

92. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

建議 A29 機場巴士線伸延至將軍澳南
(SKDC(TT)文件第 31/12 號)
E22A 回復 A29 線開通前的班次服務
(SKDC(TT)文件第 32/12 號)

93. 主席請委員參閱由陸平才先生動議，梁里先生和議的文件。

94. 陸平才先生表示，於(SKDC(TT)文件第 31/12 號)中提及的年份出錯，正確應是 2011 年 9 月。他續表示，於 2011 年 9 月份是區議會休會期，但同時第 A29 號路線開通。雖然有不少居民贊成，但因爲第 A29 號路線的巴士車輛是由第 E22A 號路線中抽調出來，而引致第 E22A 號路線的車輛減少

了，令將軍澳南區的居民則受到影響。因爲第 E22A 號路線被抽調巴士車輛至第 A29 號路線行駛，但第 A29 號路線卻不駛經將軍澳南區，而令現時第 E22A 號路線的服務質素下降。他建議，第 A29 號路線應該伸延至將軍澳南區，並於港鐵將軍澳站公共運輸交匯處及港鐵調景嶺站公共運輸交匯處設立上落客點，然後再駛往九龍區。

95. 莊元芰先生同意動議內容及方向。他表示，現時第 A29 號路線只駛經寶林及坑口區，而不駛經將軍澳南區。早前他收到意見指路線乘客量不太理想。他認爲，可能因爲路線覆蓋的範圍不足及票價過高。因此，他建議第 A29 號路線可伸延至將軍澳南區，駛經兩個主要公共交通交匯處，以擴大路線的覆蓋范圍及增加乘客量，亦能爲將軍澳南區居民提供多一個選擇。他亦建議，第 A29 號路線應降低票價，提高路線的吸引力。他表示，雖然第 A29 號路線開通了，但將軍澳南區居民卻未受其益，先受其害。而現時第 E22A 號路線的班次變得疏落，因此他同意第 A29 號路線伸延至將軍澳南區，及增加第 E22A 號路線的班次。

96. 鍾錦麟先生查詢，SKDC(TT)文件第 25 至 30 號如何處理，及剛才的臨時動議將會如何處理。他表示，不希望打擾委員討論 SKDC(TT)文件第 31/12 號，建議先討論 SKDC(TT)文件第 31/12 號後再處理臨時動議。

97. 主席表示，SKDC(TT)文件第 25 至 30 號經已通過，現時將根據會議議程次序討論，直至最後才討論剛才的臨時動議。

98. 吳錦嫻女士查詢，因爲陸平才先生提出了兩項有關機場巴士服務的議題於會上討論，而剛才陸平才先生同時提及了該兩項議題，是否將兩項議題作一併討論。

99. 主席向委員詢問，是否反對將兩項議題作一併討論。

100. 陸平才先生表示，不反對兩項議題作一併討論。

101. 由於委員沒有反對，主席因此通過建議(SKDC(TT)文件第 31/12 號)及(SKDC(TT)文件第 32/12 號)作一併討論。

102. 陸平才先生補充，第 E22A 號路線對於將軍澳南區居民有一定需求。第 E22A 號路線是前往東涌，而第 A29 號路線是前往機場，分別是兩條不同的巴士路線。但現時卻抽調第 E22A 號路線的巴士車輛至第 A29 號路線使用，希望以較少車資的路線前往東涌的居民受影響。因此他認爲，第 E22A 號路線有必要維持原來的服務需求。

103. 方國珊女士認爲，伸延至將軍澳南區的機場巴士路線必需改善及增

加。她表示，行會一直不願意聽取議會地區同事的意見，令她感到十分無奈。於過往，一直於將軍澳南區及北區分流方面，改善一些較長路程的巴士路線，如機場線或荃灣線等，都不能盡快回應，卻倉促通過巴士經營權延續十年。優惠方面，如城巴第 E22A 號路線由亞洲博覽館至將軍澳，或第 E22S 號路線由逸東邨至將軍澳，當中轉乘優惠節省 18 元，並不是大部分將軍澳南區居民能受惠。因此，她認同動議內容，建議伸延至將軍澳南，包括清水灣半島及日出康城。

104. 吳錦嫻女士表示，議會一直有討論機場巴士路線問題。過往，運輸署亦曾提出不同的方案，如優化第 E22A 號行車路線的建議，但委員認爲於長遠發展上，是需要分拆路線。她表示，於《2010-2011 年度西貢區巴士路線發展計劃》中，城巴建議加開一條直接前往機場的 A 路線，而新路線中的車輛是由第 E22A 號路線中分拆出來。她表示，於分拆及資源上互相調配，定會出現巴士班次減少的情況。但運輸署認爲建議所提供的載客量不變，及可以爲乘客提供多一項選擇。過往的討論中，主要關於第 E22A 號路線過於迂迴，令乘客不能選擇更快捷的路線前往機場。因此，建議中提出於現有的資源中騰出五輛巴士，開設能直達機場的第 A29 號線。但爲了維持居民仍能前往東涌或機場後勤基地，並估計有一部分乘客將轉爲乘搭第 A29 號線，第 E22A 號線需要保留及調低班次。而另一方面，對康盛花園及翠林邨等山上居民而言，將第 E22A 號線伸延至山上，由以往每天只有兩班班次的第 E22B 號線，改善至可享有全日服務。她表示，運輸署希望藉著上述的重整計劃，滿足居民的需要，但於資源方面卻有一定的限制。她表示，根據陸平才先生所提出的建議，如將第 A29 號路亦伸延至將軍澳南區，路線將會變得更迂迴。另外，現時第 A29 號路線只有五輛巴士行駛，若需要伸延路線，可能對班次上有影響。她強調，並不是運輸署倉促推行上述改動，而是於巴士路線發展計劃中已向各委員諮詢，並循著議會認爲可行的方向，透過營辦商遴選，最後於 2011 年才落實此方案。另外，運輸署將一直觀察第 E22A 號路線的乘客量變化。她指出，新巴最近於龍翔道作出調查，結果顯示載客量達到 85%。而運輸署則較爲關注分拆兩線後，對將軍澳尾站居民的影響。根據運輸署於三月份作出的調查，於將軍澳尾站即寶康路廣明苑的最高載客率爲 63%，原則上是足夠爲將軍澳居民提供服務。運輸署將與巴士公司就第 E22A 號及第 A29 號路線作出檢討，考慮進一步優化路線的措施。她表示，待有進一步結果，將於會議上向委員報告。

105. 方國珊女士回應吳錦嫻女士，第 A29 號路線雖然駛經坑口迴旋處，卻沒有服務清水灣半島的居民，認爲是「過門而不入」。她希望，運輸署考慮第 A29 號路線服務清水灣半島。

106. 譚領律先生表示，第 E22A 號路線班次改爲 30 分鐘一班，並非因爲乘客量低而減少班次，而是因爲分拆路線所致。他認爲，委員建議恢復原來班次時間，運輸署卻以乘客量問題爲理由並不合邏輯。他表示，運輸署經

常提及乘客量百份比，是以整輛巴士的載客量計算，但扣除站立人數，車輛人數已達到八至九成。他表示，不明白運輸署增加巴士車輛的準則。另外，第 E22A 號路線公佈的行車時間爲 100 分鐘，他認爲將來有必要考慮如何優化路線，以方便市民。他以由天水圍往機場的第 E34 號路線爲例，其行車時間只是 84 分鐘，而將軍澳至機場卻需要 100 分鐘，他認爲有必要考慮優化上述路線的建議。

107. 陸平才先生表示，於上屆議會開始討論第 E22A 號路線及機場巴士線，委員的原則並不是以不影響現有服務的大前提下作出考慮，不是犧牲將軍澳南區居民的利益。他表示，當初討論第 A29 號路線時，考慮整個將軍澳區。他認爲，第 A29 號路線的巴士分站數量可以較少，並不代表犧牲某個區域的居民，及不應只服務某一區的居民。他表示，居民反映需要花費更多車資，接駁其他交通工具再轉乘機場巴士路線，及第 E22A 號路線被削減班次。他詢問運輸署，當時考慮開設第 A29 號路線時，有否考慮於港鐵將軍澳站公共運輸交匯處及港鐵調景嶺站公共運輸交匯處設立巴士分站。

108. 梁里先生認爲，運輸署一直把將軍澳分爲兩區。而巴士服務方面，兩區的資源卻被視爲互相爭奪的情況。委員希望增加資源以改善服務，並非開設新巴士路線，便削減現有的巴士服務。他查詢，有關第 E22A 號路線載客量的實際數字，因爲運輸署吳錦嫻女士所提及的數字與新巴黃漢中先生所提供的有出入。另外亦查詢，早前運輸署曾有信函指出第 E22A 號路線於繁忙時段駛離將軍澳時的載客量高達九成，於上一次會議提及載客量下降至七至八成，但於是次會議中運輸署指載客量已下降至六成，是否因爲第 E22A 號路線的班次時間延長至三十分鐘一班，讓乘客認爲費時失事，而轉乘其他交通工具前往機場。而運輸署亦以乘客量不足爲理由而不會增加班次，最後只會造成惡性循環，不能改善第 E22A 號路線的巴士服務。他認爲，運輸署應考慮第 E22A 號路線回復至 20 分鐘一班的班次。

109. 林少忠先生表示，有居民反映第 E22A 號及第 A29 號路線因乘客的行李過多及行李擺放位置不足關係，而需要把行李放置於行人路上，影響載客量。他希望，巴士公司能於增加班次的同時，亦考慮把座位改爲行李擺放位置。

110. 鍾錦麟先生表示，當第 A29 號路線進行諮詢時，他曾參與提出動議要求盡快實施第 A29 號路線。但現時於第 A29 號路線通車後，收到不少居民的意見，而將軍澳站上蓋亦即將有酒店投入服務。他表示，作爲其中一位贊成開設第 A29 號路線的成員，認爲第 A29 號路線是可以爲將軍澳南區居民帶來多一項選擇。他認同陸平才先生所述，路線的分站數量可以較少，但希望以最短的路線照顧將軍澳南區居民。

111. 吳錦嫻女士補充，剛才委員質疑的載客量數字，新巴黃漢中先生所述

的數據是位於龍翔道的載客點，是屬於區外，而最近 4 月 18 日的調查結果爲 85%。而剛才她提及的數據是由運輸署於 3 月 2 日作出的乘客量調查所得，調查主要針對上午 6 時 50 分及上午 7 時 20 分兩班班次。她所述的乘客數字是屬於區內將軍澳區的尾站，載客量達到 63.2%，但因爲區外仍有乘客，所以城巴於龍翔道調查的數據結果是 85%。她澄清，運輸署與新巴的調查吻合。至於，她曾報告運輸署於 11 月份作出的調查，於區外尾站的最高乘客量達到九成。由於巴士公司已調配了一些載客量較高的巴士服務第 E22A 號線，所以相對載客率稍微下降。

112. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

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促請運輸署增加將軍澳(南)區深宵交通工具。
(SKDC(TT)文件第 37/12 號)

134. 主席請委員參閱由何民傑先生動議，張國強先生和議的文件。

135. 張國強先生表示，上述議題是老問題，近年委員一直爭取深宵交通服務，但一直未見進展，故此每年年初亦會提交此議題於議會中討論。

136. 吳錦嫻女士認同張國強先生指出上述議題是老問題。但她表示，主要原因是客源的問題，現時已有一定數量的深宵巴士服務，乘客量的增長亦不明顯，所以於營運效率方面的考慮，運輸署並不建議增加巴士路線。而優化現時的深宵巴士服務方面，可以作出考慮。運輸署已與九巴商討，有關是否可改善深宵巴士服務的可行性。如有任何新措施推出，將於會議上向委員匯報。

137. 莊元芰先生同意張國強先生的動議內容，並表示將軍澳南區的深宵交通服務是需要改善。早前署方有提及第 98D 號及第 296D 號路線延長服務時

間至深宵，他查詢現時的進展。

138. 吳錦嫻女士回應，運輸署現時正與九巴商討考慮使用其他措施，及將與上述建議一併考慮。

139. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

要求於影業路加設行人過路設施，保障路人安全
(SKDC(TT)文件第 38/12 號)

140. 主席請委員參閱由凌文海先生動議，周賢明先生和議的文件。

141. 周賢明先生表示，文件中第二段提及「例如加設交通燈」，再於現場觀察後，擔心影響該處的交通流量。他希望可以於近迴旋處的行人過路處加設隧道，及改爲雙線行車。此爲長遠解決該處人車爭路及交通流量的問題，亦可保障行人安全。另外，近坑口村的行人過路處方面，亦希望運輸署交通工程師能考慮改善和配合。

142. 劉偉章先生支持上述動議。早前，有建議擴闊影業路的工程，於上次會議中了解中華電力有限公司(下稱「中電」)於該處設有一條電纜，而影響擴闊道路的工程進度。他表示，曾向中電了解，中電表示現時工程已接近完工。他查詢，運輸署就上述議題會否與擴闊工程一併提供資料。

143. 莊漢文先生表示，有關影業路現時有兩個行人過路設施，爲了提高駕駛者及行人的警覺，已於該處加設慢駛及前面行人過路的指示路牌。以及運輸署正進行研究考慮如何改善兩個行人過路處，及作出行人及車流的統計和考慮進一步提升設施。他表示，運輸署會詳細考慮委員的意見。

144. 由於委員沒有反對，主席因此建議通過上述動議及要求運輸署跟進委員的意見。

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要求政府盡快改善單車安全配套設施，並研究單車升格爲交通工具的可行性
(2012 年 4 月 10 日區議會會議文件(SKDC(M) 文件第 72/12 號))

180. 莊漢文先生表示，於香港騎單車是被視爲一種康樂活動。香港一般路面因車輛太多及空間有限，基於考慮安全的問題，運輸署並不建議市民於市區內以單車作爲交通工具。有關單車徑耗損的情況，路政署亦有一直注意及進行保養維修。同時，運輸署亦有一直檢討單車徑的設計及陸續改善現有的單車徑設施，以保障使用單車人士的安全。他舉例，如使用膠柱代替現有的鐵欄，或於路面上塗上顏色，以識別行人過路處位置，讓行人和單車使用者多加注意。另一方面，政府亦有許多不同的途徑教育市民有關使用單車的知識，如單車安全資訊中心的網站，及定期印刷單車安全小冊子，希望從而提高市民對單車安全的意識。
181. 由於委員沒有反對，主席因此建議通過上述動議及由運輸署跟進委員的意見。

【由社會服務及健康安全城市委員會轉介議題】

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要求運輸署撤回《2012-2013 年度西貢區巴士路線發展計劃》(SKDC(TT)文件第 23/12 號)盡快優化後再提交本會討論

185. 主席表示，剛剛收到由鍾錦麟先生動議，譚領律先生和議的西貢區議會交通及運輸委員會會議中提出臨時動議的措辭，『要求運輸署撤回「2012-2013 年度西貢區巴士路線發展計劃」中的過海隧道巴士重組建議。』

186. 主席表示，文件必須在場過半數委員贊成，才可繼續討論。

187. 主席宣佈，有過半數委員贊成，可繼續討論。

188. 鍾錦麟先生補充，考慮諮詢程序上，如委員反對議案，運輸署可能考慮以其他理據不理會委員的意見。但如是撤回議案，代表運輸署並未完成諮詢程序。他希望，各位委員能支持上述建議。

189. 主席重申，『要求運輸署撤回『2012-2013 年度西貢區巴士路線發展計劃」中的過海隧道巴士重組建議。』。

190. 陳繼偉先生查詢，字眼上表示是否只撤回這部份建議，其他部份則代表區議會接受。

191. 范國威先生回應陳繼偉先生查詢表示，建議撤回的部份正是由主席所讀出的動議措辭中所指出的。至於，沒有撤回的另一部份，已於剛才的討論中由當區議員提出意見，是屬於運輸署諮詢過程中聽取委員的意見。

192. 陳繼偉先生表示，各委員對整份計劃書持不同意見。他查詢，反對計劃書後，運輸署會否於下次會議繼續作出匯報。他質疑，爲何只撤回計劃中的一部份。他表示，計劃中有許多路線亦有不同意見。因此他建議撤回整個巴士路線計劃，優化後再提交委員會討論。

193. 林少忠先生表示，正如他剛才反映運輸署建議取消第 93M 號路線。但如只撤回計劃中過海巴士路線部分，將代表議會接納計劃中的其他建議。他認爲，應是撤回整份文件再進行優化。他表示，如只撤回計劃中過海巴士路線的部分，其他沒有於計劃中的巴士路線將如何處理。他建議，運輸署於是次會議中取消委員的意見，再優化「2012-2013 年度西貢區巴士路線發展計劃」。另外，他指出曾與九巴溝通，得知九巴每五年將提交一份巴士

路線發展方案予運輸署。他建議把該發展方案於議會作長遠發展的討論。他表示，與陳繼偉先生的意見一致，希望運輸署能優化巴士路線發展計劃後再提交本會或巴士路線工作小組中討論。

194. 譚領律先生表示，不同意陳繼偉先生的觀點。因爲每年運輸署提交的巴士路線發展計劃，並不需要由議會投票通過與否，只是由委員就各路線發表意見。上述臨時動議，只是十多項動議之外的其中一項。撤回其中一部分計劃，不應視爲等於本會接納其他建議。

195. 范國威先生表示，陳繼偉先生所提出的是提序上的提問，他不能代表主席作帶領討論。但直至林少忠先生發言時，出現討論內容的問題。他表示，陳繼偉先生於鍾錦麟先生及譚領律先生早前提出方案時，已查詢是否與委員所提出反對巴士路線的方案有關聯。而他早前亦表示，當時理解委員不希望影響其他同事的提案權和影響議案，並希望集中讓運輸署了解委員只要求運輸署撤回該部分的議案。同時，讓各委員繼續進行議案討論，並以此作爲前提，所以此刻並不應連同其他議案作一併討論。他認爲，這是在程序上並不公道。他表示，如主席剛才作出裁定臨時議案需要拖延至最後作處理，並讓動議人鍾錦麟先生與和議人譚領律先生，以紙筆的方式記錄予主席及秘書作記錄以作行政需要的情況下，處理方式應只集中在此部份。他續表示，其他委員如何演繹或理解該議案是屬於不同的事情。如有其他委員認爲需要撤回計劃中的其他部份，可獨立提出另一項臨時動議。

196. 主席表示，如委員希望提出修訂可於現時提出。

197. 陳繼偉先生表示，修定臨時動議爲「要求運輸署撤回《2012-2013 年度西貢區巴士路線發展計劃》(SKDC(TT)文件第 23/12 號)盡快優化後再提交本會討論」。

198. 主席表示，臨時動議的和議人爲莊元芩先生。

199. 范國威先生表示，請主席裁決及請秘書協助主席參考會議常規，因爲此修定將推翻早前會議中作出的討論。他重申，早前當主席處理臨時動議時，已表明不希望影響其他委員就一系列議案及巴士路線發展計劃作出的討論。而現時的修定與要求運輸署撤回部份計劃是有所不同的，如其他委員就巴士路線發展計劃內的部份巴士路線建議，並認爲建議是正面及可落實，但將被現時的修定所推翻。他建議，主席需要作出處理和裁決，現時的修定及原有的臨時動議是否擁有相反的效果。

200. 陳繼偉先生表示，剛才的動議是反對取消巴士路線。他表示，不應作捆綁式認爲是反對所有動議。他舉例指出，如動議表明就巴士路線發展計劃的諮詢作出反對，才是反對所有動議。

201. 主席表示，陳繼偉先生提出的修定爲「要求運輸署撤回《2012-2013 年度西貢區巴士路線發展計劃》(SKDC(TT)文件第 23/12 號)盡快優化後再提交本會討論」。提議人陳繼偉先生，和議人莊元茎先生。

202. 范國威先生表示，主席需要先處理程序查詢。由主席及秘書參考會議常規後，修定對臨時動議的效果是否互相予盾。現時處理的修定是捆綁式，需要撤回整份計劃。

203. 主席表示，以投票決定。

204. 范國威先生表示，提出上述修定是不公道，修定指要求撤回整份計劃應於會議較早前提出。因爲早前提出臨時動議時，採取了先討論由委員提出的議題。當處理了議案後，其他委員因應主席的安排將臨時議案放於最後處理，但現時卻提出修定指需要推翻整份計劃。

205. 主席表示，范國威先生可提出修定陳繼偉先生的動議。

206. 主席表示，休會五分鐘。

207. 主席請委員就修訂動議進行投票，結果如下：

贊成：5 票
反對：2 票
棄權：4 票
未投票：2 票

修訂動議獲得通過。

208. 范國威先生表示，需要就是次處理記錄於會議記錄中，以視公正。因爲有委員不在場，而早前未知悉有上述修定動議。他重申，委員是有準備下提出議案，曾研究於東區區議會於那種情況下，需要終止討論並要求署方撤回計劃。但主席及其他委員因希望討論其他議案，而決定將臨時動議放於最後處理，惟最後卻需要撤回整份文件。他請委員不要忘記，因有委員早前就計劃中的第 792 號路線提出正面回應。而剛才通過的修定，令委員所希望署方就第 792 號路線的更改亦不能落實。因此，他選擇投反對票。他促請運輸署能盡快修定巴士路線發展計劃，並於下一次會議中再作討論。

209. 林少忠先生表示，早前於討論時曾表達計劃文件中，建議取消數條巴士路線。他於第一輪發言時，已表示希望運輸署能撤回此文件，希望運輸署能盡快優化計劃後再提交委員會討論。

210. 方國珊女士表示，支持陳繼偉先生的修定動議，並請運輸署三思。

(三) 討論續議事項

西貢公路第一期改善工程進度
(二〇一二年第二次會議記錄第 128 至 129 段)

211. 劉偉傑先生表示，西貢公路第一期的工程進度是正在招標工程顧問公司，進行詳細設計工程，惟現時暫沒有招標結果。

212. 邱戊秀先生表示，上述地方是他的選區。但路政署已通知該區不會於九月份前進行收地程序，但他表示不理解路政署有否通知區議會，將不進行收地程序及當中有否其他問題存在。他質疑，經過行政會議通過後爲何工程停滯不前。他希望，路政署能提供更多資料予委員理解。

213. 方國珊女士質疑，爲何路政署於西貢公路改善工程中進度緩慢。她表示，她已於議會五年，作爲市民亦一直批評政府改善不周，一直不願意於西貢公路投放資源。而現時已同意工程的進行，但工程仍然進度緩慢。她表示，約一個月前，曾發生嚴重交通意外時，道路擠塞約數小時。由此可見，不加快擴闊工程進度是不可能的。另一方面，正如西貢區議會遷移至將軍澳的新大樓有更理想的環境。因爲西貢公路擴闊工程是十分重要的一環，她建議主席要求路政署提交一套早前不斷修改的工程詳細圖則，可以如其他工程一樣，保留重要的圖則於議會中，讓委員跟進。

214. 劉偉傑先生表示，有關圖則方面，他將於會議後與同事商討可否盡快提交一份圖則讓委員參考。至於有關程序方面，現時正是根據程序邀請顧問公司當中，但暫未能回答可否加快邀請程序。

215. 李家良先生查詢以下問題。

I. 路政署邀請顧問公司的問題是在於找不到顧問公司投標，還是因爲選擇過多等原因。
II. 決定選用那一間顧問公司是否有一個限期。
III. 是否需要再招標聘請工程公司，屆時將會預計花費多少時間進行招標。

216. 劉偉傑先生回應，路政署是根據政府定立的規則及時間聘請顧問公司，惟暫未能回覆有關顧問公司數量過多或過少的問題，需要於會議後與路政署同事商討了解有關資料。

217. 李家良先生查詢，政府的程序中有否設立限期。是需要於限期前成功

聘請，還是沒有限期直至成功聘請。

218. 劉偉傑先生回應，以他所知是有定立時間表，定立了於何時得出投票結果，但暫未能回應確實時間。

219. 主席表示，希望路政署以書面回覆本會。

220. 邱戊秀先生表示，收到市民反映於本年九月份暫停處理收地事宜。他質疑，爲何行政會議已通過，還不向立法會申請撥款。他了解，第一期和第二期亦是相同的顧問公司負責，未知現時是否已更換。他質疑，爲何現時工程仍停滯不前，而路政署高級工程師麥先生亦已退休，是否工程師退休後，西貢公路的工程就不再進行。

221. 劉偉傑先生表示，暫時沒有補充。

222. 主席表示，請劉偉傑先生以書面回覆本會。

將軍澳設立單車位及改善單車使用事宜
改善將軍澳區公眾單車場停泊處之設計及管理事宜
(SKDC(TT)文件第 45/12 號)
(二〇一二年第二次會議記錄第 130 至 141 段)

223. 冼熙朗先生表示，(SKDC(TT)文件第 45/12 號)中已詳細列出工作小組清理違例停泊（下稱「違泊」）單車的詳情。自上次會議後，已於 2 月份及 3 月份進行五次清理違泊單車行動，共清理 30 輛違泊單車。未來將於尙德邨及西貢進行清理違泊單車行動。

224. 莊元芠先生表示，尙德邨的公共運輸交匯處於一星期前已張貼告示，表示即將清理違泊單車。現時，尙德邨的公共運輸交匯處近的士站附近，確實有大量違泊單車。他表示，清理違泊單車行動後，不消一段時間該情況亦會再次發生。他表示，上次會議曾表示，希望能仿傚坑口交通交匯處，以木板圍封欄杆，希望能有效改善違例停泊。他表示，現時該處不單是單車違例停泊，更有不少寬頻公司的廣告牌、膠椅等放置於該處。他建議，使用亞加力膠板圍封。

225. 方國珊女士表示同意莊元芠先生的意見。她表示運輸及房屋局回應由 2008 年起經民政事務處清理違泊單車行動超過 50 次。她認爲，是浪費公帑。她表示，局方沒有採納及回應有關她於上一次會議的建議，建議單車採用登記的形式。過往曾有案例指單車於行車路上行駛是合法的，但亦有電台廣播提醒駕駛人士於馬路上互讓互諒。她認爲，雖然法例沒有列出，但市民於行車路上使用單車是公平的處理方法，單車應列入交通工具的方案。

單車採用登記的形式，可豁免小朋友玩耍用的單車，以成人使用及於行車路上使用的單車作登記。她建議秘書處去信運輸及房屋局，不要再浪費政府資源。

226. 冼熙朗先生表示，有關於欄杆上圍封木板方面。民政事務處知悉現時部分公共運輸交匯處的欄杆上圍封了木板，亦有委員歡迎上述做法，甚至希望於其他地點實施上述措施。他表示，不同地點將出現不同的情況，需要考慮不同的因素，如美觀方面等。歡迎委員提供意見，讓民政事務處與各個政府部門探討適當、切實可行及配合環境的解決方法。

227. 吳錦嫻女士表示，運輸署知悉尚德邨巴士站單車違泊的嚴重性。將於2012 年 4 月 30 日，聯同食物及環境衞生署及警方進行清理違泊單車行動。她希望，委員能幫忙提醒居民有關的清理行動。她表示，因爲到目前爲止，該處仍有超過 150 輛單車違泊。以及，當天會因應人手分配，同時清理該處的雜物，但會先集中進行清理違泊單車。她表示，運輸署亦要求路政署於清理違泊單車行動後，於的士站及小巴站位置的欄杆封上圍板。有議員建議，以亞加力膠板作圍封之用方面，她表示，現時該措施只是試驗性質，因成本較高及成效還在研究當中。運輸署將因應各交匯處違泊單車情況的嚴重性，而進行清理行動。

228. 主席表示，2012 年 4 月 30 日將尚德邨於進行清理違泊單車行動，請尚德區議員跟進。

229. 主席表示，運輸及房屋局就上述議題作出書面回覆，請委員參閱(SKDC(TT) 文件第 46/12 號)。

230. 方國珊女士表示，運輸及房屋局的覆函沒有回應委員的提問，即建議單車採用登記的形式，登記形式是可徹底解決現時浪費民政事務處人手的問題。她認爲，單車進行登記後，車主將不會把單車置於街上，可徹底根治問題。她要求，修正信函字眼後，再要求運輸及房屋局回覆。

231. 主席表示，文件中提及「貴委員會提出有關爲停泊於單車停泊處的單車進行登記的建議，在執行上有相當的困難」。因此，運輸及房屋局已有回覆委員的提問。

232. 方國珊女士認爲，回覆是砌詞狡辯，只是在浪費民政事務處資源。

233. 主席表示，有關議題應告一段落，如方國珊女士認爲有需要，可以由議員辦事處去函當局。

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要求有關部門檢討及改善西貢地質公園的交通問題
要求政府盡快改善前往西貢國家地質公園之道路及設施
(二〇一二年第二次會議記錄第 152 至 155 段)

243. 莊漢文先生表示，運輸署就西貢萬宜路近白腊及北丫村的彎位與水務署跟進。他表示，水務署回覆諮詢階段已完成，現時正準備工程前的工作，如與地政署申請地段作前期工作。

244. 主席表示，請運輸署繼續跟進上述議題。

(四) 西貢區公共交通服務

245. 主席表示，請委員參閱 SKDC(TT)文件第 48/12 號及第 49/12 號。

要求運輸署於寶琳北路往康盛方向(近欣明苑商場外位置) 增設 296M 巴士站，以方便居民及長者。
(二〇一二年第二次會議記錄第 24 至 27 段)

246. 吳錦嫻女士表示，九巴已於 2012 年 4 月 15 日於寶林北路欣明苑外，增設第 296M 號巴士站。

247. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求運輸署協調九巴、城巴及新巴，提供新巴路線 798 的大老山隧道跨巴士公司轉乘優惠
(二〇一二年第二次會議記錄第 28 至 31 段)

248. 吳錦嫻女士表示，最新進展已羅列於 SKDC(TT)文件第 48 號中，不再作重複解釋。

249. 李家良先生查詢，剛才檢討西貢地質公園的議案是刪除了還是繼續保留。

250. 主席表示，該議案是繼續保留，並交由運輸署繼續跟進。

251. 方國珊女士認同 SKDC(TT)文件第 48/12 號中第 158 段，要求九巴第 98P 號於黃昏繁忙時間增設回程班次(尖沙咀東往康盛花園方向)。她查詢，現時的跟進情況。

252. 主席表示，請方國珊女士於稍後就該議題再作討論。

253. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求增設全日服務的將軍澳往來荃灣巴士線

要求開辦將軍澳至荃灣巴士服務途經翠林邨及康盛花園
要求加開巴士線由日出康城經將軍澳往荃灣
(二〇一二年第二次會議記錄第 37 至 48 段)

254. 吳錦嫻女士表示，運輸署正研究是項建議，並已備悉委員對荃灣至將軍澳巴士線的要求。

255. 張國強先生表示，要求保留上述議題。他查詢，雖然運輸署已備悉有關意見，但有否研究路線的概要時間表，及希望了解更多細節。

256. 鍾錦麟先生表示，意見與張國強先生一致，希望保留上述議題，因爲上述議題是全區議會委員十分關心的事項，希望署方定期向委員匯報。

257. 林少忠先生表示，希望保留上述議題，及希望運輸署於研究荃灣線時亦能考慮山上居民。

258. 方國珊女士表示，將軍澳往來荃灣路線是將軍澳居民十分希望落實及提供時間表，及希望能關顧將軍澳南區的居民，包括日出康城及清水灣半島的居民，可設立車站由該區開出。她表示，上一次會議曾建議一份路線圖，希望吳錦嫻女士能採納該路線，如第 798 號路線一樣，跟隨委員建議的路線行駛。她希望，能盡快落實時間表。

259. 主席表示，繼續保留上述議題。

建議由調景嶺區前往康盛、翠林之 93M 特別班次改爲全日服務或增加班次
(二〇一二年第二次會議記錄第 49 至 58 段)

260. 吳錦嫻女士表示，根據運輸署的客量調查顯示，現時兩班班次的最高載客量分別爲 54%及 30%。以現時的載客量，運輸署沒有足夠的理據支持增加班次。

261. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

建議成立西貢區巴士路線工作小組，全面檢討區內巴士服務。
(二〇一二年第二次會議記錄第 59 至 82 段)

262. 主席表示，已成立西貢區巴士路線工作小組，並於 2012 年 4 月 2 日舉行第一次會議。

263. 召集人周賢明先生表示，該次會議中有多位委員出席，就區內的公共交通及巴士路線提供意見，會議亦就早前討論的過海巴士路線作詳細討

論，特別是有關反對的意見。另外，亦就機場巴士路線、第 296M 號、第 93K 號、第 95 號、第 798 號路線及將來會否考慮把將軍澳分區等議題作出廣泛討論。會議上亦有意見指每年的巴士路線發展計劃，可提早於工作小組中作討論，避免於委員會中花費過多時間討論。工作小組考慮舉行新一次會議，特別是運輸署優化巴士路線計劃後，及配合早前討論的巴士路線一併作詳細討論。另外，上次會議中有成員提出有關新巴專營權的安排，他感到遺撼，因爲當時的回答並不是非常確實，但最近已公佈專營權延續十年。他表示，希望於將來可討論更多細節，及請成員盡早準備希望討論的議題，避免議會準備過於倉促。他表示，請主席同意秘書處舉行下一次工作小組會議，就細節再作討論。

264. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求九巴改善 98A 班次失準的問題
(二〇一二年第二次會議記錄第 101 至 107 段)

265. 吳錦嫻女士表示，運輸署已與九巴進行會議，跟進巴士班次失準問題。會議中討論一系列的路線，當中包括第 98A 號線，受交通問題影響而失準的情況，運輸署現考慮於行車路線或班次上作出修定，重新編排班次，以緩和失準情況。

266. 方國珊女士表示不理解。她質疑，是否把服務承諾班次由原本的 5 至 6 分鐘一班，因脫班問題延長至 10 分鐘一班，便可解決問題。委員批評三間巴士公司每條路線亦有脫班問題，但運輸署沒有把委員的意見收錄於行會中討論。她質疑，署方不重視委員的意見。她表示，第 98A 號路線經常同時間有兩班班次到達分站，影響將軍澳居民。另外，第 98A 號路線有盈利，卻不提供合理的服務。她評批運輸署批准專營權延續十年是不合理，應該先延續五年，再因應表現決定是否延續。她質疑，吳錦嫻女士的回應是否等於放寬服務承諾，以配合脫班的情況。

267. 吳錦嫻女士表示，在編定班次時，運輸署需要考慮實際交通情況。如交通情況需要更多行車時間，運輸署會與巴士公司商討後作出調整，如增長行車時間，而巴士公司將就增長行車時間的需要再編定班次，希望可以盡量改善班次失準的情況。她澄清，兩班班次同時到達分站與脫班的問題是不相同的，巴士開出的時間準確，但因受途中上落客的影響，令兩輛巴士到站的時間變得接近或相同，上述情況並不是脫班問題，只是受路面交通影響。她表示，如需要調高行車時間，當然會影響班次，但並不表示運輸署需要把現時的班次調低。她希望，委員明白運輸署會盡量要求巴士公司保留原有班次，及於行車運作上作出調整。

268. 林少忠先生表示，早前於討論巴士路線發展時，批評九巴治標不治本，

把行車時間增長。他質疑，運輸署有否研究爲何出現脫班情況。他認爲，運輸署沒有考慮如何令巴士更準時開出。他表示，觀塘道至牛頭角鐵路站一段，乘客需下車轉乘其他交通工具。他質疑，爲可不於隧道位置進行轉乘，減輕居民於主要交通路線上落客的需要。他表示，運輸署只回覆班次增加的時間是沒有意義。他質疑，運輸署爲何不積極考慮方法解決路面擠塞的問題。他表示，所有巴士路線需要經過開源道迴旋處駛往觀塘碼頭，會否考慮提前於另一個路口進入，應優化路線令觀塘道不再擠塞。

269. 劉偉章先生表示，脫班問題將影響乘客乘搭巴士路線。因爲出現脫班情況後，乘客將會轉乘其他交通工具。委員向運輸署反映脫班情況，而運輸署回應將與巴士公司商討及研究。他認爲，研究後脫班情況沒有改善。他表示，脫班情況持續出現，最終只會影響路線的乘客量。他希望，可優化情況，達至運輸署、委員及巴士公司三贏局面。他明白路面交通有突發情況，但並不代表相同路線可再三出現脫班情況，希望運輸署能考慮。

270. 方國珊女士表示，第 98A 號路線是重要的路線，能幫助將軍澳居民。她曾表示，巴士公司收到不少盈餘，服務卻出現脫班，而沒有得到懲罰。她要求運輸署交代，會否就第 98A 號路線脫班情況向巴士公司提出罰款要求。她表示，運輸署突然通過延續新巴專營權十年，是有需要檢討及設立罰款制度。另外，正如劉偉章先生所述，如果第 98A 號路線等候時間過長，而運輸署亦不提供第 93K 號路線的轉乘優惠。她希望，可以爲居民提供選擇，如再次出現脫班情況，應落實第 93K 號路線的轉乘優惠。

271. 主席表示，繼續保留上述議題。

要求擴大長者與殘疾人士的公共交通優惠至公共小巴
(二〇一二年第二次會議記錄第 108 至 115 段)

272. 吳錦嫻女士表示，於西貢區議會會議上曾有議員提出類似的議題。她表示，勞工福利局亦已就上述議題直接回覆西貢區議會。

273. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求調整途經清水灣道及西貢公路交匯處附近公共交通工具班次時間表
(二〇一二年第二次會議記錄第 116 至 121 段)

274. 吳錦嫻女士表示，預計香港科技大學的三三四學制會令前往該大學的乘客量增加，而需要加強巴士及專線小巴服務。運輸署已與個別專線小巴及巴士公司商討改善措施。另外，上次會議中提及有關鄭植之中學的交通需求，運輸署亦已與鄭植之中學的校長會面，討論有關巴士及專線小巴的服務。她表示，較早前已就校方的建議，爲鄭植之中學於下課時間提供三

班第 101M 號線小巴前往坑口。

275. 劉偉章先生表示，感謝運輸署爲鄭植之中學的學生改善交通，透過與校方溝通了解問題所在，從而提供解決方法幫助學生。

276. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求九龍巴士 296C 路線回程尙德於觀塘市中心站加設轉乘優惠
(二〇一二年第二次會議記錄第 156 段)

277. 吳錦嫻女士表示，運輸署曾與九巴溝通，但九巴表示現階段未能接納增設第 296C 號分段收費的建議。

278. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

建議九巴 296C 增撥資源在不影響尙德邨附近居民的情況下延長服務至寶邑路以照顧將軍澳南居民
(二〇一二年第二次會議記錄第 157 段)

279. 吳錦嫻女士表示，現時新巴第 796C 號及第 796S 號路線，已可讓將軍澳南的居民前往觀塘、九龍城及深水埗等地區。她表示，避免資源重疊，運輸署不贊成將第 296C 號路線繞經寶邑路。

280. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求九巴第 98P 號於黃昏繁忙時間增設回程班次（尖沙咀東往康盛花園方向），改善服務方便居民
(二〇一二年第二次會議記錄第 158 段)

281. 吳錦嫻女士表示，運輸署一直就上述建議與九巴商討，現時九巴正擬定第 98P 號路線的營運細則及安排，當有進一步消息時，會再向委員匯報。

282. 方國珊女士表示，支持第 98P 號於黃昏繁忙時間回程時駛經康盛花園及寶林北路，亦建議運輸署應盡快落實時間表。她希望，運輸署能積極考慮增設第 98D 號路線於尖沙咀回程時往坑口的特快線。她表示，於下班時間尖沙咀有大量將軍澳居民排隊輪候巴士，如設立特快線可縮短居民返回坑口的行車時間，希望運輸署考慮的方案。

283. 林少忠先生表示，贊成運輸署就上述路線爲山上居民爭取回程班次，希望未來乘客量增加時，可提供更多回程班次。並希望議會能繼續保留議項，直至運輸署提供落實日期。

284. 主席表示，繼續保留上述議題。

要求加強九巴第 297 號於早上及下午繁忙時間的班次，改善服務方便居民
(二〇一二年第二次會議記錄第 159 至 160 段)

285. 吳錦嫻女士表示，運輸署正與九巴檢討第 297 號的服務班次，及研究乘客的數據是否足以支持提供改善服務措施。如有進展，將於會議上向委員匯報。

286. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求開辦將軍澳區內深宵交通服務。
(二〇一二年第二次會議記錄第 180 至 187 段)

287. 吳錦嫻女士表示，運輸署沒有計劃增設深宵交通服務。但運輸署對於優化現有服務，歡迎委員提出意見。

288. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

開辦新機場巴士 A29 號路線，及重組城巴第 E22A、E22B 及 E22P 號線
(二〇一二年第二次會議記錄第 188 至 199 段)

289. 吳錦嫻女士表示，正如早前討論有關第 A29 號及第 E22A 號路線的議題，運輸署將與城巴再一次檢討重組落實後，兩條巴士路線的成效及考慮相關的改善措施。

290. 林少忠先生表示，由於早前建議第 N29 號路線駛經康盛花園，但當時運輸署回覆希望於 E22A 號路線落實行經山上後，因此才落實第 N29 號路線行駛山上。他希望運輸署積極考慮第 N29 號路線能駛經康盛花園。

291. 吳錦嫻女士表示，就第 N29 號路線伸延至康盛花園，城巴將於本年 5 月 13 日落實上述建議。

292. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求港鐵爲二十五歲以上全日制學生提供學生車費優惠
(二〇一二年第二次會議記錄第 32 至 36 段)

293. 主席表示，港鐵已就上述議題作出書面回覆，並請委員參閱(SKDC(TT) 文件第 50/12 號) 。

294. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求港鐵擱置本年加價計劃，並促請政府立即檢討港鐵票價可加可減機制及設立票價穩定基金、增加票價優惠，成立月票機制
(二〇一二年第二次會議記錄第 83 至 88 段)

295. 主席表示，建議運輸署繼續跟進委員的意見。

(五) 道路工程/設施

296. 主席表示，請委員參閱 SKDC(TT)文件第 51/12 號及第 52/12 號。

要求全面檢討及改善將軍澳區的單車徑設計及配套
如何優化區內單車設施配套及有效改善區內單車違泊問題
(二〇一二年第二次會議記錄第 89 至 100 段)

297. 許錦年先生表示，運輸署及路政署已陸續安排單車徑之鐵欄或鐵柱更換爲黃色反光膠柱。另外，有些由磚造成的單車徑亦開始轉爲鋪上瀝青，並現正進行中。以及在單車徑行人過路處的位置將塗上黃色的過路位，提示單車人士小心行人，並設立慢駛標誌。

298. 邱戊秀先生查詢，有關 SKDC(TT)文件第 52/12 號中，項目編號 NE/11/2524 之工程，根據他所知於 2011 年時運輸署的工程師梁潔韻女士表示已發出圖則。他查詢，爲何工程延遲至 2012 年 7 月份才動工。有關部門可否盡早動工。

299. 陳慧儀女士回應，邱戊秀先生提及路政署於何時收到運輸署所發出的施工紙，她表示，需要與部門確定後再回覆各委員。她補充，收到施工紙後，路政署需進行實地視察。而較早前路政署與邱戊秀先生一同前往視察，知悉該處有交通擠塞的問題。而該地方的工程相對較爲複雜，原因是技術上的問題，花費的功夫較多，而該處亦牽涉路政署以外的土地。再者，路政署正進行不同的準備工作，包括向地政署申請土地。她預計工程最快將於 2012 年 7 月份動工。

300. 邱戊秀先生表示，現時距離工程動工日期爲一至兩個月。據他了解，上述工程並不會影響行車路線，請路政署記錄在案。他相信於該處的左邊往九龍方向應該不會影響行車路線，所以希望陳慧儀女士明白該工程將不會導致封路的情況發生。他接納路政署陳慧儀女士所指出的技術上問題。

301. 陳慧儀女士補充，關於工程會否影響行車線或導致封路的問題，路政署已與承建商進行臨時改道措施，待改道措施完成後才了解實際情況是否完全不影響現時的行車線。因此，現時未能答覆，若有進一步資料將會再作出報告及跟進。

302. 主席表示，沒有委員就上述議題作出反對，並請運輸署繼續跟進。

要求檳榔灣路路口拉直行車道路，以策安全(由九龍方向入清水灣方向)
(二〇一二年第二次會議記錄第 122 至 126 段)

303. 莊漢文先生表示，運輸署已派員作實地考察。發現該處有雜草於斜坡上生長，有機會阻礙視線。但運輸署已於地政署及路政署聯絡，定期進行修剪。早前於 4 月 23 日到該處視察，發現出口入的視距有五十米的距離，達到運輸署規格的要求。

304. 劉偉章先生，感謝莊漢文先生與高級工程師劉漢偉先生出席當天的實地考察。他表示，檳榔灣路路口因樹木已遮擋出口視線，引致右轉往九龍方向存在危險性。當地村民及居民亦希望不要於意外發生後，才落實有關措施，並要求拉直行車道路。他希望，莊漢文先生及有關部門能作深入研究，讓工程能順利進行。

305. 主席表示，繼續保留上述議題。

要求政府早日興建北港島線，紓緩將軍澳鐵路擠迫問題
(二〇一二年第二次會議記錄第 127 段)

306. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求改善寶康路與寶豐路交界單車徑交匯處的安全性，加強減速設施，保障行人和單車使用者安全
(二〇一二年第二次會議記錄第 217 至 221 段)

307. 許錦年先生表示，運輸署將研究寶康路與寶豐路交界單車徑增設小形迴旋處。

308. 林少忠先生表示，高興得悉運輸署爲居民著想，考慮單車徑沒有迴旋處而引起交通意外。他希望，運輸署能盡快增設迴旋處，及提交圖則予委員參考，讓委員能與當區人士商討並提出意見，再於議會上代表居民向運輸署反映。

309. 主席表示，繼續保留上述議題。

要求加快擴闊影業路
(二〇一二年第二次會議記錄第 232 至 235 段)

310. 劉偉傑先生表示，中電於該處的工程仍未完成。路政署將一直與中電進行溝通，當中電完成工程後，盡快展開工程。

311. 劉偉章先生表示，早前的討論中曾提及影業路行人過路設施。他希望，保留議題再作研究。他引述劉偉傑先生表示，中電於該處的仍有工程尚未完成。但據他所了解，中電的工程大部分已完成，尚餘小部分地區工程尚未完成，及與中電方面溝通，希望工程不要影響影業路擴闊工程。他重申，希望保留議題並與早前有關影業路的議題作一併討論。

312. 主席表示，繼續保留上述議題。

[redacted]

[redacted]

[redacted]

日出大道增設右轉往環保大道工業村行車方向
(二〇一二年第二次會議記錄第 238 至 244 段)

315. 莊漢文先生表示，資料顯示發展商已就右轉的方案及連同其發展的方案已提交給相關部門審核中，需要等候相關部門完成審核後，才可繼續作跟進。

316. 方國珊女士表示，於上次會議中已提及上述工程不能再等候。由於運輸署沒有盡快解決交通問題，現時有居民於日出大道違規右轉，罔顧他人及自身安全。她詢問運輸署能否盡快落實上述工程。她認爲，日出康城及工業邨的人口增多，運輸署應該增加相關配套。她表示，上述工程已經等候兩年多時間。她認爲，政府不應讓發展商於發售樓宇後不負責任，只顧

發售樓宇圖利。工程只需要增設右轉交通燈，政府卻把責任交由私人發展商處理。她請運輸署提交該發展方案及當中的交通及環境評估，給予區議會委員參閱。

317. 莊漢文先生表示，發展商的方案是於近期提交，當區負責同事會跟進上述議項。

318. 主席詢問莊漢文先生，是否有文件能呈交委員會。

319. 莊漢文先生表示，他是代當區負責同事解答委員查詢，當區負責同事會再作跟進，及待有覆函後，再提交給委員會。

320. 周賢明先生表示，上述工程並不是非常困難。若該處能右轉後，當地居民及將軍澳工業邨的用家，於使用上需要取得平衡。因此，工程的數據需要盡早提交本會作討論。他認爲，運輸署的工程部門不太尊重委員會會議。本區應有高級工程師負責，部門代表亦未能即時回答委員的提問。但是次運輸署卻未能回覆上述已討論多時的議題，原因可能是部門代表準備不足，或莊漢文先生的上司沒有預備讓莊漢文先生代負責將軍澳區的同事回答委員提問。他表示，假若再發生同類事情，實在浪費委員的時間。他請主席能嚴正訓示運輸署工程部。

321. 主席表示，請秘書處去函運輸署署長反映上述議題及情況。

322. 方國珊女士希望，亦能傳送信函副本到發展商反映問題。

323. 主席表示，繼續保留此議題。

（負責人：秘書處）

1.要求擴闊南山方向路口、2.將迴旋處地面升高、3.增設交通燈措施
(二〇一二年第二次會議記錄第 245 至 249 段)

324. 陳慧儀女士表示，早前已收到運輸署的施工紙。現時與水務處跟進，了解水務處的工程將大約於本年 10 月分完工，路政署將隨即展開工程。

325. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

要求於銀線灣迴旋處清雅苑對出巴士站(往大澳門方向)加建彎位
(二〇一二年第二次會議記錄第 250 至 253 段)

326. 莊漢文先生表示，運輸署暫未能與反對上述建議的人士和解，因此尚未能落實有關工程。

327. 劉偉章先生表示，過往銀線灣迴旋處清雅苑對出位置，於尚未興建迴旋處前，該巴士站是設有彎位。但於興建迴旋處後，巴士站的彎位被取消，及巴士站被遷移至現時位置。因而於繁忙時間，巴士停車上落客時將引致交通擠塞，影響迴旋處運作。他表示，運輸署能積極爭取，應以公眾的利益爲依歸。他希望，能保留上述議題。

328. 主席表示，繼續保留此議題。

布袋澳村村口增設迴旋處
(二〇一二年第二次會議記錄第 254 至 262 段)

329. 主席表示，秘書處已就有關議題去函運輸及房屋局，並請委員參閱(SKDC(TT) 文件第 53/12 號) 。

330. 劉偉章先生表示，於本年 4 月 23 日的實地視察中視察了多個地點。他指出，歷屆委員會中亦有爭取於布袋澳村增設調頭處，希望方便發展旅遊業。他表示，早前曾提出四個改善方案，希望路政署及運輸署能積極考慮並解決困局。

331. 主席表示，由於委員沒有其他意見，因此建議刪除上述議題。

332. 邱戊秀先生表示，反對刪除上述議題。他表示，議題需要再作跟進，否則對旅遊業不合理。他指出，國泰航空的旅遊書中刊登布袋澳的照片，對西貢世界地質公園有幫助。

333. 林咏然先生表示，旅遊人士並不是旅遊巴需要停泊於海鮮酒家門外，只是要求讓 61 座位的旅遊巴能於該處調頭。他表示，旅遊人士當中如有長者，需要下車後往下行將較爲辛苦。他希望能繼續跟進議項。

334. 主席表示，繼續保留此議題，並交由運輸署繼續跟進。

(六) 其他事項

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

(七) 下次會議日期及時間

353. 主席表示，二○一二年第四次會議定於 2012 年 6 月 14 日(星期四)上午 9 時 30 分舉行。

(八)散會時間

354. 會議於下午四時二十六分結束。

西貢區議會
交通及運輸委員會
二○一二年五月

西貢區議會
交通及運輸委員會
二〇一二年第七次會議記錄

日期：二〇一二年十一月二十二日(星期四)
時間：上午九時三十分
地點：西貢區議會會議室

出席者	到達時間	離開時間
吳雪山先生 (主席)	上午九時三十分	下午二時五十五分
劉偉章先生，MH(副主席)	上午九時三十分	下午一時五十二分
區能發先生	上午九時三十分	下午一時〇二分
陳繼偉先生	上午九時三十分	下午二時五十五分
陳權軍先生，MH	上午九時四十分	下午十二時五十一分
陳國旗先生，BBS	上午九時三十分	下午十二時五十一分
周賢明先生，MH	下午一時二十分	下午二時五十五分
張國強先生	上午九時三十分	下午二時五十五分
莊元苓先生	上午九時三十分	下午二時五十五分
鍾錦麟先生	上午九時三十分	下午二時五十五分
范國威先生	上午九時三十分	上午十一時正
方國珊女士	上午九時四十八分	下午二時五十五分
邱戊秀先生	下午一時二十五分	下午二時五十五分
何民傑先生	上午十時三十八分	下午十二時四十分
簡兆祺先生	上午九時三十分	下午十二時二十分
林少忠先生	上午九時三十分	下午二時五十五分
林咏然先生	上午九時三十分	下午二時五十五分
梁　里先生	上午九時三十分	下午二時五十五分
李家良先生	上午九時三十八分	下午二時五十五分
凌文海先生，MH	下午十二時十五分	下午二時五十五分
陸平才先生	上午九時四十二分	上午十一時四十五分
譚領律先生	上午九時三十分	下午二時五十五分
溫悅昌先生，MH，JP	上午九時三十分	下午二時五十五分
邱玉麟先生	上午九時三十分	下午一時五十三分
陳樂欣女士　(秘書)	西貢民政事務處行政主任(區議會)2	

列席者

冼熙朗先生	西貢民政事務助理專員
劉　丹女士	西貢民政事務處 高級行政主任(區議會)

張詠絲女士	西貢民政事務處 聯絡主任主管(將軍澳)南
麥潔儀女士	運輸署 高級運輸主任/西貢
莊漢文先生	運輸署 工程師/西貢
黃 瀛女士	運輸署 工程師/行人區改善計劃
許錦年先生	運輸署 工程師/特別職務 1
何亦文先生	路政署 區域工程師/將軍澳
陳慧儀女士	路政署 區域工程師/西貢
黃華麒先生	路政署 高級工程師(新界)2
彭詠欣小姐	路政署 工程師(新界)2-2
蔡榮輝先生	香港警務處 小隊指揮官(行動支援)(西貢分區)
葉金輝先生	香港警務處 行動支援小隊指揮官(將軍澳分區)
何志堅先生	香港警務處 觀塘區交通隊主管
管慶餘先生	地政處 高級產業測量師/將軍澳(西貢地政處)
周嘉明先生	領匯管理有限公司 高級停車場系統控制經理
楊國豪先生	九龍巴士(一九三三)有限公司 (九龍灣廠)高級經理
黎嘉朗先生	九龍巴士(一九三三)有限公司 主任(策劃及發展)
羅麗明女士	九龍巴士(一九三三)有限公司 對外事務幹事
黃梓浚先生	九龍巴士(一九三三)有限公司 車務主任
戴樂兒先生	邁進基建環保工程顧問有限公司 項目經理
陳可兒小姐	邁進基建環保工程顧問有限公司 主任工程師

主席歡迎各位委員和部門代表出席交通及運輸委員會(下稱「委員會」) 2012 年第七次會議，特別是：

- 路政署新界東區域及維修組區域工程師/將軍澳何亦文先生，接替劉偉傑先生

- 香港警務處行動支援小隊指揮官(將軍澳分區)葉金輝先生

2. 主席請委員在會議舉行期間，手提電話改用震動提示，避免影響會議進行。

3. 主席報告，沒有委員向秘書處申請缺席是次會議。

4. 主席表示，任何委員如未能出席會議，必須根據會議常規第 51 條，在該次會議舉行前，通知秘書處缺席的原因，以便委員會考慮是否同意有關的缺席申請。

5. 主席表示，為方便會議有效地進行，請委員注意發言時間。每名委

員就某一議題參與討論或辯論的最高次數為兩次，而每次發言的時限為兩分鐘。

(一) 通過上次會議記錄

6. 由於沒有委員就第六次會議記錄提出任何修訂，因此主席表示上次會議記錄獲得通過。

(二) 續議事項

西貢公路第一期改善工程進度
(二〇一二年第六次會議記錄第 8 至 21 段)

7. 主席歡迎路政署代表及顧問公司代表蒞臨西貢區議會及就上述工程作出匯報，包括：

- 路政署工程部高級工程師黃華麒先生
- 路政署工程部工程師彭詠欣女士
- 邁進基建環保工程顧問有限公司項目經理戴樂兒先生
- 邁進基建環保工程顧問有限公司項目主任工程師陳可兒女士

8. 黃華麒先生表示，彭詠欣女士是接替譚文興先生，負責西貢公路第一期改善工程的工程師。上述工程範圍主要是由清水灣道即鄭植之中學附近至匡湖居北圍附近，工程涉及道路長度約 1.6 公里，工程亦包括改善現有的蠔涌路及鹿尾村路。他指出，工程主要把西貢公路擴闊為雙程分隔車道，以增加道路的容量及改善道路的走線。工程亦會改善該區的相關路口及行人過路設施以提升道路安全。

9. 彭詠欣女士表示，上述工程主要分為兩個部分，第一部分為嘉林別墅路段，全長大約 720 米，由現時的兩線上山及一線下山行車道，改為三線上山及兩線下山行車道，中間會建造中央分隔欄。而在嘉林別墅對出，車流匯合處會被取消。另一段為匡湖居路段，即由南邊圍迴旋處至北圍，全長大約 960 米，工程主要建造雙程雙線的分隔車道，以及建造一條行車道往蠔涌及鹿尾村地段，亦會擴闊現時的蠔涌路及建造相關的設施如行人過路橋。至於工程進度，署方於今年 6 月聘請顧問公司為上述工程作詳細設計，當中包括為斜坡工程及天橋地基工程進行詳細的土地勘測，亦為道路工程、樹木移植及補償、隔音屏障，以及地區設施重置等進行詳細設計。署方稍後會就工程的設計細節如隔音屏障外觀等，

諮詢當地的居民。

10. 陳可兒女士為大家簡介雙程雙線分隔車道的標準，該標準會應用在西貢公路改善工程。她表示，西貢公路往西貢及九龍方向，每邊都有兩條行車線，闊度為 7.3 米，並用路中分隔帶分隔兩邊的行車方向，兩邊會有 2 米的行人路，方便居民出入。顧問公司現正進行樹木勘察，螢幕上圖則綠色的部分為受影響的樹木範圍，主要是匡湖居對出斜坡上的樹木。顧問公司亦就隔音屏障進行詳細設計，螢幕上顯示為隔音屏障的模擬設計圖片，並會就隔音屏障的外觀設計與居民進行商討，希望得到他們的同意。在重置設施方面，工程範圍內會有兩個垃圾站及一個廁所受到影響，計劃在附近位置重置，而重置後的位置與原來位置相距不超過 30 米。

11. 主席請委員提出意見。

12. 邱玉麟先生詢問由坑口至西貢方向，即鄭植之中學附近路段，路政署打算如何改善該處的樽頸位，並詢問該處的樽頸位是否有足夠位置作雙線行車，他擔心該處的樽頸位會造成危險，因此希望能詳細了解改善方案。他亦查詢上述位置的安全島是否為最佳的方法，還是把上述位置拉直更好。此外，他建議把上述位置的護土牆向內移動及進行填土，相信有助減少工程的費用。

13. 李家良先生就匡湖居的一段工程有以下查詢：

(一) 原本西貢小學對出有一個巴士站，請署方解釋工程後會把該巴士站遷移到哪個位置。
(二) 現時設計是否把位於蠔涌的燈位由一個增加至三個。
(三) 會否考慮取消匡湖居對出的兩個燈位。他解釋上述建議可助車輛轉入匡湖居後直接在迴旋處掉頭，認為做法更適合該處的交通流量。

14. 黃華麒先生表示，多謝委員的提問。現時工程剛處於設計階段，會廣納委員的意見。署方會因應很多技術及其他因素去作出考慮。剛才兩位委員提及鄭植之中學附近道路樽頸位、巴士站，以及匡湖居對出的燈位等問題，現交由顧問公司代表為各位講解。

15. 陳可兒女士表示，嘉林別墅對出位置，將會加闊現有的行車道，因此有足夠位置作雙線行車，亦可避免車流匯合問題。有關西貢小學對出的巴士站，該巴士站將會移到蠔涌橋上面。另外，現時蠔涌路只有一個

燈位，待工程完成後會增加至兩個，分別於現時蠔涌路的位置及匡湖居的南閘。

16. 陳權軍先生表示，相信委員最關心的問題是上述工程將何時動工。他指出，政府於 2011 年授權進行此項工程，但署方一直以來只是不斷講述工程的設計，沒有正式交代動工日期。

17. 黃華麒先生表示，上述工程於今年年中才進入新階段，現正進行詳細設計。而工程範圍亦非常廣闊，現正安排進行斜坡地基工程的勘察。他指出，在進行初步設計後，會諮詢當地居民，然後向立法會財務委員會申請撥款，再進行招標。工程的動工日期要視乎上述程序的進度，暫時沒有確實的動工日期。

18. 邱玉麟先生認為，工程建議在匡湖居對出的路段增加燈位，對該處的交通流量並沒有幫助。他同意李家良先生的建議，在上述位置建造迴旋處更為合適。

19. 黃華麒先生表示，理解委員相當關心交通流量的問題，署方在工程初期已作出相關的交通流量研究，因而得出有關設計。但署方亦會考慮委員的意見而作出相應修改。

20. 陳可兒女士表示，顧問公司是在考慮行人安全及交通流量等問題後，才建議使用燈號路口。

21. 方國珊女士表示，匡湖居對出的路段經常發生意外，有不少居民下車後直接橫過馬路，因此她理解顧問公司的考慮。她查詢上述設計是否與年多前署方提出的設計相同。

22. 陳可兒女士表示，當工程進行刊憲時，上述位置的設計已有燈號路口。

23. 方國珊女士表示，相信委員剛才的提議是擔心該處的交通流量。她認為行人安全十分重要，希望工程完成後道路會有所擴闊及改善。

24. 主席表示，請路政署及顧問公司跟進委員的意見，並繼續出席下次會議，報告工程進度。

跟進 2012/2013 年度主要工程項目進度報告
(二〇一二年第六次會議記錄第 22 至 23 段)
(SKDC(TT)文件第 150/12 號)

25. 主席表示，是次會議沒有工程項目匯報，但可參閱 SKDC(TT)文件第 150/12 號，土木工程拓展署匯報各項工程項目進度。

26. 張國強先生就編號 158TB 將軍澳唐明街與唐德街之間的高架行人路工程表示，此天橋對於連接尚德邨及港鐵站十分重要。他認為是次的工程進度匯報較為粗疏，建議委員會去信土木工程拓展署，要求署方回覆有關工程進度和興建及完工時間表。

27. 莊元苳先生認同張國強先生的意見。他表示，收到不少居民反映第 56 區的休憩公園已接近完工，但行人天橋的動工日期卻一再延遲至二〇一四年。他查詢，預計的動工及完工日期是否可隨意更改，因行人天橋的工程動工時間已延後三至四次，對一直期待使用行人天橋的居民並不公平。他希望有關部門於進度報告中能詳細列明工程的動工時間。

28. 簡兆祺先生申報自己為尚德區議員，他表示近日收到不少居民查詢有關該行人天橋的工程，居民十分關心上述工程，甚至到商場內觀察工程進度。他表示，尚德商場巴士站的行人過路處十分危險，特別在雨季時行人會因過路處過於擠迫而站到行車路上，實在是險象環生。他希望有關當局能提供動工時間表，讓委員可向居民作出交代。另外，他指出 56 區的休憩公園將於明年年初開放，但興建行人天橋時卻需要圍封公園的部分地方，顯示兩項工程未能互相配合。

29. 陸平才先生表示第 56 區是他的選區。他指出，休憩公園快將完工。而由港鐵負責的天峻部分亦已完工，但高架行人路的工程仍未動工，居民十分擔心工程會一拖再拖，最後變成不了了之。他請有關當局盡快提供工程時間表。

30. 范國威先生認同上述兩位委員的意見，並表示自己是當區居民。他指出早於 2003 年至 2004 年期間，區議會已清楚向運輸署及路政署表明行人天橋工程需要與公園工程互相配合，但現時兩者明顯沒有好好配合，因而出現公園完工後還需要圍封部分公園範圍進行行人天橋工程的情況。這實在影響了居民，他亦擔心會增加興建費用。他指出，行政長官提出「人人暢道通行」計劃，將於全港約 250 個地點的現有行人天橋加設升降機，相信第 56 區的行人天橋應該符合上述計劃的條件，若「人人暢道通行」計劃於未來日子諮詢區議會，上述天橋工程與「人人暢道通行」計劃結合，未知會否令工程再次延期及令工程費用上升。他認為，

運輸署沒有重視區議會的意見及漠視居民權益，希望由主席帶領，促請運輸署及路政署更嚴肅地處理上述拖延良久的工程項目。

31. 莊元苳先生同意各委員的意見，並提出以下兩項查詢，希望部門能確實回覆：

(一) 早前部門曾表示已完成設計，為何現時文件中又顯示工程仍在詳細設計進行中。

(二) 現時向立法會申請撥款的進度。

32. 主席表示，由於負責上述行人天橋工程的部門代表沒有出席是次會議，建議去信有關部門查詢上述問題及邀請有關代表出席下次會議。

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西貢區公共交通服務

41. 主席請委員參閱 SKDC(TT)文件第 143/12 號及第 144/12 號。

- **要求改善 92 號巴士誤班情況**
  (二〇一二年第六次會議記錄第 55 至 58 段)

42. 主席請運輸署麥潔儀女士匯報最新情況。

43. 麥潔儀女士表示，署方會繼續與九巴留意有關情況，以確保配合既定的班次。

44. 由於委員沒有其他意見，主席建議刪除上述項目。

- **建議 A29 機場巴士線伸延至將軍澳南**
  E22A 回復 A29 線開通前的班次服務
  (二〇一二年第六次會議記錄第 111 至 116 段)

45. 主席請運輸署麥潔儀女士匯報最新情況。

46. 麥潔儀女士表示，新巴正安排上述兩條路線的資料予委員參閱，有關資料將稍後呈上。

47. 陸平才先生建議保留上述項目，待新巴提交有關資料後，再進行跟進。

- **要求增加 796X 號巴士於繁忙時間的班次服務**
  (二〇一二年第六次會議記錄第 256 至 260 段)

48. 主席請運輸署麥潔儀女士匯報最新情況。

49. 麥潔儀女士表示，署方會繼續與九巴留意有關情況，以穩定服務。

50. 由於委員沒有其他意見，主席建議刪除上述項目。

- **要求增加 91M 號巴士於繁忙時間的班次服務**
  (二〇一二年第六次會議記錄第 261 至 268 段)

51. 主席請運輸署麥潔儀女士匯報最新情況。

52. 麥潔儀女士表示，就 SKDC(TT)文件第 143/12 號所匯報的內容，署方暫時沒有其他補充。

53. 邱玉麟先生表示，由於上述路線的改善情況不太明顯，建議保留上述項目，以跟進有關情況。

54. 主席同意保留上述項目。

- **要求增加 298E 號巴士於繁忙時間的班次服務**
  (二〇一二年第六次會議記錄第 269 至 273 段)

55. 主席請運輸署麥潔儀女士匯報最新情況。

56. 麥潔儀女士表示，於 2012 年 9 月 30 日開始，上述路線的服務時間已延長至晚上八時，亦已加密繁忙時間的行車班次服務。

57. 由於委員沒有其他意見，主席建議刪除上述項目。

- **要求增設全日服務的將軍澳往來荃灣巴士線**
  要求開辦將軍澳至荃灣巴士服務途經翠林邨及康盛花園
  要求加開巴士線由日出康城經將軍澳往荃灣
  (二〇一二年第六次會議記錄第 129 至 132 段)

58. 主席請委員提出意見

59. 由於委員沒有其他意見，主席請運輸署繼續跟進上述事宜。

- **改善寶邑路的將軍澳廣場巴士站工程(加設巴士站上蓋及「候車分隔線」**
  (二〇一二年第六次會議記錄第 104 至 106 段)

60. 主席請運輸署麥潔儀女士匯報最新情況。

61. 麥潔儀女士表示，署方、新巴及有關機構正繼續研究遷移地下設施的可行性。

62. 陸平才先生查詢，遷移地下設施涉及多少公帑開支，以及是否已聘用顧問公司研究相關的可行性。

63. 主席請運輸署於下次會議回應上述查詢。

- **要求於將軍澳隧道(往將軍澳)九龍入口外收費廣場增設巴士站點，並推出隧道路線八達通轉乘優惠計劃，方便居民**
  (二〇一二年第六次會議記錄第 70 至 74 段)

64. 主席表示，秘書處已與觀塘區的運輸署代表聯絡，安排實地視察，稍後會通知委員有關詳情。

65. 林少忠先生表示，早前曾與麥潔儀女士聯絡，得悉她曾到上述地點視察。他希望能與觀塘區議會互相溝通，爭取於將軍澳隧道外收費廣場增設巴士站。

66. 張國強先生建議於本年內進行實地視察，以便來年繼續跟進。

67. 主席表示，秘書處會於本年內安排實地視察。

➢ 建議小巴 110 號延長服務時間至深宵時分
(二〇一二年第六次會議記錄第 51 至 53 段)

68. 主席請委員提出意見

69. 由於委員沒有其他意見，主席建議刪除上述項目。

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道路工程/設施+

124. 主席請委員參閱 SKDC(TT)文件第 145/12 號及第 146/12 號。

- **要求運輸署擴建寶琳路與翠琳路增建行車路及澳頭村路口增建迴旋處，以便改善該區交通**
  (二〇一二年第六次會議記錄第 133 至 143 段)

125. 邱玉麟先生向運輸署查詢現時工程的進度。

126. 許錦年先生回覆，就寶琳路與翠琳路的交通改善方案，署方已委托路政署進行估價，但因工程較為複雜，路政署仍在估價當中。

127. 邱玉麟先生希望保留上述議題。

128. 主席同意保留上述議題。

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➢ 要求於影業路加設行人過路設施，保障路人安全
(二〇一二年第六次會議記錄第 223 至 236 段)

158. 主席請運輸署黃瀛女士匯報最新情況。

159. 黃瀛女士表示，有關影業路加設行人過路設施事宜，正如早前所匯報，運輸署現正設計影業路迴旋處改善措施及研究可行方案。

160. 劉偉章先生表示，正如上次會議記錄第 225 段表示，希望署方能提供明確日期，讓委員可向居民交代工程進度。

161. 邱玉麟先生表示，分區委員會的委員十分關心上述議題，希望有關當局能盡快提交時間表。

162. 方國珊女士同意應該催促署方盡快提交時間表，因為距離上次會議已超過二個多月。她表示，對於署方至今仍然沒有提供任何相關的圖則感到失望。她指出，影業路是西貢居民通往將軍澳的主要通道，該處交通擠塞問題嚴重，工程不應再拖延。她曾協助區內數間學校改動圖則，希望避免學生下課時需要經過影業路行人路，以免發生危險。她希望署方能於下次會議前盡早提交有關圖則，讓委員有足夠時間參閱。另外，她表示，會在會議後向黃瀛女士追問有關日出大道右轉往工業邨的工程，因工程已拖延三年。

- **布袋澳村村口增設迴旋處**
  (二〇一二年第六次會議記錄第 237 至 255 段)

163. 主席請委員提出意見。

164. 劉偉章先生請運輸署莊漢文先生回應有關工程可行性研究的最新進展。

165. 莊漢文先生表示，運輸署已初步研究出兩個可行方案，並已交由路政署作進一步的可行性研究。他重申，現時布袋澳村村口的調頭處交通運作良好。

166. 林咏然先生表示，署方所表示的方案應該設有可讓二十八座旅遊巴士調頭的調頭處。但他強調，委員和當區居民所期望的是能讓六十座旅遊巴士使用的調頭處。他建議，莊漢文先生落區與居民商討有關具體設計及路面規劃的詳情。他相信當區居民對署方現時所設計的兩個方案仍然只能讓小型巴士調頭，定會感到失望，希望署方能多作諮詢後，再提交方案予委員會考慮。

167. 何民傑先生表示，上次會議中運輸署提及曾派員到上述地點計算人流及車流，得知當地人流並不多。他指出，該處有作為古蹟的洪聖廟，每年亦有洪聖誕活動，建議署方於洪聖誕當天到上述地點統計，了解該處是否可負荷洪聖誕時的人流。他表示，若不擴建調頭處，擔心每年的

洪聖誕都會出現危機。他建議署方再進行人流統計時，不應只計算陸路，亦應計算由水路前往布袋澳村的遊人，現時有不少旅行社因旅遊巴士未能到達布袋澳村，而改為租用船隻接載遊客由市區往布袋澳村。他希望署方能接受議會和居民的意見，開通讓旅遊巴士到達布袋澳村村口。

168. 邱玉麟先生強調，此議題當初提出是希望於布袋澳村村口增設能讓六十座旅遊巴士調頭的迴旋處及改善該處的車輛停泊處。他表示，了解上述地點的道路已有少許改善，但認為只是小修小補。他指出，布袋澳的海鮮十分聞名，發展旅遊業能令西貢區更興旺，讓香港市民多一個旅遊地點作選擇。他希望莊漢文先生能在設計方案時多加考慮，不要令地區人士及委員失望。

169. 劉偉章先生表示，剛才莊漢文先生回應時指已有兩個設計方案，希望署方能盡快提交方案予委員會，讓委員了解更多資料。他表示，布袋澳的調頭處並不是只為了地區人士而設，而是可方便全港市民及海外遊客到訪布袋澳村。

170. 張國強先生查詢，運輸署提及的兩項方案當中是否包括可容納六十座旅遊巴士的調頭處設計。若然沒有，他希望了解當中的原因，是否因為成本預算問題。他表示，假如委員會未能解決預算問題，建議可交由發展局或其他高層次的政府部門解決。

171. 方國珊女士表示，委員的意見與上次會議時的意見相若，同樣是催促政府盡快處理上述事宜。上次會議時莊漢文先生表示有三個方案，她查詢署方有否向議會提交相關圖則。事隔至今已超過兩個月，仍然沒有提交方案予議會討論，她認為運輸署此舉是無視委員。她表示，即使是初步設計亦應該有相關草圖，並非每次會議只作循例式的匯報，由此至今仍然沒收到相關的文件，她請主席譴責運輸署。

172. 陳權軍先生表示，布袋澳村是值得發展的地點，該處是著名的旅遊地方，每逢假日有很多遊人前往。他指出，部分委員曾到該處進行實地視察，了解該處的道路較為狹窄，若署方草率地提交一份草圖予委員會，相信只會受到委員的責罵。他認為，由於地理所限，相信署方需要作出多方面的考慮，而不能草率地提交草圖，希望委員明白設計需時，不要急於譴責部門。

173. 方國珊女士查詢，相關部門於研究時有否進行實地調查及研究土質等工序。她表示，若部門進行實地調查或了解土質後，發覺工程建議

並不可行，應告知委員會上述議題並不可行，而不是空談。此議題亦已經歷數屆委員會的討論，她實在不希望工程只停留在空談的階段。

174. 莊漢文先生表示，請委員放心，運輸署現時提出的兩個方案是能讓六十座旅遊巴士使用，因上次會議主席已提醒署方不要再考慮讓二十八座旅遊巴士使用的方案。他表示，方國珊女士可能有些誤會，署方已提交有兩個草圖的方案予路政署研究，再者現時工程的可行性仍是未知之數，故現階段並未提交相關圖則予委員會參考，而是先交予路政署作可行性研究。

175. 何民傑先生查詢路政署在上述工程的角色是甚麼，是負責工程的批核及撥款，還是只給予意見。他表示，如路政署扮演重要角色，建議於下次會議邀請路政署較高級的代表參與討論。

176. 方國珊女士要求運輸署提交圖則予委員會，她不希望運輸署在下次會議前數天才提交圖則予委員參閱。

177. 陸平才先生向運輸署查詢有關的工程程序，是否先由運輸署設計草圖後，再交予其他部門，還是如方國珊女士所述，應同時把設計草圖交予區議會討論。他認為，若設計圖未能通過其他政府部門的審核，那麼提交方案予區議會討論亦沒意思。

178. 李家良先生認同運輸署先把草圖交由相關部門進行初步可行性研究，待認定工程有一定可行性後才提交區議會討論，這能有效地節省時間。他認為，如在會議上討論一些未必能成事的草圖，會浪費大家很多時間及給予委員錯誤的期望。

179. 林少忠先生舉例，早前於翠林路進行實地視察，署方是先向委員提交圖則後，再透過路政署進行研究，他向運輸署查詢為何上述工程的程序與翠林路工程的程序有所不同。他相信當區居民非常希望了解工程內容，建議由副主席劉偉章先生先與居民探討及研究工程對地區的影響，避免引起爭拗，然後再提交區議會討論，待通過後便交由路政署跟進。

180. 林咏然先生表示，現時署方提出的方案已改為可讓六十座旅遊巴士使用的調頭處，可能因整個配套設施擴大了，而需要先諮詢路政署的意見。他表示，由於現時工程規模大了，成本亦相對增加，希望運輸署同時盡快尋找足夠資源，避免工程因資源問題而一拖再拖。

181. 莊漢文先生回應，有關程序是由運輸署設計草圖，再交由其他部門給予意見。由於上述工程的範圍較大，亦涉及削坡等工程，因此不單路政署便可決定，路政署亦需要向土木工程拓展處了解有關土地勘察事宜。他指出，現時的草圖較為初步，運輸署希望能深入考慮有關節省成本的方法，改善現有的調頭處讓十二米長的車輛使用。他補充，運輸署並沒有資源進行勘察和估價，執行工程的部門是路政署，現時進度是交由路政署跟進。他重申，運輸署希望更詳細地考慮有關工程細節，避免令委員有錯誤的期望。

182. 主席重申，上次會議已告知運輸署，不要考慮只讓二十八座旅遊巴士使用的調頭處方案。他請秘書處去信土木工程拓展署、路政署及發展局，邀請有關代表出席下次會議。

183. 莊漢文先生重申，現時提出的兩個方案並不是讓二十八座旅遊巴士使用的調頭處，而是可讓十二米長車輛(即六十座旅遊巴士)使用的調頭處。

184. 邱玉麟先生表示，希望運輸署方明白委員支持有關建議，並希望有關政府部門能盡量配合，加快工程進度。

185. 陳慧儀女士表示，路政署已收到由運輸署設計的兩個道路改善方案初步圖則以及要求路政署就工程造價作初步估算。收到的兩個圖則上，都標示著是讓十二米長車輛使用的設計，形式分別是調頭處及迴旋處。由於兩個方案均牽涉大型的斜坡工程、土地平整、交通改道、渠道改道等等，本署已按排進行樹木及地形測量，也有參考地政署相關的測量圖則，本署亦已去信土木工程拓展署，要求協助進行斜坡工程的估價，土木工程拓展署亦已答應及展開估價工作，路政署在搜集更多資料後，會匯報兩個工程方案的初步估價。

186. 陸平才先生認為，既然現時工程正在轉介當中，的確需要時間作出跟進，因此實在找不到理由認為運輸署及路政署在處理事件上有怠慢或疏懶的情況，亦未必需要邀請相關部門的高級代表出席會議。

187. 主席表示，對於是否需要去信有關政府部門持中立的意見。

188. 邱玉麟先生同意陸平才先生的意見。他希望署方能提供工程時間表，因此議題已討論多年，希望能盡快解決。

189. 由於委員同意現階段無需要邀請土木工程拓展署出席下次會議，因此主席請運輸署繼續跟進上述議題。

- **要求運輸署改善西貢美源街道路之重新設置安排**
  (二〇一二年第六次會議記錄第 290 至 294 段)

190. 主席請運輸署莊漢文先生匯報有關情況。

191. 莊漢文先生表示，早前已與當區議員進行實地視察，工程基本上是可行的，現階段運輸署正在草擬圖則，會繼續跟進有關工程。

192. 主席請運輸署繼續跟進上述議題。

- **要求於西貢西沙路黃竹灣村路口加設輔助過路設施**
  (二〇一二年第六次會議記錄第 295 至 304 段)

193. 主席請運輸署莊漢文先生匯報有關情況。

194. 莊漢文先生表示，本月初已與當區議員進行實地視察。由於環境所限，運輸署正考慮以其他設施改善上述地點的過路安全情況，並會與相關委員繼續跟進。

195. 主席請運輸署繼續跟進上述議題。

- **要求盡快改善西沙公路路面設施及恢復沙下巴士站**
  (二〇一二年第六次會議記錄第 321 至 322 段)

196. 主席表示，秘書處於 11 月 15 日安排委員聯同運輸署及路政署代表進行實地視察，並請委員提出意見。

197. 李家良先生表示，希望署方能盡快增設沙下巴士站及請署方能回應最新進展。

198. 莊漢文先生表示，實地視察當天巴士公司代表沒有在場，但於視察後巴士公司提出新的建議，運輸署正研究有關建議，稍後會與李家良先生再作跟進。

199. 主席請運輸署繼續跟進上述議題。

- **要求全面擴闊西沙公路至雙程雙線行車**
  (二〇一二年第六次會議記錄第 323 至 327 段)

200. 主席請運輸署莊漢文先生匯報有關情況。

201. 莊漢文先生表示，運輸署的回應與上次會議時的回應大致相同。

202. 主席請運輸署繼續跟進上述議題。

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➢ 2012-2013 年度西貢區巴士路線發展計劃
(二〇一二年第六次會議記錄第 109 至 110 段)
(SKDC(TT)文件第 147/12 號)

239. 主席可歡迎九龍巴士(一九三三)有限公司代表蒞臨西貢區議會，包括：

- 高級經理(車務)楊國豪先生
- 車務主任黃梓浚先生
- 策劃及發展主任黎嘉朗先生
- 對外事務幹事羅麗明女士

240. 有關 2012-2013 年度西貢區巴士路線發展計劃，上述議題於 10 月 29 日西貢區巴士路線工作小組二〇一二年第二次會議上作出討論，主席可請工作小組召集人周賢明先生作簡單匯報。

241. 周賢明先生表示，SKDC(TT)文件第 147/12 號已詳細記錄西貢區巴士路線工作小組二〇一二年第二次會議的討論內容。當中委員特別關注過海巴士路線的重整，請巴士公司或運輸署報告最新進展。

242. 麥潔儀女士表示，運輸署就第 692 號線提交了一份書面回應，請委員參閱會上呈閱(三)。

243. 周賢明先生表示，除第 692 號線外，委員當日亦對不同的路線提出意見，請巴士公司及或運輸署報告最新進展。

244. 麥潔儀女士表示，署方暫時沒有補充。

245. 羅麗明女士表示，巴士公司暫時沒有補充，但樂意聽取委員的意見。

246. 主席請運輸署及巴士公司先諮詢委員會的意見，才落實有關第 692 號線的服務調整。

247. 周賢明先生表示，是次會議與上次巴士路線工作小組會議相距時間不長，相信巴士公司及運輸署需要更多時間作出有關跟進。他感謝一些地區團體出席會議，並向工作小組提供意見。他表示，如有需要，請主席提出再次召開巴士路線工作小組會議。

248. 主席請運輸署繼續跟進委員的意見，並表示如有需要，歡迎委員提出召開巴士路線工作小組會議及通知秘書處安排。

249. 李家良先生表示，趁九巴代表在場，希望作出臨時查詢。最近柴灣發生嚴重的巴士交通意外，一名巴士司機懷疑身體不適而導致車輛失事。他表示，區內的斜路路段亦不少，查詢巴士公司會否為行走斜路路段的巴士司機進行身體檢查，確保其身體狀況是適合行走有關路線，或者會否安排較年輕的司機行走較需要專注力的路線，並查詢巴士公司現時司機的平均年齡。

250. 羅麗明女士表示，現時所有年滿五十歲或以上的車長每年必須進

行身體檢查，如量血壓、驗血及驗尿等，六十歲以上的車長則需要進行額外心電圖檢查。她表示，委員的意見會記錄在案，公司並持開放態度聽取委員的意見。

251. 邱戊秀先生查詢巴士公司現時會否就車長停站的情況進行抽查。據他所知，有少部分車長停站時不太遵守規矩，停站時只把巴士車身停泊一半，對乘客造成危險。

252. 林少忠先生表示，近年涉及交通意外的巴士司機有年輕化趨勢，建議運輸署規管公共交通工具的司機每半年進行身體檢查，並且訂立標準工時，讓司機有足夠的時間休息。

253. 周賢明先生表示，最近收到居民反映區內巴士行走部分路段特別是西貢區經常出現車身拍打樹木的情況。他希望查詢現時機制是否車長發現情況後向公司匯報，然後巴士公司再向有關部門如路政署及康文署報告情況。另外，他指出區內有不少斜路，如清水灣道至坑口一段，請運輸署及巴士公司多加關注。

254. 羅麗明女士表示，現時公司規定五十歲或以上的車長每年必須進行身體檢查，六十歲以上的車長需要額外進行心電圖檢查。現時車長的工作及用膳時間是按運輸署的規定。至於有關路面情況，巴士公司會留意情況，有需要時會向有關政府部門反映。

255. 主席請巴士公司及運輸署跟進委員的意見。

(三) 新議事項

【由委員提出的 22 個動議】

a) 要求改善巴士線 98C、296C 及 296D 服務質素 (SKDC(TT)文件第 119/12 及 152/12 號)

256. 主席請委員參閱由陳國旗先生、凌文海先生及莊元苳先生動議，邱戊秀先生、邱玉麟先生及李家良先生和議的文件。

257. 主席請運輸署麥潔儀女士回應。

258. 麥潔儀女士表示，運輸署的回應已詳列於文件第 152/12 號內。署

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➢ **2012-2013 Sai Kung District Bus Route Development Plan**
(Paragraphs 109 to 110 of the minutes of the sixth meeting in 2012)
(SKDC(TT) Document No. 147/12)

239. The Chairman may invite the representatives of The Kowloon Motor Bus Company (1933) Limited (KMB) to visit the Sai Kung District Council, including:

- Senior Manager (bus operation), Mr. YEOH Kok-hoe
- Bus Operation Director, Mr. WONG Tsz-chun
- Planning and Development Director, Mr. LEE Tsz-yan
- External Affairs Officer, Ms. LOH Lee-min

240. In regard to the Bus Route Development Plan for Sai Kung District 2012-2013, the above issues were discussed at the second meeting of the Working Group on Bus Routes in Sai Kung District in 2012 on 29 October. The Chairman could invite Mr. Chau Yin Ming, the convener of the Working Group, to conduct a brief report.

241. Mr. Chau Yin Ming said that the SKDC(TT) Paper No. 147/12 had already recorded in detail the discussions at the second meeting of the Working Group on Bus Routes in Sai Kung District in 2012, of which the Members paid special attention to the rationalization of the routes of cross habor buses. The bus companies or the Transport Department were asked to report on the latest development.

242. Ms. Mak Kit Yi said that the Transport Department had submitted a written response in regard to route 692 and asked the Members to refer to the submitted documents (3) for the meeting.

243. Mr. Chau Yin Ming said that in addition to route 692, the Members also made suggestions on different routes on that day and asked the bus companies and/or the Transport Department to report on the latest development.

244. Ms. Mak Kit Yi said that the department had no addition comment at present.

245 . Ms. Law Lai Ming said that the bus company had no addition comment at present but was willing to listen to opinions of the Members.

246 . The Chairman asked the Transport Department and the bus companies to consult the Committee before realizing service adjustment of route 692.

247. Mr. Chau Yin Ming said that the time between the meeting and last meeting of the Working Group on Bus Routes was not long and believed that the bus companies and the Transport Department needed more time to follow up. He thanked some local groups for attending the meeting and providing opinions to the Working Group. He said that he would ask the Chairman to hold a meeting for the Working Group on Bus Routes again if necessary.

248. The Chairman asked the Transport Department to continue to follow up the views of the Members and said that Members were welcome to propose a meeting for the Working Group on Bus Routes and inform the Secretariat for arrangements if necessary.

249. Mr. Li Ka Leung said that he wanted to make an interim enquiry as representatives of Kowloon Motor Bus were present. Recently, a serious bus traffic accident occurred in Chai Wan in which the bus captain was suspected to cause the accident due to physical discomfort. He said that there were also many ramps in the district and enquired with the bus company about whether body checks would be conducted for bus drivers travelling along ramps, so as to ensure that their physical condition was suitable for the relevant routes, or whether younger drivers would be assigned for routes that required higher concentration.

He also enquired about the current average age of drivers in the bus company.

250. Ms. Law Lai Ming said that currently all bus captains aged 50 or above must conduct body check every year, such as blood pressure measurement, blood tests and urine tests. Bus captains over 60 years old needed to undergo an additional electrocardiogram examination. She said that opinions of the Members were recorded, and the company would keep an open attitude for opinions of the Members.

251. Mr. Hiew Moo Siew enquired whether the bus company will conduct a random inspection on bus captains for their stopping at stations. As far as he knew, a few bus captains did not observe the rules when stopping at stations with only half of the bus body being parked at appropriate areas, which posed a danger to passengers.

252. Mr. Lam Siu Chung said that there had been a trend for younger bus drivers involved in traffic accidents in recent years. He suggested the Transport Department require public transport companies to make body checks compulsory every half year for drivers and set up standard working hours to give enough time for drivers to rest.

253. Mr. Chau Yin Ming said that residents recently reported to him about the situation of hitting tree branches by bus bodies when travelling along some road sections, particularly in Sai Kung where that situation occurred frequently. He wanted to enquire if bus captains would report to the company when encountering such situation under the existing mechanism, with reports subsequently passed to the relevant departments such as Highways Department and the Leisure and Cultural Services Department. Moreover, he indicated that there were a number of ramps in the district, such as the road section at Clear Water Bay Road to Hang Hau. He asked the Transport Department and the bus company to pay more attention to them.

254. Ms. Law Lai Ming said that the company currently required all bus captains aged 50 or above to conduct body check every year, while bus captains over 60 years old needed to undergo an additional electrocardiogram examination. At present, working hours and meal time for bus captains were in conformity with the requirements of the Transport Department. As regards road conditions, the bus company would pay attention to the situation and report to the relevant government departments when necessary.

255. The Chairman invited the bus company and the Transport Department to follow up opinions of the Members.

(III)New Matters for Discussion

[22 motions proposed by Members]

a) Request to Improve Service Quality of Bus Routes 98C, 296C and 296D
(SKDC(TT) Paper No. 119/12 and 152/12)

256. The Chairman invited Members to refer to documents with the motion proposed by Mr. Chan Kwok Kai, Mr. Ling Man Hoi, Mr. Chong Yuen Tung and seconded by Mr. Hiew Moo Siew, Mr. Yau Yuk Lun and Mr. Li Ka Leung.

257. The Chairman asked Ms. Mak Kit Yi from the Transport Department to make response.

258. Ms. Mak Kit Yi said that detailed response of the Transport Department was set forth in Paper No. 152/12. [broken sentence]

方將與九巴因應交通情況而靈活調配車輛，以配合既定的行車班次。

259. 莊元苳先生表示，第 296D 號線的平均候車時間為第 98D 號線的三至四倍，不少居民反映於繁忙時間因車廂滿座而未能上車，故希望巴士公司能加密班次。而第 296C 號線雖然有第 796C 號線作紓緩作用，但亦希望加密繁忙時間的班次。

260. 由於沒有委員反對，主席表示通過上述動議及請運輸署跟進委員的意見。

b) 要求增加巴士路線 98P 於平日下班繁忙時段內的班次，改善服務及方便居民
(SKDC(TT)文件第 120/12 及 153/12 號)

261. 主席請委員參閱由林少忠先生動議，林咏然先生和議的文件。

262. 主席請運輸署麥潔儀女士回應。

263. 麥潔儀女士表示，運輸署的回應已詳列於文件第 153/12 號內。署方將與九巴繼續留意有關需求，如有需要會作出調整。

264. 譚領律先生同意需要增加第 98P 號線的回程路線，對翠林及康盛的居民有一定幫助。他指出，上述路線平均有二、三十名乘客於翠林邨下車，可見路線受乘客歡迎，並認為這對整體行車時間及坑口區的乘客影響不大，希望署方和巴士公司能考慮增加由尖沙嘴回程的班次。他亦感謝運輸署及巴士公司增加上述路線早上繁忙時段的班次。

265. 由於沒有委員反對，主席表示通過上述動議及請運輸署跟進委員的意見。

c) 要求運輸署於早上及黃昏繁忙時間加密第 798 號班次，以應付需求
(SKDC(TT)文件第 121/12 號)

266. 主席請委員參閱由林少忠先生動議，林咏然先生和議的文件。

267. 主席請運輸署麥潔儀女士回應。

268. 麥潔儀女士表示，署方與新巴會密切留意第 798 號線的運作及乘客量變化，有需要時會作出調整。

269. 由於沒有委員反對，主席表示建議通過上述動議及請運輸署跟進委員的意見。

d) 要求九龍巴士 296D 路線改善服務及回程尚德於九龍灣國際展貿中心站加設分段優惠
(SKDC(TT)文件第 122/12 號)

270. 主席請委員參閱由張國強先生及范國威先生動議，梁里先生及鍾錦麟先生和議的文件。

271. 主席請運輸署麥潔儀女士回應。

272. 麥潔儀女士表示，第 296D 號線尾班車的乘客量約為三成，署方將會與九巴留意乘客的需要，有需要時會考慮作出調整。至於分段收費方面，九巴於考慮設立分段收費時，需要留意乘客的乘車模式、路線的財政狀況及其他交通工具的收費作為參考，而九巴暫時未有作出該分段收費的安排。

273. 張國強先生認為，九龍灣國際展貿中心至將軍澳的路程很短，但乘客卻須付全費車資(即 8.5 元)，對乘客並不公平。同時，昂貴的車資亦令在九龍灣國際展貿中心乘搭第 296D 號線的乘客量減少，故希望九巴可再三考慮上述問題。他表示，如能設立分段收費，可令於九龍灣國際展貿中心附近的乘客得益，而乘客無需乘搭接駁巴士至港鐵站轉乘港鐵，亦可減輕港鐵載客量的負擔。他再次促請運輸署及九巴盡力處理上述事宜。

274. 莊元苳先生認同張國強先生的意見。他認為第 296D 號線的分段收費設於尚德邨尚明樓是頗為奇怪的，因該站與尚德邨巴士總站只是約一百步的距離，而分段收費為 4.4 元。正如張國強先生所述，如把分段收費設於九龍灣國際展貿中心，對居民和第 296D 號線的乘客來說，是個雙贏方案。他希望署方和九巴能積極考慮居民的訴求，並再次指出第 296D 號線的分段收費點並不合理。

275. 凌文海先生同意剛才兩位委員的意見。他表示，有不少居民亦有

向委員反映上述問題，希望九巴能切實地解決問題。

276. 羅麗明女士表示，九巴備悉各委員的意見，將於檢討服務時作一併考慮。

277. 張國強先生認為九巴的回應不夠詳盡。他詢問九巴何時進行服務檢討，現時《2012-2013 年度西貢區巴士路線發展計劃》仍在檢討當中，還是會在來年的發展計劃中才進行服務檢討。

278. 由於沒有委員反對，主席表示通過上述動議及請運輸署跟進委員的意見。

e) 要求九巴 296D 行經翠嶺路及景嶺路並加設中途車站 (SKDC(TT)文件第 123/12 及 155/12 號)

279. 主席請委員參閱由方國珊女士動議，陳繼偉先生和議的文件。

280. 主席請運輸署麥潔儀女士回應。

281. 麥潔儀女士表示，運輸署的回應已詳列於文件第 155/12 號內。現時調景嶺區居民已有第 796X 號線的服務，為避免資源重疊及影響第 296D 號線現時的行車時間及路程。署方對上述建議有所保留。

282. 李家良先生認為，如根據上述建議，第 296D 號線需要繞經更多道路，令車程時間延長。他建議可提供一些短程的路線，繞經區內的分站至轉乘位置，並提供轉乘優惠。這樣可避免所有路線均需要繞經區內各站及可更有效地運用資源。他重申，對上述動議有所保留。

283. 梁里先生贊同上述動議。他向署方查詢有否研究若第 296D 號線繞經景嶺路及翠嶺路所需的額外行車時間及對路線的影響，希望署方能提供有關數據。他表示，現時第 296D 號線已於唐明苑外設站，距離景嶺路只是相隔一個路口。再者，區內居民普遍認為第 796X 號線的乘客量負荷十分大，於下班繁忙時間較難登車，亦有脫班問題。他希望署方能引入更多競爭，改善區內巴士服務，方便居民。他不認同署方表示由於區內已有同類型路線而不贊成上述建議。他表示，現時調景嶺區並沒有一條路線可直達翠林及康盛區，他向署方查詢會否考慮增加相關的路線服務。

284. 陳繼偉先生表示，第 796X 號線的班次疏落及經常有脫班問題。他

指出，第 796X 號線與第 296D 號線只是大部分路線重疊，而並不是完全相同。他估計若延長路線，額外的行車時間約為五分鐘，建議署方可以試行路線以取得有關數據。他表示，不明白為何第 798 號線亦是繞經多個屋苑及與不少其他路線重疊，但署方卻沒有指出第 798 號線的車程時間過長，希望署方能公平處理各路線。

285. 麥潔儀女士補充，九巴預計有關建議將延長車程約十分鐘。

286. 方國珊女士認同陳繼偉先生建議九巴試行路線的意見。她表示，委員和署方對延長路線後的總車程時間有所差異，因此建議落區試行路線，以得出相關數據。她指出，將軍澳南區的人口不斷增加，第 796X 號線的乘客量很高，但班次疏落而令車廂十分擠擁。

287. 由於沒有委員反對，主席表示通過上述動議及請運輸署跟進委員的意見。

288. 麥潔儀女士回應，署方會跟進有關建議。

289. 陳繼偉先生請署方更明確地回覆會否試行路線，或是於下次會議上再作回應。

290. 麥潔儀女士回應，署方會與九巴繼續跟進有關情況。

291. 主席表示，請運輸署向秘書處提交有關試行路線的回覆。

f) 要求九巴 98D 路線回程坑口(北)於九龍灣國際展貿中心站加設分段優惠

(SKDC(TT)文件第 151/12 號)

292. 主席請委員參閱由鍾錦麟先生及范國威先生動議，梁里先生及張國強先生和議的文件。

293. 主席請運輸署麥潔儀女士回應。

294. 麥潔儀女士表示，九巴會檢討 98D 的整體運作，並考慮分段收費的安排。

295. 方國珊女士表示，九巴應積極考慮上述建議，因區內居民對上述

路線的需求非常大。她指出，加設分段優惠有助改善路面交通情況及給予居民更多選擇。

296. 鍾錦麟先生表示，雖然第 297 號線亦途經九龍灣國際展貿中心，但與第 98D 號線的班次相差很大，因此建議加設分段優惠，希望九巴積極考慮。

297. 凌文海先生表示，第 98D 號線是將軍澳區內的「黃金線路」，因該線路最多乘客乘搭。他希望九巴能盡快採納上述建議，加設分段優惠，回饋社會。

298. 林少忠先生認同上述動議，認為建議有助紓緩專線小巴第 110 及 106 號線的服務。

299. 陳國旗先生支持上述動議。他表示，不明白為何九巴遲遲沒有在將軍澳區內實行分段優惠，希望九巴能全面檢討各條線路的分段優惠。他指出，實行分段優惠有助達至三贏的局面，即乘客多了，市民負擔少了，交通更加流暢，這亦有助巴士公司增加盈利及改善形象。他表示，除第 98D 號線外，亦希望第 96 及 98C 號線加設分段優惠。

300. 由於沒有委員反對，主席表示建議通過動議及要求運輸署跟進委員的意見。

g) 要求新巴加強檢視空調巴士車箱內溫度 (SKDC(TT)文件第 124/12 號及會上呈閱(四))

301. 主席請委員參閱由鍾錦麟先生及梁里先生動議，范國威先生及張國強先生和議的文件。並請委員參閱由新巴及城巴之書面回覆，即文件會上呈閱(四)。

302. 鍾錦麟先生表示，於上星期舉行的將軍澳北分區委員會內，有委員指出新巴第 798 號線的車廂溫度有問題，如動議文件中指出曾有乘客因溫度問題而與車長發生爭執。他希望新巴能檢視巴士車箱溫度，並查詢以下事項：

(一) 新巴有否為車廂訂立溫度指標。

(二) 是否有某種型號的巴士性能較為不佳，在上斜坡時需要關掉空調系統，而影響車廂內的溫度。他表示，發現被投訴溫度問題較多的型號為「富豪超級奧林比安」。

(三) 將軍澳區內是否還有其他巴士型號是在上斜時需要關掉空調系統。

303. 主席表示，根據他的經驗，第 798 號、第 796C 號、第 796X 號及第 796S 號線經常在上斜時需要關掉空調系統。

304. 方國珊女士表示，同意所有巴士公司應該檢視其巴士車廂的空調溫度。她表示，過往亦曾收到市民投訴巴士車廂溫度過低。但據她所知，巴士設定了空調的溫度而車長是無法自行調較的。她認為運輸署應該加強檢測巴士車廂內的溫度是否達到 25℃的環保要求，以及認為巴士公司有責任改良巴士引擎系統。

305. 溫悅昌先生表示，新巴的書面回覆指出巴士車廂有恆溫設定，並限定了空調的溫度。他認為，剛才委員所指的車廂空調溫度問題可能屬個別事件，或因為乘客人數多寡而影響車廂的空調溫度。

306. 由於沒有委員反對，主席表示通過上述動議及請運輸署跟進委員的意見。

h) 要求於將軍澳寶豐路近梁潔華小學的 798 巴士站加設巴士站上蓋，免卻乘客於候車時飽受日曬雨淋之苦

(SKDC(TT)文件第 125/12 號及會上呈閱(五))

307. 主席請委員參閱由林少忠先生動議，林咏然先生和議的文件。並請委員參閱由新巴及城巴之書面回覆，即文件會上呈閱(五)。

308. 林少忠先生表示，會上已向各委員派發有關地點的圖片作補充，圖片上顯示於梁潔華小學附近的巴士站設有舊式的巴士站上蓋，希望新巴能盡快加建上蓋。另外，他指出上述地點的巴士站路線牌被人塗鴉，希望運輸署能提醒巴士公司盡快清理。

309. 由於沒有委員反對，主席表示通過上述動議及請運輸署跟進委員的意見。

i) 促請延長 110 專線小巴路線至太子區
(SKDC(TT)文件第 126/12 及 157/12 號)

310. 主席表示，由於上述議題的動議人何民傑先生及和議人陸平才先生因事先行離席，議題留待下次會議時再討論。

j) 要求運輸署促使 16 號小巴線延長服務時間至晚上 11 時，以方便布袋澳村村民及旅遊人士
(SKDC(TT)文件第 127/12 號)

311. 主席請委員參閱由劉偉章先生動議，林咏然先生和議的文件。

312. 劉偉章先生補充，上述建議不單是方便布袋澳村村民及旅遊人士，還有寶琳區至清水灣道的中途乘客。

313. 麥潔儀女士表示，運輸署的回應已詳列於文件第 157/12 號內，並沒有其他補充。

314. 方國珊女士支持上述動議，因建議可利便居民。

315. 由於沒有委員反對，主席表示通過上述動議及請運輸署跟進委員的意見。

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q) 要求增設專線小巴往來西貢市與香港世界地質公園
(SKDC(TT)文件第 134/12 號)

364. 主席請委員參閱由方國珊女士動議，陳繼偉先生和議的文件。

365. 方國珊女士表示，希望增設專線小巴往來西貢市與香港世界地質公園，並希望委員支持。

366. 李家良先生表示，對上述動議有所保留。由於通往地質公園的道路比較狹窄，在改善道路設施之前，讓專線小巴進內會構成交通壓力。

367. 溫悅昌先生表示，上述動議的原意是好，方便市民及遊客往來西貢市與香港世界地質公園。但香港世界地質公園的範圍很大，動議措辭不夠清晰，他估計委員所指的範圍是東壩。他表示，因該段道路為水庫範圍，因此區議會是有共識以環保車輛往來東壩至西壩。他表示，以上為個人意見，並不表示反對上述動議。

368. 麥潔儀女士表示，萬宜路的路面比較狹窄，部分路段為斜路及彎

路，並不適宜大量的車輛行駛。除的士外，其他車輛需要持有漁農自然護理署及水務署的批准才可進入。現時大部分的士以石油氣為燃料，是相當環保的交通工具，並為市民提供點對點服務。運輸署現階段無意增加其他交通工具往來西貢萬宜路。

369. 由於沒有委員反對，主席表示通過動議及要求運輸署跟進委員的意見。

r) 要求禁止車輛在名成街停泊
(SKDC(TT)文件第 135/12 號)

370. 主席請委員參閱由陳國旗先生、凌文海先生動議，莊元苳先生、邱戊秀先生、邱玉麟先生及李家良先生和議的文件。

371. 主席請警務處葉金輝先生回應。

372. 葉金輝先生表示，因應名成街的違例停泊情況，警方已加強執法，但警方遇上一些困難。由於地點為避車處，較出路段為雙黃線，避車處至專線小巴站後面可停放五至六部私家車。他表示，警方的一般做法是驅趕車輛而非發出定額罰款告票，並於上下課/班時段加強執法。他指出市民在上述地點上落車沒有違反法例。

373. 邱戊秀先生表示，在上述地點間中有車輛停泊多於半小時也沒有人理會，並贊同警方加強執法。

374. 葉金輝先生表示，警方無法二十四小時派人手在場進行交通管制，但警方已積極與運輸署聯絡，研究改善措施。

375. 由於沒有委員反對，主席表示通過動議及要求警務處跟進委員的意見。

s) 促請警方於貿泰路加強執法，解決違例泊車問題
(SKDC(TT)文件第 136/12 號)

376. 主席請委員參閱由范國威先生及鍾錦麟先生動議，梁里先生及張國強先生和議的文件。

377. 主席請警務處葉金輝先生回應。

378. 葉金輝先生表示，警方六月份至今於貿泰路共發出 459 張的定額罰款告票，即每月約發出 60 至 70 張。他指出，警方已把貿泰路列為將軍澳區的交通黑點，已開設專題檔案跟進事宜，並會積極調派人手進行執法。

379. 林少忠先生表示，貿泰路於深夜時段的違例泊車情況特別嚴重，不單影響交通，亦造成噪音問題，滋擾居民。他促請警方於晚間增派人手執法。另外，他請警方關注毓雅里的違例泊車情況，由於附近臨時停車場關閉，有很多重型車輛在附近停泊，影響校巴上落及危及學生的安全。

380. 鍾錦麟先生感謝警方的積極回應。他表示過往他與范國威先生曾多次去信警方投訴上述地點的違例泊車問題，要求加強執法。他指出，車輛違例停泊影響小巴第 10M 號車站的運作，經常導致乘客於第二條行車線上落客。他促請警方晚間增派人手執法。

381. 張國強先生表示，理解警方已盡其責任，加強執法，可惜效果未如理想。他向運輸署查詢是否有相關措施配合警方的執法。

382. 許錦年先生表示，署方已於貿泰路進行多項的交通管理措施，如設定車輛禁區時間及加設白色影線。但奈何違例泊車情況仍然嚴重，是需要警方進行執法檢控。

383. 由於沒有委員反對，主席表示通過動議及要求警務處跟進委員的意見。

t) 要求將軍澳運動場內增設單車停泊處
(SKDC(TT)文件第 137/12 及 149/12 號)

384. 主席請委員參閱由張國強先生及范國威先生動議，梁里先生及鍾錦麟先生和議的文件。並參閱康樂及文化事務署的書面回應，SKDC(TT)文件第 149/12 號。

385. 張國強先生表示，將軍澳運動場及位於 45 區快將落成的公園及室內單車館的單車停泊處不足。他指出，不論用作代步或康樂用途，區內的單車使用者不斷增加。他認為，單車停泊處應該是標準設施，不應是額外的訴求。

386. 溫悅昌先生表示，據他所知，將軍澳運動場周邊設有單車停泊處，因此對上述動議有所保留。他表示會關注日後 45 區落成的室內單車館是否有足夠的單車停泊處。

387. 莊元苳先生表示，45 區的市鎮公園及室內單車館快將落成，預計很多居民會到該處進行康樂活動，他希望向康樂及文化事務署查詢，會否預留其他位置作單車停泊處。

388. 由於沒有委員反對，主席表示通過動議及要求康樂及文化事務署跟進委員的意見。

389. 主席請秘書處去信康樂及文化事務署查詢上述事宜。

390. 周賢明先生表示，他相信委員很關心 45 區的市鎮公園、室內單車館及附近地方的配套設施，請秘書處一併向康樂及文化事務署查詢有關事宜。

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【由委員提出的討論議題】

要求 694 隧巴線途經坑口內部及太古城
(SKDC(TT)文件第 140/12 號)

421. 主席請委員參閱由方國珊女士提出的討論議題。

422. 主席請運輸署麥潔儀女士回應。

423. 麥潔儀女士表示，若第 694 號線繞經坑口及太古城會增加行車時間，在現有的資源之下，班次需要下調，會影響現有的服務水平。因此，署方現階段對上述意見有所保留，但會留意有關情況及乘客的需求變

化，在日後檢討巴士服務時作考慮。

424. 溫悅昌先生表示，支持上述的建議。在專線小巴第 18 號線停辦後，亦曾提出類似的建議，填補第 18 號線停辦後的居民需求，他請運輸署認真考慮有關建議。

425. 方國珊女士表示，感謝委員的支持。她提出第 694 號線繞經坑口及太古城是基於專線小巴第 18 號線停辦，導致區內居民缺乏過海交通工具，希望運輸署能積極考慮建議。

426. 莊元苳先生同意委員的意見。他表示，專線小巴第 18 號線停辦後的確對居民造成不便，少了一個過海交通的選擇。運輸署一直以來指第 694 號的乘客量少，但他認為繞經坑口及太古城的建議有助增加乘客量，方便前往港島東區上班的居民。

427. 主席請運輸署跟進委員的意見。

要求於將軍澳醫院、西貢惠民路、科技大學(南)公共交通交匯處及厚德街市外加設新界的士上落客處
(SKDC(TT)文件第 141/12 號及會上呈閱(二))

428. 主席請委員參閱由方國珊女士提出的討論議題，並參閱科技大學的書面回應，即會上呈閱(二)。

429. 方國珊女士表示，上述的建議是反映新界的士從業員及業界的意見，以及居民的訴求。希望於將軍澳醫院、西貢惠民路、科技大學(南)公共交通交匯處及厚德街市外加設新界的士上落客處。她指出現時新界的士不能在將軍澳醫院正門口上落客，令市民非常不方便。她希望運輸署能體諒居民的訴求。

430. 主席請運輸署麥潔儀女士回應。

431. 麥潔儀女士表示，現時將軍澳醫院急症室門外已有一個新界的士站。現時新界的士是有營運的限制，道路交通(車輛登記及領牌)規例的附表內列明營運地區，請各位參考。至於西貢惠民路，由於近專線小巴第 101 號車站位置附近的一段行人路兩旁均設有欄杆，防止行人胡亂過馬路，因此在此地段設置的士上落客處需要移除欄杆。而惠民路的禁區時間為早上八時至十時及下午五時至七時，因此市民使用上述的專線小巴站的困難不大。至於重華路厚德街市外，上述位置有多條小巴及巴士

路線作中途站，路段亦非常繁忙，若加設新界的士上落客處，會嚴重影響其他公共交通工具的運作。

432. 邱戊秀先生表示，上次會議已提出將新界的士營業範圍擴闊至將軍澳醫院日間復康中心，希望向方國珊女士查詢對此的意見。

433. 李家良先生表示，於 9 月 14 日區議會大會上提出動議，要求將新界的士營業範圍擴闊至將軍澳醫院日間復康中心，因現時的士只能駛至急症室門外，但這涉及修改法例。至於重華路厚德街市外，他表示同意署方所言該處交通非常繁忙，但可考慮只作的士落客點。至於西貢惠民路，以往居民曾向他反映要求設立落客處，但現時該處停泊不少小巴，署方可考慮改善該處，作的士或其他車輛的上落客處。

434. 方國珊女士表示，感謝委員支持她所提出的建議。她建議將軍澳醫院正門加設新界的士上落客處，希望方便病患者、孕婦及輪椅使用者，希望署方能與時並進，修改有關限制。至於西貢惠民路，是涉及道路及車站管理的問題，署方應從善如流處理，改善小巴停泊的安排。至於重華路厚德街市外，署方可從長計議，研究合適的上落客處，方便居民。她建議與署方一同落區，視察情況。

435. 邱戊秀先生表示，請署方考慮委員於上次會議提出將新界的士營業範圍擴闊至將軍澳政府綜合大樓的建議。

436. 莊元苳先生同意委員的意見。他表示，西貢及將軍澳理應屬於新界區，但現時新界的士只能在某幾個地點營業，新界的士與市區的士的收費不同，這實在對居民不公平。正如方國珊女士所言，法例是應該與時並進，希望署方能積極考慮放寬新界的士在區內的營業範圍。

437. 溫悅昌先生表示，現時重華路厚德街市外可供市區的士上落，但限制了新界的士的上落。另外，據他所知，新界的士業界亦希望擴闊營業範圍至將軍澳工業邨，希望署方能一併考慮。

438. 陳繼偉先生表示，他不明白為何新界的士不能到新界區營運，而且上述建議其實是為了顧及老弱傷殘及病患者，希望署方能彈性處理，並加多一點人情味。

439. 麥潔儀女士重申，新界的士的營業地區是根據道路交通(車輛登記及領牌)規例第 374E 章附表七內所訂明。目前新界的士的主要營業地區為沙田以北及，荃灣以北的新界地區，沿指定的路線接載乘客往返許可

的營運地區邊緣的公共運輸交匯處如荃灣站及坑口站，以及某些主要公共基建設施如沙田馬場及機場客運大樓，沿途不可上落客，這些是法例訂明的營業地區。

440. 張國強先生建議委員會去信運輸及房屋局，表達本會的訴求。

441. 主席請秘書處去信運輸及房屋局表達本會的訴求。

442. 方國珊女士表示，希望運輸署能實事求事，落區跟進上述情況，並邀請有興趣的委員出席。

443. 主席表示，由於上述為討論事項而非動議，因此建議方國珊女士自行與運輸署跟進情況。

444. 林少忠先生表示，由於新界區的範圍含糊，亦令途經隧道的巴士線路分段收費有所影響。他建議署方於重華路厚德街市外進行車輛統計，檢視交通情況，以便考慮加設新界的士上落客處。

445. 主席請運輸署跟進委員的意見。

(四) 其他事項

西貢區道路安全推廣活動
(SKDC(TT)文件第 148/12 號及會上呈閱(一))

446. 主席請邱戊秀先生報告西貢區道路安全工作小組二〇一二年第一次會議，並請委員參閱 SKDC(TT)文件第 148/12 號西貢區道路安全工作小組二〇一二年第一次會議記錄(草擬本)，以及會上呈閱(一)活動撥款申請表。

447. 邱戊秀先生表示，本年度的主題為提高西貢區居民和學生的過路安全意識及正確使用單車。工作小組將聯同香港警務處東九龍總區道路安全組、觀塘區警民關係組及香港交通安全隊舉辦兩項活動，分別為西貢區道路安全嘉年華及派發交通安全宣傳單張，藉此提升道路使用者的道路安全意識。西貢區道路安全嘉年華舉行日期為 2013 年 1 月 6 日(星期日)下午 2 時至 5 時 30 分，地點為將軍澳運隆路寶康公園。活動包括：民安隊花式單車表演、香港交通安全隊表演、警車及裝備展覽以及攤位遊戲。

448. 邱先生續表示，工作小組將聯同警方及香港交通安全隊於西貢及將軍澳區派發交通安全宣傳單張，路線如下：2012 年 12 月 30 日(星期日)上午時段於西貢區；下午時段於將軍澳區兩個地點(坑口、寶林)；2013 年 1 月 13 日(星期日)：上午時段於將軍澳區兩個地點 (將軍澳、調景嶺)；下午時段於其他地點。秘書處稍後會通知委員活動詳情，歡迎委員參加。他表示上述兩項活動預算開支為$112,520，香港交通安全隊和秘書處會繼續跟進各項活動的細節及安排申請區議會撥款。

449. 由於沒有委員反對，主席表示委員會同意舉辦上述活動及向財務及行政委員會推薦上述活動的撥款申請。

450. 主席詢問委員是否有其他事項提出。

白沙灣交通意外

451. 邱戊秀先生表示，於 2012 年 11 月 16 日西貢公路近白沙灣停車場的燈位發生交通意外，導致一名長者死亡，事件已交由警方調查。由於使用該路段的行人非常多，特別是假期，為確保市民的人生安全，他要求運輸署盡快於燈位附近加設慢駛標誌，以阻止行人衝燈及駕駛者快駛，並加設超速攝影機和改善燈位的照明系統，以及安排實地視察。

452. 主席請運輸署及警方跟進上述事宜。

(五) 下次會議日期及時間

453. 主席表示，二〇一三年第一次會議定於 2013 年 1 月 24 日(星期四)上午 9 時 30 分舉行。

(六) 會議結束時間

454. 會議於下午 2 時 50 分結束。

西貢區議會
交通及運輸委員會
二〇一二年十二月

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www.civilforce.org.hk
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致：西貢區議會
交通及運輸委員會
吳霈山主席暨全體議員

二零一三年七月二十五日西貢區議會交通及運輸委員會會議
提出動議：「要求政府加強監管巴士的安全規格標準，保障乘客安全。」

背景

近年，本港發生多宗涉及巴士的交通意外。2013 年 7 月 1 日，在北大嶼山公路亦發生了一宗涉及巴士的嚴重車禍，意外的巴士車身嚴重損毀，車架變型，玻璃碎片散滿四周，車廂內座位鬆脫，引致一死三十多人受傷。

現時，巴士公司於採購新巴士時常以降低成本為首要考慮，保證公司利潤。然而，公民力量認為政府應加強監管，定下更嚴格的巴士安全標準。我們要求巴士公司於採購新巴士時需以「乘客安全」作首要考慮，強化新巴士的安全規格標準，如配置強化安全玻璃、使用更堅固的物質代替現行使用的玻璃纖維作車架物料等，於意外發生時有助保障乘客安全，減低傷亡機會。就現有的巴士車輛，我們亦認為政府應就如何提高它們的安全規格作出相關研究，以保障乘客安全。

動議措詞

「要求政府加強監管巴士的安全規格標準，保障乘客安全。」

譚領律

動議人：譚領律

區能發　　溫悅昌

和議人：區能發　　溫悅昌

二零一三年七月五日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

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SKDC(TT) Document No. 106/13

Contact office: Po Tak House, G/F, Room 18A, Po Lam Estate, Tseung Kwan O Telephone: 5682 3459

To: Sai Kung District Council
Traffic and Transport Committee
Chairman and all Council Members of Tsz Wan Shan

Meeting of the Traffic and Transport Committee of the Sai Kung District Council on 25 July 2013
Proposed Motion: "Request the government to tighten supervision of bus safety standards and norms to ensure passenger safety."

Background

In recent years, there have been many traffic accidents in Hong Kong that involve buses. On 1 July 2013, there was another serious traffic accident at a highway in North Lantau Island in which the body of the bus involved was severely damaged, its frame was deformed, pieces of glass were shattered everywhere, and the seats inside the bus became loose, resulting in the death of one person and injuries to more than 30 people.

At present, bus companies often look to cost reduction as the main consideration when purchasing buses in order to ensure profitability of the company. However, Citizen Force believes that the government should tighten supervision and set more stringent bus safety standards. We are requesting bus companies to use "passenger safety" as the main consideration when purchasing new buses and strengthen bus safety standards and norms, such as configuring toughened safety glass and using stronger materials to replace existing fiberglass as the frame of the vehicle, so as to ensure passenger safety in the event of an accident and reduce the chances of any injury or death. With respect to existing buses, we also think that the government should conduct relevant study on how their safety standards can be improved in order to ensure passenger safety.

Wording of Motion

"Request the government to tighten supervision of bus safety standards and norms to ensure passenger safety."

[signature:] Lanny Tam

Movant: Lanny Tam

[stamp:] Alfred Au [illegible] **[stamp:] Cheung Wan Yuet**

Seconder: Au Ning Fat **Cheung Wan Yuet**

5 July 2013

西貢區議會
交通及運輸委員會
二〇一三年第四次會議記錄 **(**獲通過的會議記錄**)**

日期：二〇一三年七月二十五日(星期四)
時間：上午九時三十分
地點：西貢區議會會議室

出席者	到達時間	離開時間
吳雪山先生 (主席)	上午九時三十分	下午三時〇六分
劉偉章先生，MH(副主席)	上午九時三十分	下午三時〇六分
區能發先生	上午九時三十分	下午一時〇五分
陳繼偉先生	上午九時三十分	下午三時〇六分
陳權軍先生，MH	上午九時三十分	下午三時〇六分
陳國旗先生，BBS	上午九時三十分	下午一時十二分
周賢明先生，MH	上午九時三十分	下午三時〇六分
張國強先生	上午九時三十五分	下午三時〇六分
莊元苳先生	上午九時五十四分	下午三時〇六分
鍾錦麟先生	上午九時三十五分	下午三時〇六分
范國威議員	上午九時三十五分	上午十時二十一分
方國珊女士	上午九時三十九分	下午三時〇六分
邱戊秀先生	上午九時三十分	下午三時〇六分
何民傑先生	上午十一時十四分	下午十二時三十二分
簡兆祺先生	上午九時三十七分	下午十二時三十八分
林少忠先生	上午九時三十分	下午三時〇六分
林咏然先生	上午九時三十分	下午十二時〇五分
梁　里先生	上午九時三十分	下午十二時三十九分
李家良先生	上午九時三十八分	下午三時〇六分
凌文海先生，BBS，MH	上午九時三十分	下午三時〇六分
陸平才先生	上午九時四十八分	下午一時五十六分
譚領律先生	上午九時三十分	下午三時〇六分
溫悅昌先生，MH，JP	上午九時三十分	下午三時〇六分
邱玉麟先生	上午九時三十分	下午一時十二分
陳樂欣女士 (秘書)	西貢民政事務處行政主任(區議會)2	

列席者

冼熙朗先生	西貢民政事務助理專員
劉　丹女士	西貢民政事務處 高級行政主任(區議會)
張詠絲女士	西貢民政事務處 聯絡主任主管(將軍澳)南

麥潔儀女士	運輸署 高級運輸主任/西貢
莊漢文先生	運輸署 工程師/西貢
黃 瀛女士	運輸署 工程師/行人區改善計劃
何亦文先生	路政署 區域工程師/將軍澳
陳慧儀女士	路政署 區域工程師/西貢
唐懿芬女士	漁農自然護理署 郊野公園護理主任(東區)
林峯毅先生	漁農自然護理署 郊野公園主任(西貢)
吳龍保先生	水務署 高級工程師/新界東區 3
范國寧先生	水務署 工程師/新界東區(供應及保養 2)
劉任明先生	香港警務處 西貢分區警署(行動及支援主管)
何志堅先生	香港警務處 觀塘區交通隊主管
葉金輝先生	香港警務處 行動支援小隊指揮官(將軍澳分區)
羅麗明女士	九龍巴士(一九三三)有限公司 社區事務高級助理經理 (觀塘、黃大仙、西貢)
蔡玉蓮女士	香港鐵路有限公司 助理公共關係經理-對外事務

主席歡迎各位委員和部門代表出席交通及運輸委員會(下稱「委員會」)二〇一三年第四次會議。

2. 主席報告，沒有委員向秘書處申請缺席會議。任何委員如未能出席會議，必須根據會議常規第 51 條，在該次會議舉行前，通知秘書處缺席的原因，以便委員會考慮是否同意有關委員的缺席申請。

3. 主席表示，為方便會議有效地進行，請委員注意發言時間。每名委員就某一議題參與討論或辯論的最高次數為兩次，而每次發言的時限為兩分鐘。請各位議員更嚴格遵守上述規則，以及不要濫用「跟進問題」作為發言多於兩次的原因。

(一) 通過上次會議記錄

4. 林少忠先生提出修正二〇一三年第三次會議記錄第 83 段，加上「本人」於「他」之後。

5. 由於沒有委員對二〇一三年第三次會議記錄提出其他修訂，主席表示通過上述經修訂的會議記錄。

(二) 續議事項

1. 將軍澳進一步發展- 將軍澳第 77 區基礎設施工程-跨東邊水道行人橋(南橋)

(二〇一三年第三次會議記錄第 5 至 39 段)

6. 由於委員沒有其他意見，主席表示刪除上述議題。

2. 「人人暢道通行」新政策

(二〇一三年第三次會議記錄第 40 至 54 段)

7. 由於委員沒有其他意見，主席表示刪除上述議題。

3. 主要工程項目進度報告

(二〇一三年第三次會議記錄第 56 至 70 段)
(SKDC(TT)文件第 91/13 號)

8. 主席請委員參閱 SKDC(TT)文件第 91/13 號，土木工程拓展署匯報 2013/2014 年度交通及運輸委員會轄下各項工程項目的進度。

9. 委員如沒有其他意見及主席表示保留上述議題。

4. 改善將軍澳單車使用情況工作小組報告

(二〇一三年第三次會議記錄第 71 至 72 段)
(SKDC(TT)文件第 92/13 號)

10. 西貢民政事務助理專員冼熙朗先生就 SKDC(TT)文件 92/13 號報告，於本年 5 月至 6 月期間，工作小組共進行四次清理行動，共清理了 112 架單車，工作小組會繼續在區內不同地點進行清理行動。

11. 陳國旗先生查詢現時民政處與運輸署在區內公共運輸交匯處進行單車清理行動的情況。

12. 冼熙朗先生表示，現時區內公共運輸交匯處的單車清理行動由運輸署主導，據悉運輸署一直與相關部門進行聯合行動。就他剛才所作的報告，是由民政處作主導的單車清理行動情況。

13. 簡兆祺先生表示，相關部門積極在區內進行單車清理行動，惟每次清理行動的時間相距頗長，以至違例停泊的單車阻礙公共地方，如尚德巴士站附近。他指出，據悉最近有不法分子盜取區內停泊在公共地方的單車販賣，希望有關部門跟進上述事宜。

14. 陳國旗先生查詢由運輸署主導的單車清理行動的最近情況及數據。

15. 冼熙朗先生表示，運輸署在將軍澳的數個公共運輸交匯處均會定期進行清理違泊單車行動，惟他手上並沒有運輸署的相關數字。

16. 陳繼偉先生指出，調景嶺都會駅的公共運輸交匯處經常有不少單車停泊於該處出入口，阻礙行人出入，希望相關部門留意。

17. 主席請民政事務處及相關部門繼續跟進有關事宜。

5. 西貢區公共交通服務

18. 主席請委員參閱 SKDC(TT)文件第 93/13 號及第 94/13 號。

(A) 巴士

- **2013-2014 年度西貢區巴士路線發展計劃**
  (SKDC(TT)文件第 95/13 號)

19. 主席表示，秘書處已於 7 月 11 日以電郵方式分發運輸署就 2013-2014 年度西貢區巴士路線發展計劃致委員會的信函。信函已詳列本年度計劃中落實及調整項目。請委員參閱 SKDC(TT)文件第 95/13 號，西貢區巴士路線工作小組二〇一三年第二次會議記錄(草擬本)，並請西貢區巴士路線工作小組召集人周賢明先生報告上次會議情況。

20. 周賢明先生表示，SKDC(TT)文件第 95/13 號為西貢區巴士路線工作小組二〇一三年第二次會議記錄(草擬本)，是次秘書處以較為詳盡的方式作會議記錄，目的讓各位委員更清楚了解當時的討論。當時會議的討論分為兩個部分，(一) 2013-2014 年度西貢區巴士路線發展計劃及(二)工作小組成員就區內巴士路線的意見。就 2013-2014 年度西貢區巴士路線發展計劃，工作小組對某些項目的建議表示支持，但反對取消第 692 及 692P 號線的建議，以及對新增設往來將軍澳及荃灣巴士服務的走線有所保留。而運輸署早前經秘書處分發就 2013-2014 年度西貢區巴士路線發展計劃致委員會的信函中列明，將落實取消第 692 及 692P 號線，可見署方的計劃與工作小組的意見並不相同。他請主席決定於委員會或是工作小組會議繼續跟進有關事宜。

21. 陳繼偉先生表示，委員於會前經秘書處收到運輸署就 2013-2014 年度西貢區巴士路線發展計劃致委員會的信函，他認為署方在信函中的字眼容易令人誤會所有落實及調整項目皆得到西貢區巴士路線工作小組的支持及同意，惟事實並不如此。他重申，工作小組就 2013-2014 年度西貢區巴士路線發展計劃中某些項目持不同意見，如反對取消第 692 號線。另外，他對運輸署沒有切實回應委員要求第 296D 號線行經翠嶺路及景嶺路並加設中途站感到失望。

22. 方國珊女士表示，事件證明區議會是個假諮詢的架構，議員的意見不被重視的。即使所有委員反對取消第 692 號線，但運輸署卻一意孤行落實計劃。她對當局漠視市民的意見感到失望，希望政府聽取代表市民的議員的意見。此外，她對在將軍澳區的過海交通服務及隧道增設轉乘站等事宜表示關注。

23. 簡兆祺先生表示，議員向運輸署表達民意，但署方卻一意孤行落實取消第 692 號線，並以取消第 692 號線為交換條件，增設往來將軍澳及荃灣的巴士服務。他認為運輸署削減將軍澳南區唯一一條過海巴士線，對將軍澳南的居民並不公道。他指出，委員曾向署方提出優化第 692 號線的建議，例如只在上下午繁忙時間提供服務及改以單層巴士提供服務。委員會已多次表示反對取消第 692 號線，但運輸署卻不予理會，實在浪費了不少會議時間及公帑。

24. 張國強先生表示，運輸署一意孤行落實計劃，連最基本優化第 692 號線的方案也沒有提出，認為應予以譴責。他指出，委員在每一次的委員會會議及工作小組會議亦清楚表達反對取消第 692 號線的意見，但署方卻沒有聽取有關意見。此外，他認為運輸署以第 692 號線作為換取增設往來將軍澳及荃灣的巴士服務的條件，但路線卻計劃不途經將軍澳南區，對將軍澳南居民實在

不公平。他表示，曾多次建議巴士路線南北分家，設立兩條不同路線，惟運輸署並沒有採納有關意見。

25. 林咏然先生表示，運輸署一直以來並不重視委員會的意見，除取消第 692 號線外，早年運輸署亦一意孤行落實取消第 18 號小巴服務。他認為運輸署不應以港鐵提供服務為由，而取消將軍澳南區的過海巴士服務，他希望署方能再作考慮。

26. 主席表示，為跟進 2013-2014 年度西貢區巴士路線發展計劃，西貢區巴士路線工作小組二〇一三年第三次會議將於 2013 年 8 月 12 日(星期一)下午 2 時 30 分舉行。由於運輸署及巴士公司的相關代表沒有出席是次會議，建議於工作小組會議再作跟進。

27. 主席續表示，運輸署就 2013-2014 年度西貢區巴士路線發展計劃致委員會信函的字眼有誤導之嫌，令人誤會委員會同意取消第 692 號線。他重申委員會強烈反對取消第 692 號線。

28. 鍾錦麟先生查詢將如何跟進 2013-2014 年度西貢區巴士路線發展計劃。他對運輸署巴士及鐵路科沒有委派代表出席委員會會議感到疑惑，認為沒有相關運輸署代表在場將影響委員會的討論及跟進工作。

29. 陳繼偉先生提出一項臨時動議，動議措辭為：「對運輸署漠視西貢區議會交通及運輸委員會意見深表遺憾，並要求約見署長」。他認為委員會應直接與運輸署署長商討上述事宜。

30. 簡兆祺先生和議。

31. 主席表示，根據會議常規，臨時動議須得到超過半數出席的議員同意，才能批准提出討論。

32. 運輸署麥潔儀女士表示，運輸署致委員會的信函主要是交代 2013-2014 年度西貢區巴士路線發展計劃中各項項目的進展。運輸署希望讓巴士公司盡快落實一些區議會已通過的項目，而另外一些需要繼續討論的項目，署方及巴士公司樂意與委員繼續商討，聆聽有關意見。

33. 林少忠先生查詢 2013-2014 年度西貢區巴士路線發展計劃是否根據巴士公司的建議而制訂出來，他不明白為何一些巴士公司提出的意見沒有納入計劃。他促請運輸署盡快為西貢區的巴士服務進行區域性重組。

34. 周賢明先生補充，工作小組同意 2013-2014 年度西貢區巴士路線發展計劃的項目，包括調整第 93M 號線服務、第 99 及 299 號線更改行車路線、增設第 99R 號線、調整第 796P 號線服務、重組第 796S 及 796C 號線服務、加強第 798 號線服務及調整第 694 號線服務。但工作小組反對取消第 692 號線，部分成員要求保留全日服務，部分成員則要求保留上、下午繁忙時段服務。運輸署及巴士公司一直以來以路線營運狀況及行車時間為理由取消第 692 號線，但建議增設的九巴第 296M、新巴第 798 號及第 690 號線巴士轉乘計劃卻未能有效解決問題。而山上及區內其他路線的重組則建議於工作小組繼續跟進。他表示，工作小組的下次會議主要與運輸署繼續商討第 692 號線及增設往來將軍澳及荃灣的巴士服務的相關事宜。

35. 主席請委員就同意把上述臨時動議納入會議議程進行投票。

投票結果如下：

贊成：11 票
反對：0 票
棄權：6 票

36. 主席表示，現時共有 21 名委員出席會議，故上述臨時動議可獲納入會議議程作出討論。

37. 主席請委員就上述臨時動議進行表決。

投票結果如下：

贊成：11 票
反對：2 票
棄權：3 票

38. 主席表示，上述臨時動議獲得通過。

39. 主席補充，秘書處早前轉發有關信函時曾向運輸署查詢會否委派代表出席委員會會議，而運輸署當時沒有回覆。在委員同意下，主席請秘書處去信運輸署署長，邀請出席西貢區巴士路線工作小組於 2013 年 8 月 12 日的會議，商討有關事宜。

40. 陳繼偉先生建議秘書與工作小組召集人先整理有需要討論的巴士路線及擬定會議議程，以便運輸署署長清楚會議議程。

41. 林少忠先生希望運輸署署長聆聽議會的訴求，出席工作小組會議與議員商討有關事宜。

42. 簡兆祺先生表示，若運輸署署長不出席工作小組會議，建議由主席帶領，前往運輸署辦公室要求與署長見面。

43. 方國珊女士認同簡兆祺先生的建議，並對政府部門漠視議會意見感到失望。

44. 在委員同意下，主席表示若運輸署署長沒有回覆，委員會才考慮下一步行動。

- **反對縮短新巴 796S 路線，並要求將路線加密班次，延長至工業邨及途經日出康城**
- **建議 A29 開設特別班次行經將軍澳南、調景嶺**
- **要求運輸署優化九巴的服務及將部分巴士路線延伸至調景嶺**
  運輸署盡快增加調景嶺區巴士路線
- **要求增設全日服務的將軍澳往來荃灣巴士線**
  要求開辦將軍澳至荃灣巴士服務途經翠林邨及康盛花園
  要求加開巴士線由日出康城經將軍澳往荃灣
  要求運輸署盡快與巴士公司商討開設將軍澳往來荃灣巴士線事
  要求運輸署計劃開設的“將軍澳荃灣巴士線”行經將軍澳南及調景嶺

- 要求增加巴士路線 98P 號於平日下班繁忙時段內的班次，改善服務及方便居民
- 要求九龍巴士 296D 路線改善服務及回程尚德於九龍灣國際展貿中心站加設分段優惠
- 要求九巴 296D 行經翠嶺路及景嶺路並加設中途車站
- 要求運輸署開辦一條往來將軍澳至沙田區巴士路線(駛經翠林邨、康盛花園、順利邨、彩虹邨、大老山隧道)，切實解決山上居民往來沙田區的交通需要
- 要求保留 692 及 692P 巴士線，於繁忙時間維持運作

(二〇一三年第三次會議記錄第 74 至 75 段)

45. 主席請西貢區巴士路線工作小組繼續跟進上述議題。

- 要求 298E 延長服務至假日及加強服務

(二〇一三年第三次會議記錄第 214 至 217 段)

46. 運輸署麥潔儀女士表示，運輸署與巴士公司會繼續密切留意第 298E 號線的運作及乘客需求的變化，如發現乘客量有增加，定會提供適切的服務。

47. 方國珊女士表示，現時領凱已入伙，日出康城第三期及峻瀅亦即將開售，將軍澳工業邨內的工廠亦已全部開業，因此往來將軍澳工業邨的人流十分多。她希望運輸署加強第 298E 號線服務及延長服務至假日，因工業邨員工於假日亦需上班，其公司未必提供接駁交通服務。

48. 陳權軍先生表示，他不明白既然有委員表示堆填區附近的空氣質素差，環境情況欠佳，故該區理應人流較少，為何該區假日需要加強巴士服務。

49. 方國珊女士表示，堆填區是政府的規劃失誤，並請委員不要漠視當地居民的需要。她指出，不是每位居民都擁有私家車，請委員不要剝削該區居民使用交通工具的權利及忽略居民的感受。她請委員不要離題，應集中討論交通相關事務。

50. 邱戊秀先生表示，有議員經常於議會上提及有關堆填區的事宜。他認為香港若沒有堆填區及焚化爐，市民的生活將大受影響。

51. 陸平才先生表示，在上一屆區議會，曾有議員提出要求將軍澳區所有巴士路線均由清水灣半島或日出康城開出，他不明白為何當時議會通過有關議案。他指出，有議員經常強調堆填區附近空氣中的微細懸浮粒子超出標準，卻要求大量巴士路線駛經該區，這只會令該區空氣質素更差，而環保大道亦未能負荷龐大的交通流量。他表示對將軍澳區所有巴士路線均由清水灣半島或日出康城開出及第 298E 號線延長服務至假日及加強服務的建議有所保留。

52. 主席表示保留上述議題。

- **要求於將軍澳隧道(往將軍澳)九龍入口外收費廣場增設巴士站點，並推出隧道路線八達通轉乘優惠計劃，方便居民**

  (二〇一三年第三次會議記錄第 79 至 84 段)

53. 林少忠先生表示，屯門公路的巴士轉乘站即將啟用，全港多條隧道亦有巴士轉乘站，但唯獨將軍澳隧道沒有設置轉乘站。他指出，運輸署曾回應需待安達臣道發展計劃完成後才考慮加設轉乘站。現時將軍澳人口不斷上升，他希望運輸署盡快考慮有關建議。

54. 林咏然先生表示，巴士轉乘站有助巴士公司車盡其用，亦能令將軍澳南北兩區的乘客更快捷地前往不同的地區。他認為巴士公司應提供更多轉乘優惠予乘客，而運輸署亦應協助巴士公司研究更多轉乘優惠。

55. 方國珊女士認同應盡快於將軍澳隧道兩旁設立巴士轉乘站，解決巴士路線重疊及資源分配等問題。她指出，荃灣及屯門的轉乘站及當地跨巴士公司提供轉乘優惠為西貢區提供了一個模範。她曾於社區重點項目計劃委員會提出設置巴士轉乘站，惟有關建議最終落選。她相信大部分將軍澳市民亦希望加設巴士轉乘站，讓巴士路線無需繞經整個將軍澳區後才駛出市區，節省更多時間。

56. 陳權軍先生認為，巴士公司應為有盈利的路線加強服務，不應只從商業角度出發而停辦虧損的路線。他建議可縮減虧損路線的班次，藉此繼續為市民提供服務。此外，他贊成加設巴士轉乘站，分流乘客到不同的目的地。

57. 李家良先生認同將軍澳有需要設立巴士轉乘站，除將軍澳隧道外，亦建議於將軍澳區內設立轉乘站，方便乘客及節省時間和金錢。他舉例，如日出康城、清水灣半島、將軍澳工業邨或清水灣郊野公園等地方，因上述地點是盡頭路，如巴士路線繞經上述地方，將會延長行車時間，設立巴士轉乘站可讓當區居民更快捷到達目的地。另外，有關委員指於社區重點項目計劃委員會中，提出建議利用一億元興建巴士轉乘站遭到否決事宜，他澄清記錄會議清楚顯示因資源有限未能落實所有項目，而不是委員會否決了巴士轉乘站的建議。

58. 運輸署麥潔儀女士表示，運輸署一直鼓勵巴士公司按本身的經營環境提供轉乘和票價優惠給予乘客。

59. 主席表示保留上述議題。

- **要求於將軍澳寶豐路近梁潔華小學的 798 巴士站加設巴士站上蓋，免卻乘客於候車時飽受日曬雨淋之苦**

  (二〇一三年第三次會議記錄第 85 至 86 段)

60. 林少忠先生表示，據運輸署文件顯示，新巴正考慮於區內加設巴士站上蓋。他指出每當下雨時，等候新巴的乘客會到九巴的有蓋巴士站避雨，影響等候九巴的乘客。他希望運輸署向新巴反映委員意見，要求盡快加設巴士站上蓋，並要求保留上述議題。

61. 主席表示保留上述議題。

- **要求巴士公司下調西貢區巴士線車資**

  (二〇一三年第三次會議記錄第 218 至 223 段)

62. 林少忠先生表示，不理解政府把將軍澳列入新界區還是九龍區，一方面新界的士不可在將軍澳大部分地點行駛及上落客，但另一方面巴士路線卻按新發展區收費。他舉例，第 692 或 690 號線往中環的車資約 13 元，而專線小巴第 101 號線由觀塘至堅尼地城的車資約 10 元，兩者的車程距離差不多，但車資卻不一樣。他希望運輸署向兩間巴士公司反映委員要求下調西貢區巴士線車資的訴求，並希望於西貢區巴士路線工作小組中跟進上述事宜。

63. 周賢明先生表示，於西貢區巴士路線工作小組會議中，九巴曾表示日後進行巴士路線區域性重組時，將一併考慮及研究加設分段收費的可能性，而早前亦有議員提出第三次轉乘優惠的可行性。他表示，如主席不反對，建議把上述議題交由西貢區巴士路線工作小組跟進。

64. 林咏然先生表示，將軍澳區居民市民往來不同地區時，主要依賴港鐵或專線小巴，因巴士的車資一般較港鐵及專線小巴高。他指出最近有不少委員反映專線小巴的服務不足，希望能加以更改善。他亦希望巴士公司能研究更仔細的分段收費系統，例如仿效外國公共交通工具的分段收費模式。他認為，分段收費可增加乘搭短途路線的乘客量，亦可為市民帶來多一項交通選擇。

65. 簡兆祺先生認為政府在不同政策範疇分別把將軍澳定為市區及新界區的做法並不公平。正因如此，將軍澳區的巴士車程雖較其他地區短，但收費卻較高。

66. 在委員同意下，主席表示轉交上述議題予西貢區巴士路線工作小組跟進。

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(D) 其他

➢ 要求加強日出康城及峻瀅往來外區的交通，以應付該區多個屋苑的入伙
(二○一三年第三次會議記錄第 239 至 242 段)

109. 運輸署麥潔儀女士表示，現時日出康城及峻瀅一帶已有鐵路及巴士服務，讓市民前往市區。巴士公司及專線小巴營辦商已備悉該處的人口增長，並會因應乘客需求以檢討現時服務水平。

110. 方國珊女士希望運輸署理解峻瀅與港鐵站的相距頗遠，需要步行約十多分鐘才可到達，請運輸署考慮加設接駁至港鐵站的短途交通服務。她請運輸署密切監察該區的人口增長情況並落實有關交通配套。

111. 周賢明先生表示，將來峻瀅附近的工業土地用途有機會作出改變，建議運輸署盡快作長遠的交通掏劃。他查詢運輸署是否收到營辦屋邨巴士的申請，並對峻瀅入伙後會收到大量有關交通的投訴表示關注。

112. 運輸署麥潔儀女士表示，運輸署會與專線小巴營辦商商討，因應該區屋苑入伙情況而作出配合。

113. 周賢明先生促請運輸署研究增加其他公共交通的服務，包括新增小巴路線或改動現有小巴路線。他舉例專線小巴第 109M 號線由清水灣半島至坑口港鐵站，路線的收益及使用量亦十分穩定。他認為運輸署應顧及各區的公共交通需要，希望下次會議署方可交代峻瀅附近一帶的交通規劃。

114. 主席表示保留上述議題。

➢ 要求運輸署儘快進行第四次整體運輸研究
(二○一三年第三次會議記錄第 243 至 244 段)

115. 由於委員沒有其他意見，主席表示刪除上述議題。

6. 道路工程/設施

116. 主席請委員參閱 SKDC(TT)文件第 96/13 號及第 97/13 號。

- **要求運輸署擴建寶琳路與翠琳路增建行車路及澳頭村路口增建迴旋處，以便改善該區交通**
  (二〇一三年第三次會議記錄第 141 至 143 段)

117. 路政署何亦文先生表示，由於上述工程會影響附近大量斜坡，故路政署邀請了土木工程拓展署協助制定鞏固斜坡的方案及進行相關估價。現時土木工程拓展署已完成初步設計方案，路政署正審核有關方案，稍後會與土木工程拓展署及運輸署商討，確認方案後便會進行估價，然後再向委員匯報。

118. 林少忠先生希望路政署盡快處理翠琳路及寶琳北路的迴旋處工程，並查詢澳頭村路口增建迴旋處的工程進度。

119. 邱玉麟先生表示，上述工程建議是由他本人提出，故有責任跟進工程進度，並感謝運輸署及路政署的努力。上述工程不單令澳頭村受惠，隨著安達臣道的住宅發展，寶琳路將會是通往將軍澳的主要幹線，因此有需要為將來人口增長作好準備。此外，由於澳頭村居民對增建迴旋處的工程仍有反對聲音，他認為現階段應先集中處理寶琳路與翠琳路的工程。

120. 主席表示保留上述議題。

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- **要求於影業路加設行人過路設施，保障路人安全**

(二〇一三年第三次會議記錄第 157 至 159 段)

142. 運輸署黃瀛女士表示，運輸署已修改影業路加設行人過路設施的方案，並正諮詢各部門的意見，稍後會向委員會匯報。

143. 副主席查詢運輸署於下次會議能否提交工程時間表。

144. 運輸署黃瀛女士表示，相信於下次會議能提交修改後的方案予委員參考。

145. 主席表示保留上述議題。

- **布袋澳村村口增設迴旋處**

(二〇一三年第三次會議記錄第 160 至 161 段)

146. 張國強先生希望了解工程的最新情況及建議保留上述議題。

147. 方國珊女士表示，她一直支持於布袋澳村村口增設迴旋處。上述工程討論多時，她查詢運輸署可否提供護坡工程及附近土質的資料予委員會，讓委員可提供更多技術性的意見予署方。

148. 林咏然先生表示，上次委員會會議後社區重點項目計劃委員會曾舉辦實地視察。他明白工程涉及不同部門及需時進行研究，但早前運輸署曾提交兩個方案的估價後工程便沒有進展。他查詢上述工程會否影響海洋而需要進行海洋評估並建議保留上述議題。

149. 運輸署莊漢文先生表示，運輸署的立場是現時布袋澳的交通運作良好，故開展工程的可能性較低。早前向委員提交兩個工程方案及估價是因應委員要求，希望委員明白運輸署需要根據交通流量數據而決定是否需要進行工程。縱然開展上述工程的可能性較低，但如委員有興趣了解，運輸署可考慮提供相關資料予委員參考。由於工程範圍並未涉及至海邊位置，因此無需進行海洋評估。

150. 邱玉麟先生理解若需運輸署單獨面對及負責增建迴旋處工程則較為困難，建議委員會去信向旅遊發展局反映，盡快開展工程，讓市民或長者可乘搭大型旅遊巴士到布袋澳參觀及消費。

151. 林咏然先生同意邱玉麟先生的意見。如鄉郊地區亦以人口比例來決定工程的需要性，大部分道路工程便沒有機會落實進行。他指出，區議會主席吳仕福先生亦曾答應，在社區重點項目計劃的撥款以外，會從不同途徑爭取其他撥款進行工程。

152. 副主席表示，明白鄉郊人口較少，難以達到運輸署要求的人流及使用量。但布袋澳附近有不少旅遊景點，吸引不少遊人及行山人士前往。他指出，上述工程已在數屆交通及運輸委員會爭取，他同意去信向旅遊發展局反映意見，但同時請運輸署不要把全部責任推卸至旅遊發展局。

153. 何民傑先生表示，從前清水灣二灘至天后古廟一段道路是由清水灣俱樂部出資興建，至八十年代，整段道路才被政府回收，原因是為了通往天后古廟的道路及布袋澳村的居民，可見政府在考慮鄉郊規劃及設施配置時，並非只考慮人口問題。他表示，布袋澳村內的洪聖廟亦被列入古蹟之一，建議運輸署可於洪聖誕時進行實地視察，相信屆時的人流並不少於天后誕。他希望保留上述議題並繼續向各部門爭取興建迴旋處。

154. 方國珊女士同意委員建議去信旅遊發展局，她亦建議去信商務及經濟發展局，因生態旅遊亦與香港經濟息息相關。

155. 主席請秘書處同時去信旅遊發展局及商務及經濟發展局，並保留上述議題。

【會後備註：經秘書處查詢旅遊發展局及旅遊事務署的職權範圍後，就上述事宜應去信旅遊事務署較為恰當。】

- **要求領匯於轄下停車場增設私家巴士泊車位，以應付需求**
  要求運輸署於區內增設私家巴士泊車位，以應付需求
  (二〇一三年第三次會議記錄第 162 至 167 段)

156. 梁里先生查詢，曾建議於翠嶺路加設私家巴士泊車位，但據悉有關建議

遇到反對，他希望運輸署因應反對意見調整加設泊車位的方案，如泊車位的數量及位置。現時調景嶺一帶缺乏咪錶泊位，他建議於翠嶺路加設泊位。他指出運輸署於將軍澳唐賢街加設兩個私家巴士泊車位後，相當受駕車人士歡迎，亦解決了部分違例泊車問題。

157. 林少忠先生指出，將軍澳區內道路的車速限制是時速五十公里，只有寶順路的車速限制是時速七十公里。他建議於車速限制時速五十公里的道路內加設大型車輛泊車位，如旅遊巴士及貨車車位。他指出，區內不少臨時停車場被地政處收回，令大型車輛泊位嚴重不足。他表示，日出康城附近雖然設有大型車輛泊位，但不少駕車人士於深夜停泊車輛後，沒有公共交通工具接駁至將軍澳市中心，他建議運輸署研究於區內車速限制時速五十公里的道路如寶琳北路加設大型車輛泊位。

158. 莊元苓先生同意委員的意見。他表示，地政處至今仍未有正面回應有關領匯停車場因地契而不能開放予大型車輛停泊的問題。區內私家巴士及重型車輛的停泊位置數量不斷減少，加上將軍澳南區的發展，不少臨時停車場被政府收回，導致區內的大型車輛難以尋求停泊位置。他指出雖然大型車輛於深夜時分才停泊，但由於停泊位置接近民居，對居民造成一定滋擾，同時大型車輛泊位設置於工業邨附近亦不方便駕車人士。因此他建議運輸署於翠嶺路或寶琳北路尋找合適位置加設大型車輛泊位。

159. 簡兆祺先生表示，居民向他反映區內難以尋找大型車輛泊位，令大型車輛因沒有合適位置停泊而被迫違例停泊於路旁，影響市容及行人過路安全，他希望有關部門考慮委員的意見。

160. 運輸署莊漢文先生表示，運輸署已完成有關翠琳路加設兩個晚間大型私家巴士泊車位工程的公眾諮詢，由於沒有收到反對意見，因此已向路政署發出施工紙安排工程。至於翠嶺路加設私家巴士及貨車的通宵泊車位及於翠嶺路加設十個小型巴士兩小時泊車位的建議，由於收到反對意見，工程暫時未能展開。

161. 梁里先生查詢反對意見的內容，並詢問運輸署會否因應反對意見而調整方案，令工程得以順利進行。

162. 方國珊女士建議再次去信地政處要求跟進領匯停車場開放車位予大型車輛停泊事宜。她表示，正如委員所述不少重型車輛被迫停泊到工業邨附近位置，而駕車人士於深夜停泊車輛後，沒有公共交通工具接駁回將軍澳市中心，亦不容易乘搭的士，可見工業邨及日出康城一帶十分需要加強交通服務及深宵交通配套。她指出，現時第 26 區的巴士廠只能停泊十數部巴士，令不少巴士需於晚間停泊於區內五個公共運輸交匯處，她認為運輸署應盡快物色合適位置加設大型車輛停泊位。

163. 主席補充，地政處曾於區議會大會上回應指，領匯因地契問題而無法開放停車場車位予大型車輛。

164. 何民傑先生表示，他曾參與上述翠嶺路加設泊車位的諮詢，大部分他曾接觸的居民均歡迎上述工程建議，可惜仍有部分反對意見。他認為，因部分反對意見並在沒有技術性或政策問題的情況下，未能展開工程是十分可惜及不合理的。他建議運輸署重新進行諮詢，並請民政事務處作出協調，他本人及梁里先生亦可協助游說反對的居民。此外，他指出調景嶺明愛白英奇專業學校附近的臨時停車場快將被政府收回，相信不久將來將軍澳南區將面對車位嚴重不足的問題，若如不盡早尋求解決辦法，擔心會民怨四起。他建議地政處物色合適的地方，批出土地讓臨時停車場作短期經營。

165. 主席表示保留上述議題，並請運輸署跟進委員意見。

[redacted]

- **要求於石角路取消貨車車位，改作私家車位用途，並加上泊車咪錶**

  要求地政署積極解決石角路街道管理問題

  (二〇一三年第三次會議記錄第 172 至 176 段)

169. 運輸署黃瀛女士表示，運輸署已把石角路、環保大道、駿昌街及駿宏街四個公眾停車場重整計劃的諮詢文件交予民政事務處並安排進行諮詢。

170. 西貢民政事務助理專員冼熙朗先生補充，上述諮詢文件已發出予相關持份者。

171. 周賢明先生查詢上述諮詢文件的具體內容，因議會相當關注上述議題。

172. 運輸署黃瀛女士表示，諮詢文件內容主要是有關石角路、環保大道、駿昌街及駿宏街四個公眾停車場重整計劃，包括取消石角路停車場的貨車泊位，改為私家車及電單車泊位，而其他三個停車場則會增設貨車及巴士泊位。

173. 方國珊女士表示，石角路為該區多個大型屋苑居民經常使用的道路，故相當關注有關情況。她對運輸署取消石角路停車場的貨車泊位及於遠離民居的停車場增設貨車泊位表示歡迎。她向運輸署查詢上述公眾停車場重整計劃的圖則及具體資料。

174. 運輸署黃瀛女士表示，相信方國珊女士稍後便會收到有關諮詢文件連圖則。至於委員建議於石角路沿路增設咪錶位，運輸署暫時沒有相關計劃，因該處現時有不少建築地盤正進行工程，擔心收窄路面，對行人有所影響。

175. 周賢明先生要求向所有委員提供上述諮詢文件。他同意不應在石角路沿路增設錶位，若日後取消石角路停車場的貨車泊位，他建議在該處設置貨車禁區牌及進行相應路面配置。

176. 冼熙朗先生表示，運輸署屬是次諮詢的主導部門，故程序上建議先由運輸署考慮是否同意向所有委員提供上述諮詢文件。

177. 運輸署黃瀛女士表示，運輸署同意向所有委員提供上述諮詢文件。

178. 主席請秘書處向委員分發上述諮詢文件。

179. 方國珊女士認為，所有議員均應獲分發區內所有事宜的諮詢文件，而不是當區議員才獲分發，再者以電郵形式分發，做法環保。

180. 邱戊秀先生對委員建議所有議員均應獲分發區內所有事宜的諮詢文件有所保留。

181. 陸平才先生不同意委員方女士的建議，擔心會令諮詢事宜收到很多不同意見，加重民政處的工作量。他傾向現行做法，建議如委員關注區內某些事宜，可自行向相關部門索取諮詢文件。

182. 主席請委員集中討論交通事宜，如委員對現行諮詢文件分發做法有其他意見，建議向區議會主席反映。

183. 主席請運輸署繼續跟進上述事宜及保留上述議題。

- **要求寶琳北路近將軍澳村的交通指示牌改為採用“P”型指示牌，減少阻礙居民通過**

  (二〇一三年第三次會議記錄第 245 至 247 段)

184. 路政署何亦文先生表示，因應委員的建議，路政署搜集了上述位置地下設施的資料，初步發現該處有不少地下設施，故改為採用“P”型指示牌有一定難度。但署方會再研究在建議位置前後設置“P”型指示牌的可行性。

185. 林少忠先生表示，若上述建議位置有不少地下設施而未能改為採用“P”型指示牌，建議考慮遷移指示牌的位置，方便居民通過道路。

186. 主席請路政署跟進上述事宜及保留上述議題。

- **建議將新都城一期對開一段貿泰路列為廿四小時禁區，杜絕違例泊車**

  (二〇一三年第三次會議記錄第 248 至 265 段)

187. 主席表示，為方便委員了解上述動議中所指一段貿泰路的確實位置，秘

書處於 6 月 17 日經電郵分發鍾錦麟議員所提供的地圖予各位委員參閱。

188. 運輸署莊漢文先生表示，運輸署早前已與相關委員進行實地視察，現正研究廿四小時禁區方案，包括劃線方式，預計下次會議能報告有關方案。

189. 主席請運輸署跟進上述事宜及保留上述議題。

- **要求政府檢討及改善海濱長廊單車徑設計及管理方法**
  (二〇一三年第三次會議記錄第 266 至 283 段)
  (SKDC(TT)文件第 99/13 號)
  (SKDC(TT)文件第 100/13 號)

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10. 要求政府正視將軍澳的道路安全，嚴格執行出入新界東南堆填區的垃圾車轉用完全密封型號，並檢控違法超載、危險駕駛的有關車輛
(二〇一三年第三次會議記錄第 284 至 294 段)

225. 由於委員沒有其他意見，主席表示刪除上述議題。

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西貢區公共交通服務

(A) 巴士

1. 要求全面改善 98A 巴士線服務
(SKDC(TT)文件第 103/13 號)

229. 主席請委員參閱由譚領律先生動議，溫悅昌先生及區能發先生和議的文件。

230. 九巴羅麗明女士表示，九巴一直重視巴士班次服務的穩定性，並採取不同措施改善服務質素。近年路面擠塞問題日趨嚴重，而鐵路工程亦令路面行車面積減少。現時九巴的平均行車時間增加了一成六，其中約六成的巴士路線更增加了一成半至三成的行車時間。九巴將積極與運輸署商討解決問題的方法，以紓緩巴士行車時間的問題。另外，九巴正積極改善可控制因素，包括車隊的維修保養及增聘車長。她指出，九巴會仔細研究東九龍巴士服務關注小組的調查資料及數據。

231. 溫悅昌先生表示第 98A 號線的脫班問題並不是個別事件。他指出，東九龍巴士服務關注小組的資料是根據最近數月調查所得，顯示服務班次不足的問題嚴重。是次會議其他委員亦有就第 98A 號線的問題，提出動議並對運輸

署提出譴責，希望運輸署進行調查並作出檢討。

232. 譚領律先生查詢，巴士公司是否有設立機制，針對被投訴次數較多的路線進行研究及調查。他認為第 98A 號線的問題已討論多年，但仍未有明顯的改善，特別在下午繁忙時段於牛頭角往將軍澳方向不時出現脫班情況，對乘客造成困擾。他促請運輸署及巴士公司積極研究解決辦法。

233. 邱玉麟先生表示，除改善第 98A 號線的服務外，亦希望該線於茅湖仔設站。

234. 林少忠先生表示，現時有十多條巴士路線行經觀塘道，特別在下午繁忙時段有不少乘客於觀塘道轉乘往油塘及將軍澳的巴士路線，引致交通擠塞。第 98A 號線經常在開源道迴旋處的位置出現擠塞情況，他建議路線改行開源道，避免車輛擠塞於觀塘道。他認為，若不解決上述交通擠塞問題，即使九巴增加多少班次也是於事無補的。

235. 由於沒有委員反對，主席表示通過動議和要求運輸署及九巴跟進委員的意見。

2. 要求運輸署及巴士公司於運隆路附近增設 296M 回程巴士站(坑口鐵路站總站至康盛花園方向)方便居民

(SKDC(TT)文件第 104/13 號)

236. 主席請委員參閱由林少忠先生動議，林咏然先生和議的文件。

237. 九巴羅麗明女士表示，早前曾到運隆路進行實地視察，發現該處有不少車輛停泊，路面較為狹窄。若加設巴士站，巴士駛經該路段有機會需要佔用逆線行車道。基於安全考慮，九巴認為現階段不適合於運隆路加設巴士站。

238. 林少忠先生表示，運隆路近將軍澳泳池位置亦設有巴士站，可見巴士並沒有受狹窄路面而有所影響。現時山上居民於回程時，需由將軍澳泳池步行至港鐵站轉乘其他車輛返回山上，加上現時專線小巴第 15M 及 17M 號線的服務並不能滿足乘客需求。此外，加設巴士站亦可惠及長者以優惠價前往區內的康樂及文娛設施。

239. 由於沒有委員反對，主席表示通過動議和要求運輸署及九巴跟進委員的意見。

3. 譴責九巴講大話掩飾所謂的“鬼巴”
(SKDC(TT)文件第 105/13 號)

240. 主席請委員參閱由陸平才先生動議，林少忠先生及林咏然先生和議的文件。

241. 陸平才先生表示，收到市民投訴指於 5 月 31 日黃昏時段在公共運輸交匯處等候往牛頭角方向的第 98A 號線，其間目睹有 5 班第 98A 號線返回坑口北總站，但該市民於晚上七時零五分才能登車。而巴士駛經翠林站時目睹另一輛沒有乘客的第 98A 號線巴士到翠林邨載客，該市民質疑該班巴士是否「鬼巴」。他表示，已去信九巴及運輸署查詢上述情況，九巴回覆指當日觀塘道交通擠塞及有巴士故障，但運輸署回覆卻指當日黃昏時段觀塘往將軍澳方向，並沒有發生交通擠塞。他希望運輸署及九巴公司作出回應。

242. 九巴羅麗明女士表示，5 月 31 日黃昏時段於觀塘道曾出現交通擠塞情況，而交通擠塞的原因可能是車多繁忙所引致，未必由於發生交通意外。另外，當天第 98A 號線有一輛巴士發生故障，令行車數目減少。當時站長決定調動班次疏導分站的乘客，並由翠林邨分站開始接載乘客，讓沿途分站的乘客可更快登車前往目的地。她表示，上述中途載客的臨時特別短途班次並不會計算入編訂的總營運班次內，對脫班率並沒有影響。她對當日乘客候車時間過長表示歉意。

243. 鍾錦麟先生表示，經常收到居民投訴第 98A 號線脫班問題，居民反映第 98A 號線曾於康盛花園，甚至寶達邨為載客起點。他建議九巴增加第 98A 號線的巴士數目，避免因交通擠塞而令行車時間有所延誤。

244. 譚領律先生表示，對運輸署監管九巴服務質素的方法存在疑問，例如運輸署是否規定巴士公司必須符合班次數目。他認為，如第 98A 號線未能符合編訂的班次時間，即 6-10 分鐘一班，九巴可向委員會坦白反映並作出修訂。他擔心如經常出現上述情況，將對巴士公司及運輸署的監管帶來負面影響，希望巴士公司及運輸署多加留意。

245. 陳國旗先生認為巴士班次的穩定性十分重要。據他所知，有不少路線亦出現上述情況，如第 297 號線，希望巴士公司加以關注。他相信若巴士路線的班次穩定，乘客量便不會流失。他建議運輸署不時抽查巴士班次並設立罰則，監管巴士公司的服務質素。

246. 由於沒有委員反對，主席表示通過動議和要求運輸署及九巴跟進委員的意見。

4. 要求政府加強監管巴士的安全規格標準，保障乘客安全
(SKDC(TT)文件第 106/13 號)

247. 主席請委員參閱由譚領律先生動議，溫悅昌先生及區能發先生和議的文件。

248. 譚領律先生關注巴士的安全，希望巴士車輛可更加堅固，保障乘客的安全。現時巴士以玻璃纖維製成，雖然重量較輕並可減低燃油成本，但對乘客的安全保障較低。他希望巴士公司於採購巴士時，能提高安全規格的要求。

249. 鍾錦麟先生查詢，運輸署會否考慮要求巴士公司日後購買巴士時，所有座位均須配置安全帶，例如現時機場巴士路線的巴士已全面配置安全帶。

250. 運輸署麥潔儀女士表示，於香港行走的巴士的構造均需要符合香港法例規定，現時專營巴士公司主要使用來自歐盟的巴士製造商，而每一輛巴士亦符合國際安全標準。運輸署會就每一款新型號的巴士進行車輛類型評定、驗查及測試，而每一種新型號巴士均需要經過車輛檢驗才可於路面行走。

251. 陳國旗先生表示，為提高安全，建議取消巴士上層第一排位置，因當發生意外時，該位置的乘客受傷的機會較大。

252. 李家良先生建議於巴士上層的第一排位置前加裝鐵欄，並將第一排的座位向後移，以提高安全性。另外，他認為巴士座位安全帶的舒適度及衞生程度需要作出改善，並建議參考小巴座位的安全帶設計。

253. 運輸署麥潔儀女士表示，會將委員的意見轉交當局跟進。

254. 林少忠先生表示，現時運輸署並沒有立例規定巴士乘客需要配帶安全帶，他建議運輸及房屋局考慮立法規定巴士上層及大型旅遊巴需要全面配置安全帶，並需要檢討及改善安全帶的衛生問題。

255. 由於沒有委員反對，主席表示通過動議和要求運輸署跟進委員的意見。

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239. As there were no objections, the Chairman remarked that the proposal was approved and the Transport Department and KMB were requested to follow up the opinions of the members.

3. **Condemn KMB's big talk and disguise of the so-called "ghostly bus"**

(SKDC(TT) Document No. 105/13)

240. The Chairman invited members to review the document proposed by Mr. LUK Ping-choi and agreed by Mr. LAM Siu Chung and Mr. LAM Wing-yin.

241. Mr. LUK Ping-choi stated that a complaint he received from a citizen expressing that there were 5 Route 98A buses returning to Hang Hau North Terminal during the period when he was waiting at the public transport interchange for Route 98A bus to the direction of Ngau Tau Kok at dusk on May 31. However, the citizen could not take the bus until 7:05 p.m. As the bus he took passed through Tsui Lam Station and he witnessed that another empty Route 98A bus carried passengers at Tsui Lam Estate, and he questioned whether the bus was the "ghostly bus". He said that he had written to KMB and the Transport Department to inquire about the above situation. KMB responded that the traffic was jammed on Kwun Tong Road on that day and a fault had occurred to it; however, the Transport Department replied that the traffic was not jammed in the direction of Kwun Tong towards Tseung Kwan O at dusk on that day. The responses from the Transport Department and KMB were expected.

242. Ms. LOH Lee-min at KMB said that traffic congestion had occurred on Kwun Tong Road at dust on May 31, which might be caused by the heavy traffic, not necessarily be due to a traffic accident. In addition, a Route 98A bus broke down on that day, which reduced the number of buses in service. At that time, the station master decided to transfer another bus to carry the passengers at the sub-stations and started picking up passengers from Tsui Lam Tsuen Sub-station, so that the passengers at the sub-stations along the route could reach their destinations by bus faster. She expressed that the above temporary special short-distance shifts would not be counted into the scheduled total operating shifts, which would have no effect on the behind-schedule rate. She apologized to the passengers for the long waiting time on that day.

243. Mr. CHUNG Kam-lun stated that he frequently received complaints from residents about the behind-schedule of Route 98A, where residents reflected that Route 98A bus once started to carry the passengers at Hong Sing Garden, or even Po Tat Estate. He suggested that KMB should increase the number of buses for Route 98A to avoid delays caused by traffic congestion.

244. Mr. TAM Lanny said that he was doubtful about the methods of the Transport Department on monitoring the service quality of KMB, for example, whether the Transport Department had requested the bus companies to meet the number of shifts. In his view, if Route 98A failed to meet the scheduled length of shift, that is, 6-10 minutes per shift, KMB could reflect it to the Committee and revise the shift. He was afraid that if this situation happened frequently, it would have a negative impact on the supervision of the bus companies and the Transport Department, and the bus companies and the Transport Department were expected to pay more attention.

245. Mr. Chan Kwok Kai believed that stability of bus frequencies was very important. As far as he knew, a number of routes also had the aforesaid situation, for example, route 297. He hoped that the bus company will pay attention to the issue. He believed that the routes will not lose passengers if the frequencies were stable. He suggested the Transport Department conduct random inspections on bus frequencies from time to time and establish penalty rules to monitor the service quality of bus companies.

246. With no objections from Members, the Chairman said that the motion was passed and asked the Transport Department and Kowloon Motor Bus to follow up Members' opinions.

4. Request the Government to Strengthen Supervision on Bus Safety Standards to Safeguard Passengers' Safety
(SKDC(TT) Paper No. 106/13)

247. The Chairman asked Members to refer to documents with motion proposed by Mr. Tam Lanny and seconded by Mr. Wan Yuet Cheung and Mr. Au Ning Fat.

248. Mr. Tam Lanny was concerned bus safety and hoped that bus body could be strengthened to protect the safety of passengers. At present, buses were made of glass fibers, making them lighter with lower fuel costs, but with less protection for the safety of passengers. He hoped that bus companies could tighten the requirements for safety specifications when purchasing buses.

249. Mr. Chung Kam Lun asked if the Transport Department would consider requiring bus companies to purchase buses with seat belts for all seats in the future, for example, the existing airport bus routes had been fully equipped with seat belts.

250. Ms. Mak Kit Yi from the Transport Department said that the buses travelling in Hong Kong must comply with requirements under the laws of Hong Kong. At present, franchised bus companies mainly used bus manufacturers from the European Union, with every bus fulfilling international safety standards. The Transport Department would conduct model assessments, inspections and tests on each new bus model, which can travel on the road only after passing vehicle inspection.

251. Mr. Chan Kwok Kai suggested removing the first row of seats at the upper deck of buses in order to improve safety, as passengers at that position had higher chance of injury when an accident occured.

252. Mr. Li Ka Leung suggested installing iron bars in front of the first row of seats at upper deck of buses and move that row backwards to improve safety. Besides, he believed that it was necessary to improve the degree of comfort and hygiene for seat belts in buses and recommended to take reference to the seat belt design of minibus seats.

253. Ms. Mak Kit Yi from the Transport Department said that opinions of the Members would be forwarded to the department for follow-up.

254. Mr. Lam Siu Chung said that the Transport Department currently did not enact regulations requiring bus passengers to buckle up. He suggested the Transport and Housing Bureau consider enacting legislations to require full equipment of seat belts in the upper deck of buses and large

coaches with review and improvement on the hygiene of seat belts.

255. With no objections from Members, the Chairman said that the motion was passed and asked the Transport Department to follow up Members' opinions.

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(E) 道路工程/設施

13. 要求運輸署優化調景嶺交通交匯處車輛出入口安排
(SKDC(TT)文件第 115/13 號)

305. 主席請委員參閱由陳繼偉先生及簡兆祺先生動議，吳雪山先生和議的文件。

306. 運輸署黃瀛女士表示，早前曾到調景嶺公共運輸交匯處的出入口進行實地視察，發現該處的可視距離相當充足，視野亦十分清晰。因應委員的意見，運輸署考慮於巴士出口的位置加強提示標誌，如慢駛及前方行人過路等標誌，提醒駕駛者更小心駛出公共運輸交匯處。

307. 陳繼偉先生表示，收到不少市民及都會駅業主委員會反映，調景嶺公共運輸交匯處人流較多，亦有不少違泊單車阻礙行人視線。他查詢，運輸署會

否考慮於上述位置加設魚眼鏡。

308. 運輸署黃瀛女士表示，運輸署暫不建議加設魚眼鏡，因為透過魚眼鏡所看見的車輛距離與車速，有機會影響行人的判斷，構成一定危險，運輸署認為視野更為重要。

309. 陳繼偉先生表示，會觀察運輸署加強提示標誌後上述位置的情況，如仍未有改善，會再次建議運輸署考慮加裝魚眼鏡。

310. 由於沒有委員反對，主席表示通過動議和要求運輸署跟進委員的意見。

【由委員提出的討論】

研究於區內設置單車專泊車位的可行性
(SKDC(TT)文件第 116/13 號)

要求運輸及房屋局清楚解釋在香港各區及將軍澳發展公共單車服務系統的可行性及支援該局發展「單車友善」社區的詳情
(2013 年 7 月 23 日社會服務及健康安全城市委員會會議文件 SKDC(SSHSCC) 第 27/13、29/13 及 34/13 號)

推動單車健康友善社區計劃
(2013 年 3 月 25 日社區重點項目計劃委員會會議文件 SKDC(SPSC) 第 15/13 號)

311. 主席請委員參閱 SKDC(TT)文件第 116/13 號，由莊元苳先生及李家良先生提出的討論文件。主席續表示，社會服務及健康安全城市委員會及社區重點項目計劃委員會轉介兩項相關議題予委員會，包括：「要求運輸及房屋局清楚解釋在香港各區及將軍澳發展公共單車服務系統的可行性及支援該局發展「單車友善」社區的詳情」及「推動單車健康友善社區計劃」。在委員同意下，主席表示把上述三項議題合併討論。

312. 為方便討論，主席請提問人莊元苳先生及李家良先生簡介有關提議，以便秘書處聯絡相關政府部門跟進。

313. 莊元苳先生表示，由於西貢區為本港健康安全城市之一，故希望在區內建造單車友善社區，因此提出參考外國例子，建議當局與快餐店或食肆合作，

設置單車專泊車位。他希望當局日後發展及規劃將軍澳其他地點時可參考有關做法，鼓勵市民多使用單車。

314. 李家良先生表示，本港現時街道的單車泊位設計呆板，建議當局參考外國例子，規劃商舖預留位置予單車停泊。

315. 主席請提問人詳細解釋有關建議，以便秘書處轉介建議至相關政府部門跟進。

316. 運輸署莊漢文先生表示，根據委員提出的上述建議，在日後規劃地區發展時便要研究商舖預留位置予單車停泊的可行性，估計涉及部門如土木工程拓展署。但他指出在現有商舖開闢位置予單車停泊的可行性較低。

317. 李家良先生向運輸署反映，現時單車停泊位的設計為欄杆式，款式較為舊，建議參考北區，引入新穎的雙層單車停泊位，以容納更多單車。此外，他希望康樂及文化事務署開放轄下部分公園如坑口文曲里公園及西貢海濱公園予單車進入，以及設立單車泊位，方便市民。

318. 陳權軍先生表示，上述概念可參考以露天茶座的形式設置單車專泊車位。

319. 主席補充，單車停泊位事宜由運輸署及路政署負責，而開放單車進入公園由康文署負責。至於快餐店或食肆設置單車專泊車位則屬私人公司的商業決定，未有相關政府部門能作出跟進。

320. 西貢民政事務助理專員冼熙朗先生表示，莊元苳先生及李家良先生的提議及概念相當新穎。上述概念與現時露天食肆茶座有類近之處，而現時經營露天食肆茶座須符合相關法例和規管的要求。此外，他表示上述單車停泊設施的概念，有與咖啡等私營店舖相配合的元素，故未必適合運用公帑建造這些設施。他認為委員會可考慮與區內有發展的私人發展商接觸，請他們日後進行他們的項目規劃時考慮有關建議。

321. 主席請秘書處去信在區內相關的發展商，請發展商在日後進行地區規劃時考慮有關建議。

322. 陳繼偉先生表示，上述事宜與社會服務及健康安全城市委員會正跟進的單車友善社區議題相關，而單車友善社區事宜涉及的範圍很廣，亦涉及很多不同部門，因此較為複雜。

323. 主席請秘書處去信康文署及運輸署，跟進剛才委員提出開放單車進入公園及設置單車泊位的事宜。

324. 至於單車友善社區計劃及公共單車系統事宜，由於同時涉及健康安全城市及交通規劃方面，在委員同意下，主席表示由社會服務及健康安全城市委員會及本委員會共同跟進。主席續補充，社會服務及健康安全城市委員會早前曾去信運輸及房屋局及民政事務局作出查詢，運輸及房屋局的回覆為暫時未有計劃在西貢區發展公共單車系統。

325. 方國珊女士表示，將軍澳南海濱長廊新設置了不少單車停泊位，但該處的單車停泊位使用率並不理想，並查詢是否由於單車停泊位的設計及位置不理想而導致使用率偏低。她不明白為何地區管理委員會於上述地點的單車停泊位張貼告示，警告市民不應把單車停泊過長時間，並認為通宵停泊很難作出定義。

326. 陳繼偉先生建議再次去信運輸及房屋局及民政事務局，查詢政府就全港單車友善社區計劃的整體規劃及長遠發展方向。

327. 主席請秘書處去信運輸及房屋局及民政事務局，查詢政府就全港單車友善社區計劃的整體規劃及長遠發展方向。

328. 西貢民政事務助理專員冼熙朗先生，根據香港法例第 374C《道路交通(泊車)條例》第 8 條，任何人在泊車處連續停泊車輛超過 24 小時，即屬犯罪，可處罰款 2000 元。鑑於區內有出現單車停泊處被人長期霸佔的情況，地區管理委員會於單車停泊處張貼告示，提醒市民不要霸佔單車停泊處當作私人儲物地方，而地方管理委員會轄下的工作小組亦透過西貢民政事務處與相關部門每月進行聯合行動清理違泊單車。事實上，單車停泊處是為了配合附近的單車設施使用而不應用作私人儲物地方，提醒公眾正確使用單車停泊處是基於區內的實質違規情況，亦是地區管理委員會張貼告示的原意及目的。

329. 方國珊女士表示，既然部門積極清理單車停泊處上長期停泊的單車及雜物，為何當局並沒有積極處理及清理位於石角路上的「死車」。在單車問題上，她認為通宵停泊很難作出定義及記錄確實時間，建議當局在時間限制上須有更清晰的指引。此外，她指出事件亦涉及單車登記註冊的問題。

330. 周賢明先生認為，現時清理區內違例單車事宜由改善將軍澳單車使用情況工作小組負責，而議會一直認同該工作小組的處理方法，特別是提醒市民正確使用單車停泊處。他認為個別地點單車停泊處的使用率偏低是發展的必經階段。

331. 李家良先生表示，在法例上，不論單車或私家車停泊位均不可停泊超過 24 小時，亦不應因停泊處的使用率高或低而有不同處理方法。他表示，私家車長期停泊的問題應由警方而非民政處負責。

332. 溫悅昌先生表示，全港有很多地點的單車停泊處被人長期佔用，而政府花了很多人力物力去處理上述問題。他認同現時政府部門的處理方法，情況亦有所改善，例如培成花園及體育場附近，現時違例停泊的單車及雜物佔用情況已大為減少。他認為張貼告示有助市民清楚了解正確使用單車停泊處的方法。

333. 陳權軍先生表示，認同西貢民政處現時處理違例停泊單車的做法。

334. 邱戊秀先生認為，西貢區在處理違例停泊單車問題的工作值得肯定，更比其他地區成功。

335. 凌文海先生認為西貢民政處現時處理違例停泊單車的做法是適合的。以他的辦事處附近的單車停泊處為例，現時部分雜物已被清理，街道地方美觀了不少，單車使用者亦有泊位可供停泊。

【區議會全體會議轉介的議題】

1. **要求運輸署開放培成路至寶寧路健康中心，予新界的士行駛及上落客**
(2013 年 7 月 9 日西貢區議會全體會議文件 SKDC(M)第 171/13 及 185/13 號)

336. 主席請委員參閱 SKDC(M)第 171/13 及 185/13 號。主席續表示上述議題與續議事項相關，剛才已合併議題並進行討論。

2. **要求 798 巴士線在繁忙時段加密班次，並延長服務時間**
(請參閱 2013 年 7 月 9 日西貢區議會全體會議文件 SKDC(M)第 172/13 及 186/13 號)

337. 主席請委員參閱 SKDC(M)第 172/13 及 186/13 號。

338. 邱戊秀先生表示，上述路線為他擔任交通及運輸委員會主席時成功爭取，他希望第 798 號線能加密班次並延長服務時間。

339. 方國珊女士認為第 798 號線有需要加密班次並延長服務時間。

340. 運輸署麥潔儀女士表示，運輸署的回覆已詳列 SKDC(M)第 186/13 號。

341. 由於委員沒有其他意見，主席表示刪除上述議題。

【社區重點項目計劃委員會轉介的議題】

1. **興建扶手電梯，連接寶林北路山上(康盛花園、翠林)往來寶林區**
2. **興建有蓋樓梯、扶手及升降機混合系統連接康盛花園－寶康路**
3. **興建有蓋樓梯、扶手及升降機混合系統連接景明苑－陶樂路**
(請參閱 2013 年 3 月 25 日社區重點項目計劃委員會會議文件 SKDC(SPSC)第 8/13、9/13 及 10/13 號)

342. 由於上述三項議題相關及在委員同意下，主席表示合併討論。

343. 方國珊女士認為山上居民對上述扶手及升降機混合系統工程需求殷切。她指出，早前曾透過工程師學會成員就工程進行初步估價，約 3 千多萬，惟在社區重點項目計劃委員會會議上民政事務處代表表示上述工程費用預計超過 1 億元。她表示，早年運輸署曾匯報興建上坡地區自動扶手電梯連接系統和升降機系統評審結果，連接將軍澳康盛花園至寶康路的扶手電梯工程在評審中排名第 14，証明上述工程的需要性及可行性。她認為政府忽視山上居民在交通上的需要，希望盡快落實上述工程。

344. 林少忠先生認為，政府忽視將軍澳山上居民的需要，在 2002 年港鐵通車前，沒有完善地規劃當地的交通網絡。他指出，現時專線小巴並未能有效提供接駁交通服務。他促請運輸署研究相關交通配套，體恤山上居民的不便。

345. 主席補充，上述議題已在委員會討論多時，現由社區重點項目計劃委員會再次轉介至委員會跟進。

346. 方國珊女士建議去信運輸及房屋局及土木工程拓展署，查詢連接山上(康盛花園、翠林)往來寶林區的扶手電梯工程於政府上坡地區自動扶梯連接系統和升降機系統工程現時最新的排名，並要求保留上述議題。

347. 主席請秘書處去信運輸及房屋局及土木工程拓展署，並表示保留上述議題。

【*會後備註：秘書處去信土木工程拓展署後，署方表示上坡地區自動扶梯連接系統和升降機系統工程由運輸署跟進及回覆。*】

[redacted]

[redacted]

[redacted]

[redacted]

5. 布袋澳村村口增設迴旋處工程

(請參閱 2013 年 3 月 25 日社區重點項目計劃委員會會議文件 SKDC(SPSC)第 13/13 號)

350. 由於上述議題與續議事項「布袋澳村村口增設迴旋處」相同及剛才已作討論，在委員同意下，主席表示在此不再作討論建議，並於下次會議合併兩項議題。

[redacted]

[redacted]。

7. 於將軍澳設立巴士轉車站

(請參閱 2013 年 3 月 25 日社區重點項目計劃委員會會議文件 SKDC(SPSC)第 20/13 號)

352. 由於上述議題與續議事項「要求於將軍澳隧道(往將軍澳)九龍入口外收費廣場增設巴士站點，並推出隧道路線八達通轉乘優惠計劃，方便居民」相關及剛才已作討論，在委員同意下，主席表示在此不再作討論並於下次會議合併兩項議題。

(四) 其他事項

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

3. 建議第 296D 及 98D 號線加設分段優惠

370. 張國強先生表示，在運輸署就 2013-2014 年度西貢區巴士路線發展計劃致委員會的信函中沒有回應委員早前要求第 296D 及 98D 號線在回程往尚德時於九龍灣國際展貿中心站加設分段優惠的建議。

371. 運輸署麥潔儀女士表示，運輸署一直鼓勵巴士公司提供分段優惠予乘客，署方會與巴士公司聯絡及了解最新情況。

4. 小巴於將軍澳隧道逆線駕駛

372. 主席表示，近日網上流傳一段有關一架小巴於將軍澳隧道逆線瘋狂駕駛的短片，希望警方能就上述事宜作出回應。

373. 警務處何志堅先生表示，事發當日警方以警車從後跟蹤該部高速行駛的小巴，由於現階段上述案件仍在調查中，故暫時未能提供進一步資料。

5. 建議於隧道及主要幹道裝設攝錄機

374. 陳繼偉先生表示，他本人曾出任將軍澳隧道相關組織的成員兩年。據悉，將軍澳隧道只在夜間攝錄隧道內情況，建議隧道公司同時亦在日間攝錄隧道內情況。

375. 方國珊女士表示，運輸署在區內主要幹道均裝設攝錄機，但並沒有進行攝錄，促請運輸署改善有關做法。

376. 李家良先生表示，若本港主要幹道及隧道裝設閉路電視系統，便能更加有效協助警方執法。

377. 主席請運輸署跟進委員的意見。

3. **Propose additional segmental concessions on Routes 296D and 98D**

370. According to Mr. CHEUNG Kwok-keung, the Transport Department had not responded the members' previous suggestions to provide the segmental concessions for Routes 296D and 98D at Kowloon Bay International Exhibition Center Station on their return trip to Sheung Tak in the letter of the Transport Department to the Committee on the 2013-2014 Sai Kung District Bus Route Development Plan.

371. Ms. MAK Kit-yee at the Transport Department said that the Transport Department had always been encouraging the bus companies to provide the segmental concessions to passengers and the Transport Department would liaise with the bus companies and learn about the up-to-date state.

4. **A bus drove in the reverse direction at the Tseung Kwan O Tunnel**

372. The Chairman said that a video on the crazy driving of a bus in the reverse direction at the Tseung Kwan O Tunnel had recently been circulating on the Internet, and the police was expected to respond to the above matters.

373. Mr. Ho Chi-kin at the Police Force stated that the police had followed the speeding bus on the day of the incident by police car. No further information can be provided as the above case is still under investigation at this stage.

5. **Propose to install video cameras on tunnels and major trunk roads**

374. Mr. CHAN Kai-wai said that he had served as a member of the relevant organization of the Tseung Kwan O Tunnel for two years, and he learnt that the traffic at the Tseung Kwan O Tunnel was only photographed at night. He suggested that the tunnel company should also photograph the tunnel during the day.

375. Ms. FONG Kwok-shan said that the Transport Department had installed the video cameras on the main trunk roads in the district but did not photograph the traffic situation. She urged the Transport Department to improve the relevant practices.

376. Mr. LI Ka-leung said that if the CCTV systems would be installed on major trunk roads and tunnels in Hong Kong, the law enforcement of the police would be assisted more effectively.

377. The Chairman asked the Transport Department to follow up the opinions of the members.

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(五) 會議日期及時間

378. 主席表示，會議至此結束。二〇一三年第五次會議定於 2013 年 9 月 26 日(星期四)上午 9 時 30 分舉行。

(六) 會議結束時間

379. 會議於下午 3 時 06 分結束

西貢區議會
交通及運輸委員會
二〇一三年八月

致：西貢區議會
吳仕福主席暨全體議員

於 2018 年 3 月 6 日西貢區議會大會提出動議

「強烈要求政府全面檢視道路及專營巴士的安全問題，保障市民安全。」

動議背景

早前大埔發生嚴重車禍，造成多人死傷的慘劇，為本港的公共交通服務，特別是專營巴士服務，響起了警號。公共交通運輸是本港的交通命脈，公共交通工具的安全問題實在是重中之重，不可忽視的範疇。

回顧本港交通運輸的發展，當中人手不足問題尤其嚴重，以巴士車長為例，工作時間過長及平均工資低等聲音不絕於耳，巴士公司往往要聘請兼職司機彌補人手不足的問題，我們要求政府加強監察巴士公司的營運及安全問題，尤其對車長的休息時間安排、培訓及情緒支援等。

此外，我們希望政府汲取教訓，全面檢視道路安全如在交通黑點加裝警示牌、增加偵速攝錄機及車速限制，以及研究專營巴士全面加裝安全帶的可行性等，以保障市民的安全。

動議措辭

「強烈要求政府全面檢視道路及專營巴士的安全問題，保障市民安全。」

動議人：

莊元苓

和議人：

李家良

邱戊秀

邱玉麟

凌文海

陳博智

温啟明

温悅昌

譚領律

區能發

簡兆祺

劉偉章

成漢強

王水生

日期:2018 年 2 月 13 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

SKDC(M) Document No. 76/18

To: Sai Kung District Council
Chairman Ng Sze Fuk and all Council Members

Regarding the Proposed Motion at the General Meeting of the Sai Kung District Council on 6 March 2018

"Strongly urge the government to comprehensively inspect road and bus safety issues to ensure passenger safety."

Background of Motion

Previously, there was a severe traffic accident in Tai Po that resulted in tragic injuries and deaths of many people, which sent an alarming signal with respect to Hong Kong's public transportation services, especially the franchised bus service. Public transport is the lifeline of traffic in Hong Kong and safety issues in public transportation are of the utmost importance that cannot be ignored.

In reviewing the development of public transportation in Hong Kong, when the labor shortage is especially serious, taking bus captains as an example, long work hours and low average wages are common and bus companies often hire part-time drivers to solve the issue of labor shortage. We are requesting the government to tighten supervision on the operations of bus companies and safety issues, especially the scheduling of rest time, training, and emotional support for bus captains.

In addition, we hope the government will learn its lesson and comprehensively review road safety, such as by installing warning signs for traffic blind spots and adding the number of video surveillance cameras for speeding and speed limits, and explore the feasibility of fully equipping franchised buses with seatbelts to ensure passenger safety.

Wording of Motion

"Strongly urge the government to comprehensively inspect road and bus safety issues to ensure passenger safety."

Movant: [stamp:] Chong Yuen Tung

Chong Yuen Tung

Seconder:

[stamp:] Lee Ka Leung Lee Ka Leung	[stamp:] Hiew Moo Siew Hiew Moo Siew	[stamp:] Yau Yuk Lun Yau Yuk Lun
[stamp:] Ling Man Hoi Ling Man Hoi	[stamp:] Chan Pok Chi Chan Pok Chi	[stamp:] Wan Kai Ming Wan Kai Ming
[stamp:] Wan Yuet Cheung Wan Yuet Cheung	[stamp:] Lanny Tam Lanny Tam	[stamp] Au Ning Fat Au Ning Fat
[stamp:] Kan Siu Kei Kan Siu Kei	[stamp:] Lau Wai Cheung Lau Wai Cheung	[stamp:] Sing Hon Keung Sing Hon Keung
[stamp:] Wong Shui Sang Wong Shui Sang		

Date: 13 February 2018

運輸署就SKDC(M)文件第76/18號的回應

強烈要求政府全面檢視道路及專營巴士的安全問題，保障市民安全

謝謝莊元芩議員、李家良議員、邱戊秀議員、邱玉麟議員、凌文海議員、陳博智議員、溫啟明議員、溫悅昌議員、譚領律議員、區能發議員、簡兆祺議員、劉偉章議員、成漢強議員及王水生議員對上述事項的關注。就上述動議，本署現謹覆如下。

政府非常重視專營巴士的營運及道路安全。就專營巴士服務而言，運輸署與專營巴士公司一直通過車長休息時間的安排、司機駕駛技術、車輛檢驗等不同領域制訂適切措施，確保專營巴士行車安全。另一方面，巴士行業屬勞動力密集的行業，政府留意勞工市場上專營巴士車長出現人手緊張的情況。專營巴士公司須聘用足夠數目的巴士車長，以確保可提供適當而有效率的服務。專營巴士公司一直以不同方式吸引新人入行，例如改善薪酬福利、工作環境及提升晉升機會，減少車長流失。因應車長人手緊張的情況，專營巴士公司亦會聘用兼職車長，減少脫班，讓乘客享用穩定的班次服務。

為確保巴士車長有足夠休息時間，運輸署已為專營巴士公司制定《巴士車長工作、休息及用膳時間指引》(下稱《指引》)，並要求巴士公司在編更時遵從。運輸署會通過審閱專營巴士公司每季就提交執行《指引》的報告，監察專營巴士公司在有關方面的表現。此外，運輸署每年都會委聘獨立承辦商，評估專營巴士公司遵照《指引》的情況。在過往三年，專營巴士公司的報告及運輸署的調查結果均顯示，車長的編更安排普遍符合《指引》，因此沒有巴士公司因為違反《指引》而受到懲處。

運輸署在過去數個月已多次與各專營巴士公司及工會會面，積極討論及深入探討優化現行《指引》內的安排。在檢討《指引》時，運輸署已仔細考慮巴士工會、巴士公司和社會人士的意見。經全面檢討後，運輸署計劃對《指引》作出修訂，主要的修訂包括：

(i) 最長更次時間及駕駛時間分別由現時不應超逾 14 小時及 11 小時，縮減為不應超逾 12 小時及 10 小時；
(ii) 車長駕駛 6 小時後的休息時間由現時 30 分鐘增加至 40 分鐘；
(iii) 考慮到巴士公司有需要維持編排部分車長較長的更次時間，以照顧市民在上下午繁忙時間的乘車需要，運輸署建議增加一項新規定，讓巴士公司可適度安排車長特別更次時間可超

逾 12 小時，惟最長的更次時間仍不應超逾 14 小時，而駕駛時間上限則須與其他所有更次的車長看齊，即不應超逾 10 小時。為確保車長有足夠休息，修訂《指引》內新增規定，指定特別更次內應有一段不少於連續 3 小時的休息時間；及

(iv) 為免車長被安排連續工作數日而沒有足夠的休班時間，運輸署亦新增規定，除特別更次外，巴士公司在編排車長在三個相連更次內的總休班時間不應少於 22 小時。

有關的《指引》只是工作或休息的上下限時數，運輸署會繼續不時檢視實際情況，鼓勵專營巴士公司積極作出車長編更的有效安排，以在可行情況下盡量減少車長的工作及駕駛時數，務求達致少於相關上限的規定。

各專營巴士公司都表示支持有關修訂並會配合落實具體安排。接著下來，專營巴士公司須敲定實施修訂《指引》下實際的編更細節安排，並約見車長，就各專營巴士公司的營運情況向車長解釋修訂《指引》的實施細節。待理順有關編更細節安排後，專營巴士公司的目標是本年第二季開始可陸續實施修訂《指引》，並可望於約 2019 年第二季內(即一年後)全面實施。

就車長培訓方面，所有專營巴士車長不論全職或兼職，均須持有由運輸署發出的有效的執照，才能駕駛專營巴士。專營巴士公司亦會各自因應日常運作的需要為他們提供各類型的訓練，包括駕駛技術、事故處理、顧客服務、不同巴士型號及路線的課堂及實地駕駛訓練等。專營巴士公司亦會及監察其車長的駕駛表現。

此外，交通安全一直都是運輸署日常工作最重要項目之一。運輸署一直有監察及不時檢視區內的交通情況，如有需要會在適當的路段設置合適的交通標誌和道路標記。另外，現時將軍澳區各主要道路的車速限制洽當，而區內適當地點亦已經裝有固定偵速攝影機。運輸署會繼續密切留意區內的交通情況，並在有需要的時候提出合適的交通管理措施。

就為專營巴士全面加裝安全帶的建議，運輸署會與專營巴士公司及巴士制造商研究其可行性。

運輸署
2018 年 3 月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Sai Kung District Council
6 March 2018 Meeting Document
SKDC(M) Document No. 89/18

Reply from the Transport Department on SKDC(M) Document No. 76/18

Strongly urge the government to comprehensively inspect road and bus safety issues to ensure passenger safety

Thank you Council Member Chong Yuen Tung, Council Member Lee Ka Leung, Council Member Hiew Moo Siew, Council Member Yau Yuk Lun, Council Member Ling Man Hoi, Council Member Chan Pok Chi, Council Member Wan Kai Ming, Council Member Wan Yuet Cheung, Council Member Lanny Tam, Council Member Au Ning Fat, Council Member Kan Siu Kei, Council Member Lau Wai Cheung, Council Member Sing Hon Keung, and Council Member Wong Shui Sang for your attention on the above matter. With respect to the above motion, this Department's reply is as follows.

The government is paying very close attention to the operations of franchised buses and road safety. With regard to franchised bus services, the Transport Department and franchised bus companies have always passed appropriate measures developed in different areas such as the scheduling of rest time, driving skills of drivers, and vehicle inspections to ensure the safe operation of franchised buses. Another aspect is that since the bus industry is considered a labor-intensive industry, the government is taking notice of the shortage of franchised bus drivers in the labor market. Franchised bus companies must employ a sufficient number of bus captains to ensure that they can provide proper and efficient services. Franchised bus companies have always used different means to attract new people, such as changes to compensation and benefits, work environment, and promotion opportunities to reduce attrition of bus captains. Due to the labor market tightness for captains, franchised bus companies will also employ part-time captains to reduce occurrences of running behind schedule, allowing passengers to enjoy services on stable schedules.

In order to ensure that bus captains have sufficient rest time, the Transport Department has developed the "Guidelines on Bus Captain Working Hours, Rest Times, and Meal Breaks" (hereinafter referred to as the "Guidelines") and require bus companies to comply with it in scheduling work shifts. The Transport Department will monitor the performance of franchised companies in relevant aspects through reports on the implementation of the Guidelines submitted by franchised companies on a quarterly basis. In addition, the Transport Department will appoint independent contractors each year to assess the compliance of the Guidelines by the franchised bus companies. In the past three years, the reports of the franchised companies and the investigation findings of the Transport Department indicate that the shift schedules of captains have generally complied with the Guidelines and therefore, no bus company has been penalized for violating the Guidelines.

Over the past several months, the Transport Department has met with various bus companies and labor unions many times to proactively discuss and explore ways to improve the existing arrangements within the Guidelines. In reviewing the Guidelines, the Transport Department has carefully considered the views of bus unions, bus companies, and the public. After a comprehensive review, the Transport Department plans to make revisions on the Guidelines, in which the main revisions include:

(i) The maximum work shift and driving hours will be shortened from not exceeding 14 hours and 11 hours, respectively, to not exceeding 12 hours and 10 hours;

(ii) The rest time for bus captains after six hours of driving will be increased from 30 minutes to 40 minutes;

(iii) Considering that bus companies have to maintain longer work shifts for some bus captains in accordance with the needs of passengers during the morning and evening peak hours, the Transport Department has proposed the addition of a new regulation that would allow bus companies to suitably arrange work hours of bus captains in a special shift exceeding 12 hours but not more than 14 hours, with driving hours not exceeding 10 hours to tally with other bus captains in other work shifts, i.e. driving hours not exceeding 10 hours. To ensure that captains have sufficient rest times, the new regulation in the revised Guidelines provides that the rest times shall not be less than three consecutive hours for bus captains in a special work shift; and

(iv) In order to avoid insufficient rest times for bus captains as a result of consecutive days of assigned work, the Transport Department also added a new regulation which provides that, with the exception of special work shifts, the total off-duty hours shall not be less than 22 hours when bus companies schedules captains for three consecutive work shifts.

The relevant Guidelines only set out the upper and lower limits of working hours and rest times. The Transport Department will continue to review the actual situation from time to time, encourage franchised bus companies to take the initiative to effectively schedule work shifts and to reduce working hours and driving hours of captains to the greatest extent where feasible to achieve less than the relevant upper limits provided by the regulations.

Various franchised bus companies have also expressed their support of the relevant revisions and will coordinate to implement specific arrangements. Next, franchised bus companies must finalize their implementation of the actual detailed work shift arrangements under the revised Guidelines and meet with captains to explain the implementation details regarding the operation of the franchised companies under the revised Guidelines. After sorting out the relevant detailed arrangements, franchised bus companies shall aim to successively implement the revised

Guidelines beginning in the second quarter of this year and are expected to completely implement them by the second quarter of 2019 (i.e. one year later).

With respect to training of captains, all captains of franchised bus companies, regardless of whether they are full-time or part-time, shall continue to hold an effective license issued by the Transport Department in order to drive passenger buses. Based on their daily operating needs, franchised bus companies will also provide them with various types of training, including driving skills, accident handling, customer service, classroom and on-site driving training for different bus models and routes. Franchised bus companies will also monitor the driving performance of their captains.

In addition, traffic safety has always been one of the most important items in the daily work of the Transport Department. The Transport Department has always been monitoring and periodically reviewing the traffic conditions within each district, and will install appropriate traffic signs and road markings in certain sections of the road where necessary. Additionally, current speed limits of major roads in the Tseung Kwan O district are appropriate and appropriate places within the district are equipped with speeding cameras. The Transport Department will continue to carefully pay attention to the traffic conditions in each district and propose appropriate traffic management measures where necessary.

With respect to the recommendation of fully equipping franchised buses with seatbelts, the Transport Department will explore the feasibility of this with the franchise bus companies and bus manufacturers.

Transport Department
March 2018

(獲通過的會議記錄)

西貢區議會
二〇一八年第二次會議記錄

日期：2018 年 3 月 6 日 (星期二)
時間：上午 9 時 30 分
地點：西貢區議會會議室

出席者	出席時間	離席時間
吳仕福，GBS，太平紳士	上午九時三十分	上午十一時五十分
成漢强先生，BBS，MH	上午九時三十分	上午十一時五十分
區能發先生，MH	上午九時三十分	上午十一時五十分
陳繼偉先生	上午九時三十分	上午十時五十七分
陳博智先生	上午九時三十分	上午十一時五十分
周賢明先生，BBS，MH	上午九時三十分	上午十一時五十分
張展鵬先生	上午九時三十分	上午十一時五十分
張美雄先生	上午九時三十分	上午十一時五十分
方國珊女士	上午九時三十分	上午十時四十八分
莊元苳先生	上午九時三十分	上午十一時五十分
鍾錦麟先生	上午九時三十分	上午十一時五十分
范國威先生	上午九時三十分	上午十一時十六分
邱戊秀先生	上午九時三十分	上午十一時五十分
何民傑先生	上午九時三十分	上午十一時五十分
簡兆祺先生	上午九時三十分	上午十一時五十分
林少忠先生	上午九時三十分	上午十一時五十分
劉偉章先生，MH	上午九時三十分	上午十一時五十分
梁里先生	上午九時三十分	上午十一時五十分
李家良先生	上午九時三十分	上午十一時五十分
凌文海先生，BBS，MH	上午九時三十分	上午十一時五十分
呂文光先生	上午九時三十分	上午十一時五十分
陸平才先生	上午九時三十二分	上午十一時五十分
譚領律先生，MH	上午九時三十分	上午十一時五十分
謝正楓先生	上午九時三十二分	上午十一時五十分
温啟明先生	上午九時三十分	上午十一時五十分
温悅昌先生，BBS，MH，太平紳士	上午九時三十分	上午十一時五十分
邱玉麟先生	上午九時三十分	上午十一時五分
劉丹女士	西貢民政事務處高級行政主任(區議會)	

列席者

趙燕驊先生，太平紳士	西貢民政事務處民政事務專員
郭仲佳先生	西貢民政事務處民政事務助理專員(1)
朱志豪先生	西貢民政事務處民政事務助理專員(2)
麥慧敏女士	西貢民政事務處高級聯絡主任(1)
林意麗女士	西貢民政事務處高級聯絡主任(2)
潘國樑先生	西貢民政事務處高級行政主任(地區管理)
廖仲謙先生	西貢民政事務處一級行政主任(區議會)
譚燕萍女士	規劃署西貢及離島規劃專員
呂少英女士	社會福利署黃大仙及西貢區福利專員
蕭傑雄先生	香港警務處將軍澳區指揮官
胡逸翹先生	香港警務處將軍澳區警民關係主任
曾艷霜女士	香港警務處黃大仙區指揮官
何力行先生	香港警務處黃大仙區警民關係主任
曾華曦先生	香港警務處西貢分區指揮官
蔣年達先生	土木工程拓展署總工程師／東1
謝值林先生	房屋署物業管理總經理(西九龍及西貢)
陳少梅女士	運輸署總運輸主任／貨車事務
李嘉美女士	康樂及文化事務署西貢區康樂事務經理
香靜儀女士	康樂及文化事務署總康樂事務經理(新界東)
蔣發葵先生	食物環境衞生署西貢區環境衞生總監
蔡幗珍女士	西貢地政處地政專員
李文炎先生	西貢地政處署理行政助理／地政
唐嘉鴻先生，太平紳士	渠務署署長
陳志明先生	渠務署總工程師／九龍及新界南
石建騰先生	渠務署高級工程師／九龍及新界南6
沈正先生	渠務署技術秘書2
鄭俊偉先生	渠務署工程師／將軍澳
吳的欣女士	渠務署工程師／西貢
蘇奕華女士	渠務署工程師／公共關係1
李麗盈女士	渠務署社區關係主任1

出席議程第I項

缺席者

王水生先生

主席歡迎所有出席及列席會議的人士，特別是－

- 香港警務處黃大仙區指揮官曾艷霜女士，曾女士接替已調任的鮑湛誠先生。主席藉此機會代表區議會感謝鮑先生過往對西貢區的貢獻；

及

- 香港警務處將軍澳區警民關係主任胡逸翹先生，胡先生暫代香港警務處將軍澳區警民關係主任劉若穎女士出席是次會議。

2. 主席表示，王水生先生因不在香港而未能出席會議，並已於事前按規定提交缺席會議通知書。

3. 由於沒有反對，主席宣布根據西貢區議會會議常規第 51(1)條，批准有關缺席申請。

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IX. 西貢地區管理委員會工作報告

(SKDC(M)文件第 67/18 號)

53. 西貢民政事務專員趙燕驊先生簡介報告如下：

店鋪違例擴展及阻街等市容問題

- 地區管理委員會近期的相關討論已載列於工作報告內；

非法佔用路面進行回收活動

- 委員會會繼續針對黑點採取跨部門聯合行動，如區內出現新黑點而難以由單一部門處理，委員會亦會對新黑點適時作出跟進；

西貢區的車輛違泊問題

- 委員會已就西貢區的違泊問題進行討論，並與相關部門跟進簽發禁區許可證予車輛進出市場街一帶的安排；

在北潭涌引進電動車／電瓶車

- 按現行政策，營運一般載客車輛必須持有「非專營巴士」牌照。據運輸署所提供的資料，新營運者須在市場上購買二手牌照，但費用高昂。由於相關路線的客流主要集中在假日，初步評估難以達至收支平衡，而由社企營運則更為困難。與此同時，委員會得悉運輸署計劃以試驗性質引入專線小巴服務，於星期日及公眾假期下午的特定時段載客來往萬宜水庫東壩至北潭涌。有關措施適時回應市民對來往萬宜水庫東壩公共運輸服務的訴求，委員會認為應暫時擱置在北潭涌引進電動車的計劃，待檢視新引進專線小巴服務的成效後再行檢討。

54. 李家良先生對有關報告表示支持。就區內百歲磚問題，他表示現時正值春天，百歲磚罅縫間長出雜草的情況將日益嚴重，蟻患問題也開始出現，希望路政署能一併研究及作出改善。

55. 就有關「在北潭涌引進電動車／電瓶車」的項目，由於沒有議員反對，主席宣布暫時擱置有關計劃，以待觀察新引進的小巴服務成效後，再作檢討。主席並請民政事務處繼續與相關部門跟進市場街一帶的違泊情況及簽發禁區許可證的安排。

X. 議員提出的議案

(一) 議員提出的 11 項動議：

(1) 要求政府部門加強執法，於黑點加裝監察鏡頭，以改善環境衞生
(SKDC(M)文件第 68/18 號)

56. 主席表示，議案由劉偉章先生動議，並由莊元苳先生、温悅昌先生、温啟明先生、陳博智先生及邱玉麟先生和議。

57. 議員備悉環保署及食環署的書面回應(SKDC(M)文件第 80/18 號及 81/18 號)。

58. 由於沒有議員反對，主席宣布上述動議獲得通過，並會去信環保署及食環署，表達本會訴求。

(2) 要求政府正視霸佔馬路擺放紙皮的情況，並加強巡查及檢控違泊的回收紙皮車輛和非法回收檔
(SKDC(M)文件第 69/18 號)

59. 主席表示，議案由陳繼偉先生動議，並由方國珊女士、張美雄先生及張展鵬先生和議。

60. 議員備悉食環署及香港警務處的書面回應(SKDC(M)文件第 82/18 號及 83/18 號)。

61. 張美雄先生表示，他本人的選區經常受到回收商非法佔用馬路及回收車輛違泊的影響，但居民致電將軍澳警署時經常無人接聽。他表示，將軍澳升格為獨立警區後，熱線電話無人接聽的情況已有所改善，但偶然仍會長時間無人接聽熱線，他詢問這情況是由於人手不足還是有個別市民濫用警署熱線。他希望將軍澳警署盡快改善有關問題。

62. 張展鵬先生表示，現時區內急須解決的問題主要是回收物品佔用行人通道及回收車輛違例停泊，警方的書面回應提及需與食環署及民政事務處進行跨部門聯合行動，他建議警方對違泊車輛即時作出檢控，以簡化程序，提高執法效率。

63. 何民傑先生表示，非法佔用公共空間及車輛違泊問題在調景嶺一直未有妥善解決，當警方在某處進行聯合行動時，有關回收商便把回收檔及回收車輛移至別處繼續經營。他認為某些路段的使用率偏低是回收商霸佔公共空間營運的誘因，故建議運輸署在道路設計上着手，例如增加花槽面積以收窄道路闊度，從而減少回收商的經營空間。

64. 警務處將軍澳區指揮官蕭傑雄先生表示，就道路違泊問題，警方每天均會進行交通執法行動。除票控行動外，警方亦會以其他相關行動配合以改善問題。警方在去年全年及今年 1 月份在景嶺路已分別發出 386 張及 47 張告票，及對違泊的回收車輛作出票控。據他了解，這些回收車輛不定時停

泊在有關路段，如警方在巡邏時發現有違泊車輛將即時執法。他續表示，在收到議員的書面提問後，民政事務處在上星期已聯絡了警務處及其他相關部門進行針對性的聯合行動，並作出檢控，往後這類聯合行動會持續地進行。而就議員提及將軍澳警署熱線電話無人接聽的問題，其中一個主要原因是現時不少市民直接致電警方熱線電話向警方提供消息，而警方難以限制市民的通話時間。為解決上述問題，他會要求前線同事接聽熱線電話時對話盡量簡潔，在了解到市民報告的基本資料後便迅即安排執法行動，盡量縮短通話時間。他重申，警方歡迎市民致電警方熱線提供罪案及社區資訊。

65. 張美雄先生表示，關於將軍澳警署熱線無人接聽的問題，他曾於區議會會議上數次提及，熱線電話無人接聽的情況在繁忙時段及用膳時段尤其嚴重，希望警方能安排足夠人手輪流用膳，並增加熱線數目及增聘人手接聽熱線電話。

66. 鍾錦麟先生詢問將軍澳警署報案室內的熱線數目。他亦曾於區議會會議及撲滅罪行委員會會議上多次提及將軍澳警署熱線無人接聽的問題，他理解到警方在晚上及用膳時段可能較難調配人手，但希望了解報案室可同時處理多少市民的求助。

67. 警務處蕭傑雄先生表示，警方不會因為安排同事用膳而縮減人手，而會安排替補同事接手有關工作，只是由於很多市民向報案室求助，同事需使用頗長的時間解答市民的查詢，才令部分市民未能成功致電。將軍澳警署報案室內的熱線數目是按照警務處的標準而編訂，他將於會後提供實際數目。他會檢視進一步增加熱線數目的可行性，惟增加熱線數目代表人手亦要相應增加，故需要先作全面檢視。

68. 主席表示，其議員辦事處在處理部分市民的查詢時，也需用上甚長時間，因此希望議員能諒解將軍澳警署的情況。

69. 梁里先生補充，勤學里匯知中學對出同樣出現回收紙皮擺放於行人路及回收車輛違泊情況，他已多次向民政事務處反映有關問題，希望民政事務處能持續在地區主導行動計劃中跟進上述黑點。

70. 何民傑先生表示，大學圖書館現時設立「WhatsApp」號碼，讓學生透過「WhatsApp」與圖書館職員溝通，進行借書及還書程序，他建議將軍澳警署仿效。「WhatsApp」的好處是警署職員不需要立即回覆訊息，並可把這些訊息加以分類後才安排人手跟進，認為透過新科技可解決目前的限制。

71. 由於沒有議員反對，主席宣布上述動議獲得通過，並會去信食環署及香港警務處，表達本會訴求。議案亦會轉交西貢地區管理委員會跟進。

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(9) 強烈要求政府全面檢視道路及專營巴士的安全問題，保障市民安全
(SKDC(M)文件第 76/18 號)

93. 主席表示，議案由莊元苳先生動議，並由李家良先生、邱戊秀先生、邱玉麟先生、凌文海先生、陳博智先生、温啟明先生、温悅昌先生、譚領律先生、區能發先生、簡兆祺先生、劉偉章先生、副主席及王水生先生和議。

94. 議員備悉運輸署的書面回應(SKDC(M)文件第 89/18 號)。

95. 張美雄先生表示支持議案。他表示曾先後多次向運輸署反映有關環保大道十字路口泥頭垃圾車超速超載的情況，惟運輸署卻堅持只會在因超速造成交通意外及人命傷亡的黑點增設偵速攝錄機，他認為有關做法實為本末倒置，運輸署應該加裝偵速攝錄機防止意外發生，而非待意外發生後才安裝。

96. 運輸署總運輸主任／貨車事務陳少梅女士表示，據了解運輸署一直就張美雄先生提出有關環保大道泥頭垃圾車超速超載的情況作出跟進。現時運輸署安裝固定偵速攝錄機有數項準則，署方會對有關路段過往的意外記錄、造成意外的原因(特別是由超速駕駛釀成的交通意外)、警方對該路段超速的普遍程度的評估、該路段是否屬主要幹道、路段的平均車速、交通流量及附近的地理環境因素等作出評估，以決定是否在有關位置安裝固定偵速攝錄機。她歡迎張美雄先生繼續聯絡運輸署跟進有關環保大道的情況。

97. 主席表示，本月 14 日運輸及房屋局局長將蒞臨西貢區議會，他建議各位議員可在會議上向局長反映區內的交通情況。

98. 由於沒有議員反對，主席宣布上述動議獲得通過，並會去信運輸署，表達本會訴求。

[redacted]

[redacted]

[redacted]

[redacted]

(9) Strongly Request the Government to Fully Review the Safety Issue of Roads and Franchised Buses to Safeguard the Safety of Citizens
(SKDC(M) Paper No. 76/18)

93. The Chairman said that the motion was proposed by Mr. Chong Yuen Tung, and seconded by Mr. Li Ka Leung, Mr. Hiew Moo Siew, Mr. Yau Yuk Lun, Mr. Ling Man Hoi, Mr. Chan Pok Chi, Mr. Wan Kai Ming, Mr. Wan Yuet Cheung, Mr. Tam Lanny, Mr. Au Ning Fat, Mr. Kan Siu Kei, Mr. Lau Wai Cheung, the Vice Chairman and Mr. Wong Shui Sang.

94. Members noted the written response of the Transport Department (SKDC(M) Paper No. 89/18).

95. Mr. Cheung Mei Hung expressed his support for the motion. He said that he had repeatedly reported to the Transport Department about the speeding and overloading situation of dump trucks and garbage trucks at the crossroads of Wan Po Road. However, the Transport Department insisted that speed detection cameras would only be installed at black spots where traffic accidents and casualties were caused by speeding. He said that the relevant practice confused cause and effect and the Transport Department should install speed detection cameras to prevent accidents, instead of installing them only after accidents occurred.

96. Ms. Chan Siu Mui, Chief Transport Officer/Goods Vehicle of the Transport Department, said that as far as she knew the Transport Department had been following up on the issue reported by Mr. Cheung Mei Hung on speeding and overloading of dump trucks and garbage trucks at Wan Po Road. At present, the Transport Department had several criteria for installing fixed speed detection cameras, under which the department would conduct assessments on past accident records of relevant road sections, causes of accidents (especially traffic accidents caused by speeding), general assessments of the police on speeding of the road sections, whether the road sections were major arterial roads, average speed of the road sections, traffic flow and nearby geographical environment to determine the installation of fixed speed detection cameras at the relevant locations. She welcomed Mr. Cheung Mei Hung to continue to contact the Transport Department for the follow-up of issue at Wan Po Road.

97. The Chairman said that the Secretary for Transport and Housing would visit the Sai Kung District Council on the 14th of that month. He suggested that Members could reflect the traffic condition in the district to the Secretary at the meeting.

98. With no objections from Members, the Chairman said that the motion was passed, and a letter would be sent to the Transport Department to convey the request of the Committee.

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XII. 下次會議日期

124. 主席表示，下次全體會議定於 2018 年 5 月 7 日(星期一)上午 9 時 30 分舉行。

125. 會議於上午 11 時 50 分結束。

西貢區議會秘書處
2018 年 4 月

致：
西貢區議會
交通及運輸委員會
主席及全體議員

2018 年 3 月 22 日（星期四）
西貢區議會交通及運輸委員會會議上提出的討論
本會要求於巴士所有坐位上加裝安全帶，加強保障乘客安全

大埔公路車禍令市民關注到現時巴士上是否有足夠的裝備，以保障乘客於發生意外時的安全。

當中，有意見認為巴士應該仿效其他類型車輛的規定，於所有座位上安裝安全帶。現時巴士公司只於巴士上較高風險的座位，例如上層第一排座位安裝安全帶，未能保障其他座位的乘客於發生意外時所受的傷害減到最低。

事實上，龍運巴士及城巴於 1997 年引入、用於東涌新市鎮及機場路線的巴士，幾乎全數都在所有座位設有安全帶。然而，行走上述路線的巴士近年更換新車時，已經沒有在所有座位上安裝安全帶。

各巴士公司近年都有需更新車隊的計劃，我們要求運輸署推動於巴士上所有座位安裝安全帶，保障乘客安全。

動議措辭：「本會要求於巴士所有坐位上加裝安全帶，加強保障乘客安全」

動議人： 鍾錦麟

和議人： 范國威 梁里 黎銘澤 呂文光 林少忠

2018 年 3 月 7 日

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SKDC(TTC) Document No. 46/18

To:
Sai Kung District Council
Traffic and Transport Committee
Chairman and all Council Members

22 March 2018 (Thursday)
Discussion Raised at the Meeting of the Traffic and Transport Committee of the Sai Kung District Council

This Council requests that all seats in buses be equipped with seatbelts to further ensure passenger safety

The bus accident in Tai Po led the public's attention on whether current buses are sufficiently equipped to ensure passenger safety.

Some believe that buses should follow the regulations for other types of vehicles so that all seats would be equipped with seatbelts. At this time, bus companies have only installed seatbelts in seats that have higher risks, such as the seatbelts for the first row of seats on the upper level, and cannot guarantee that the harm to passengers at other seats is reduced to the minimum level in the event of an accident.

In fact, Long Wing Bus and Citybus were introduced in 1997 and practically all of the buses used for the Tung Chung New Town and Airport routes had seats that are equipped with seatbelts. However, the buses used in the above routes have been replaced with new cars in the past several years and the seats are no longer all equipped with seatbelts.

Various companies have plans to update their fleets in recent years and so we are requesting the Transport Department to promote the installation of seatbelts in all seats of the buses to ensure passenger safety.

Wording of Motion: "This Council requests that all seats in buses be equipped with seatbelts to further ensure passenger safety"

Movant: [stamp:] Chung Kam Lun
Chung Kam Lun

Seconder:

[stamp:] Fan Kwok Wei	[stamp:] Leung Li	[stamp:] Lai Ming Chak	[stamp:] Lui Man Kwong	[stamp:] Lam Siu Chung
Fan Kwok Wei	Leung Li	Lai Ming Chak	Lui Man Kwong	Lam Siu Chung

7 March 2018

運輸署就 SKDC(TTC)文件第 46/18 號的回應

要求於巴士所有坐位上加裝安全帶，加強保障乘客安全

謝謝鍾錦麟議員、范國威議員、梁里議員、黎銘澤議員、呂文光議員及林少忠議員對上述事項的關注。就上述動議，本署現謹覆如下：

本署在決定安裝和佩戴安全帶規定應否擴展至巴士全部乘客座位時，會考慮各項有關因素，包括安全效益、技術的可行性、外國的做法、法例執行的可行性，及各方的意見等。

本署理解有關要求或對巴士的營運及載客量等有一定影響。現時安全帶亦不能對倒向及橫向的巴士座位提供足夠保護，而目前沒有安全帶適用在下層企立的乘客。如因此需要取消企位、倒向及橫向座，可能影響巴士的載客量，因此要調配更多巴士以滿足乘客需求，這會影響路面交通及對票價構成壓力。

在技術可行性方面，運輸署曾與巴士公司商討及研究在全部座位加裝安全帶的可行性。就有關建議，巴士製造商須全面重新設計和鞏固車身結構，以便有足夠的裝置點安裝合符歐盟標準的安全帶，承受安全帶的拉力。至於可否在往後新購買的專營巴士的所有座位均配備安全帶，運輸署會與巴士公司商討有關建議的可行性。

運輸署
2018 年 3 月

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SKDC(TTC) Document No. 66/18

Reply from the Transport Department on SKDC(TTC) Document No. 46/18

Request for all seats in buses be equipped with seatbelts to further ensure passenger safety

Thank you Council Member Chung Kam Lun, Council Member Fan Kwok Wei, Council Member Leung Li, Council Member Lai Ming Chak, Council Member Lui Man Kwong, and Council Member Lam Siu Chung for your attention on the above matter. With respect to the above motion, this Department's reply is as follows:

When deciding whether the regulations on the installation and wearing of seatbelts should be extended to cover all passenger seats in buses, this Department takes into consideration various factors, including safety effectiveness, technical feasibility, approaches taken in foreign countries, and feasibility of law enforcement, in addition to the views of various parties.

This Department understands the relevant request and the certain impact on bus operations and passenger capacity. At present, seatbelts cannot sufficiently provide protection to the backward-facing and aisle-facing seats and there are currently no seatbelts applicable for standing passengers on the lower level. If this results in the need to remove the standing space, backward-facing seats, and aisle-facing seats, then the passenger capacity of buses may be impacted and therefore, more buses would have to be deployed to meet passenger demand. This will impact road traffic and create pressure on bus fares.

With respect to technical feasibility, the Transport Department discussed and explored with bus companies the feasibility of equipping all seats with seatbelts. With respect to the relevant recommendations, the bus manufacturers must fully re-create their design and consolidate the structure of the vehicle so that there would be sufficient installation points to install seatbelts that comply with EU standards and bear the tension of the seatbelts. As to whether all seats in new buses purchased in the future can be equipped with seatbelts, the Transport Department will discuss the feasibility of the relevant recommendations with the bus companies.

Transport Department
March 2018

九龍巴士（一九三三）有限公司
THE KOWLOON MOTOR BUS CO. (1933) LTD.

本函檔號: KBD/PAL/---/20/18

將軍澳培成路 38 號
西貢將軍澳政府綜合大樓四樓
西貢區議會
交通及運輸委員會秘書
鄧加文女士

傳真: 21748355

鄧加文女士尊鑒：

西貢區議會交通及運輸委員會二零一八年第二次會議
有關「要求於巴士所有坐位上加裝安全帶，加強保障乘客安全」的動議

本公司對上述討論文件的回應如下：

九巴十分重視乘客安全，一直與運輸署就安裝安全帶的事宜密切溝通，我們亦已要求巴士製造商將座位安全帶列入常規配置。

謝謝西貢區議會關注本公司的巴士服務。

九巴九龍灣廠襄理(車務)

麥成邦

2018 年 3 月 15 日

香港九龍荔枝角寶輪街九號十五樓 15/F, 9 Po Lun Street, Lai Chi Kok, Kowloon, Hong Kong
電話 Tel : (852) 2786 8888 傳真 Fax : (852) 2745 0300 網址 Website : www.kmb.hk

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Reply from KMB on SKDC(TTC) Document 46/18 SKDC(TTC) Document No. 67/18

九龍巴士（一九三三）有限公司
THE KOWLOON MOTOR BUS CO. (1933) LTD.

File No. of this Letter: KBD/PAL/---/20/18

No. 38 Pui Shing Road, Tseung Kwan O
4/F Sai Kung Tseung Kwan O Government Complex
Sai Kung District Council
Secretary of the Traffic and Transport Committee
Ms. Tang Ka Man

Fax: 21748355

Dear Ms. Tang Ka Man:

Second Meeting of 2018 of the Traffic and Transport Committee of the Sai Kung District Council
Regarding the Motion for "Request for all seats in buses be equipped with seatbelts to ensure passenger safety"

This company's reply to the above discussion document is as follows:

KMB pays extremely close attention to customer safety and has been in close communications with the Transport Department with respect to the installation of seatbelts matter. We also requested bus manufacturers to include seatbelts in their regular configuration.

Thank you Sai Kung District Council for your attention on this company's bus services.

[signature:] Mak Sing Bong

KMB Kowloon Bay Depot Assistant Manager

Mak Sing Bong

15 March 2018

15/F, Po Lun Street, Lai Chi Kok, Kowloon, Hong Kong
Tel: (852) 2786 8888 Fax: (852) 2745 0300 Website: www.kmb.hk

(獲通過的會議記錄)

西貢區議會
交通及運輸委員會
二〇一八年第二次會議記錄

日期：2018 年 3 月 22 日(星期四)
時間：上午 9 時 30 分
地點：西貢區議會會議室

出席者	出席時間	離開時間
劉偉章先生，MH(主席)	上午九時三十分	下午三時十五分
莊元苳先生(副主席)	上午九時三十分	下午三時十五分
區能發先生，MH	上午九時三十分	下午一時正
陳繼偉先生	上午九時三十分	下午三時十五分
陳博智先生	上午九時三十分	下午三時十五分
周賢明先生，BBS，MH	上午九時三十分	下午一時二十一分
張美雄先生	上午九時三十分	下午三時十五分
鍾錦麟先生	上午九時三十八分	下午一時十五分
范國威議員	上午九時三十四分	上午十一時十五分
方國珊女士	上午九時三十分	下午三時十一分
邱戊秀先生	上午九時三十分	下午三時十五分
何民傑先生	上午十時〇九分	下午三時十五分
簡兆祺先生	上午九時三十分	下午三時十五分
黎銘澤先生	上午九時三十分	下午三時十五分
林少忠先生	上午九時三十分	下午三時十五分
梁　里先生	上午九時三十分	下午一時三十二分
李家良先生	上午九時三十分	下午三時十五分
凌文海先生，BBS，MH	上午九時三十分	下午三時十五分
呂文光先生	上午九時三十分	下午三時十五分
譚領律先生，MH	上午九時三十分	下午十二時三十分
謝正楓先生	下午十二時二十分	下午二時二十分
温啟明先生	上午九時三十分	下午三時十五分
温悅昌先生，BBS，MH，太平紳士	上午九時三十分	下午三時十五分
邱玉麟先生	上午九時四十七分	下午三時十五分
鄧加文女士(秘書)	西貢民政事務處行政主任(區議會)2	

列席者

朱志豪先生	西貢民政事務助理專員(2)
盧家傑先生	西貢民政事務處 聯絡主任主管(將軍澳)南

朱卓敬先生	運輸署 高級運輸主任／西貢
馬志雄先生	運輸署 工程師／行人區改善計劃
羅維嘉女士	運輸署 工程師／西貢
胡廣明先生	運輸署 工程師／特別職務一
吳建鋒先生	路政署 區域工程師／將軍澳
謝良有先生	路政署 區域工程師／西貢
朱志偉先生	香港警務處 將軍澳區交通隊主管
石子民先生	香港警務處 西貢分區 行動支援小隊指揮官

其他政府部門及機構代表

呂曉暉女士	運輸署 高級運輸主任／巴士發展(新界東)	出席議程第(III)項
袁建恆先生	運輸署 運輸主任／巴士發展(新界東)	
黃嘉俊先生	城巴有限公司／新世界第一巴士服務有限公司 高級策劃主任	
鍾佩怡女士	城巴有限公司／新世界第一巴士服務有限公司 高級公眾事務主任	
麥成邦先生	九龍巴士(一九三三)有限公司 襄理(車務)	
黃寶雲女士	九龍巴士(一九三三)有限公司 襄理(策劃及發展)	
蘇玉燕女士	香港鐵路有限公司 助理公共關係經理－對外事務	出席議程第(V)項

缺席者

陸平才先生

歡迎詞

主席歡迎各位委員、部門及機構代表出席交通及運輸委員會(下稱「委員會」)二〇一八年第二次會議。

2. 主席表示，陸平才先生於會前口頭通知秘書處因病未能出席今天會議，但至會議開始前秘書處未有收到他的缺席會議通知書。由於沒有委員反對，主席宣布根據會議常規第 51(1)條批准他的缺席申請。另外，本會議共收到 6 項動議。

I. 通過交通及運輸委員會二〇一八年第一次特別會議記錄及第一次會議記錄

3. 主席表示，秘書處在會前沒有收到修訂建議。由於沒有其他修訂建議，主席宣布通過上述兩份會議記錄。

II. 2018 年 1 月 1 日至 2018 年 2 月 28 日期間開展的西貢區各項公共交通服務的主要變動
(上次會議記錄第 40 至 43 段)
(SKDC(TTC)文件第 42/18 號)

4. 委員備悉會議文件。

III. 與巴士相關的議題

(一)續議事項

(1) 運輸署回應交通及運輸委員會二〇一八年第一次會議與巴士相關的跟進情況
(上次會議記錄第 44 段)
(SKDC(TTC)文件第 43/18 號)

5. 委員備悉會議文件。

(2) 2018-2019 年度西貢區巴士路線計劃
建議將第 95 號線延伸至中港城總站，並進行廣泛的地區諮詢以完善有關路線
要求運輸署取消 692P 改良路線的試用期並加強宣傳
692P 路線延伸至坑口區以改善乘客量，要求行經將軍澳南區的班次時間與原來一致，試行 3 個月後要再作檢討及改善
要求恢復第 692 號線、保留第 692P 號線於繁忙時段的班次及第 690 號線在非繁忙時段駛經坑口及將軍澳南區
(上次會議記錄第 4 至 26 段)

6. 主席歡迎高級運輸主任／巴士發展(新界東)呂曉暉女士，及運輸主任／巴士發展(新界東)袁建恆先生。

7. 運輸署於上次會議簡介 2018-2019 年度西貢區巴士路線計劃，運輸署高級運輸主任／巴士發展(新界東)呂曉暉女士就委員提出的意見作出補充回應，綜合如下：

- 運輸署建議調整第 95 號線上午繁忙時段非繁忙方向(旺角往翠林)的班次，以調撥資源開辦由翠林開往旺角的特別班次服務，從而應付將軍澳居民前往旺角的需要。
- 鑑於現時第 98A 號線特別班次的載客量偏低，運輸署建議將路線改由日出康城開出以擴闊客源，並把班次由每日三班改為兩班。就委員擔心上述建議會進一步降低路線吸引力的意見，運輸署認為現階段可考慮先延長路線由日出康城開出以擴闊客源，再視乎客量變化研究如何調撥班次。

- 運輸署已備悉有關來往烏溪沙站及彩明公共運輸交匯處的新巴士路線服務的行車路線的意見。
- 運輸署已備悉第 289R 號線星期六加開班次的建議，並會在路線開辦後，再視乎客量變化研究是否需要加強該路線的服務。
- 有委員反映居民不滿第 796P 號線修改行車路線，往尖沙咀方向需經彌敦道前往尖沙咀東，增加前往尖沙咀東的乘車時間。事實上，有關改道建議是參考現時該線的回程路線，方便將軍澳的居民利用該路線前往尖沙咀及彌敦道一帶。現時乘客可選搭第 796X 號線以更快捷地前往尖沙咀東。

8. 委員的意見綜合如下：

95／98C／98P

- 要求加開第 95 號線往來尖沙咀的特別班次。
- 第 95 號線的行車時間十分冗長，翠林邨的居民多選搭第 98C 號線往來旺角，故詢問運輸署開辦第 95 號線往旺角特別班次的原因，並認為應將資源用以加強第 98C 及 98P 號線的服務。
- 反對調撥第 95 號線的資源以開辦往旺角的特別班次，並建議考慮以第 98C 號線的資源開辦有關班次。
- 反對調整第 95 號線的班次至每 30 分鐘一班，因此舉會對乘客構成不便。
- 要求盡快實施增加第 98P 號線班次的建議。
- 翠林邨的居民不滿該區的巴士路線行經寶琳路近秀茂坪、新清水灣道及坪石一帶，因該處經常出現交通擠塞情況。

98D

- 歡迎增加由康城開出的特別班次，並查詢運輸署計劃加開多少班次。為彌補第 796X 號線的脫班問題，加上康城人口不斷上升，要求開辦更多班次，甚或將特別班次提升為全日服務。
- 現時運輸署建議將部分原本由坑口(北)開出的特別班次延伸至康城開出，並同時調整其餘五班由坑口(北)開出的班次的時間。然而，由兩地開出的班次時間並不協調，例如於上午 8 時 25 分，康城及坑口(北)均有班次同時開出，由康城開出的班次約於 8 時 35 分抵達坑口，兩班車相距約 10 分鐘，但下一班車則於 9 時正才於坑口(北)開出，與上一班車相距約 25 分鐘。因此，建議運輸署調整班次開出時間，令有關班次到達坑口的時間，與現時由坑口直接開出的時間一致，以減低對現有乘客的影響。
- 在特別班次延伸至康城後，上午繁忙時段的乘客量必然會增加，坑口的巴士服務將受影響，要求運輸署制訂改善方案。

- 現時於上午 7 時 45 分至 8 時由坑口開出的特別班次經常滿載，要求在延伸至日出康城後增加資源以應付需求，否則不支持有關建議。

692P

- 現時將軍澳南一帶只有第 692P 號線一條過海路線，故反對運輸署因載客率偏低而取消上述路線。
- 建議運輸署研究措施以增加客源，例如延伸至將軍澳南、於港島區增加站點(如灣仔警署)。
- 建議運輸署探討於人口較密集且與港鐵站距離較遠的地區增設站點(如富寧花園、厚德商場、尚德等)；並且簡化路線，例如位於調景嶺的站點與港鐵站距離較近，建議考慮是否需要繞經調景嶺，並查詢於該處登車的乘客數目。但亦有委員對取消調景嶺站點的意見有保留。
- 運輸署應檢討路線載客率低的原因，認為現時該線的票價不吸引，而且只有去程卻沒回程，建議開辦回程路線並提供回程優惠。
- 現時客源主要集中於最早開出的班次，建議提早現時四班車的開出時間。
- 如將路線取消，乘客需轉為乘搭港鐵，將進一步加劇原本已飽和的港鐵的負荷。
- 中環灣仔繞道落成後，相信有助紓緩港島的擠塞情況，從而增加第 692P 的吸引力。要求運輸署待上述繞道落成後，再因應情況決定路線的去留。
- 自港鐵南港島綫通車後，不少港島區的巴士路線的客量有所減少，建議考慮調撥有關資源以服務將軍澳的居民。

798

- 要求將路線「南北分家」(即分拆為兩條路線，分別駛經將軍澳南及北)。

E22A

- 如把第 E22A 號線位於香港知專設計學院的落客站遷入調景嶺公共交通交匯處，只會令行車時間增加 2 分鐘，但運輸署卻對建議有保留；然而，運輸署於巴士路線計劃中提出的部分建議，卻也會令行車時間增加，質疑有雙重標準之嫌。

來往烏溪沙站及彩明公共運輸交匯處的新巴士服務

- 要求將路線「南北分家」。

其他／綜合

- 要求運輸署制定措施改善山上地區的交通服務，例如開辦往來沙田區的路線、盡快推行巴士路線重組計劃(特別是第 93 及 95 號線系列)。

- 常寧遊樂場位於寶林及坑口之間，如於附近空地設置巴士轉乘站，相信比將軍澳隧道及將軍澳－藍田隧道巴士轉乘站更為方便，亦能回應將部分路線「南北分家」的訴求。

9. 運輸署高級運輸主任／西貢朱卓敬先生的回應綜合如下：

- 運輸署約於半年前展開試驗計劃，將第 692P 號線延伸至坑口以提升客量，並於六個月後檢討其成效。根據運輸署及巴士公司於 2018 年 2 月收集所得的數據，該線只有於上午 7 時 25 分開出的班次載客率達 35%，其餘班次均不足 30%，整體客量並不理想。上述路線的客源主要集中於尚德邨，相信是由於該處與港鐵站有一定的步行距離。此外，根據觀察所得，於調景嶺站一帶只有十餘位乘客上車，而於坑口站一帶只有三數位乘客上車。相對港鐵而言，上述路線除受將軍澳區內的走線影響外，亦受將軍澳隧道、東區海底隧道、東區走廊等路段的交通擠塞情況影響，其行車時間比港鐵長及不穩定，故吸引力相對較低。運輸署正與巴士公司研究將有關資源投放至區內其他需求更殷切的巴士服務，並期望繼續聆聽委員的意見，在考慮上述路線的發展及存廢時作參考之用。
- 運輸署仍與巴士公司研究有關第 E22A 號線搬遷落客站至調景嶺公共交通交匯處的建議。如有進一步消息，會向委員會匯報。
- 現時第 98D 號線每日有八個特別班次由坑口(北)開出，經寶順路及將軍澳隧道前往九龍。運輸署建議將部分班次延伸至日出康城開出，令由日出康城開出的班次由現時的一班增至四班，並已於本月中就有關建議進行諮詢。

10. 運輸署呂曉暉女士的回應綜合如下：

- 根據 2016-2017 年度西貢區巴士路線計劃已落實的建議，將調撥部分第 95 號線的資源以加強第 98P 號線的服務，上述建議將會實施。運輸署期望上述建議能在照顧第 98P 號線乘客的需要同時，亦能與本年度調整第 95 號線班次的建議發揮互補作用。
- 運輸署已備悉有關推行將軍澳巴士路線重組計劃以及將個別路線在將軍澳各小區分拆行走的建議，期望日後能配合區內的大型基建發展時再作討論及研究。
- 在收集委員會及其他區議會的意見後，運輸署會作出慎重考慮，特別是有關第 95、98C 及 98P 號線之間的安排。在整合各方意見後，運輸署會向委員會提交落實方案。

11. 主席表示，委員已就各項建議提出不少意見，期望運輸署就有關意見制

訂更完善的方案。在委員的同意下，主席表示刪除「2018-2019 年度西貢區巴士路線計劃」的議題、保留「建議將第 95 號線延伸至中港城總站，並進行廣泛的地區諮詢以完善有關路線」的議題一次，以及保留其餘議題。

【註：請同時參閱第 16 至 21、36 至 40 及 52 至 54 段】

(3) 要求運輸署在實施第 E22A 號線的調整行車路線後，研究方案照顧怡心園、茵怡花園及富麗花園居民
(上次會議記錄第 45 至 49 段)

12. 運輸署朱卓敬先生報告，運輸署正與路政署研究於有關位置因擬設巴士站而需移除的樹木數目，其中於南行的站點需要移除約兩棵樹木。運輸署正準備就擬設站點及移除樹木的相關事宜諮詢有關政府部門。如有進一步消息，會向委員會匯報。

13. 有委員詢問能否在不移除樹木的情況下，在兩棵樹木之間設置站點。

14. 運輸署朱卓敬先生回應，在設置站點時，運輸署需預留約五至六米的空間，以確保該位置足夠讓一架停靠的巴士同時打開前門及中門上落客，故無可避免地需移除約兩棵樹木。

15. 主席表示保留上述議題。

(4) 要求政府盡快將 E22A 號巴士位於香港知專設計學院的落客站遷入調景嶺公共交通交匯處
要求九巴落實將 296D 巴士線行經調景嶺並加設中途車站，及要求城巴 E22A 號巴士回程落客站遷入調景嶺公共交通交匯處
(上次會議記錄第 4 至 26 及 50 至 53 段)
(SKDC(TTC)文件第 44/18 號)

16. 委員備悉運輸署的書面回覆。

17. 委員的意見綜合如下：

- 由 2002 年至 2017 年，第 296D 號線的客量流失了約 2 000 多人，要求該線行經調景嶺以擴闊客源。既然巴士公司並不反對，詢問運輸署為何拒絕落實建議。
- 建議優化第 296D 號線，在尚德開出後沿唐俊街(寶盈花園對出)，繞經將軍澳南及調景嶺一帶再前往九龍。
- 建議合併第 796X 及 296D 號線，並由兩間巴士公司聯營，以及提供與其

他路線的轉乘優惠。

- 自第 796X 號線繞經至善街後，行車時間有所增加，建議在路線及站點方面改善有關情況，並查詢該線於至善街的客量。
- 要求運輸署提供第 296D 號線自開辦以來的客量數字以作比較。

18. 運輸署朱卓敬先生回應，雖然第 296D 號線的客量於 2002 至 2017 年間有明顯跌幅，但即使路線的客量因人口發展或各種公共交通工具間之競爭等而產生變化，如營運仍然可行，運輸署亦不一定要修改或刪除路線，例如，可透過適當的班次調節，令班次密度及載客量均能應付需求，從而維持其營運可行性。運輸署已備悉有關將第 296D 號線延伸至調景嶺的意見，惟需仔細研究會否對現時尚德邨、廣明苑一帶的乘客構成影響，以及延長行車時間。另一方面，目前調景嶺已有不少交通服務往來油尖旺區，包括港鐵、新巴第 796P 及 796X 號線。根據運輸署的調查，目前上述服務大致能應付乘客需求。運輸署亦有責任避免公共交通服務過份重疊構成惡性競爭，以致影響不同營辦商的運作，亦不能達至善用資源的效果。他續表示將於會後提供委員要求的資料。

19. 委員的意見綜合如下：

- 乘搭第 296D 號線往來尖沙咀只需約半小時，將該線延伸至調景嶺只增加約 10 分鐘的行車時間，如配合站點調動，相信對其他居民不會構成太大影響。認為運輸署在未有反對意見前，不應拒絕落實有關建議。
- 過往有不少巴士路線的總站均設於調景嶺，但逐漸被取消，認為調景嶺居民的需要被忽略。
- 現時的路線規劃令新巴於將軍澳南儼然擁有專營服務。除了缺乏競爭外，市民亦不能享用轉乘優惠，經九巴的路線網絡前往其他新界地區，更不能受惠於九巴的月票計劃。要求政府檢視有關情況，並提供以民為本的公共交通服務。
- 如能稍為加密巴士班次，將能吸引更多客源，並有助紓緩現時港鐵將軍澳綫的擠逼情況。
- 部分尚德邨、廣明苑一帶的乘客會乘坐班次較頻密的第 98D 號線，再轉乘第 296D 號線返回住所。區內的巴士轉乘站即將落成，如能加密第 296D 號線的班次，轉乘的效用將會更大。要求運輸署盡快與兩間巴士公司研究有關安排。

20. 運輸署朱卓敬先生回應，將軍澳區將設有兩個巴士轉乘站，包括將軍澳隧道巴士轉乘站及將軍澳－藍田隧道巴士轉乘站。運輸署會適時與兩間巴士公司商討轉乘安排，亦會與委員商議及研究。

21. 主席表示保留上述議題。

【註：請同時參閱第 6 至 11 段】

(5)要求政府開辦巴士路線往來將軍澳至屯門公路轉車站，並提供相關轉乘優惠
(上次會議記錄第 55 至 56 段)

22. 有委員表示，現時將軍澳的居民可於黃大仙一帶轉乘其他巴士路線以往來屯門，但轉乘仍算不便，因為乘客可能忘記下車。此外，居民在九龍區轉乘長途巴士線時，由於是在中途站上車，往往未能覓得座位。題述建議不單是西貢區議會的訴求，亦是屯門區議會的訴求，期望運輸署積極考慮及研究將建議納入本年度的巴士路線計劃中。

23. 運輸署朱卓敬先生回應，連同題述建議，委員提出多項包括第 93K 及 93A 號線修改路線的建議。上述建議屬大規模改動，運輸署未能於短期內提供明確進度。儘管如此，如運輸署認為建議值得考慮，會於日後巴士路線計劃中，向委員提交建議並諮詢意見。運輸署已備悉委員的意見，巴士發展部人員會繼續緊密留意乘客需求，適時進行檢討及研究，並會繼續與巴士公司商討有關建議。

24. 主席表示刪除上述議題。

(6)要求機場巴士線(如 A29)加密班次並延伸至日出康城、峻瀅、清水灣半島
要求改善將軍澳南機場巴士服務
(上次會議記錄第 57 至 58 段)

25. 委員的意見綜合如下：

- 日出康城的人口不斷增加，但現時將軍澳區只有日出康城沒有機場巴士服務覆蓋，居民往來機場時需攜同行李轉車，十分不便。此外，由於缺乏深宵交通服務，居民在凌晨時分難以於將軍澳市中心轉車返回住所。早前巴士公司表示有計劃開辦服務日出康城的機場巴士路線，詢問運輸署研究的最新進展，以及為何巴士公司不反對、運輸署仍拒絕落實建議。
- 建議現階段可先安排機場巴士於部分時段繞經日出康城。
- 請運輸署回應今年內會否開辦行經日出康城的機場巴士。
- 要求運輸署就會否落實委員的建議作出明確交代，如否，原因為何。

26. 運輸署朱卓敬先生回應，運輸署已備悉委員的意見，並會與巴士公司因

應日出康城一帶的發展，積極考慮委員的建議，以回應居民對機場巴士服務的需求。如有新路線服務或延長現有路線的建議，會在巴士路線計劃中報告。其中，運輸署會研究在每日需求最高的時段開辦往來日出康城的機場巴士特別班次。

27. 城巴／新巴高級策劃主任黃嘉俊先生回應，近年日出康城的人口不斷增長，乘客對機場巴士服務的需求殷切。城巴會繼續與運輸署商討方案以迎合日出康城居民對往返機場及後勤區的巴士服務的訴求。

28. 在委員同意下，主席表示刪除上述議題。

(7) 建議將第 93K 號線途經大角咀，並進行廣泛的地區諮詢以優化有關路線
(上次會議記錄第 59 至 62 段)

29. 有委員期望運輸署考慮委員提出所有有關修訂路線的建議，以回應市民的訴求。

30. 運輸署朱卓敬先生回應，現時港鐵服務已能接駁將軍澳及大角咀，而大角咀亦暫時未有大型發展會令乘客需求上升，故運輸署暫時未有計劃修改第 93K 號線的路線，但仍會密切留意兩個地區的交通需求。

31. 有委員表示，山上地區未有港鐵網絡覆蓋，巴士服務能提供更直接的路線，要求運輸署積極考慮。

32. 主席表示刪除上述議題。

(8) 建議將第 93A 號線延伸至啟德郵輪碼頭，並進行廣泛的地區諮詢以完善有關路線
(上次會議記錄第 63 至 65 段)

33. 委員的意見綜合如下：

- 位於啟德發展區的兒童醫院快將落成，兒童醫院將設有超過 400 張病床，全港兒童癌症及專科服務亦會集中於兒童醫院跟進。對該處的交通配套表示關注，故要求落實題述建議，以提供直接來往兒童醫院的路線予山上居民。另外，運輸署亦可積極考慮修訂現有巴士服務或開辦新巴士路線，要求運輸署於下次會議回應。
- 郵輪碼頭的遊客數目偏低，落實題述建議後將有助增加人流、促進消費及製造商機。

34. 運輸署朱卓敬先生回應，運輸署已備悉委員的意見，並理解市民期望享有點對點的公共交通服務，但運輸署未能為每一個地點提供點對點服務，部分情況下仍需透過轉乘來提供交通連接。儘管現時市民需要透過轉乘往返題述地點，但運輸署會密切留意兩個地區的發展及乘客需求的變化，適時作出檢討及改善，甚或開辦新路線。過往的例子包括開辦第 290 及 798 號線系列，以及往來馬鞍山的新路線。他續表示會向負責啟德發展區的人員反映委員的意見，並檢視該處的交通安排。

35. 主席表示保留上述議題一次。

(9) 建議增加 98P 號線的班次服務，改善服務方便居民
(上次會議記錄第 67 至 69 段)

36. 有委員查詢現時運輸署是建議增加第 98P 號線班次或是開辦特別班次，及來回程將分別增加多少班車。

37. 運輸署朱卓敬先生表示，為回應委員有關第 98P 號線的訴求，運輸署在 2016-2017 年度西貢區巴士路線計劃中，建議抽調第 95 號線資源，以增加第 98P 號線上下午繁忙時段各一班車。運輸署及巴士公司將實施上述已確定的計劃，讓山上居民能更便捷地來往尖沙咀。

38. 九巴襄理(策劃及發展)黃寶雲女士回應，根據已落實的巴士路線發展計劃，九巴將抽調第 95 號線資源，以增加第 98P 號線上下午繁忙時段各一班車。九巴已向運輸署提交申請，並正進行磋商。當申請獲批後，能有助增強山上地區往來尖沙咀的服務。

39. 運輸署朱卓敬先生補充，運輸署會盡快跟進有關申請，期望可於下次會議前落實建議。

40. 主席表示保留上述議題一次。

【註：請同時參閱第 6 至 11 段】

(10) 資助專營巴士公司在有蓋巴士站安裝座椅及巴士實時到站資訊顯示屏
要求於將軍澳寶豐路近梁潔華小學的 798 巴士站加設巴士站上蓋， 免卻乘客於候車時飽受日曬雨淋之苦
查詢九巴建議於寶琳北路康盛花園分站（九龍方向）加裝預計到站 時間顯示屏的安排及工程進度
要求新巴及運輸署盡快在將軍澳唐俊街及至善街的新增巴士站興建上蓋

及在道路劃上巴士站記號
(上次會議記錄第 73 至 78 段)

41. 委員的意見綜合如下：

- 查詢有關於梁潔華小學站點增設上蓋，以及於西貢公路匡湖居站點加設顯示屏的工程進度。
- 建議於新西貢公路(往西貢方向)窩美巴士站加設座椅。
- 行經環保大道的巴士路線經常脫班，故要求於環保大道一帶的巴士站加設顯示屏。
- 要求盡快於寶琳北路茅湖仔村巴士站興建上蓋。
- 建議於康盛花園第 4 及 5 座對出、翠林邨及景明苑巴士站(往將軍澳方向)加設顯示屏。此外，翠林邨站點已有電力供應，查詢是否有助加快工程進度。
- 西貢巴士總站站長室外的顯示屏的擺放位置過高，部分顯示屏被站長室的簷篷遮蓋，建議調整有關顯示屏的位置，以及加大字體，讓資訊更清晰。

42. 九巴襄理(車務)麥成邦先生回應，運輸署已批准九巴於梁潔華小學站點增設上蓋，他會與工程部人員了解工程進度，並於下次會議匯報。有關於寶琳北路康盛花園分站(九龍方向)加設顯示屏的工程，九巴正向電力公司申請電力供應。九巴已備悉委員有關於不同站點加設相關設施的新建議，在資助專營巴士公司在有蓋巴士站安裝座椅及巴士實時到站資訊顯示屏的計劃下，九巴會繼續依次進行有關工程，並會先跟進上述計劃的建議，再跟進委員的新建議。有關電力供應的意見，他會轉達予相關人員考慮。

43. 城巴／新巴高級公眾事務主任鍾佩怡女士回應，早前新巴城巴向運輸署申請在西貢區的三個巴士站位置加設上蓋。運輸署已於 2017 年 12 月底批准在梁潔華小學外及銀澳路巴士站興建上蓋的申請，承辦商正準備文件申請掘路許可證，其後工程便會展開，而重華路巴士站的申請則有待運輸署審批。現時第 798 號線在梁潔華小學外的巴士站位置在該巴士灣的最前方，如掘路後確定能在新位置興建上蓋，新巴會一併將巴士站站柱向後移，期望於今年盡快完成有關工程。如有進一步消息，會向委員會匯報。

44. 運輸署朱卓敬先生回應，運輸署已備悉委員的意見，並會與巴士公司跟進。運輸署正向渠務署就重華路站點加設上蓋的申請進行諮詢工作，發現該處地底有水渠設施，或會影響建議。運輸署會盡快與新巴檢視是否需要就地基位置作出微調。

45. 在委員同意下，主席表示刪除「資助專營巴士公司在有蓋巴士站安裝座椅及巴士實時到站資訊顯示屏」及「要求新巴及運輸署盡快在將軍澳唐俊街及至善街的新增巴士站興建上蓋及在道路劃上巴士站記號」的議題，並保留其餘議題。

(11) 要求將巴士路線第 290A 的服務時間延長至深宵時分，或開辦往來將軍澳至葵芳及荃灣等地區的深宵巴士服務，並進行廣泛的地區諮詢以完善有關路線
(上次會議記錄第 79 至 82 段)

46. 有委員詢問第 290 號線系列於深宵時分的客量，並要求落實題述建議，以方便深宵上班的居民，免卻他們於旺角一帶轉車之不便。

47. 九巴黃寶雲女士回應，九巴一直關注往來將軍澳區至荃灣及葵涌區的交通服務。除開辦了第 290 及 290A 號線外，九巴今年亦將第 290X 路線加強至全日服務。第 290A 號線往將軍澳方向的尾班車於凌晨 12 時 20 分開出，根據紀錄，該班次的載客率約為五成。第 290A 號線在深夜時段有一定服務需求，九巴認為有需要加強往將軍澳方向服務。九巴正積極考慮增設深宵路線，以服務現時深宵時間由荃灣往將軍澳的乘客。九巴會積極研究並會與運輸署商討有關建議。如就開辦新路線有進一步消息，會向委員會匯報。

48. 有委員樂見九巴對有關建議的態度正面，期望除加強深宵班次外，有關路線可延伸至一些仍未有深宵巴士服務覆蓋的地區(例如將軍澳南、日出康城、峻瀅、清水灣半島及至善街一帶)。此外，因應鐵路服務發展，他區不少巴士服務已被削減。本區不少居民於午夜後仍有出行需要，故期望巴士公司將本區的巴士服務延伸至凌晨一至二時，以彌補鐵路服務的不足。

49. 九巴黃寶雲女士回應，九巴會仔細研究每個區域的需求，亦期望覆蓋更多地區，讓居民享有深宵的點到點巴士服務。九巴會與運輸署商討有關建議，並於下次會議匯報。

50. 主席表示保留上述議題。

(12) 要求運輸署及巴士公司開設繁忙時段特別班次，由康盛花園經翠林巴士總站往返寶林港鐵站，解決專線小巴服務長期不足的問題
(上次會議記錄第 83 至 85 段)

51. 在委員同意下，主席表示刪除上述議題。

(13) 要求加密 98D 巴士(康城往尖沙咀(彌敦道)特別班次)服務，以應對人口增加
(上次會議記錄第 88 至 91 段)
(SKDC(TTC)文件第 44/18 號)

52. 委員備悉運輸署的書面回覆。

53. 有委員表示，運輸署計劃於短期內落實題述建議，不少委員亦已就此提出各項意見，包括建議因應人口發展，增加更多班次。故期望在建議落實後繼續檢討有關情況。

54. 主席表示保留上述議題一次。

【註：請同時參閱第 6 至 11 段】

(14) 要求九巴 296C 線於延長路綫至深水埗連翔道公共房屋發展區時，繞經荔枝角一帶
(上次會議記錄第 92 至 94 段)

55. 在委員同意下，主席表示刪除上述議題。

(15) 要求於平日繁忙時間加密 792M 班次，便利上班及上學的人士
(上次會議記錄第 95 至 100 段)

56. 有委員表示，於平日上午 7 時 15 分至 9 時 15 分，乘客於第 792M 號線中途站均難以登車，要求運輸署及巴士公司檢討並改善有關情況。

57. 新巴鍾佩怡女士回應，根據 2018 年 1 月底的數據，第 792M 號線全日最高一小時的載客率約為七成半，有關班次大致能應付乘客需求。新巴會繼續留意客量情況，有需要時研究增加班次。

58. 運輸署朱卓敬先生回應，運輸署最近已於西貢公路檢視第 792M 及 92 號線的營運情況，上述路線大致能應付需求。同時，類似的輔助服務如專線小巴第 101M 號線已不斷引入 19 座小巴行駛，現時該路線有超過 20 架常規 19 座小巴行駛，其整體載客能力已有明顯改善。運輸署會繼續監察巴士及小巴營辦商的服務，適時作出改善措施。

59. 委員的意見綜合如下：

- 觀察到平日上午 7 時 15 分的班次經常滿載，詢問新巴如何得出載客率為七成半的數據。另外亦有委員認為如計算最高一小時的平均載客率，

並未能反映個別班次的滿載情況。

- 雖然小巴有助疏導乘客，但第 792M 號線與專線小巴第 101M 號線，及第 92 號線與專線小巴第 1A 號線的路線不盡相同，而且長者及傷殘人士乘搭巴士較乘搭小巴方便，認為不能因有小巴輔助服務而拒絕增加巴士班次。

60. 新巴鍾佩怡女士回應，有關載客率是根據整條路線的來回方向計算，而全日最高載客率的一小時則是於下午繁忙時段由西貢開出的班次錄得。就委員反映個別班次滿載的情況，新巴會與有關委員跟進，並研究可否微調班次的開出時間以作改善。

61. 在委員同意下，主席表示刪除上述議題。

(16) 要求政府研究及落實各專營巴士公司合作的轉乘優惠，以解決巴士轉乘站缺乏轉乘車的局面，全面發揮轉乘站的功能
(上次會議記錄第 102 至 107 段)

62. 有委員表示，現時將軍澳部分地區只有一間巴士公司的路線覆蓋，將軍澳隧道巴士轉乘站預計於 2019 年年中落成，要求運輸署在這之前落實跨巴士公司轉乘優惠。

63. 在委員同意下，主席表示刪除上述議題。

(17) 搬遷第 796X 號線環保大道領都巴士站
(上次會議記錄第 9、231 及 232 段)

64. 運輸署朱卓敬先生報告，運輸署已於 2 月 12 日與有關委員實地了解情況，並發現有關站點接近回收場出入口，附近亦暫時未有適合位置設置巴士站。據了解，該回收場用地將來會用作興建數據中心，運輸署會在回收場停止運作後，再物色適合的位置設置巴士站。

65. 委員的意見綜合如下：

- 自第 796X 號線延伸至將軍澳工業邨並取消領都對出的站點後，不少乘客於領都對面的巴士站下車後，跨過環保大道的中間分隔欄杆以橫過馬路。為防止意外發生，促請恢復原來於領都對出的站點，或將有關巴士站向北移，令其靠近石角路路口的行人過路處。
- 距離回收場關閉尚有幾個月，擔心這段期間乘客的安全得不到保障。此外，在有關數據中心發展期間，會有不少重型車輛出入，擔心影響使用題述巴士站市民的安全。

- 詢問新巴自第 796X 號線延伸至將軍澳工業邨後，客量增加了多少。自第 796X 號線繞經至善街後，路線變得相當冗長，如客量沒有明顯增加，建議考慮不行經將軍澳工業邨，並將總站維持於日出康城。
- 認為第 796X 號線來回程方向均需於環保大道兩方設置中途站。
- 現時題述巴士站以北的路段為三線行車，但在巴士站以南則收窄至雙線行車。在跨灣連接路落成後，相信環保大道的車流會有所增加，加上有關路段的車速限制為每小時 70 公里，認為將題述巴士站向北或向南遷移未必有太大幫助。應檢視巴士站對出的中央分隔欄設計，由於該處的石壆不高，令市民容易跨過以橫過馬路，故建議加設欄杆。

66. 運輸署朱卓敬先生回應，第 796X 號線由 2017 年 9 月起延伸至將軍澳工業邨，在修改路線前，來回程方向均會途經環保大道兩旁的中途站，但在修改路線後，往九龍方向的班次只途經日出康城外的中途站，而往將軍澳方向的班次則只途經日出康城對面的中途站。運輸署已備悉委員對有關巴士站位置的意見，並會密切留意回收場正式停止運作的時間。由回收場停止運作起，直至數據中心相關工程開展前，假如有關用地沒有車輛出入需要，運輸署會與有關承建商及機構保持緊密聯繫及協調，確保地盤出入口的設置不會影響其他道路使用者的安全，特別是使用附近巴士站的乘客，以及行經該巴士站的行人。另一方面，運輸署期望找到一個更接近行人過路處的位置以設置巴士站，從而減少乘客的步行距離，鼓勵他們使用行人過路處往來有關巴士站。運輸署亦會繼續檢視與行人安全相關的道路設施。

67. 城巴／新巴鍾佩怡女士表示會於會後提供有關資料。

68. 主席表示保留上述議題。

(二)委員提出的 2 項動議(巴士)

(1)要求於平日繁忙時間加密 92 班次(往鑽石山方向)，便利居民，提升交通效率
(SKDC(TTC)文件第 45/18、65/18 及 73/18 號)

69. 主席表示，議案由邱戊秀先生動議，並由李家良先生及邱玉麟先生和議。

70. 委員備悉九巴及運輸署的書面回覆。

71. 有委員表示，現時第 92 號線上午繁忙時段由 7 時 15 分起的班次為每 20 分鐘一班，當遇上交通擠塞等情況，班次有可能會延誤至約每 40 分鐘一班。題述路線為沿路居民(特別是長者及傷殘人士)往返九龍的主要交通工具之

一，而隨着西貢不少新住宅項目相繼入伙，乘客對上述路線的需求亦有所上升，故要求落實題述建議，亦能避免該路線因客源流失而遭取消。此外，現時第 92 號線的特別班次不停部分中途站，建議於沿線所有中途站停站以善用資源。

72. 由於沒有委員提出修訂或反對，主席宣布是項動議獲得通過和要求運輸署及九巴跟進委員的意見。

(2)本會要求於巴士所有坐位上加裝安全帶，加強保障乘客安全 (SKDC(TTC)文件第 46/18、66/18 及 67/18 號)

73. 主席表示，議案由鍾錦麟先生動議，並由范國威議員、梁里先生、黎銘澤先生、呂文光先生及林少忠先生和議。

74. 委員備悉運輸署及九巴的書面回覆。

75. 由於沒有委員提出修訂或反對，主席宣布是項動議獲得通過和要求運輸署、九巴及城巴/新巴跟進委員的意見。

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1 [broken sentence]. As a number of new residential projects in Sai Kung were launched successively with residents moving in, demand of passengers for the above routes had also increased. Therefore, it was asked to implement the aforesaid suggestions which could also avoid termination of the routes due to loss of passengers. In addition, special trips of the existing route 92 did not stop at some en route stops. It was proposed to stop at all en route stops to fully utilize resources.

72. With no amendments or objections from Members, the Chairman said that the motion was passed, and asked the Transport Department and Kowloon Motor Bus to follow up opinions of the Members.

(2) The Committee's Request for Installing of Seat Belts for All Seats of Buses to Strengthen the Protection of Passengers' Safety
(SKDC(TTC) Paper No. 46/18, 66/18 and 67/18)

73. The Chairman said that the motion was proposed by Mr. Chung Kam Lun, and seconded by the Hon Fan Kwok Wai, Mr. Leung Li, Mr. Lai Ming Chak, Mr. Lui Man Kwong and Mr. Lam Siu Chung.

74. Members noted the written response from the Transport Department and Kowloon Motor Bus.

75. With no amendments or objections from Members, the Chairman said that the motion was passed, and asked the Transport Department, Kowloon Motor Bus and Citybus/New World First Bus to follow up opinions of the Members.

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(二)委員提出的 1 項動議(小巴)

(1)要求專線小巴 10M 更改路線以擴大服務範圍，由觀塘開出路線於經將軍澳隧道後改經寶順路北行、寶琳北路、寶豐路、貿業路、貿泰路返回原有路線
(SKDC(TTC)文件第 47/18 及 68/18 號)

【註：主席暫時離席，會議由副主席代為主持】

83. 副主席表示，議案由鍾錦麟先生動議，並由林少忠先生、范國威議員、梁里先生、呂文光先生及黎銘澤先生和議。

84. 委員備悉運輸署的書面回覆。

85. 委員的意見綜合如下：

- 現時乘搭題述路線前往寶林邨及英明苑一帶的居民會在貿業路交通燈前下車，此舉會阻塞後方的車輛，亦構成危險，故提出動議，並建議於新都城二期戲院外加設站點。
- 詢問運輸署有否諮詢小巴營辦商是否同意有關改動。
- 鑑於運輸署表示題述建議會影響前往疊翠軒的乘客，詢問是否有其他優化方案，令路線更暢順。
- 常見大量乘客輪候專線小巴第 17M 號線，認為題述建議有助紓緩該線的乘客需求。

86. 運輸署朱卓敬先生回應，現時題述路線主要的服務對象為距離寶琳港鐵站或寶琳北路巴士站較遠的居民，故在設計路線時會盡量配合有關屋苑，以應付居民往返觀塘的需要。運輸署已就題述建議作出初步評估，雖然行車距離略為縮短，但所節省的行車時間不多，亦會令部分乘客需步行更遠的距離(特別是運亨路及疊翠軒一帶的居民)。另一方面，雖然行經寶琳北路及寶豐路或能為該處乘客提供更多選擇，但現時寶琳北路沿路的乘客已有頗多來往觀塘的巴士路線選擇，而新都城二期戲院更是位於港鐵站旁，變相削減了第 10M 號線現有乘客的服務，而將更多資源分配予已享有相似服務的其他乘客，故運輸署暫時未有計劃作出有關改動。就此，運輸署亦曾考慮在建議的路線上，進一步延長至運亨路及疊翠軒一帶，但此方案的行車時間過長。就委員提出的補充意見，運輸署樂意再作詳細研究及考慮如何能更確切地配合乘客需求，並會與有關委員實地視察及研究路線的走線安排。如有進一步消息，會向委員會匯報。

87. 由於沒有委員提出修訂或反對，副主席宣布是項動議獲得通過和要求運輸署跟進委員的意見。

【註：會議由主席繼續主持】

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93. 在委員同意下，主席表示刪除上述議題。

VII. 與道路工程／設施相關的議題

(一)續議事項

(1) 運輸署匯報西貢區及將軍澳區道路工程／設施的跟進情況
(上次會議記錄第 126 段)
(SKDC(TTC)文件第 49/18 號)

94. 委員備悉會議文件。

(2) 路政署(西貢及將軍澳區)的主要交通改善項目及時間表
西貢區議會交通及運輸委員會一直專責跟進富寧花園巴士站的擴闊工程，要求委員會及部門優化及繼續跟進工程
(上次會議記錄第 127 至 130 段)
(SKDC(TTC)文件第 50/18 號)

95. 委員備悉會議文件。

96. 路政署區域工程師／將軍澳吳建鋒先生就富寧花園巴士站擴闊工程報告，路政署正處理掘路許可證及臨時交通安排的相關事宜，並已向有關部門提交與樹木相關的申請，預計工程於 2018 年年中展開。

97. 在委員同意下，主席表示刪除「西貢區議會交通及運輸委員會一直專責跟進富寧花園巴士站的擴闊工程，要求委員會及部門優化及繼續跟進工程」的議題。

(3) 要求運輸署擴建寶琳路與翠琳路增建行車路及澳頭村路口增建迴旋處，以便改善該區交通
(上次會議記錄第 131 至 135 段)

98. 運輸署工程師／特別職務一胡廣明先生報告，經西貢民政事務處就相關設計圖則作地區諮詢後，運輸署收到以下意見：(一)現時翠琳路為雙線單程行車，如改為雙線雙程行車，將會延長往九龍方向的車輛的等候時間，引

致交通擠塞，而對頭車情況亦會衍生交通安全問題，故建議於翠琳路增建一條行車線。(二)建議於寶琳路左轉翠琳路前，加設路牌指示駕駛者澳頭村的方向。運輸署正處理有關意見及檢討現時設計，亦已於 2018 年 3 月 14 日在寶琳路與翠琳路交界進行車流及人流調查，發現繁忙時段由翠琳路駛出的車流有所增加，計算出該路口的剩餘容量不足。運輸署稍後會與路政署及香港警務處安排試路，以確定該路口是否有足夠容量，隨後再檢討工程設計。

99. 委員的意見綜合如下：

- 早年翠琳路因發生嚴重交通意外，便由雙線雙程行車改為雙線單程行車。如現時改回雙線雙程行車，擔心會再有交通意外發生。故建議先於翠琳路近九龍方向擴建一條行車線。
- 現時車輛由九龍方向經寶琳路往澳頭村需繞經一段頗長的路段，而且澳頭村欠缺公共交通服務，居民只能靠的士及私家車出入，故要求盡快恢復翠琳路雙線雙程行車，有關擴建行車線的建議可再逐步推行。如擔心會導致交通擠塞，可考慮其他方案，例如於翠琳路近寶琳北路擴建行車線，以疏導車輛沿寶琳北路往來九龍市區。但有委員表示駕駛人士傾向經寶琳路往來九龍市區，因該路徑的交通燈號較少。
- 相信將軍澳－藍田隧道通車後將有助紓緩寶琳北路一帶的交通擠塞情況，期望運輸署現階段能設計一個更妥善的方案。
- 現時由翠琳路駛出的車輛可左轉、直去或右轉。當落實有關方案後，翠琳路只剩餘一條線駛出，車流量必然會受影響。如日後出現嚴重擠塞的情況，便有需要改善該路口。建議考慮開闢翠琳路近寶琳路兩旁的山坡，以擴闊翠琳路。此外，由安達臣道交界起的一段寶琳路亦應擴闊至雙線。
- 因應寶琳北路及馬游塘一帶的路面擴闊工程，以及附近的房屋發展規劃，建議去信運輸及房屋局以表達委員會對該處的交通及道路網絡的關注。

100.主席表示，委員會已於上次會議同意有關設計，查詢工程何時才能開展。

101.運輸署胡廣明先生回應，運輸署已備悉委員的意見，並會設計及推行可行的改善方案，以確保交通情況不會受太大影響。運輸署將於 4 月在翠琳路與寶琳路路口進行測試，預計 5 月會有結果，運輸署會視乎測試結果決定如何推行有關方案。如測試結果不理想，運輸署或需更改設計圖則，初步建議在翠琳路近九龍的山坡開闢一條約 30 至 40 米的行車線。運輸署需時研究有關建議，亦期望能盡快落實有關方案。但如工程規模變得更大時，

或會令建議遲遲未能落實。

102.主席認為，現階段可先落實運輸署提交的方案，日後如有問題時，才再要求運輸署跟進。主席表示保留上述議題。

(4)要求於影業路加設行人過路設施，保障路人安全
要求運輸署正視訴求，盡快擴闊影業路(集福路至寶寧路之間一段)，並在該處設置紅綠燈
(上次會議記錄第 136 至 139 段)

103.路政署吳建鋒先生就影業路(集福路至寶寧路之間一段)北行線的工程報告，現時路面已鑿開，電力公司正遷移地底設施，需時約兩個月，其後工程會繼續進行，預計整項工程於 2018 年第三季完成。

104.主席表示保留上述議題。

(5)要求改善清水灣道及新清水灣道的交通擠塞問題
要求運輸署關注新舊清水灣道塞車嚴重，擴建道路及興建天橋解決問題
要求研究於銀線灣道迴旋處附近開設單程線(往西貢及九龍方向)，紓緩迴旋處的交通壓力，並達至分流作用
(上次會議記錄第 140 至 152 及 162 至 165 段)
(SKDC(TTC)文件第 51/18 號)

105.委員備悉運輸署的書面回覆。

106.委員的意見綜合如下：

- 查詢有關搬遷銀影路巴士站的建議的進度。
- 現時於清水灣道所作的措施只屬小修小補，單靠擴闊銀線灣迴旋處不能解決問題，要求於大埔仔段擴闊馬路及興建天橋。

107.運輸署朱卓敬先生回應，搬遷銀影路巴士站的建議雖有助改善交通擠塞的情況，但運輸署亦關注改動對乘客的影響，正準備就此新安排諮詢地區人士及居民的意見。

108.路政署區域工程師／西貢謝良有先生報告，清水灣道近銀線灣迴旋處擴闊工程正在進行，遷移及更改地底設施工作接近完成，隨後路政署會進行街燈及路面工程，預計能如期於 2018 年年底完工。

109.運輸署工程師／西貢羅維嘉女士報告，運輸署已於 2017 年 10 月在清水

灣道近銀線灣迴旋處收集交通數據，結果顯示該迴旋處的容車量仍然足夠。此外，針對將軍澳房屋發展計劃，預計影業路(往清水灣道方向)將擴闊為雙線，屆時該迴旋處的容量將會提高。因此，運輸署現階段未有計劃於銀線灣道迴旋處近影業路及清水灣道之間開設單程線。然而，運輸署會繼續監察該迴旋處的交通情況。

110.委員的意見綜合如下：

- 擴闊影業路後的確能疏導南行的車輛流量，但當各項新發展落成後，車輛流量亦會增加，擔心會增加意外發生的風險。
- 現時清水灣道近銀線灣迴旋處的劃線不清晰，經常出現車輛爭線的情況。為避免意外發生，要求於影業路及清水灣道之間開設單程線，讓駕駛人士可由將軍澳沿影業路通往清水灣道前往大埔仔方向，而不需駛入上述迴旋處。即使不能落實此建議，亦期望運輸署檢討有關情況，並制訂改善方案。

111.運輸署羅維嘉女士回應，現時清水灣道大埔仔段近銀線灣迴旋處正進行改善工程，該處的迴旋處入口將增至兩線，令車輛較容易駛入迴旋處。另外，若影業路擴闊方案落實，來自影業路車輛亦會較容易駛入上述迴旋處。而當清水灣道及影業路入口增至兩線後，更多車輛使用迴旋處的內圈時，迴旋處的操作將會更暢順。至於影業路及清水灣道之間開設單程專線的建議，由於該段清水灣道的闊度有限，故未能考慮有關建議。

112. 主席表示保留「要求研究於銀線灣道迴旋處附近開設單程線(往西貢及九龍方向)，紓緩迴旋處的交通壓力，並達至分流作用」的議題，並在委員同意下，刪除其餘兩項議題。

(6)要求政府興建行人接駁系統，包括行人天橋、有蓋行人通道、升降機和扶手電梯連接康盛花園、景明苑及翠林邨至寶琳區
要求政府 18 區增加資源，加快上坡工程，興建康盛花園至寶康路行人路上蓋及自動扶梯連接系統工程，並提供工程時間表
(上次會議記錄第 153 至 156 段)

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119.委員備悉平等機會委員會的書面回覆。

120.委員的意見綜合如下：

- 查詢有關路段的車速限制檢討的進度。
- 駛經題述路段的車輛速度甚高，增加行人(特別是長者)橫過馬路時的危險。查詢白石窩一帶的超速數字，並建議於沿路增設減速指示牌、安裝偵速攝錄機、加設斑馬線、在路面鋪設防滑鋼沙、劃上黃色橫條標記或設置減速墜。
- 要求興建行人天橋的建議遭運輸署以行人流量低的原因否決，但礙於該路段過路危險及在未有行人天橋的情況下，人流必然不高。事實上，題述路段一帶有多個屋苑及屋村，認為不應在有交通意外發生後才考慮興

建行人天橋。

- 白石窩村位於低窪地區，要求興建升降機連接白石窩村及清水灣道。
- 要求於白石窩村興建斜道的建議雖獲西貢民政事務處同意，但卻被土木工程拓展署拒絕。建議邀請土木工程拓展署派員列席委員會會議，並回應拒絕落實有關建議的原因。

121.運輸署羅維嘉女士的回應綜合如下：

- 運輸署理解委員關注相關路段的車速限制對行人過路安全的影響，會盡快安排進行車速限制檢討。運輸署亦已派員於現場檢測車輛的車速，稍後會向內部提交報告，預計於 2018 年年中有車速限制檢討結果。如檢討結果認為應維持現有車速限制，運輸署會考慮研究其他改善方案，例如加設交通燈。
- 在檢討車速限制時，運輸署會考慮大多數小型車輛採用的車速、地形、行人過路設施等因素。
- 興建天橋涉及公帑的運用，必須考慮人流因素。運輸署早前已收集數據，發現題述路段的行人流量偏低，而且橫過單一道路的天橋似乎不比路面過路設施受歡迎，現時題述路段亦已有行人過路設施，因此運輸署現時未有計劃興建行人天橋。
- 有關加設偵速攝錄機的建議，運輸署需考慮該路段是否符合安裝準則。
- 現時相關路段沿路已設有「慢駛」道路標記及「前面有行人在行車道上」的路牌。
- 一般而言，運輸署在特殊情況下才會考慮於道路劃上黃色橫條標記及設置減速壆。當車輛駛過有關設施，會發出噪音造成滋擾，亦會令車輛震動及駕駛人士不舒適，故此，相關建議必須小心考慮。

122.西貢民政事務助理專員(2)朱志豪先生回應，白石窩村的地理位置較清水灣道低，現時市民需使用現有樓梯往返白石窩村及清水灣道。西貢民政事務處年前收到地區意見，建議將有關樓梯改為斜道，但由於毗鄰的斜坡相當陡峭，即使興建「之」字形斜道亦不可行，故暫未能於該處提供無障礙通道。

123.香港警務處將軍澳區交通隊主管朱志偉先生回應，警方已於白石窩一帶進行多次雷射槍偵速行動，並會繼續於該處執行反超速行動。他續表示會於會後提供委員要求的數據。

124.由於運輸署已表示未有計劃興建行人天橋，主席建議將議題改稱為「要求在清水灣道井欄樹白石窩村及新村之路段改善居民安全橫過馬路及改善

居民生活問題」。

125.在委員沒有反對下，主席宣布保留上述議題，並改稱為「要求在清水灣道井欄樹白石窩村及新村之路段改善居民安全橫過馬路及改善居民生活問題」，亦期望運輸署繼續就相關路段的車速限制進行檢討及檢視如何改善行人過路的安全問題。

【香港警務處會後補註：根據警方數字，2017 全年，在白石窩一帶，共進行 22 次打擊超速行動，行動中共發出 440 張檢控超速告票。】

(9)要求運輸署於寶琳北路近翠林邨旁山坡鋪設行人路
(上次會議記錄第 166 至 169 段)

126.運輸署胡廣明先生報告，運輸署會於 5 至 6 月與路政署視察並檢討寶琳北路有關路段的防撞欄杆，屆時會一併考慮題述建議。

127.委員的意見綜合如下：

- 現時有不少市民於有關路段步行上下山，認為有需要鋪設行人路。
- 不反對有關建議，但現時專線小巴第 12、105 號線的乘客於翠林邨站點下車後，經常違法橫過馬路，擔心題述行人路落成後會令情況惡化，故要求運輸署留意有關情況。

128.主席表示有關工程造價約為 100 萬元，請運輸署盡快跟進。

129.運輸署胡廣明先生回應，上述工程造價只屬行人路工程的初步估算，當中並不包括防撞欄杆的工程，運輸署會盡快跟進有關建議。

130.主席表示保留上述議題。

(10)要求於廣明苑尚德邨附近增設電單車停泊位
要求運輸署及地政署在將軍澳 85 區、康城峻瀅附近積極覓地，增加私家車咪錶及車位數量，以應付明年初政府收回咪錶用地作數據中心發展，以及多年內供不應求的情況
要求採取有效措施增加泊車位供應，紓緩泊車位短缺問題
(上次會議記錄第 170 至 176 段)
(SKDC(TTC)文件第 53/18 及 54/18 號)

131.委員備悉運輸署的書面回覆。

132.委員的意見綜合如下：

- 根據運輸署的回覆，日出康城零售商場的發展將提供約 300 個車位，但有關車位預計於兩年多後才落成，而日出康城的住宅項目亦正陸續入伙，未能應付需求。
- 有關部門正計劃把環保大道／環澳路交界的空地轉作短期租約停車場，但同時，現時位於環澳路的臨時停車場將會被收回以供將軍澳－藍田隧道／跨灣連接路工程之用，而前者的面積較後者小約一半，導致車位進一步減少。
- 要求政府增設咪錶泊車位，以填補因收回咪錶用地作數據中心發展所牽涉的數十餘個咪錶泊車位。

133.運輸署工程師／行人區改善計劃馬志雄先生回應，因土木工程拓展署工程的需要，現時環澳路臨時停車場的用地將被收回，該處的面積約為 10000 平方公尺。土木工程拓展署、地政總署及運輸署已積極覓地，以填補泊位需要，並已於環保大道附近物色了一幅土地(編號 SX4811)，該處的面積約為 5500 平方公尺。現時環澳路臨時停車場的使用率約有六至七成，雖然新臨時停車場面積較小，但連同峻瀅 II 提供的 21 個私家車及 26 個貨車公眾泊位，相信仍有泊車空間。運輸署亦已向土木工程拓展署及地政總署反映，期望在新臨時停車場開放後，才收回環澳路臨時停車場用地，以減低對現有使用者的影響，但如新舊臨時停車場最終未能達至無縫交接，還望各方體諒。事實上，運輸署已依據《香港規劃標準與準則》要求發展商於他們的發展項目提供住戶所需的泊車位，更要求發展商額外設置適量的公眾泊位。例如，於 2019 年落成的藍塘傲將提供約 50 個私家車及 10 個電單車公眾泊位，將軍澳南及日出康城亦將分別設置約 800 及 300 個私家車泊車位。長遠而言，將軍澳南的泊車位是足夠的。

134.委員的意見綜合如下：

- 現時日出康城一帶的違例泊車問題已十分嚴重，經常有車輛違泊於巴士站，並阻塞主要交通幹道，對道路使用者構成危險，亦反映車位十分不足。相信當日後因政府收回咪錶用地而導致泊車位被削減時，情況會愈趨惡化，故建議去信運輸署署長要求跟進。
- 期望有關工程在收地時能就時間上稍作配合，避免出現泊車位斷層的情況。
- 在早前實地視察觀察所見，唐賢街與唐明街路口適合增設電單車泊位，只需更改現有花槽結構或遷移一至兩棵樹木便可，詢問有關建議技術上是否可行。

- 有關唐明街近往尚德商場行人天橋底空地增設電單車泊位的建議，請運輸署提供相關時間表。
- 查詢運輸署提及藍塘傲將提供的電單車泊位屬於公眾或是私人泊位及其具體位置。
- 將軍澳南海濱長廊洗手間附近經常有電單車違泊，反映市民對電單車泊位的需求殷切。
- 不少電單車長期停泊於將軍澳循道衛理小學旁的怡明徑上，部分駕駛人士更由至善街直接駛入怡明徑。由於該處為行人路，此舉會對行人構成危險。要求警方及運輸署正視並改善電單車違泊於行人路的問題。建議在尚德邨、海濱長廊、至善街、唐賢街一帶等地方增設電單車泊位。
- 將軍澳南有不少空置的單車泊位，要求運輸署因應人口發展，研究將有關泊位改為電單車泊位。
- 現時部分地區如環保區，泊車位與住宅數目的比例只有約 1:7。將軍澳南的人口正不斷增加，即使未來將有更多車位落成，亦難以符合 1:5 的標準比例。
- 不滿將港鐵康城站 A 出口附近用地作擺放貨櫃之用，認為可以將有關土地轉為泊車之用。

135.運輸署馬志雄先生的回應綜合如下：

- 根據相關條款，有關發展商須於藍塘傲額外設置供公眾使用的泊車位。一般而言，運輸署會要求發展商在不影響其新發展項目的情況下，額外設置供公眾使用的泊車位。
- 根據觀察，區內仍有空置電單車泊位，反映駕駛人士並非完全因為車位不足而違例泊車。
- 運輸署已積極覓地設置電單車泊位，近月亦已透過西貢民政事務處就於多個地方加設電單車泊位進行諮詢。
- 運輸署可以研究將單車泊位改為電單車泊位的可行性，但同時也要平衡區內對單車泊位的需求。
- 有關土地用途及工程進度等查詢並不屬於運輸署管轄範圍，故未能就相關意見在會上作出回應。

136.運輸署胡廣明先生回應，運輸署正就區內的電單車泊位進行檢討，並計劃於寶林增設電單車泊位。此外，運輸署正就若干增設泊車位的計劃進行準備工作，期望可於短期內將方案傳閱予有關部門作諮詢。有關於唐明街與唐賢街路口增設電單車泊位的建議，由於未能在不影響現有行人過路設施的情況下，於該處興建一條引道讓電單車駛入停泊處，故運輸署認為有關建議並不可行。此外，由於唐明街近往尚德商場行人天橋底空地設有花

槽，運輸署正與路政署研究如何設計電單車引道，以及可能需要重新鋪設花槽。

137.主席表示保留上述議題，並會去信運輸署要求於將軍澳 85 區及康城、峻瀅附近增設咪錶泊車位，以應付政府在將軍澳 85 區收回咪錶用地作數據中心發展後所引致的車位不足情況。

(11) 要求擴闊西貢菠蘿輋路太平村至西貢公路之間，以改善交通擠塞問題
(上次會議記錄第 177 至 180 段)

138.路政署謝良有先生報告，路政署已進行土地測量及收集有關數據，現時正進行策劃及研究，預計於今年年中匯報結果。

139.有委員要求相關部門在有研究結果時，安排與各村代表會面。

140.主席表示保留上述議題。

(12) 要求運輸署重新安裝翠林路與寶林北路交界之左轉燈號，增加車輛流量，減少道路阻塞的機會
(上次會議記錄第 184 至 186 段)

141.在委員同意下，主席表示刪除上述議題。

(13) 要求重開及優化寶琳南路與寶康路之道路，以方便市民往將軍澳風物資料館及方便茅湖仔村民來往將軍澳市區
(上次會議記錄第 190 至 196 段)
(SKDC(TTC)文件第 55/18 號)

142.委員備悉地政總署的書面回覆。

143.西貢民政事務處朱志豪先生報告，現時題述道路為開放的道路，行人可自由出入該道路。西貢民政事務處會運用小型工程定期合約，於該道路進行剪草及清理工作，以優化其現狀。

144.有委員表示，根據地政總署的書面回覆，靈實路位於私人地段內。請地政總署進一步說明該道路的通行權及其性質。

145.主席表示保留上述議題，並請秘書處向地政總署跟進有關靈實路的查詢。

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(3)要求重新檢視環保大道車速限制，儘快重鋪路面，並研究其他方案打擊重型車超速超載
(上次會議記錄第 215 至 222 段)
(SKDC(TTC)文件第 60/18 號)

164.委員備悉運輸署的書面回覆。

165.委員的意見綜合如下：

- 環保大道路面凹凸不平，要求盡快全面重鋪路面，並查詢重鋪環保大道路面的工程將於何時展開，以及是否於凌晨時分進行。
- 不少車輛於環保大道與石角路十字路口超速、衝燈及違法調頭，該處亦經常發生交通意外，促請運輸署於該處安裝偵速攝錄機。
- 根據運輸署的書面回覆，蓬萊路以北及以南的一段環保大道的車速限制分別為每小時 50 公里及 70 公里。但注意到警方的打擊超速行動多於蓬萊路對面進行，認為作用不大。事實上，蓬萊路以南多為下斜路段，而環保大道亦經常發生交通意外，加上重型車輛數目隨着沿路的發展而不斷增加，故建議降低車速限制。

166.香港警務處朱志偉先生回應，警方已就偵查超速行動的位置及安全守則等制定指引。至於有關環保大道與石角路交界的衝紅燈問題，警方會加強巡邏及執行反衝紅燈行動。

167.運輸署馬志雄先生回應，有關於環保大道與石角路十字路口安裝偵速攝錄機的建議，運輸署最近已進行檢討並翻查過去三年的紀錄，發現並沒有因超速而引致的交通意外紀錄。運輸署須確保公帑運用得宜，在沒有數據支持下，運輸署暫未能於上址加裝偵速攝錄機。現時環保大道北行近百勝角及南行近康城路已設有偵速攝錄機。儘管如此，運輸署會與警方保持密切聯繫，並檢討是否有措施改善有關情況，例如反超速及反衝紅燈行動。運輸署已備悉委員的意見，亦會繼續監察環保大道的交通狀況。

168.路政署吳建鋒先生回應，有關重鋪環保大道路面的工程，相關的臨時交通安排已獲得運輸署及香港警務處交通部的同意。路政署已向環保署申請建築噪音許可證，期望能盡快獲得審批並落實工程。有關工程預計於 2018 年 6 月展開，預期會於凌晨時分進行。

169.委員的意見綜合如下：

- 如計劃於暑假期間的凌晨時分進行重鋪環保大道路面的工程，要求路政署提早通知委員並提供相關資料。
- 環保大道是通往堆填區的主要道路，每日有數以千架泥頭車和垃圾車等重型車輛經過，路面既殘破又顛簸，過往有關方面曾使用吸音物料鋪設路面但該類物料較容易損耗，故查詢是次工程所使用的物料，並建議使用更耐用的物料鋪設路面。長遠而言，堆填區應永久關閉以解決上述情況。
- 鑑於運輸署指因過往幾年沒有因超速而引致的交通意外紀錄而未能落實建議，要求警方提供交通意外數據以供分析。
- 請警方說明有關超速及衝燈執法行動的指引。
- 環保大道不時有車輛超速，亦曾發生交通意外，但沒有因超速而引致的交通意外，對有關建議因此而不獲考慮感到無奈。
- 交通意外發生時，相關人士普遍會被控以不小心駕駛或魯莽駕駛等較嚴重的罪行，而非超速駕駛，故在交通意外紀錄中，難以發現交通意外的成因為超速。

170.運輸署馬志雄先生回應，環保大道全長 4.2 公里，相對而言，交通意外數目不多。運輸署在分析交通意外紀錄時，會檢視每宗個案的成因，若同類型交通意外重複發生而成因相近，運輸署就會制訂針對性的措施去改善有關情況。環保大道與石角路十字路口於過去三年並沒有發生因超速而引致的交通意外，設置偵速攝錄機未必能對症下藥。

171.香港警務處朱志偉先生回應，警方可於會後提供 2017 年環保大道與石角路交界一帶的交通意外數字。

172.主席表示保留上述議題，並要求香港警務處提供相關交通意外數字。

【香港警務處會後補註：根據警方數字，2017 全年，環保大道／石角路交界，共進行 75 次打擊超速行動，行動中共發出 1347 張檢控超速告票。於 2017 全年，環保大道／石角路交界，共有 4 宗交通意外發生。】

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

(二) 建議開辦往來坑口及北區的巴士路線

186.有委員請有關方面備悉，居民期望開辦往來坑口及北區的巴士路線。如有進一步消息，請向委員會匯報。

【運輸署會後補註：本署已備悉有關意見。目前，九巴第 98A(坑口(北) - 牛

頭角站(循環線))、296A 號線(尚德 - 牛頭角站(循環線))及 290 號線系列(荃灣西站-彩明/康城站/將軍澳工業邨)，已為多條來往北區的巴士路線提供轉乘優惠，但本署會密切留意需求，有需要時會與巴士公司檢討加強服務。】

[redacted]

[redacted]

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(四) 建議將九巴第 95M 號線延伸至九龍灣商貿區

190.有委員表示，九巴第 93K 號線將不會全日改經九龍灣商貿區，故建議考慮將第 95M 號線延伸至九龍灣商貿區(特別是企業廣場一帶)。

191.運輸署朱卓敬先生回應，運輸署一直關注第 93K 號線所服務的乘客(特別是康盛、翠林、寶林一帶)，讓他們能享有更方便往來九龍灣商貿區的交通服務。有關第 93K 號線改經九龍灣商貿區的建議，已於 2017-2018 年度西貢區巴士路線計劃中落實，該線將於局部時段改經九龍灣商貿區。因應地區人士擔心觀塘、牛頭角、牛頭角下邨一帶的乘客會受上述改道影響的意見，運輸署正與巴士公司研究有何方案能照顧受影響的乘客，包括檢視在第 93K 號線改經九龍灣商貿區的時段，能否向受影響的乘客提供其他替補公共交通服務。

(五) 紀律委員會成員

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

XIII.下次會議日期

196.主席表示，二〇一八年第三次會議定於 2018 年 5 月 24 日(星期四)上午 9 時 30 分舉行。

XIV.會議結束時間

197.會議於下午 3 時 15 分結束。

西貢區議會
交通及運輸委員會
二〇一八年五月

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界沙田上禾輋路一號
沙田政府合署四樓
沙田區議會
何厚祥主席, SBS, MH

何主席：

邀請沙田區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉沙田區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請沙田區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由沙田區議會曾經討論涉及專營巴士的交

[1] 委員會得悉於2012年至2018年2月期間，沙田區曾發生三宗涉及專營巴士並引致他人死亡的交通意外，包括：
(i) 在2015年4月4日，於沙安街（近烏溪沙巴士總站）發生的交通意外；
(ii)在2015年6月8日，於恆康街（近耀安巴士總站）發生的交通意外；及
(iii)在2015年12月9日，於大埔公路（近六合村）發生的交通意外。

通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝）

香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

Re: 邀請沙田區議會向香港專營巴士服務獨立檢討委員會提供書面意見

24.05.2018 18:26

From: Roy HY LEUNG/HAD/HKSARG@HAD
To: Secretariat/IRC-BUS/HKSARG@CSO,
Cc: Simon TP WONG/HAD/HKSARG@HAD, Derek CK YUEN/HAD/HKSARG@HAD

Dear Sir,

I refer to your letter dated 4 May 2018 to Sha Tin District Council on the subject issue.

A reply letter from the Chairman of Traffic and Transport Committee (TTC) is attached.

Letter dd 24.5.2018 to IRC-BUS.pdf

The relevant extracts of meeting papers and minutes in previous TTC meetings are attached for your reference, please.

1	（附件1A）文件TT26_2012.pdf	楊祥利先生提問：亞公角街交通意外（附件1A）
	（附件1B）會議記錄TT3_2012(節錄).pdf	二零一二年度第三次會議記錄（附件1B）
2	（附件2A）文件TT36_2012.pdf	楊倩紅女士提問：巴士安全帶（附件2A）
	（附件2B）會議記錄TT4_2012(節錄).pdf	二零一二年度第四次會議記錄（附件2B）
3	（附件3A）文件TT05_2013.pdf	楊倩紅女士提問：巴士司機工作時數及體檢機制（附件3A）

	（附件3B）會議記錄TT1_2013(節錄).pdf	二零一三年度第一次會議記錄（附件3B）
4	（附件4A）文件TT20_2015.pdf	容溟舟先生提問：沙田區專營巴士在法例下的監管（附件4A）
	（附件4B）會議記錄TT2_2015(節錄).pdf	二零一五年度第二次擴大會議記錄（附件4B）
5	（附件5A）文件TT09_2016.pdf	李世鴻先生提問：九巴巴士安全及大圍交通運輸交匯處天花剝落事件跟進（附件5A）
	（附件5B）會議記錄TT4_2016(節錄).pdf	二零一六年度第三次會議記錄（附件5B）
6	（附件6A）文件TT23_2017.pdf	招文亮先生提問：有關681線巴士發生致命車禍（附件6A）
	（附件6B）會議記錄TT3_2017(節錄).pdf	二零一七年度第三次會議記錄（附件6B）
7	（附件7A）文件TT19_2018.pdf	姚嘉俊先生提問：關注2月10日大埔公路九巴翻側嚴重車禍（附件7A）
	（附件7B）會議記錄TT2_2018(節錄).pdf	二零一八年度第二次會議記錄（附件7B）
	（附件7C）文件TT27_2018(節錄).pdf	政府部門及有關機構就上次會議所議事項的回覆（附件7C）

For any questions, please contact me. Thank you.

Regards,

Roy LEUNG

EO(DC)4/STDO
Tel.: 2158 5309
Fax: 2681 3892

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

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RE: Inviting the Sha Tin District Council to Provide a Written Opinion to the Independent Discussion Committee for Hong Kong Chartered Bus Services

May 24, 2018 6:26 p.m.

From: Roy HY Leung/HAD/HKSARG@HAD
To: Secretariat/IRC-BUS/HKSARG@CSO,
CC: Simon TP Wong/HAD/HKSARG@HAD, Derek CK YUEN/HAD/HKSARG@HAD

Dear Sir,

I refer to your letter dated 4 May 2018 to Sha Tin District Council on the subject issue.

A reply letter from the Chairman of Traffic and Transport Committee (TTC) is attached.

Letter dd 24.5.2018 to IRC-BUS.pdf

The relevant extracts of meeting papers and minutes in previous TTC meetings are attached for your reference, please.

1	(Exhibit 1A) Document TT26_2012.pdf	Questions from Mr. YANG Cheung-lei: Traffic accident on A Kung Kok Street (Exhibit 1A)
	(Exhibit 1B) Meeting minutes TT3_2012 (extract).pdf	Minutes of third meeting of 2012 (Exhibit 1B)
2	(Exhibit 2A) Document TT36_2012.pdf	Questions from Ms. YANG Sin-hung: bus safety belts (Exhibit 2A)
	(Exhibit 2B) Meeting minutes TT4_2012 (extract).pdf	Minutes of the fourth meeting of 2012 (Exhibit 2B)
3	(Exhibit 3A) Document TT05_2013.pdf	Questions from Ms. YANG Sin-hung: bus driver work hours and physical check system (Exhibit 3A)

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	(Exhibit 3B) Meeting minutes TT1_2013 (extract).pdf	Minutes of first meeting of 2013 (Exhibit 3B)
4	(Exhibit 4A) Document TT20_2015.pdf	Questions from Mr. YUNG Ming-chau: Supervision of Sha Tin District Chartered Buses under the Ordinance (Exhibit 4A)
	(Exhibit 4B) Meeting minutes TT2_2015 (extract).pdf	Minutes of the second expanded meeting of 2015 (Exhibit 4B)
5	(Exhibit 5A) Document TT09_2016.pdf	Questions from Mr. LI Sai-hung: safety of KMB and Tai Wai Traffic Transport Hub ceiling collapse incident follow-up (Exhibit 5A)
	(Exhibit 5B) Meeting minutes TT4_2016 (extract).pdf	Minutes of the third meeting of 2016 (Exhibit 5B)
6	(Exhibit 6A) Document TT23_2017.pdf	Questions from Mr. CHIU Man-leung: regarding Line 681 bus fatal accident (Exhibit 6A)
	(Exhibit 6B) Meeting minutes TT3_2017 (extract).pdf	Minutes of the third meeting of 2017 (Exhibit 6B)
7	(Exhibit 7A) Document TT19_2018.pdf	Questions from Mr. YIU Ka-chun: concerning the serious KMB bus flipping over to the side accident on Taipo Highway on February 10 (Exhibit 7A)
	(Exhibit 7B) Meeting minutes TT2_2018 (extract).pdf	Minutes of the second meeting of 2018 (Exhibit 7B)
	(Exhibit 7C) Document TT27_2018 (extract).pdf	Government department and relevant authorities response to matters discussed during the last meeting (Exhibit 7C)

For any questions, please contact me. Thank you.

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Regards,

Roy LEUNG

EO(DC) 4/STDO
Tel.: 2158 5309
Fax: 2681 3892

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沙田區議會
新界沙田上禾輋路一號沙田政府合署四樓
電話 (Tel): 2158 5311 傳真 (Fax): 2681 3892

SHA TIN DISTRICT COUNCIL
4th Floor, Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin, N.T.

本處檔號：STDC 13/5/45/1

致香港專營巴士服務獨立檢討委員會主席

倫明高法官鈞鑒：

有關邀請沙田區議會向香港專營巴士服務獨立檢討委員會提供書面意見事宜

香港專營巴士服務獨立檢討委員會於二零一八年五月四日致函邀請沙田區議會就有關專營巴士的運作及管理模式提供意見，和提交於二零一二年至二零一八年二月期間發生並由沙田區議會曾經討論涉及專營巴士交通意外的會議文件，有關文件和意見須於五月二十四日或之前提交。有見及此，沙田區議會交通及運輸委員會(下稱“交運會”)於五月二十一日召開特別會議討論有關事宜。

會議上，委員普遍對 貴委員會未能派代表出席交運會，以致委員未能就有關議題作出更深入討論，以及收集意見的時間過於倉促等安排表示遺憾。為確保交運會的意見能在限期前遞交 貴委員會考慮，委員會已請沙田區議會秘書處(下稱“秘書處”)將特別會議的錄音上載到沙田區議會網頁，網址如下：http://www.districtcouncils.gov.hk/st/tc_chi/meetings/committees/dc_committees_meetings_audio.php?meeting_id=15228。 如 貴委員會就是次交運會會議撰寫錄音謄本，有委員希望 貴委員會可以提供有關謄本予委員參考。另外，亦有委員希望 貴委員會能邀請交運會委員出席聽證會，交流意見。

隨函付上交運會曾經討論涉及專營巴士交通意外的會議文件。至於特別會議的會議紀錄，一般而言，會議紀錄須在下一次於六月二十八日的會議上獲得通過。同時，委員會已請秘書處就委員於特別會議上提出的問題，包括就過去曾討論有關

專營巴士運作的文件，向有關部門和機構索取補充資料，隨後會連同已獲通過的會議紀錄一併提交予　貴委員會考慮和參考。

如有查詢，請致電 2158 5309 與交運會秘書梁浩賢先生聯絡。

沙田區議會交通及運輸
委員會主席
李世榮

二零一八年五月二十四日

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SHA TIN DISTRICT COUNCIL
4th Floor, Sha Tin Government Offices,
1 Sheung Wo Che Road, Sha Tin, N.T.

File number: STDC 13/5/45/1

Recipient: the Chairman of the Independent Discussion Committee for Hong Kong Chartered Bus Services

Salutation: Judge Michael Lunn

Regarding the Matter of Inviting the Sha Tin District Council to Provide a Written Opinion to the Independent Discussion Committee for Hong Kong Chartered Bus Services

On May 4, 2018, the Independent Discussion Committee for Hong Kong Chartered Bus Services issued a letter inviting the Sha Tin District Council to provide opinions on the operation and management model of chartered bus services and to provide meeting documents in regards to traffic accidents (involving chartered buses and taking place between 2012 and February 2018) that have been discussed by the Sha Tin District Council. The relevant documents and opinion should be submitted by May 24. Based on this, the Traffic and Transportation Committee of the Sha Tin District Council (hereinafter the "Traffic Committee") convened a special meeting to discuss such matters on May 21.

During the meeting, the council members often expressed regret over the fact that you (the Independent Discussion Commission) did not appoint a representative to attend the Traffic Committee [meeting] so that the committee members may engage in a deeper discussion of the relevant matters as well as the short time period allowed for collecting the opinion. In order to ensure that the opinion of the Traffic Committee may be submitted for your consideration within the time limit, the committee members invited the secretary office of the Sha Tin District Council (hereafter the "Secretary Office") to upload the recording of the special meeting on to the webpage of the Sha Tin District Council. The URL is: http://www.districtcouncils.gov.hk/st/tc_chi/meetings/committees/dc_committees_meetings_audio.php?meeting_id=15228. If you will render a transcript of this Traffic Committee meeting, some committee members would like you to share the transcript with the committee members. Moreover, some committee members would like you to invite members of the Traffic Committee to the hearing to exchange views.

Attached to this letter are the meeting documents regarding traffic accidents (involving chartered buses) that have been discussed by the Traffic Committee. In regards to the meeting minutes of special meetings, typically, the meeting minutes must be passed/adopted during the next meeting (June 28). At the same time, the committee has asked the secretary's office to request supplementary information from the competent authorities and organs in regard to the issues raised by the committee members during the special meeting including documents on past discussions of chartered buses. Afterwards, we will submit these together with the passed/adopted meeting minutes to you for consideration and reference.

If you have any questions, please call 215 9 to contact the secretary of the Traffic Committee Mr. LEUNG Ho-Yin.

[signature:] LI Sai-wing

Chairman, Traffic & Transport Committee, Sha Tin District Council

LI Sai-wing

May 24, 2018

二零一二年五月八日　　文件TT 26/2012
討論文件

沙田區議會
交通及運輸委員會

楊祥利先生的提問

亞公角街是馬鞍山最主要的對外道路。這條來回行車線既窄且長，是馬鞍山九成以上巴士線及小巴線的必經之路，行經的巴士線超過30條。亞公角街一旦發生交通意外，造成嚴重擠塞，便會使馬鞍山對外的巴士服務延誤甚至癱瘓，影響馬鞍山20萬居民的生計。

亞公角街近年經常發生嚴重交通意外，在去年九月至今年四月的短短八個月間，已經發生了三宗駭人聽聞的嚴重交通意外，造成多人傷亡。

本人收到多名居民投訴，指該段路時常有車輛超速行駛及越線“扒頭”，專線小巴的超速情況尤爲嚴重，本人亦曾親眼目睹車輛越線行走。爲此，本人有以下提問：

(a) 最近五年在亞公角街發生的交通意外及傷亡數字爲何？

(b) 警方過去五年在亞公角街對違例車輛作出檢控的數字爲何？

(c) 警方有何方案可徹底解決車輛超速及危險駕駛的問題？

(d) 運輸署對上述問題有何短期及長遠的解決方案？

(e) 警方及運輸署會否將亞公角街列爲交通黑點？

香港警務處的回覆

提問(a)：

最近五年在亞公角街發生的交通意外及傷亡數字如下：

年份	2007	2008	2009	2010	2011
致命	—	—	—	—	1
有人受傷	8	11	15	12	18
財物損毀	3	4	4	10	2
總數	**11**	**15**	**19**	**22**	**21**

提問(b)：

警方過去五年在亞公角街對違例車輛作出檢控的數字如下：

年份	2010	2011
檢控數字	59	37

提問(c)：

新界南交通部道路安全組不定時與巴士公司司機舉辦交通安全講座，亦於亞公角街一帶向行人及騎單車人士推廣道路安全意識。新界南交通部執行及管制組人員一直在上址一帶執行觀察、巡邏及偵速任務，包括使用雷射槍及隱型戰車，同時本部人員會繼續留意及作出積極行動對付車輛違例情況。

運輸署的回覆

提問(d)：

亞公角街現時爲一條時速限制每小時 50 公里的雙線雙程的道路，該路段雖有微彎，但沒有障礙物阻礙駕駛者視

線，道路設計符合現有的道路設計標準。在沙田醫院前已設有巴士避車處，現時此路段已設有交通燈號控制的行人過路處，方便行人橫過馬路。在行人過路處前亦已設有“慢駛”的交通標記及“前面有交通燈”的交通標誌，提示駕駛人士慢駛及小心行人。

就有車輛在此路段越線“爬頭”的情況，運輸署現正考慮加強此路段的交通管制，在沙田醫院前的一段的亞公角街加設雙白線，以防止車輛在此路段越線“爬頭”。

就本年四月十六日的交通意外，運輸署已提醒巴士公司必須加強車長的培訓，並提醒車長需注意行車安全及留意路面交通情況，保持正確及安全的駕駛態度，以保障乘客及其他道路使用者的安全。另外，運輸署現正研究延長沙田醫院前的巴士避車處的可行性，以改善巴士在繁忙時段排隊入站的情況。

警方現仍在調查意外成因，如有需要，運輸署會因應調查結果作出進一步的改善。

提問(e)：

根據直至二零一一年第四季的交通意外及傷亡數字的統計數據，亞公角街並未列爲交通黑點。

沙田區議會秘書處
STDC 13/70/45

二零一二年五月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

May 8, 2012
26/2012

Document TT

For discussion

Sha Tin District Council

Traffic & Transportation Committee

Questions from Mr. YEUNG Cheung-li:

A Kung Kok Street is Ma On Shan's main route to and from the outside. This route for vehicles is narrow and long. It is a road that must be taken for over 90% of bus and van routes to and from Ma On Shan. Over 30 bus routes go through this street. If there is any accident on A Kung Kok Street, it will result in severe traffic congestion and all bus services to and from Ma On Shan will be delayed or paralyzed, thereby affecting the livelihoods of Ma On Shan's 200,000 people.

Many serious traffic accidents have taken place in recent years on A Kung Kok Street. During the eight months from September of last year until April of this year, there have already been three instances of serious traffic accidents, which caused many people's injuries or deaths.

I have received many complaints from residents saying that on this stretch of road, frequently, there are vehicles speeding, crossing lines and "making illegal passes". Public transit vans are particularly prone to speeding. I have also seen with my own eyes vehicles going across lines and "making an illegal pass". Therefore, I have the following questions:

(a) How many deaths and injuries from traffic accidents have there been at A Kung Kok Street during the past five years?

(b) How many traffic stops of ordinance breaching vehicles have police made at A Kung Kok Street during the past five years?

(c) Do the police have any plan that can thoroughly eliminate the speeding and dangerous driving problems?

(d) Does the Transport Department have any short-term or long-term plans to resolve the above-mentioned problems?

(e) Will the police and the Transport Department list A Kung Kok Street as a "traffic accident blackspot"?

Response from the Hong Kong Police Force:

Question (a):
The numbers of deaths and injuries from traffic accidents at A Kung Kok Street during the past five years are as follows:

Year	**2007**	**2008**	**2009**	**2010**	**2011**
Fatality	-	-	-	-	1
Injury	8	11	15	12	18
Property damage	3	4	4	10	2
Total	**11**	**15**	**19**	**22**	**21**

Question (b):
The numbers of traffic stops of ordinance breaching vehicles that police have made at A Kung Kok Street during the past five years are as follows:

Year	**2010**	**2011**
Stopped number	59	37

Question (c):
The Roads and Traffic Division of New Territories South Traffic Authorities host traffic safety lectures from time to time with the drivers of the bus company as well as promote road safety awareness among A Kung Kok Street's pedestrians and cyclists. New Territories South Traffic Authorities enforcement staff have always carried out observation, patrol and speed checking missions in this area, including the use of laser [radar?] guns and unmarked vehicles. At the same time, staff from our department will continue to pay attention to and take proactive actions against situations of vehicles breaching the ordinance.

Response from the Transport Department:

Question (d):
Currently, A Kung Kok Street is a dual two lane road with a speed limit of 50 kilometers per hour. Although there is a slight bend to the road, there is no obstruction to a driver's line of sight.

The design of the road conforms to the present road design standards. There is a bus passing place in front of Shatin Hospital. Presently, the section of road has pedestrian crosswalks controlled by traffic lights to make it convenient for pedestrians to cross the road. In front of the pedestrian crosswalk, there is a "slow down" traffic sign and a "traffic lights ahead" traffic sign to remind drivers to drive slowly and watch for pedestrians.

Regarding the situation where some cars cross the line and "make illegal passes", the Transport Department is now considering whether to enhance the traffic control over this section of road. In other words, to add a double white line to the section of A Kung Kok Street before Shatin Hospital in order to prevent cars from crossing the line and "making illegal passes" in this section of road.

Regarding the traffic accident on April 16, the Transport Department has reminded bus companies to enhance the training of drivers and remind drivers to pay attention to safety and traffic patterns in order to maintain the correct and safe driving attitude and thereby protect the safety of passengers and other users of the road. Moreover, the Transport Department is presently researching the feasibility of extending the bus passing place in front of Shatin Hospital in order to improve the situation where buses queue up to enter the station during busy hours.

The police are still investigating the causes of the accident. If there is a need, the Transport Department will make further improvements depending on the findings of the investigation.

Question (e):

Based on the statistical data of traffic accident deaths and injuries for the fourth quarter of 2011, A Kung Kok Street has not been listed as a "traffic accident blackspot".

Secretary Office, Sha Tin District Council

STDC 13/70/45

May 2012

64. 龐愛蘭女士提出以下臨時動議：

"鑑於使用單車者日益增加，而有關單車泊位、單車徑及安全措施等配套都未盡完善，沙田區議會交通及運輸委員會強烈要求運輸署盡快檢討目前單車相關政策及規劃；增加單車泊位、完善單車徑及教育市民安全意識等，以解決單車及使用者急增所帶來的問題。"

鄧永昌先生和議。

65. 委員以24票贊成一致通過上述臨時動議。

楊祥利先生就亞公角街交通意外作出的提問
(文件 TT 26/2012)

66. 楊祥利先生指出，亞公角街是馬鞍山最主要的對外道路，卻經常發生交通意外，他促請警方在該處加強執法，並檢討街道的設計。

67. 容淏舟先生的意見綜合如下：

(a) 亞公角街的使用率十分高，導致路面凹凸不平，容易引致交通意外。雖然路政署經常維修路面，但效果欠理想。污水廠搬遷後，每天會有20輛重型運泥車行經亞公角街，他對此表示擔憂；

(b) 亞公角街近年發生過多次嚴重交通意外，導致多人傷亡。亞公角街是馬鞍山大部分巴士線的必經之路，早上繁忙時段的巴士載客量十分大，有些乘客甚至要站近車門，一旦發生交通意外，勢必傷亡慘重。他要求運輸署增加89D及89P號線巴士繁忙時段的班次，以分流乘客，從而把意外的傷亡率減低；

(c) 在沙田醫院前面一段亞公角街加設雙白線，對防

止車輛在此路段越線“爬頭”沒有多大幫助，他建議改爲加設膠柱；以及

(d) 他詢問警方過去一年在亞公角街使用雷射槍及隱形戰車的頻率，並要求提供檢控數據。

68. 鄭楚光先生支持運輸署提出的建議，包括延長沙田醫院前面的巴士避車處，以及在沙田醫院前面的一段亞公角街加設雙白線，他認爲可以改善巴士在繁忙時段排隊入站的情況，亦可防止車輛在此路段越線“爬頭”。他稱讚警方在該處的出勤率高，亦見過警方在該處使用雷射槍，認爲有阻嚇作用。他認爲司機的駕駛態度很重要，若司機的駕駛態度正確，便能保障乘客及其他道路使用者的安全。

69. 何名開先生的回應綜合如下：

(a) 意外發生後，運輸署對亞公角街的設計作出檢討。亞公角街是雙線雙程的道路，現時的時速限制爲每小時 50 公里，在沙田醫院前面的路段現已設有由交通燈號控制的行人過路處，行人過路處前亦設有交通標誌，提示駕駛者慢駛及小心行人。他表示道路設計符合現行標準；

(b) 運輸署現正考慮加強沙田醫院前面一段亞公角街的交通管制，在那裏加設雙白線，以防止車輛在此路段越線“爬頭”；以及

(c) 運輸署正研究延長沙田醫院前面的巴士避車處的可行性，以改善巴士在繁忙時段排隊入站的情況。

70. 蔣瑞菁女士表示警方十分重視道路交通安全，並留意到有些駕駛者漠視交通規則。警方除了加強執法外，亦會加強教育和宣傳工作，教導駕駛者遵守交通規則和保持正確的駕駛態度。警方會於會後提供過去一年在亞公角街使用雷射槍及隱形戰車的頻率，以及相關的檢控數據。 警方

71. 主席表示收到楊祥利先生提出的臨時動議。

72. 委員一致通過討論楊祥利先生提出的臨時動議。

73. 楊祥利先生提出以下臨時動議：

"鑑於亞公角街近年的交通意外及傷亡數字劇增，警方提供相關數據顯示，在五年來(07-11年)亞公角街發生的交通意外及傷亡數字是逐年上升，而相反警方在亞公角街對違例車輛作出檢控的數字卻下降。

爲此，沙田區議會交通及運輸委員會強烈要求：

(一) 警察加強在亞公角街一帶執行巡邏及偵查車速任務。

(二) 運輸署應全面檢討亞公角街的道路設計，包括擴闊亞公角街及加裝固定的超速攝影機。"

葛珮帆博士和議。

74. 委員以 25 票贊成一致通過上述臨時動議。

報告事項

運輸署進度報告
(文件 TT 27/2012)

75. 程張迎先生指出，過去兩個月很多小巴線調高了收費，但服務質素沒有改善。他以 68K 號線小巴爲例，很多市民投訴假日晚上九時至十二時的班次不足，往往要等待兩至三班車才有座位，人龍長達 30 米，他促請運輸署監察小巴的服務質素。另外，他詢問專線小巴線牌照是否永久的。

64. Ms. PONG Scarlett Oi-lan make a provisional motion:

"Considering that cyclists are increasing daily and support facilities such as the relevant bicycle parking spots, bicycle paths and safety measures are not yet all in place, the Traffic and Transportation Committee of the Sha Tin District Council strongly requests the Transport Department to review the present bicycle related policies and planning. We also request the Transport Department to increase bicycle parking spots, improve bicycle paths and educate residents about safety in order to resolve the problems arising from a sharp increase in bicycles and their users."

Mr. TANG Wing-cheong seconded the motion.

65. Committee members unanimously passed the above provisional motion with 24 votes.

Mr. YEUNG Cheung-li raised a question about the A Kung Kok Street traffic accident
(Document TT 26/2012)

66. Mr. YEUNG Cheung-li pointed out that A Kung Kok Street is Ma On Shan's main route to the outside but traffic accidents are common. He urges the police to enhance law enforcement at this location and review the design of the road.

67. Mr. YUNG Ming-chau, Michael's opinions are combined as follows:

(a) A Kung Kok Street is very busy, causing the road surface to be uneven, which makes traffic accidents more likely. Although the Transport Department often maintains the road surface, however, the results are not ideal. After the sewage plant was relocated there are 20 heavy concrete trucks passing A Kung Kok Street on a daily basis. He expresses concern over this.

(b) In recent years, there have been many serious traffic accidents near A Kung Kok Street, causing many deaths and injuries. A Kung Kok Street is on the way for the majority of bus routes to Ma On Shan. During the morning rush hour, there are many passengers on the buses. Some passengers stand right next to the door. In the event of an accident, there would be serious injuries and deaths. He requests the Transport Department increase the frequency of 89D and 89P line buses during busy periods in order to divert passenger flow and thereby reduce the risk of deaths and injuries from accidents.

(c) Adding double white lines to the stretch of A Kung Kok Street in front of Shatin Hospital will not have much effect on preventing vehicles from cross the line and "making illegal passes". He suggests affixing plastic traffic pylons; and

(d) He asks the police the frequency of their using laser [radar?] guns and unmarked vehicles during the past year at A Kung Kok Street and asks them to provide the surveillance data.

68. Mr. CHENG Cho-kwong supports the recommendation raised by the Transport Department, including extending the bus passing place in front of Shatin Hospital and adding double white lines to the stretch of A Kung Kok Street in front of Shatin Hospital. He believes that this could improve situation during busy periods when buses queue up to enter the station and can also prevent vehicles from crossing the line and "making illegal passes" in this section of the road. He complimented the frequent presence of the police in this location and has seen police use laser [radar?] guns in this location. He believes it has a deterrence effect and the attitude of the drivers is very important. If the attitude of the drivers are correct, it would ensure the safety of the passengers and other users of the road.

69. Mr. HO Ming-Hoi's replies are combined as follows:

(a) After the accident, the Traffic Department did a review of the design of A Kung Kok Street. A Kung Kok Street is a dual two lane road with a speed limit of 50 kilometers per hour, presently. There are, presently, pedestrian crosswalks controlled by traffic lights on the section of road in front of Shatin Hospital. There are also traffic signs in front of the pedestrian crosswalk reminding drivers to drive slowly and watch for pedestrians. He expressed that the design of the road conforms to present standards.

(b) The Transport Department is presently considering whether to enhance the traffic control over the section of A Kung Kok Street in front of Shatin Hospital, including adding a double white line at that location in order to prevent vehicles from crossing the line and "making illegal passes" at that section of road; and

(c) The Transport Department is currently researching the feasibility of extending the bus passing place in front of Shatin Hospital in order to improve the situation where buses queue up to enter the station during busy periods.

70. Ms. Chiang Shui-ching expressed that the police pays great attention to traffic safety and notes that some drivers do not obey traffic rules. Aside from enhancing traffic enforcement, the police will also enhance education and propaganda work to educate drivers about obeying the traffic rules and maintaining the proper driving attitude. The police will provide the frequency of the use of laser [radar?] guns and unmarked vehicles during the past year at A Kung Kok Street as well as provide the relevant surveillance data.

71. The Chairman expressed that he has received the provisional motion raised by Mr. YEUNG Cheung-li.

72. The committee members unanimously passed and discussed the provisional motion raised by Mr. YEUNG Cheung-li.

73. Mr. YEUNG Cheung-li raised the provisional motion below:

"Considering the dramatic rise in traffic accidents and numbers of dead and injured on A Kung Kok Street in recent years, the data provided by the police shows that the number of dead and injured from traffic accidents on A Kung Kok Street during the past five years (2007 to 2011) have risen year after year but, in a contrary manner, the number of traffic stops of vehicles breaching traffic rules made by police at A Kung Kok Street have declined.

For this purpose, the Traffic and Transportation Committee of the Sha Tin District Council strongly requests:

(1) Police enhance law enforcement patrols and checks for speeding vehicles on A Kung Kok Street.

(2) The Transport Department shall comprehensively review the road design of A Kung Kok Street, including making A Kung Kok Street wider and installing additional speeding cameras."

Dr. QUAT Elizabeth seconded the motion.

74. The committee members unanimously passed the above provisional motion with 25 votes.

Report Matters

Transport Department Progress Report
(Document TT 27/2012)

75. Mr. CHING Cheung-ying pointed out: in the past two months many van routes increased their fees but the service quality did not improve. He gave the example of line 68K van. Many residents complained that the frequency is insufficient on holidays from 9:00 PM to 12:00 AM, causing residents to wait for two to three vans before they can have a seat. The queue is up to 30 meters long. He urges the Transport Department to supervise the service quality of vans. Moreover, he asks whether the licenses for the special line vans are perpetual.

二零一二年七月三日　　文件TT 36/2012
討論文件

沙田區議會
交通及運輸委員會

楊倩紅女士的提問

一九九七至二零零九年期間，九巴、龍運巴士、城巴及新巴等專營巴士公司陸續爲新購入的雙層巴士上的高危位置，即前方沒有其他座位的位置，安裝三點式安全帶，以保障乘客安全。二零零九年十一月九日，將軍澳發生嚴重的巴士翻側意外，導致兩名乘客喪生及多名乘客重傷，巴士的安全問題頓時引起大眾關注，運輸及房屋局局長亦於立法會上強調當局一直有跟進巴士安全帶的問題。(立法會二零零九年十一月九日的新聞公報)

沙田是重要的衛星城市，逐漸發展成爲新界的公共交通樞紐，請運輸署及各巴士公司解答下列問題：

(a) 據了解，各巴士公司新一批服役的巴士，除了高危位置外，其他座位都沒有安全帶配置，雖然現時不受任何法例規管，但這明顯是倒退的做法，請各巴士公司解釋爲何有此安排？

(b) 請各巴士公司就行經沙田的巴士提供下列數據：

(i) 全部座位均配置安全帶的巴士數目及其所佔比例；

(ii) 只在高危座位配置安全帶的巴士數目及其所佔比例；以及

(iii) 全部座位均沒有安全帶的巴士數目及其所佔比

例。

(c) 二零零九年鄭局長在立法會上強調“巴士安全帶一直有跟進的工夫”，請問運輸署具體措施爲何？當局會否考慮立例規定巴士所有座位均須配置安全帶，以加強保障乘客的安全？請提供相關理據。

運輸署的回覆

現時，在二零零三年以後的所有新購置巴士均需在無遮擋的座位裝有安全帶。此外，運輸署亦要求巴士公司在一九九七年至二零零三年間購置的現有巴士上，於上層最前排的四個座椅加裝安全帶。有關的加裝工作已全部完成。至於在一九九七年前設計的現有巴士，因巴士設計限制，不能加裝安全帶，但運輸署已要求巴士公司在上層擋風玻璃安裝額外的橫向護欄，而有關工作亦已全部完成。

運輸署會繼續鼓勵巴士公司在技術可行的大前提下，盡量在巴士的座位配置安全帶，以加強對乘客安全的保障。

九龍巴士（一九三三）有限公司的回覆

九巴一直以安全至上爲服務宗旨，務求讓乘客能時刻享用安全及舒適的巴士旅程。雖然現有法例並沒有要求巴士座位需配置安全帶，九巴爲提升營運安全及配合個別乘客的需要，已在一九九七年以後投入服務的巴士，在“無遮欄座位”上加裝安全帶。“無遮欄座位”包括面向車頭方向而座位前方沒有椅背、擋板或扶手作遮擋的座位。

九巴車隊中，超過六成以上已爲“無遮欄座位”配置安全帶，而行走沙田區的車隊亦已有超過一半以上配置相關設備。此外，我們亦在座位附近張貼標語，鼓勵乘客配戴安全帶，提升乘車安全。

新巴及城巴有限公司的回覆

新巴城巴有限公司（新巴城巴）已備悉有關意見。因應二零零九年之九巴翻車意外，新巴城巴在與運輸署商討後，已爲於一九九七年前設計的巴士上層車頭擋風玻璃加設保護欄杆，及爲於一九九七年後設計的巴士上層第一行四個座位加裝安全帶。此外，兩巴近年購買之新車，均已於無遮擋的座位配置安全帶。

由於兩巴並非調派固定的巴士行走沙田區，故無法提供各種座位配置安全帶的巴士數目。

龍運巴士有限公司的回覆

龍運巴士有限公司（龍運巴士）一直以安全至上爲服務宗旨，務求讓乘客能時刻享有安全及舒適的巴士旅程。雖然現有法例並沒有要求巴士座位需配置安全帶，然而龍運巴士爲提升營運安全及配合個別乘客的需要，在現時的龍運巴士車隊中，超過五成之車輛的所有座位均已配置安全帶，而其餘的也已爲“無遮欄座位”配置安全帶。“無遮欄座位”包括面向車頭方向而座位前方沒有椅背、擋板或扶手作遮擋的座位。此外，龍運巴士亦在座位附近張貼標語，鼓勵乘客配戴安全帶，提升乘車安全。

沙田區議會秘書處
STDC 13/70/45

二零一二年六月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
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July 3, 2012
For discussion

Document TT 36/2012

Sha Tin District Council
Traffic & Transportation Committee

Question from Ms. YEUNG Sin-hung:

From 1997 to 2009, professional bus companies such as KMB, LWB, Citybus & NWFB, one-by-one, installed three point safety belts in dangerous seats (i.e, seats without any other seat in front of them) of their newly purchased vehicles, in order to protect passenger safety. On November 9, 2009, a serious accident took place in Tseung Kwan O where a bus tipped over causing the death of two passengers and many more passengers to be injured. The issue of bus safety attracted much public attention. The bureau chief of the transportation and housing bureau emphasized to the legislative assembly that the administration continues to follow up on the issue of seat belts in buses. (Press release issued by the legislative assembly on November 9, 2009.)

Shatin is an important satellite city and has incrementally developed to become the public transportation hub of New Territories. Would the Transport Department and each bus company please answer the following questions:

(a) According to our understanding, the newest buses of each bus company do not have seat belts installed on seats other than "dangerous seats". Although there is no law against this, it is clearly a backward practice. Would the bus companies please offer an explanation?

(b) Would the bus companies please provide the following data regarding buses passing through Shatin:

  (i) The number and ratio of buses that have seat belts installed on all seats;

  (ii) The number and ratio of buses that have seat belts installed on only "dangerous seats"; and

  (iii) The number and ratio of buses that do not have any seat belts installed on any seat.

(c) In 2009, Bureau Chief Zheng emphasized in an address to the legislative assembly that "there is room for improvement in regards to seat belt safety on buses." What are the specific measures intended by the Transport Department? Will the administration consider creating a rule requiring all seats in buses to have seat belts in order to better protect passenger safety? Please provide the relevant motivation.

Response from the Transport Department

As of now, for buses purchased after 2003, there are seat belts on all seats which are not blocked. Moreover, the Transport Department has also asked bus companies to install seat belts on the front row (four seats) of the top level for buses purchased between 1997 and 2003. The relevant installation work has been completed. For buses designed before 1997 and used today, due to the design limitations, it is not possible to install seat belts but the Transport Department also asked bus companies to install an additional horizontal railing behind the front windshield on the top level. The relevant work has been completed.

The Transport Department will continue to encourage bus companies, provided that the technique is feasible, to install seat belts on bus seats in order to better protect passenger safety to the extent possible.

Response from Kowloon Motor Bus Company (1933) Limited (KMB)

KMB always considers passenger safety the top priority and bears a duty to always let passengers enjoy a safe and comfortable bus journey. Although there is currently no law requiring seat belts on bus seats, KMB, to enhance operational safety and to cooperate with the requests from individual passengers, has already installed seat belts on "unobstructed seats" on buses that have entered service after 1997. "Unobstructed seats" include those facing the front of the vehicle but there is no other seat, railing or any other obstruction in front.

Within KMB's bus fleet, over 60% has seat belts installed on "unobstructed seats" and, among the buses servicing Shatin District, over half of them have the relevant equipment. Moreover, we also affix reminders close to those seats encouraging passengers to buckle up and improve passenger safety.

Response from Citybus Limited & New World First Bus Services Limited

Citybus Limited & New World First Bus Services Limited (Citybus & NWFB) has learned the relevant opinions due to the accident in 2009 where a KMB bus tipped over. After discussion with the Transport Department, NWFB has already installed horizontal railings behind the front windshield on the top level for buses designed before 1997. For buses designed after 1997, we installed seat belts on the front row (four seats) on the top level. Moreover, for new buses that we purchased in recent years, they all have seat belts installed on "unobstructed seats".

Before we had fixed vehicles servicing the Shatin routes, we are unable to provide the number of buses for each type of seat belt configuration.

Response from Long Win Bus Company Limited

Long Win Bus Company Limited (LWB) always considers passenger safety the top priority and bears a duty to always let passengers enjoy a safe and comfortable bus journey. Although there is currently no law requiring seat belts on bus seats, LWB, to enhance operational safety and to cooperate with the requests from individual passengers, within LWB's bus fleet, over 50% have seat belts installed on all seats. As for the remainder, they all have seat belts installed on "unobstructed seats". "Unobstructed seats" include those facing the front of the vehicle but there is no other seat, railing or any other obstruction in front. Moreover, we also affix reminders close to those seats encouraging passengers to buckle up and improve passenger safety.

Secretary Office, Sha Tin District Council

STDC 13/70/45

June 2012

提問

楊倩紅女士就巴士安全帶作出的提問
(文件 TT 36/2012)

32. 主席歡迎龍運高級車務主任梁繼明先生出席會議。

33. 楊倩紅女士的意見及續問的事宜綜合如下：

(a) 她詢問爲何在巴士內除了高危位置外，其他座位都沒有安全帶，以及爲何並非所有新購置的巴士都有在座位上配置安全帶。另外，她認爲要在一九九七年以前購入的巴士上也安排加裝安全帶困難不大，促請運輸署及巴士公司以乘客安全爲先；以及

(b) 很多乘客會在巴士上閉目養神或小睡片刻，她促請巴士公司在機場巴士所有座位加裝安全帶，並要求立例規定乘客必須佩戴安全帶。

34. 鄧永昌先生的意見及詢問的事宜綜合如下：

(a) 他詢問運輸署爲何強制規定所有小巴座位必須配置安全帶，而載客量較大的巴士卻不受上述規定管制。他不明白爲巴士加裝安全帶有多困難；以及

(b) 他要求運輸署提供過去因乘客在發生意外時沒有佩戴安全帶而造成傷亡的數字。

35. 李錦明先生認爲應以乘客安全爲先，在巴士加裝安全帶以保障乘客安全。他認爲一九九七年以前購入的巴士要加裝安全帶不會太困難，運輸署及巴士公司不應以此爲藉口。他要求巴士公司提供一九九七年以前購入的巴士數量。

36. 運輸署高級運輸主任/馬鞍山黃依凡女士的回應綜合如下：

(a) 運輸署同意安全帶能爲乘客提供一定保障，該署會在有需要的情況下針對合適的車種引入相關規定。運輸署會繼續鼓勵巴士公司在技術上可行的大前提下，盡量爲巴士的座位配置安全帶。巴士公司已在所有一九九七年以後購入的雙層巴士的上層或所有沒有遮欄的座位加裝安全帶，以加強對乘客的保障。運輸署會繼續鼓勵巴士公司研究在巴士加裝安全帶的可行性；以及

(b) 因乘客在發生意外時沒有佩戴安全帶而造成傷亡的數據，如有相關資料，她將於會後提供。 運輸署

37. 九巴幹事(對外事務)游妙兒女士表示，雖然現行法例並沒有要求巴士座位須配置安全帶，但九巴爲提升營運安全及配合個別乘客的需要，已在一九九七年以後投入服務的巴士上，爲“無遮欄座位”加裝安全帶。九巴車隊中，六成以上已爲“無遮欄座位”配置安全帶。“無遮欄座位”包括面向車頭方向而座位前方沒有椅背、擋板或扶手遮擋的座位。

38. 新巴及城巴有限公司公眾事務主任鍾佩怡女士表示，新巴及城巴有限公司(新巴城巴)已在一九九七年以前設計的巴士的上層，爲車頭擋風玻璃加設保護欄杆，以及在一九九七年以後設計的巴士的上層，爲第一行四個座位加裝安全帶。此外，兩巴已在近年購買的新車上，爲“無遮擋座位”配置安全帶。一般而言，每輛巴士有 14 個“無遮擋座位” ，並已配置安全帶，視乎巴士車種而定。

39. 梁繼明先生表示，龍運一直以安全至上爲服務宗旨，現時的龍運車隊中，五成以上已爲所有座位配置安全帶，其餘亦已爲“無遮欄座位”配置安全帶。車上有標貼提醒

乘客佩戴安全帶。

40. 主席表示收到楊倩紅女士提出的臨時動議。

41. 主席及委員一致通過討論楊倩紅女士提出的臨時動議。

42. 楊倩紅女士提出以下臨時動議：

"沙田區議會交通及運輸委員會促請運輸署與巴士公司研究，所有巴士必須配備安全帶，保障乘客安全。"

龐愛蘭女士和議。

43. 委員一致通過上述臨時動議。

龐愛蘭女士就九巴票價機制及分段收費作出的提問
(文件 TT 37/2012)

44. 龐愛蘭女士的意見及續問的事宜綜合如下：

(a) 現時的票價機制欠缺透明度，並無列明"一籃子"因素各佔的百分比，公眾亦不知道巴士公司如何計算營運數據；以及

(b) 她委託香港城市大學調查巴士脫班情況，結果發現脫班率由 10 至 50%不等。她不滿巴士公司在申請加價的同時，服務質素不斷下降。她詢問運輸署如何監察巴士脫班的情況。

45. 余倩雯女士建議效法新加坡設立巴士分段收費。她將於會後向九巴提供新加坡巴士服務分段收費的資料。

Principal

Questions

Ms. YEUNG Sin-hung has the following questions about bus seat belts

(Document TT 36/2012)

32. The Chairman welcomes the participation of LWB bus affairs chief Mr. LEUNG Kai-ming at the meeting.

33. Ms. YEUNG Sin-hung's opinions and follow up questions are combined as follows:

(a) She asks why, aside from "dangerous seats", there are no seat belts on other seats and why even on newly purchased buses not all of them have seat belts on all seats. Moreover, she believes that there should be no great difficulty installing seat belts on buses purchased before 1997. She urges the Transport Department and the bus companies to put passenger safety first; and

(b) Many passengers will take a nap on buses. She urges bus companies to install seat belts on all buses going to and from the airport and create a rule requiring passengers to buckle up.

34. Mr. TANG Wing-cheong's opinions and follow up questions are combined as follows:

(a) He asks the Transport Department why there is a mandatory requirement for van seats to have seat belts but there is no equivalent requirement for larger buses. He does not understand what is the difficulty in installing seat belts on buses; and

(b) He requests the Transport Department to provide the data for passengers who die or are injured in an accident as a result of not wearing a seat belt.

35. Mr. LEE Kam-ming believes that passenger safety should come first. There should not be much difficulty in installing seat belts on seats of buses purchased before 1997 and doing so protects passenger safety. The Transport Department and bus companies should not use this as an excuse. He requests bus companies to provide the number of buses purchased before 1997.

36. Senior Transportation Director (Ma On Shan) of the Transport Department, Ms. WONG Yee Fang, Eva's responses are combined as follows:

(a) The Transport Department agrees that safety belts can provide some degree of protection to passengers. The Transport Department will, under the necessary circumstances, create the relevant rules specific to particular vehicle types. The Transport Department will continue to encourage the bus company to, under the condition that it is technically feasible, install seat belts on bus seats to the extent possible. Bus companies have already installed seat belts on "unobstructed seats" on the top level of all double deck buses purchased after 1997 in order to enhance passenger protection. The Transport Department continues to encourage bus companies to study the feasibility of installing seat belts on buses; and

(b) As for the data on passengers who die or are injured in an accident as a result of not buckling up, if there is relevant information, she will provide it later. — Transport Department

37. KMB External Affairs Ms. YAU Miu-yee expressed, although there is no requirement for bus seats to have seat belts, KMB already installed seat belts on "unobstructed seats" on buses entering service after 1997 to enhance operational safety and to cooperate with the requests from individual passengers. Within the KMB bus fleet, over 60% already have seat belts installed on "unobstructed seats". "Unobstructed seats" include those facing the front of the vehicle but there is no other seat, railing or any other obstruction in front.

38. NWFB Public Affairs Chief Ms. CHUNG Pui-yi expressed, Citybus Limited & New World First Bus Services Limited (NWFB & Citybus) have already installed horizontal railings behind the front windshield on the top level for buses designed before 1997. For buses designed after 1997, we installed seat belts on the front row (four seats) on the top level. Moreover, for new buses that we purchased in recent years, they all have seat belts installed on "unobstructed seats". Typically, each bus has 14 "unobstructed seats" which all have seat belts. Specifically, it depends on the type of bus.

39. Mr. LEUNG Kai-ming expressed, LWB always considers passenger safety the top priority. Within LWB's present bus fleet, over 50% have seat belts installed on all seats. As for the remainder, they all have seat belts installed on "unobstructed seats". Moreover, we also affix reminders on the buses to remind passengers to buckle up.

40. The Chairman expressed that he has received the provisional motion raised by Ms. YEUNG Sin-hung.

41. The Chairman and the committee members unanimously passed and discussed the provisional motion made by Ms. YEUNG Sin-hung.

42. Ms. YEUNG Sin-hung raised the following provisional motion:

"The Traffic and Transportation Committee of the Sha Tin District Council urges the Transport Department and bus companies to research; all buses should have seat belts installed in order to protect passenger safety."

Ms. PONG Scarlett Oi-lan seconded the motion.

43. The committee members unanimously passed the abovementioned provisional motion.

Ms. PONG Scarlett Oi-lan raised a question about the fee charging system and segmented fee charging system of KMB
(Document TT 37/2012)

44. Ms. PONG Scarlett Oi-lan's opinions and follow up questions are combined as follows:

(a) The present fee charging system lacks transparency. The "basket" is not specified, including the weight of each element. The public does not know how bus companies calculate operational data; and

(b) She entrusted the Hong Kong City University to investigate the situation of buses not running on time. The result was that 10% to 50% of buses are not on time. She is not satisfied by the fact that bus companies apply for increase of fees at the same time that the service quality is continuously falling. She asks the Transport Department how to supervise the issue of buses not running on time.

45. Ms. YUE Shin-man recommends that Hong Kong adopt the segmented fee charging system used by Singapore. She will provide later to KMB information about the segmented fee charging system used by Singapore.

二零一三年一月八日
討論文件

文件TT 5/2013

沙田區議會
交通及運輸委員會

楊倩紅女士的提問

"二零一二年十一月十九日柴灣發生罕見的嚴重交通意外，一名新巴司機在駕駛一輛雙層巴士時突然暈倒，巴士沿斜路俯衝而下，釀成至少三死56人傷的慘劇。事件顯示巴士司機的健康狀況有隱憂。沙田區是新界東的交通樞紐，有多條巴士線來往港、九、新界及機場，現有以下提問，請各專營巴士公司及運輸署作答：

(a) 據媒體披露，現時巴士司機每日最高工時可達14小時，容易導致疲勞駕駛，影響道路安全。多名居民向本辦事處反映，區內多條巴士線在繁忙時間出現脫班情況，據本人觀察，某些長途路線例如E42往往兩班合併爲一班，司機剛到總站，便立刻再出發，完全沒有時間休息和調整身心。請九巴、新巴、城巴及龍運巴士提供行經沙田區巴士線的巴士司機、營運路線和巴士的總數，以及過去一年司機的平均工時。

(b) 現時巴士公司爲司機提供的身體檢查並不包括心臟病、中風等隱疾，以今次事故爲例，肇事司機已通過體檢，卻在駕駛期間突然暈倒，可見巴士公司的體檢機制欠完善，可能釀成大禍。請問各巴士公司會否改善體檢機制，爲司機提供包括心臟病、中風等疾病的檢查？如否，理由爲何？

(c) 現時是否有法例監管巴士司機的工作時數和體檢機制？經過這次事故，運輸署會否立例規定巴士司機的工作時數及體檢項目，以加強監察？"

運輸署的綜合回覆

本年十一月十九日上午十一時許，一輛新巴 8 號線巴士在駛經柴灣道西行往筲箕灣方向時失控，撞向在柴灣道東行向柴灣方向行駛中的一輛的士及一輛九巴 118 號線巴士。警方現正循三方面深入調查，包括事件是否涉及機件故障、人爲疏忽或任何人干犯交通規例。調查預計需時約五個月。

專營巴士車長工時規定

現時本港並沒有法例規管包括所有商用車司機在內(包括專營巴士車長)的一般僱員的工作時間。雖然如此，爲確保專營巴士車長有足夠休息時間，運輸署制訂「車長工作、休息及用膳時間指引」，專營巴士公司在爲車長編更時須遵從該指引，而運輸署亦會與專營巴士公司會不時檢討有關指引。二零一零年十月，運輸署就曾修訂指引，以進一步改善車長工作及休息的時間。按現行的指引，車長在兩個相連工作日之間的休息時間不少於 10 小時；一個工作日內最長的工作時間不超逾 14 小時以及駕駛時間不超逾 11 小時；工作六小時後最少應休息 30 分鐘，而在六小時的工作時間內最少應有合共 20 分鐘的小休；以及一個工作日內的工作時間不少於八小時便應獲提供一小時用膳時間。現時車長的每天平均工作時間及駕駛時間均低於指引訂明的 14 小時及 11 小時的上限。

上述指引的內容需盡量配合車長的休息需要和專營巴士公司的營運需要。運輸署在制訂有關指引時，除了顧及巴士車長需有足夠休息時間外，亦考慮了專營巴士服務的營運安排、車長的訴求，及參考海外城市的標準等；在過程中也諮詢了專營巴士公司和車長工會。

專營巴士公司須每三個月向運輸署提交報告，交待執行指引的情況。此外，運輸署每年亦會委聘獨立機構，就專營巴士車長的工作時間進行調查，以作稽查。二零一一年進行的調查報告顯示，專營巴士公司遵從指引的情況良好。

專營巴士車長身體檢查安排

根據現時法例的規管，專營巴士車長跟所有駕駛者一樣，有責任只在健康良好的狀況下才駕駛。按《道路交通(駕駛執照)規例》(第 374B章)(下稱「《規例》」)第 9(1)條，申領新發、重發或續期駕駛執照人士(包括巴士車長)，身體若患有《規例》附表 1(**附件 I**)所指明的疾病或殘疾，或患有任何其他可引致駕駛時會對公眾構成危險的疾病或殘疾，便須在申請表格內作出申報。一經申報，運輸署署長須拒絕申請。按《規例》第 9(2A)條，即使駕駛執照持有人於辦理上述手續時並未患有所指疾病或殘疾，亦須在知悉患有該些疾病或殘疾後隨即以書面通知運輸署署長。運輸署署長作出必需的查究後，若認爲該名人士不適合駕駛，便可吊銷其駕駛執照。

自二零零七年起，按運輸署要求，所有專營巴士公司均規定 50 歲或以上的車長每年須接受體格檢驗。檢驗包涵的項目現由各公司自行決定，但範圍大致相同，包括肺部檢查、視力檢查、聽力測試、糖尿病檢查、血壓檢查、血液測試和尿液測試。年滿六十歲的車長，還須接受心電圖檢查。專營巴士公司亦要求車長向公司申報《規例》附表 1(**附件 I**)所載之疾病或身體傷殘，以確保車長健康狀況適合駕駛巴士。

此外，專營巴士公司已就車長在當值期間感到身體不適發出指引，提醒車長若感到身體不適，切勿勉強繼續駕駛。公司發出的車長手冊亦有提醒車長須確保個人健康及精神狀況良好，倘發現身體不適，應盡快求診。我們高度重視公共交通行車安全。運輸署會聯同專營巴士公司及各主要車長工會檢討車長體格檢查的安排，進一步加強專營巴士的行車安全。

新巴城巴有限公司(新巴城巴)的綜合回覆

就 11 月 19 日發生的交通意外，新巴城巴已把有關資料交予警方，會繼續盡力協助警方調查。對此交通意外，新巴表示非常難過，並對死傷者及其家屬致深切哀悼與慰問。新巴城巴會繼續密切留意傷者的最新情況及向他們提供適當協助。

新巴城巴共有 3 900 多名車長，新巴城巴車隊數目約 1 700 輛，服務 200 多條巴士路線。兩巴均遵照運輸署的「專營巴士司機編更指引」，編定車長工作及休息的時間，去年新巴城巴的車長每日平均工作時數約爲 10 小時。

新巴城巴所有車長必須於入職前通過身體檢查，而年滿五十歲或以上的車長，公司亦會爲他們安排每年的身體檢查，以確保員工的健康狀況符合工作要求。對於是否需要爲五十歲至五十九歲車長做心電圖檢查，公司持開放態度，並會就現有爲車長提供的身體檢查的項目及次數盡快徵詢醫生意見，一併作出檢討。

九龍巴士(一九三三)有限公司(九巴)的回覆

提問(a)：
九巴現時共有約 400 條營運路線提供服務，而行經沙田區(包括馬鞍山)的巴士線約有 70 條，車長數目約有 1 200 名，九巴車長的平均工時約爲 9 至 10 小時。

提問(b)：
九巴每年爲 50 歲或以上車長免費提供一次身體檢查，檢查內容包括體格驗測、量血壓、驗血、驗尿、胸肺 X 光檢驗等；60 歲或以上的車長，包括心電圖項目。醫生會根據其專業判斷決定員工是否適合繼續駕駛，公司會聽從醫生的建議。如車長未能繼續駕駛，我們會視乎空缺情況安排車長轉職，或安排車長提早退休。對於車長驗身計劃的檢討，本公司持開放態度。

提問(c)：
九巴一向關心員工的健康，所有九巴車長的工作及休息時間安排，均完全符合法例及運輸署相關指引。

龍運巴士有限公司(龍運)的回覆

提問(a)：
龍運現時共有 19 條營運路線提供服務，而行經沙田及馬鞍山區的巴士路線分別爲路線 A41、A41P、E42 及 N42，沙田區之車長數目約有 79 名，龍運車長的平均工時約爲 10 小時。

提問(b)：

龍運每年爲 50 歲或以上車長免費提供一次身體檢查，檢查內容包括體格驗測、量血壓、驗血、驗尿、胸肺 X 光檢驗等；60 歲或以上的車長，包括心電圖項目。醫生會根據其專業判斷決定員工是否適合繼續駕駛，公司會聽從醫生建議。如車長未能繼續駕駛，我們會安排車長提早退休。對於車長驗身計劃的檢討，本公司持開放態度。

提問(c)：

所有龍運車長的工作及休息時間安排，均完全符合法例及運輸署相關指引。

沙田區議會秘書處

STDC 13/70/45

二零一二年十二月

《道路交通（駕駛執照）規例》（第374B章）附表1所載之疾病或身體傷殘

1. 癲癇症。

2. 高血壓或其他因由，以致有可能突然暈眩或昏倒以致失去能力。

3. 精神紊亂，以致執照申請人或持有人(視屬何情況而定)有可能根據《精神健康條例》(第136章)被羈留或以住院病人身分在該條例所指的精神病院接受治療。

4. 任何導致肌肉不受控制的狀況。

5. 未受控制的糖尿病。

6. 不能在白天充足光線下讀出與他相距23米的登記號碼(有需要者在配戴眼鏡或其他矯正視力鏡片作爲協助，仍不能讀出)。

7. 任何其他疾病或傷殘，而該疾病或傷殘很可能令申請人或持有人沒有能力在不危及公眾安全的情況下，有效地駕駛或控制該執照所指的汽車或經適當改裝的汽車；但失聰本身並不當作爲上述的傷殘。

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

January 8, 2013 Document TT 5/2013
For discussion

Sha Tin District Council
Traffic & Transportation Committee

Question from Ms. YEUNG Sin-hung:

"On November 19, 2012, a rare serious traffic accident happened at Chai Wan. An NWFB driver suddenly passed out while driving a double deck bus. The bus went out of control and crashed along the road, causing a tragedy with at least three dead and 56 injured. The event showed that there are health concerns with the bus drivers. Shatin District is the traffic hub of the New Territories. There are many buses coming and going to Hong Kong Island, Kowloon, New Territories and the airport. I have the follow questions. Would the Transport Department and each chartered bus company please answer:

(a) According to media disclosure, presently, the working hours of bus drivers can be as high as 14 hours per day. It easily causes fatigued driving and influences traffic safety. Many residents have raised concerns to this office. Many bus routes are not running on time during busy periods. Based on my own observations some long-distance bus routes such as E42 often combine two bus instances as one. As soon as the bus driver arrives at the main station, he immediately departs again without any time to rest. Would KMB, NWFB, Citybus and LWB provide the total number of bus drivers, bus routes and buses driving in Shatin District and the average working hours of drivers during the past year.

(b) Currently, the physical checks of drivers provided by the bus companies do not include heart disease, stroke, etc. Using this event as an example, the driver causing the accident already passed the physical check but suddenly passed out while driving. We can see that the physical check system should be improved or else would cause major disasters. Would each bus company amend and improve their physical check system to include checks of heart disease, stroke and similar diseases? If not, please explain why not.

(c) Presently, is there any law supervising the working hours and physical check system of bus drivers? After this accident, will the Transport Department establish rules on working hours and physical checks of bus drivers and enhance supervision?"

Combined response from the Transport Department

Around 11:00 AM of November 19 this year, an NWFB line 8 bus lost control while driving westbound along Chai Wan Road towards the Shau Kei Wan direction and collided with an eastbound taxi and a KMB line 118 on Chai Wan Road towards the Chai Wan direction. The police are now investigating from three directions, including whether there was a mechanical failure, human error or any breach of traffic rules. The investigation is expected to take five months.

Working hour rules for chartered bus drivers

Presently, there is no rule in Hong Kong covering the working hours of normal employees in commercial driver roles (including bus drivers). Nonetheless, to ensure drivers of chartered buses have sufficient rest the Transport Department has drafted "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks". Bus drivers should comply with these rules when arranging the working hours of drivers. The Transport Department also discusses with the chartered bus companies about the relevant guidelines from time to time. In October 2010, the Transport Department amended the guideline. A driver who works for two consecutive days should not rest for less than 10 hours. During one workday, the working hours should not exceed 14 hours and actual driving hours should not exceed 11 hours. After working for 6 hours, the driver should have 30 minutes of rest. Within 6 hours of work, there should be breaks totaling at least 20 minutes. If there are at least 8 hours of work within one workday, the driver should be provided with one hour of meal break. Presently, the daily average work hours and driving hours of drivers are all lower than the limit set by the guideline of 14 hours and 11 hours respectively.

The above-mentioned guidelines should conform to the rest requirements of drivers and the operational needs of chartered bus companies. When the Transport Department creates the relevant guidelines, other than consider whether drivers have sufficient rest, we also consider the operational arrangements of chartered bus services and drivers' suggestions as well as standards set in other overseas cities. During this process, we also consult with the chartered bus companies and drivers' unions.

Chartered bus companies must deliver a report every three months to the Transport Department, explaining the implementation of the guidelines. Moreover, the Transport Department also engages an independent organization to investigate the working hours of bus drivers as an audit. The investigation report dated 2011 shows the chartered bus companies are properly implementing the guidelines.

Chartered bus company driver physical check arrangement

According to present laws, drivers have the duty to drive only when healthy. According to article 9(1) of "Road Traffic (Driving Licences) Regulations" (Chapter 374B) (the "Ordinance"), drivers who apply for a new license, re-issue or renew the license (including bus drivers) should make a declaration within the application form if the driver is afflicted with any disease or condition listed in exhibit 1 of the Ordinance (**Exhibit 1**) or has any other disease or condition that may be a danger to the public while driving. Once the declaration is made, the Transport Department chief must reject the application. According to article 9(2A) of the Ordinance, even if the driver is not afflicted with any such disease or condition while carrying out the abovementioned procedures, the driver shall inform the Transport Department chief in writing if he or she becomes affiliated with such disease or condition later. The Transport Department chief may suspend the driver's license for a necessary check if the driver is considered not suitable for driving.

Starting from 2007, based on the requirements of the Transport Department, all chartered bus drivers aged 50 or above must undergo a physical check annually. The checked items presently are subject to the discretion of each company but the scope is quite similar, including lung check, vision check, hearing check, diabetes check, blood pressure check, blood check and urine check. Drivers aged 60 or above must also undergo an electrocardiogram check. Chartered bus companies also require drivers to declare to the company any disease or physical inability listed in exhibit 1 of the Ordinance (**Exhibit 1**) in order to ensure that the driver is suitable for driving buses.

Moreover, chartered bus companies have issued a guideline regarding drivers feeling unwell during work periods, reminding the drivers to stop driving if they feel unwell. The driver's manuals issued by companies also remind drivers to ensure personal health and good mental state. If there is any unwell feeling, the driver should immediately seek diagnosis. We greatly focus on public traffic safety. The Transport Department will jointly with chartered bus companies and each major driver union to discuss arrangements for physical check of drivers to further enhance the safety of chartered buses.

Combined response of Citybus Limited & New World First Bus Services Limited (NWFB & Citybus)

In regards to the November 19 accident, Citybus & NWFB already submitted the relevant materials to the police and will continue to assist police investigation. NWFB feels awful about this traffic accident and expresses condolences to the victims and their families. Citybus & NWFB will continue to pay attention to the newest status of victims and provide them appropriate assistance.

Citybus & NWFB has 3,900 drivers and 1,700 buses servicing 200 bus routes. Citybus & NWFB conforms to the Transport Department's "Chartered Bus Driver Assignment Guidelines" in assigning working and resting hours to drivers. The average daily work hours of NWFB drivers last year was 10 hours.

All Citybus & NWFB drivers must pass the physical check before working. Drivers aged 50 and above undergo annual physical checks to ensure their health satisfies work requirements. As for whether drivers aged 50 to 59 must undergo an electrocardiogram, the company has an open attitude and will quickly consult with doctors for an opinion on physical check items presently provided to drivers and raise it for discussion.

Response from Kowloon Motor Bus Company (1933) Limited

Question (a):
KMB currently has around 400 routes. There are roughly 70 routes that pass through Shatin District (including Ma On Shan). The number of drivers is around 1,200. The work hours of KMB drivers are around 9 to 10 hours per day.

Question (b):
KMB provides one free physical check for drivers aged 50 and above. The check include physical examination and measurements, blood pressure, blood test, urine test, chest and lung X-ray, etc. For drivers aged 60 and above, it includes an electrocardiogram. The doctor will make a decision on whether the employee is fit to continue to drive based on his or her professional judgment. The company will listen to the doctor. If the driver cannot continue to drive, we will make other replacement arrangements or arrange for the driver to retire early. As for the discussion about drivers' physical checks, we adopt an open attitude.

Question (c):
KMB is always concerned with employee health. All KMB work and rest time arrangements conform to the law and relevant guidelines of the Transport Department.

Response from Long Win Bus Company Limited

Question (a):
LWS currently has 19 routes. Route A41, A41P, E42 and N42 pass through Shatin and Ma On Shan areas. There are 79 drivers in the Shatin District. The average daily work hours of LWS drivers is 10 hours.

Question (b):

LWS provides one free physical check for drivers aged 50 and above. The check includes physical examination and measurements, blood pressure, blood test, urine test, chest and lung X-ray, etc. For drivers aged 60 and above, it includes an electrocardiogram. The doctor will make a decision on whether the employee is fit to continue to drive based on his or her professional judgment. The company will listen to the doctor. If the driver cannot continue to drive, we will make other replacement arrangements or arrange for the driver to retire early. As for the discussion about drivers' physical checks, we adopt an open attitude.

Question (c):

All LWS work and rest time arrangements conform to the law and relevant guidelines of the Transport Department.

Secretary Office, Sha Tin District Council

STDC 13/70/45

December 2012

Exhibit I

Diseases or Physical Disabilities Set out in Schedule 1 to the Road Traffic (Driving Licences) Regulations (Cap. 374B)

1. Epilepsy.

2. With high blood pressure or other causes, one may suddenly become dizzy or fainted to be incapacitated.

3. Mental disorder, such that the license applicant or holder, as the case may be, may be detained under the Mental Health Ordinance (Cap. 136) or be admitted as an inpatient in a mental hospital referred therein.

4. Any condition which results in uncontrolled muscle reactions.

5. Uncontrolled diabetes.

6. The registration number 23 meters away from cannot be read in ample light during the day (fail to read under the aid of glasses or other corrective lenses when necessary).

7. Any other disease or disability that is likely to render the applicant or holder incapable of effectively driving or controlling the car to which the license refers, or an appropriately adapted car, without endangering public safety; but deafness itself does not fall into the scope of the foregoing disability.

9. 楊文銳先生解釋，計劃旨在推廣單車作代步工具。單車網絡發展工作小組參考其他國家的經驗後，認爲若先就自助單車租借系統的硬件配套、營運方式等各方面，邀請顧問公司進行可能性研究及提出建議，可使計劃更臻完善。工作小組亦已就上述系統在大學站的試驗計劃，與土木工程拓展署及香港科學園聯繫。

10. 委員一致通過單車網絡發展工作小組和關注沙田大型交通建設發展工作小組提交的撥款申請。

提問

楊倩紅女士：巴士司機工作時數及體檢機制
(文件 TT 5/2013)

11. 楊倩紅女士的提問及意見綜合如下：

(a) 有市民反映，指 E42 號線有脫班情況。她曾目睹該路線的巴士及車長在總站作好開車的準備，但班次仍然由原來的 15 分鐘延長至 25 分鐘一班，她詢問這是否和原來的編制不同。另外，她發現 E42 號線的司機面對用膳和休息時間縮減以及趕班的壓力，她認爲休息不足會影響司機的身心健康；以及

(b) 由於心臟病有年輕化趨勢，她建議巴士公司考慮安排 50 歲或以上的司機接受心電圖檢查。

12. 容溟舟先生的意見綜合如下：

(a) 根據運輸署的指引，車長每個工作日的工作時數可長達 14 小時，休息時間不足，尤其部分居於沙田的司機，他們須前往遠離住所的地區，例如

青衣、大嶼山等的車廠取車；

(b) 他表示有車長反映，雖然用膳時間由 30 分鐘延長至 1 小時，但是班次之間的休息時間卻縮短了，可見車長的整體工作情況，包括工作時數並沒有改善；

(c) 受路面的交通情況影響，實際行車時間可能比巴士公司估計的爲長，以致巴士公司需要調整班次，令部分乘客失去預算。他詢問運輸署有否對巴士公司提交的班次和預算行車時間加以驗證；以及

(d) 心臟病、糖尿病等是職業司機較常患上的疾病，現時職業司機達到某個年齡才須每年接受體格檢查，他認爲這個安排並不理想。

13. 李錦明先生詢問，如車長在執行職務時感到不適，巴士公司有何應變方法。車長健康欠佳會影響行車安全，巴士公司有責任爲車長提供包括心電圖項目的體格檢查。

14. 九巴幹事(對外事務)游妙兒女士表示，九巴每年均爲50歲或以上車長安排一次免費的體格檢查，檢查項目包括量血壓、驗血、驗尿等；60歲或以上車長的體格檢查更包括心電圖項目。九巴對體格檢查制度的檢討持開放態度。有委員認爲可考慮在 50 歲或以上車長的體格檢查中加入心電圖項目，九巴備悉這個建議。

15. 九巴高級車務主任謝智豪先生的回應綜合如下：

(a) 九巴會盡量安排車長於接近住所的車廠工作，並爲車長提供員工接送車前往上班地點；

(b) 九巴會遵從運輸署發出的指引，以確保車長有足

夠時間休息，而班次之間的休息時間並不會因爲用膳時間延長而受到影響；以及

(c) 如有車長感到不適，九巴會作出臨時的人手調配，例如安排後備車長接替餘下工作，並安排車上乘客轉乘其他班次的巴士繼續行程。

16. 新巴及城巴有限公司(新巴城巴)公眾事務經理廖家欣女士的回應綜合如下：

(a) 警方仍在調查十一月十九日的交通意外，新巴城巴對事件表示難過；

(b) 新巴城巴現時有爲 50 歲或以上車長安排體格檢查，檢查項目除了驗血和驗尿，還包括糖尿病方面的檢查。有關車長體格檢查的安排，新巴城巴現正進行檢討及徵詢醫生的意見。有委員建議在 50 歲或以上車長的體格檢查中加入心電圖項目，新巴城巴對此持開放態度；

(c) 按照現行機制，如有車長感到不適，新巴城巴會作出臨時的人手調配，例如安排後備車長接手其餘下的工作；以及

(d) 車長的工作時間及休息時間方面，新巴城巴會嚴格遵從運輸署發出的指引，確保不會違反規定。

17. 龍運巴士有限公司(龍運)一級策劃及支援主任羅耀華先生的回應綜合如下：

(a) 龍運車長的工作時間及休息時間皆符合運輸署訂立的“車長工作、休息及用膳時間指引”；

(b) 基於 E42 號線的行車路段狀況，該路線現時編定

的行車時間及班次安排均獲運輸署批准。龍運會視乎實際路面的交通情況而調整班次，務求在行車服務和車長休息時間之間取得平衡；以及

(c) 對於現行體格檢查制度的檢討，龍運持開放態度。

18. 運輸署高級運輸主任/沙田廖靜文女士的回應綜合如下：

(a) 香港暫時沒有法例規管僱員(包括巴士車長)的工作時間。儘管如此，運輸署在參考外地經驗後，訂立了“車長工作、休息及用膳時間指引”，以期在巴士的營運需要和車長的休息時間兩者之間取得平衡。巴士公司爲車長編更時須遵從這套指引；

(b) 巴士公司須每三個月向運輸署提交一次報告，內容包括車長的工作時數。根據所提交的報告，各巴士公司皆遵從上述指引；

(c) 運輸署會與巴士公司一起檢討車長的體檢安排，以進一步加強行車安全；以及

(d) 運輸署亦會適時與巴士公司一起檢討車長的休息時間、行車路線、班次、行車時間等，以期更切合實際需要。

丘文俊先生：行人天橋加建無障礙通道設施
(文件 TT 6/2013)

19. 丘文俊先生的提問及意見綜合如下：

(a) 他詢問當局如何落實“人人暢道通行”計劃及

Principal

9. Mr. YEUNG Man-yui explained that the plan is to promote bicycle as a means of transport. After referring to the experience of other countries, the Bicycle Network Development Group (the "Group") believes that consultants invited to investigate the possibilities and make suggestions with respect to the supporting facilities, operation modes and other aspects regarding the Self-service Bicycle Rental Network, will make the plan more perfect. The Group has also contacted the Civil Engineering and Development Department and the Hong Kong Science Park about the pilot scheme of the above system at the university station.

10. Committee members unanimously approved the funding application submitted by the Bicycle Network Development Group and the Working Group on Sha Tin Large-Scale Traffic Construction and Development.

Questions

Ms. YEUNG Sin-hung: Working Hours and Physical Examination Mechanism of Bus Drivers

(Document TT 5/2013)

11. Questions and comments of Ms. YEUNG Sin-hung are as follows:

(a) Some members of the public have indicated that there is a missed shift on the E42 line. She had witnessed the bus and bus drivers of the route preparing for driving at the main station, but the frequency was still extended from the original 15 minutes to 25 minutes. She asked if this was different from the original arrangement. In addition, she found that the driver of the E42 line was under pressure from reduced meal breaks and rest time, as well as the work in a shift. She believed that lack of rest will affect the physical and mental health of the driver; and

(b) Because of the youthful tendency of heart disease, she suggested that bus companies consider arranging electrocardiographic examination for drivers aged 50 or above.

12. Questions and comments of Mr. YUNG Ming-chau, Michael are as follows:

(a) According to the Transport Department's guidelines, the bus drivers' working hours for each working day can be as long as 14 hours and the rest time is insufficient. Particularly for those who are living in Sha Tin, they must go to areas far away from their homes, such as Tsing Yi and Lantau, to pick up bus;

(b) He indicated that according to a bus driver, his overall work, including the number of working hours, did not improve since the breaks between shifts were shortened although the meal break was extended from 30 minutes to one hour;

(c) Affected by the traffic conditions on the road, the actual journey time may be longer than that estimated by bus companies. As a result, the bus companies need to adjust the shifts, causing some passengers to lose budget. He asked the Transport Department if it had verified bus companies' frequency and travel time; and

(d) Diseases such as heart disease and diabetes are more common among professional drivers. At present, when a professional driver reaches a certain age, he or she must undergo a physical examination every year. He thinks this arrangement is not satisfactory.

13. Mr. LEE Kam-ming asked if bus companies have any handling methods if a bus driver feels uncomfortable while performing his duties. The poor health of a bus driver may affect the road safety and a bus company is obliged to provide bus drivers with a physical examination including the ECG item.

14. Ms. YAU Miu-yee, the KMB officer (external affairs), stated that KMB will arrange a free medical examination for bus drivers aged 50 or above. The items include blood pressure, blood tests, urine tests, etc., in addition to which, those aged 60 or above will have ECG item. KMB has an open attitude towards the review of the medical examination system. Some committee members thought that the ECG item could be considered for the physical examination of 50-year-old or older bus drivers. KMB is aware of this suggestion.

15. Mr. Tse Chi-ho, KMB's Senior Director of Transport responded as follows:

(a) KMB will try its best to arrange bus drivers to work in a depot close to their homes and provide them with an employee shuttle bus for work;

(b) KMB will comply with the guidelines issued by the Transport Department to ensure that all bus drivers have sufficient time to rest and that the rest time between shifts will not be affected by the extended meal breaks; and

(c) If any bus driver feels unwell, KMB will make provisional manpower deployments, such as arranging the reserve to take over the remainder of his work and arranging the bus passengers to continue their journey with another bus.

16. Ms. Liu Ka Yan, Public Affairs Manager of Citybus Limited & New World First Bus Services Limited (NWFB & Citybus) responded as follows:

(a) The Police are still investigating the traffic accident on November 19 and NWFB & Citybus expressed sadness over the incident;

(b) NWFB & Citybus currently arranges physical examination for bus drivers aged 50 or above. Apart from blood tests and urine tests, the inspection items also include checks on diabetes. As regards the arrangements for the physical examination of bus drivers, NWFB & Citybus are currently conducting reviews and seeking medical advice. NWFB & Citybus are open to the suggestion from some committee members on including the ECG item into the physical examination of 50-year-old or older bus drivers.

(c) According to current practice, if any bus driver feels unwell, NWFB & Citybus will make provisional manpower deployments, such as arranging the reserve to take over the remainder of his work; and

(d) NWFB & Citybus will strictly abide by the guidelines issued by the Transport Department to ensure that they do not violate them in terms of working hours and rest.

17. The responses of Mr. Law Yiu Wah, Chief of Planning and Support of Long Win Bus Company Limited (LWB) are summarized as follows:

(a) The working hours and rest periods of Long Win bus drivers are in line with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks ("the Guidance") set by the Transport Department;

(b) Based on the condition of the traffic section of Route E42, the current schedule of journey time and shifts are all approved by the Transport Department. Long Win will adjust the shifts based on the actual traffic conditions of the road and strike a balance between the service and bus drivers' rest time; and

(c) LWB has an open attitude towards the review of the medical examination system in effect.

18. The Senior Transport Officer of Transport Department/ Ms. LIU Ching-man, Sha Tin believes:

(a) There is no legislation in Hong Kong regulating the working hours of employees (including bus drivers). Despite this, Transport Department has drawn up the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks with reference to overseas experience in order to strike a balance between the operational needs of the bus and bus drivers' rest time. The bus company must follow the Guidance when changing bus drivers;

(b) The bus company shall submit a report to the Transport Department every three months. It shall include the number of working hours of bus drivers. According to the report submitted, all bus companies comply with the Guidance;

(c) The Transport Department will review with the bus companies the health check arrangements for bus drivers to further enhance traffic safety; and

(d) The Transport Department will also work with the bus companies in reviewing bus drivers' rest time, driving route, frequency, journey time, etc. with a view to better meeting actual needs.

Mr. YAU Man-chun: Pedestrian Bridge Adds Accessible Facilities

(Document TT 6/2013)

19. Questions and comments of Mr. YAU Man-chun are as follows:

(a) He asked how the "Barrier-free Travel" scheme would be implemented; and

二零一五年三月十日
討論文件

文件 TT 20/2015

沙田區議會
交通及運輸委員會

容溟舟先生提問

“沙田區大部分專營巴士線均由九龍巴士(一九三三)有限公司營運，專營巴士受香港法例第 230 章《公共巴士服務條例》及第 230A 章《公共巴士服務規例》規管。本人關注專營巴士公司有否遵照上述法例經營，謹此提出下列問題。

1. 遠期計劃

香港法例第 230 章第 III 部“公共巴士服務的經營和控制”

(a) 公共巴士遠期計劃由政府哪個部門的分科負責審批？

(b) 第 12 條第(1)款訂明，“專營公司在專營期內的任何時間，均須維持達致署長滿意的程度的適當而有效率的公共巴士服務。”何謂“達致署長滿意的程度”和“適當而有效率的公共巴士服務”？兩者是否有客觀指標？如有，具體指標為何？如沒有，如何評核？

(c) 如巴士公司旗下的車輛涉及嚴重交通事故，署長可否根據第 12 條第(1)款，要求巴士公司提交報告？如可，限時多久？如不提交報告有何罰則？

(d) 有關大涌橋路二零一五年一月十九日的交通意外，運輸署有否要求巴士公司提交報告？如有，何時要求？何時收到報告？報告內容會否向沙田區議會匯報？如會，何時及如何匯報？如否，理由為何？

(e) 何謂遠期計劃？遠期計劃包括哪些事宜？每年什麼時候呈交予部門審批？

(f) 第 12A 條“遠期計劃”第(4)款訂明，“如專營公司與署長沒有就專營公司在任何一年根據第(1)款擬備的計劃中的某事項達成協議，或沒有就根據第(3)款作出的更改取得雙方同意，則專營公司及署長須將有歧見的事項的細節呈交運輸及房屋局局長。運輸及房屋局局長在顧及專營公司及署長的意見書後，須就該事項作出決定。除第 33 條另有規定外，運輸及房屋局局長的決定為最終決定，並須納入該計劃內，而該計劃為已敲定的計劃。”根據上述條文，遠期計劃包括路線發展計劃，由運輸及房屋局作最終決定，請問當中就路線發展計劃的行政流程如何？各區議會的角色又如何？區議會在諮詢期間如何處理反對意見？署方又如何處理反對意見？

(g) 運輸及房屋局是統領運輸及房屋的決策局，如地區在最近五年有公營房屋發展，會否容許巴士公司削減巴士服務？削減的理據是什麼？

(h) 新發展項目中，項目發展者需提交各類型評估報告，其中一份為交通影響評估報告。該份報告由哪個部門的分科負責評審和審批？報告內的建議包括道路改善工程、公共交通改道如何落實？

(i) 如交通影響評估報告與現實不符，如何處理？由哪個部門負責？

2. 車費釐定

(a) 公共巴士車費的釐定由政府哪個部門的分科負責審批？

(b) 專營巴士公司的車費等級表根據什麼標準編訂？

(c) 巴士公司在什麼情況下可以不按照車費等級表來釐定收費？

(d) 香港法例第 230A 章第 14 條第(1)款訂明，“巴士上的乘客可無須繳付額外費用而攜帶總重量不超逾 5 公斤和總體積不超逾 0.1 立方米的一件或多件包裹，只要該包裹或該等包裹可予安全及方便攜帶即可。”如超出所訂明的限制，應如何計算收費？

(e) 香港法例第 230A 章第 14 條第(2)款訂明，“在署長准許運載額外物品的巴士上，乘客除可攜帶根據第(1)款可攜帶的物品外，亦可在支付根據本條例第 13(1)條釐定的車費等級表指明的適當費用後，攜帶署長准許攜帶的其他物品。”請問“本條例”是指哪一條條例？何謂“署長准許攜帶的其他物品”？

(f) 香港法例第 230A 章第 14 條第(3)款訂明，“根據第(1)及(2)款攜帶物品，須受以下條件規限—

(a) 物品不得佔用任何座位，以及不得放置在巴士的通道上或樓梯上；及

(b) 不得攜帶厭惡性物品。”

在不設置行李架的巴士上，“不得佔用任何座位，以及不得放置在巴士的通道上或樓梯上”的物品可放在巴士內的哪一個位置？放置行李後會否影響“企位”載客量？如會，如何處理？會否因行李過多，而佔用下層地面面積，以致未能達到增加班次或因“企位”人數不足而削減班次的客觀標準？如會，如何處理？

3. 新增及更改路線

香港法例第 230 章第 14 條“更改路線和提供新增路線”及第 15 條“暫時更改路線和提供新增路線”

(a) 公共巴士路線的改動由政府哪個部門的分科負責審批？

(b) 署方及巴士公司按照什麼客觀準則及行政流程來處理更改、新增、取消及縮短路線的事宜？

(c) 署方及巴士公司按照什麼客觀準則及行政流程來處理臨時更改、新增、取消及縮短路線的事宜？

(d) 署方及巴士公司按照什麼客觀準則及行政流程來處理永久更改及臨時更改路線的事宜？

(e) 署方按照什麼客觀準則及行政流程來為新路線的專營權招標？

(f) 署方及巴士公司按照什麼客觀準則及行政流程來評估更改、取消及縮短路線對現有乘客的影響？如有關路線途經醫療或社福設施，如何評估對弱勢人士的影響及如何作出補償？

(g) 勞工及福利局會否就途經醫療或社福設施的巴士路線更改、取消、縮短被署方知會，局方按照什麼行政流程諮詢相關團體？如收集到意見，如何處理？如沒有，原因為何？

4. 載客量的計算

香港法例第 230 章第 16 條“由署長指明各項服務的班次和巴士的載運量及種類”及第 16A 條“應專營公司申請暫時改變路線服務班次及巴士的載運量和種類。”

(a) 巴士“企位”的計算方法如何？根據法例，巴士車廂內哪些地方不會計算？

(b) 現時不同型號巴士的設計載客量和可站立的乘客人數是多少？設計載客量以每平方米多少人為標準？

(c) 現時的載運量是否符合設計載客量的標準？於二零一四年二月的立法會交通事務委員會鐵路事宜小組委員會會議上，港鐵已因應實際載客情況，將新落成鐵路的載客量，由原來的每平方米可站立 6 人，調整為每平方米可站 4 人來計算。巴士公司可否因應實際載客情況，調整站立人數的標準及計算方法？

(d) 承上題，如巴士公司不作出調整，原因何在？

(e) 承上題，乘客站立於巴士司機旁的黃線和通往上層的梯級是否屬於超載？如巴士超載，是否觸犯法例？如是，觸犯了哪條法例？罰則為何？誰會被處罰？由哪個部門執法？

(f) 承上題，當局會否就有關條例制訂修訂草案？如未有計劃，原因為何？

(g) 低地台巴士的輪椅位置佔用多少面積？可供多少人站立及是否計入下層“企位”？

(h) 現時運輸署就專營巴士公司加減班次訂立什麼標準？是否適用於所有巴士路線？

(i) 如未達增加班次的標準，巴士公司是否不能申請增加班次？如是，署方處理乘客投訴的行政流程如何？如否，署方的行政流程如何？

(j) 如巴士公司私下增加班次，沒有向運輸署申請，署方會否處罰巴士公司？如會，罰則為何？請運輸署提供最近三年，所有以沙田區為總站及途經沙田區的巴士路線的處罰記錄及罰款額。

5. 紀錄備存

香港法例第 230 章第 18 條訂明，“專營公司須按署長規定的時間及格式，向署長提供專營公司按照第(1)款備存的紀錄的副本。”

(a) 公共巴士的“紀錄備存”由政府哪個部門的分科負責監督？

(b) 署長可有定期向巴士公司查閱上述條例所提及的一切紀錄的副本，以監察巴士公司的服務水平。

(c) 現根據上述條例，要求運輸署提供最近一年，所有以沙田區為總站及途經沙田區的巴士路線的詳細服務資料。請按以下格式填寫：

各路線使用的巴士數目及載運量

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*		
日期	使用的巴士數目	巴士的載運量（人）
28/10/2014	10	500
29/10/2014	9	468

各路線各輛巴士每天行走的旅程次數及公里總數

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*		
日期	旅程次數（班次）	公里總數
28/10/2014	50	1 140

各路線各輛巴士每天運載的乘客人數及收入

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*		
日期	運載的乘客人數	收入（HKD$）
28/10/2014	400	3,560

各路線每天分別因意外、壞車、及車輛和人手不足而失去的公里總數

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*			
日期	失去的公里總數	原因	脫班數目
28/10/2014	22	壞車、人手不足	2

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*			

(d) 按照法例，專營巴士公司有責任保存上述資料以“達致署長滿意程度”。如署方未能提供上述資料，請清楚交代原因及如何讓公眾監察其服務水平？

6. 維修

根據香港法例第 230 章第 19 至 21 條，署長或署長授權人可在“任何合理時間”檢查巴士公司的處所、車輛等，而巴士公司亦須按照署長的規定，檢查和維修“與其專營權相關而使用”的所有或任何車輛。

(a) 署方何時檢查和維修巴士公司的處所和車輛？有否定期進行？

(b) 巴士公司每日被抽查多少部車輛？抽查車輛會否影響巴士路線的運作？

7. 票價調整

香港法例第 230 章第 28 條訂明巴士公司在任何一個會計年度可賺取的准許收益及相關規定，而准許收益以專營權所訂的每年固定資產平均淨值的百分率為準則。但據了解，現時政府與巴士公司洽談專營權時，不再就巴士公司的准許收益作出規定，上述條文得到豁免，不再執行。為何政府決定豁免是項條文，而非修訂法例？署方可有監察巴士公司的收益機制？

8. 巴士標誌牌及通告

香港法例第 230A 章第 7 條訂明，巴士司機及售票員須確保巴士妥善展示符合標準的標誌和指示牌，否則有可能觸犯法例而被罰。然而，該等標誌和指示牌由巴士公司負責提供，本人希望知道如何處理下列問題：

(a) 如巴士公司未能提供符合標準的標誌和指示牌予司機展示在巴士的適當位置，引致司機被檢控，有否觸犯法例？如有，觸犯了哪條法例？罰則如何？誰會被處罰？

(b) 如司機會因為巴士公司未能提供符合標準的標誌和指示牌而受罰，在最近三年，勞工處有否接獲司機的求助個案？個案數目為多少？如何處理這種情況？有否違反《僱傭條例》？

(c) 如巴士公司未能提供符合標準的標誌和指示牌予司機展示在巴士的適當位置，司機是否有權根據法例，拒絕駕駛涉事的巴士？

(d) 承上題，可有司機曾因巴士公司未能提供符合標準的標誌和指示牌，而拒絕駕駛涉事的巴士，導致脫班？如有，請巴士公司提供最近一年，因司機拒絕駕駛涉事巴士而導致脫班的數據。

(e) 如發現行駛中的巴士未有妥善展示符合標準的標誌和指示牌，由哪個部門負責執法？希望有關部門提供最近一年的執法數據，包括處理了多少宗個案。”

政府部門及其他機構的回覆

1. 遠期計劃

運輸署的回覆

提問(a) ：
根據香港法例第230章《公共巴士服務條例》第12A條，專營公司須於每年就該條例附表指明的事宜擬備專營公司其後五年的經營計劃，並向運輸署提交。專營公司及署長須採取一切合理步驟，就該計劃達成協議。

提問(b) ：
運輸署一向透過實地調查、車輛檢驗、公司定期提交的資料以及公眾的意見，定期檢視巴士公司的服務表現，一般會考慮服務是否安全可靠、舒適、快捷、容易使用等。另外，巴士公司及運輸署也會透過定期的乘客滿意程度調查來了解市民對巴士服務的看法，如有需要，運輸署會督促巴士公司提升表現未如理想的服務範疇。

就香港法例第230章《公共巴士服務條例》的任何目的而言，專營公司須按照其專營權、該條例、任何根據其專營權或根據該條例作出的指示、要求或規定，以及任何計劃或任何根據該條例第16A條作出的批准而維持和經營服務，否則會被視為沒有維持適當而有效率的公共巴士服務。

提問(c) ：
如專營巴士涉及嚴重交通意外，運輸署會視乎事故情況，可能會要求巴士公司提交報告。根據過往經驗，巴士公司會盡快回覆運輸署。

提問(d) ：
運輸署於大涌橋路交通意外事故翌日上午要求九龍巴士(一九三三)有限公司(九巴)提交報告，運輸署於同日的下午收到九巴的報告。運輸署會因應報告作出跟進。由於警方現正調查意外，請恕不便公開報告內容。

提問(e) ：
有關何謂遠期計劃請參閱 1(a)。

任何一個年度擬備的其後五年專營公司經營計劃須載有：

(i) 巴士路線發展計劃，連同建議對經營的路線、班次及車輛分配作出的更改的詳情，在計劃的首兩年須按月列出，之後則按半年列出；
(ii) 對在每天的服務中需用以應付(i)段提述的路線發展計劃的巴士數目及類型的估計；
(iii) 對需用以應付每天的公共巴士服務的巴士的總數的估計，但須對意外、故障或其他原因以致不可供用作經營該服務的巴士數目的某一合理比例作出估量；
(iv) 廢棄不適合或相當可能不適合用作經營公共巴士服務的巴士，以及購買或建造額外巴士以替換須予廢棄的巴士或以擴充用作經營該服務的巴士隊伍的計劃；
(v) 提供和配備處所的計劃，該等處所是需用以建造、修理和維修該專營公司與其專營權相關而使用的車輛，以及需供所有該等車輛非在使用時停泊的處所；
(vi) 定期維修和檢修專營公司與其專營權相關而使用的所有車輛的計劃；
(vii) 對依循根據第 12A 條擬備的整體計劃所帶來的財政影響的預測，包括對可能需要調整車費的時間及幅度的估計；
(viii) 署長藉給予專營公司書面通知而規定的其他事宜，不論該等事宜是否(i)至(vii)段所指明者。

提問(f) ：
專營巴士公司每年向運輸署提交巴士路線計劃。運輸署在審閱計劃以及與專營巴士公司商議後，會向運輸及房屋局呈交經商議後制訂的計劃。運輸署與專營巴士公司其後會就建議方案諮詢相關區議會轄下的交通及運輸委員會。運輸署會整體考慮收集到的意見及不同持份者的需求，制定最終方案，附諸實施。

提問(g) ：
運輸署與專營巴士公司會透過巴士路線計劃，每年按乘客需求檢討每一區的服務水平。在制訂重組建議時，運輸署與專營巴士公司會參考《巴士路線計劃中有關改善及減少服務的指引》，當中會顧及該地區未來(如一至兩年)人口變化的情況。就

新房屋發展項目而言，署方會在項目入伙前一至兩年開始與巴士公司籌備所須的服務調整，以配合新增人口的需求。

提問(h)：
一般來說，新發展項目所在地區的運輸署分區辦事處負責審核交通影響評估報告。如有需要，分區辦事處會要求其他分科協助或將報告提供給其他分科參考。報告內建議的道路改善工程通常由項目發展者負責落實。

有關公共運輸服務方面，如有需要，運輸署可能會要求項目發展者一併考慮改善公共運輸服務的硬件設施。

提問(i)：
一般來說，交通影響評估報告內建議的道路改善工程須在新發展項目落成前完工，而交通情況通常不會因新發展項目落成而有很大變化。

2. 車費釐定

運輸署的回覆

提問(a)：
專營巴士車費是根據香港法例第230章《公共巴士服務條例》第13條，按照有關車費等級表釐定。運輸署和運輸及房屋局收到專營巴士公司提交的加價申請時，會按照現行的巴士票價調整安排去處理，並會就加價申請諮詢立法會交通事務委員會和交通諮詢委員會的意見，最後交由行政長官會同行政會議審批加幅。

提問(b)：
車費等級表基本上是以各路線組別(如九龍市區及新界線、過海隧道線、旅遊及特別線馬場線等)的路程長短，列明巴士公司可收取的最高成人單程車費。至於個別巴士路線的實際車費，則由專營巴士公司按適用的車費等級，考慮每條路線的營運環境和其他相關因素而釐定，惟不可高於車費等級表的相關水平。每條路線的實質加幅均經運輸署審核，以確保整體加權平均加幅不超逾行政會議批准的水平。

提問(c) ：

根據香港法例第 230 章《公共巴士服務條例》第 13(4)條，專營公司向乘客收取的車費不得超逾適當車費等級表所釐定的車費，除非獲得運輸署署長的批准。

提問(d) ：

乘客攜帶總重量超過香港法例第 230A 章《公共巴士服務規例》第 14(1)條所述重量和體積(但符合《規例》內的其他規定)的物品(即總重量不超逾五公斤和總體積不超逾 0.1 立方米的一件或多件包裹)並非違法。《規例》第 14(2)條主要說明乘客除可攜帶根據第(1)款可攜帶的物品外，亦可在支付根據本條例第 13(1)條釐定的車費等級表指明的適當費用後，攜帶署長准許攜帶的其他物品。直至現時為止，九巴或城巴等主要巴士公司均沒有申請向攜帶重量超逾五公斤和總體積超逾 0.1 立方米的行李和貨品收取額外費用。

提問(e) ：

上述提及的「本條例」所指的是香港法例第 230 章《公共巴士服務條例》。條例並未有「署長准許攜帶的其他物品」的定義，但香港法例第 230A 章《公共巴士服務規例》第 14(3)(b)條列明，乘客不得攜帶厭惡性物品。規例第 14A 條亦規定，任何人均不得將《危險品條例》(第 295 章)所適用的物質或物品帶上巴士。

提問(f) ：

香港法例第 230A 章《公共巴士服務規例》第 14(3)條清楚列明，有關物品不得佔用任何座位，以及不得放置在巴士的通道上或樓梯上。因此，乘客攜帶的物品不可佔用可供乘客站立的位置，故不應對巴士的載客量構成影響。

3. 新增及更改路線

<u>運輸署的回覆</u>

提問(a) ：

香港法例第 230 章《公共巴士服務條例》第 14 條是關於行政長官會同行政會議向專營公司發出書面通知的規定。運輸署署長可根據條例第 15 條，向專營公司發出書面通知，規定專營

公司暫時更改某指明路線。

提問(b)至(d)：
如根據香港法例第230章《公共巴士服務條例》第14條由行政長官會同行政會議向專營公司發出書面通知，條例第14(4)條規定運輸署署長已就有關更改某指明路線的事宜諮詢該專營公司；條例第14(5)條則規定運輸署署長須就所建議的公共巴士服務諮詢該專營公司，以及令其本人信納該專營公司有足夠巴士營運該建議服務，及同時維持所有現有路線適當而有效率的服務。運輸署會根據現行的《巴士路線計劃中有關改善及減少服務的指引》，處理有關巴士服務臨時修訂的事宜。

提問(e)：
在一般情況下，運輸署會為建議新增設的專營巴士路線進行招標安排，以揀選合適的專營巴士營辦商。

提問(f)：
運輸署明白在重組巴士路線會為部分乘客帶來不便，但在善用巴士資源的原則下，運輸署已全面地考慮到各方的意見及平衡各方的需求，盡量將影響減至最低。在平衡整體乘客利益、善用資源、改善道路擠塞及空氣質素等的考慮因素下，希望乘客可理解有關的安排。

提問(g)：
如有專營巴士或專線小巴路線需作出大幅改動，運輸署會向受影響的區議會轄下交通及運輸委員會提交建議，讓有關委員代表相關的不同乘客群組提出意見。運輸署不會就更改、取消、縮短路線的建議知會勞工及福利局。

4. 載客量的計算

<u>運輸署的回覆</u>

提問(a)：
計算單層巴士或雙層巴士下層可以運載的站立乘客總數，是根據《道路交通(車輛構造及保養)規例》第74(1)條，將該層以平方米計可供站立乘客使用的地面總面積除以0.17，而有些面積不會計算在內，例如一般位於梯級井230毫米範圍內，用作通

往緊急出口的過道或通道的部分。

提問(b)：
根據《道路交通(車輛構造及保養)規例》第48條，每輛巴士須清楚及正確地以劃一大小而高度不少於10毫米的中英文字體在巴士內(如屬雙層巴士，則在下層)；及在巴士外面的尾部或左側， 標明該巴士每一層提供給乘客的座位數目，以及在行駛時單層巴士或雙層巴士下層可以站立的乘客人數。

現時運輸署在計算專營巴士載客量總數上限的計算方法為座位總數及下層企位以大約平均每平方米站立六人的密度作計算。而有關專營巴士公司已登記的巴士型號及可載客量的資料，可參考運輸署運輸資料年報，有關網址為:
http://www.td.gov.hk/mini_site/atd/2013/tc/section5_5.html

提問(c)、(d)及(f)：
巴士登記時的運載量是巴士結構設計時的最高載客量。

為了專營巴士運作安全，運輸署必須為每種型號的巴士設定載客量總數上限。現時運輸署在計算專營巴士載客量總數上限的計算方法為座位總數及下層企位以大約平均每平方米站立六人的密度作計算。一般而言，一架雙層巴士座位佔總乘客量的七成，企位佔三成。換言之，整體平均而言，當載客率達到七成以上時，乘客上車才須使用企位。這與港鐵列車企位較座位遠遠為多有明顯的差別。

在調整專營巴士班次時，運輸署與巴士公司會參考署方二零一零年經諮詢立法會後修訂及公布的《巴士路線計劃中有關改善及減少服務的指引》(《指引》)。除上述載客率指標外，運輸署及巴士公司亦會考慮人口及乘客需求的轉變和基建發展等其他因素，以決定如何調整專營巴士班次。署方若發現個別巴士路線持續輪候人龍偏長而且等候時間較長，會要求巴士公司在顧及成本效益的情況下適度靈活增加班次。現行的安排既有合理的客觀數據基礎，亦能因應個別情況作適度靈活調配，顧及實情。假若更改有關計算方法及指標，會令加密班次的標準過於寬鬆，而每架巴士的載客量下降，則會令營運成本上漲，除了增加票價壓力外，路面行走的巴士數目增加了，亦必然影響交通流量及路邊空氣質素，故利弊必須小心衡量。

提問(e) ：
根據《公共巴士服務規例》第230A章第13A條第3節，專營巴士公司可於通道上劃上一橫線，以顯示乘客在巴士移動時不可站立的地方。專營巴士公司一般在司機位附近的通道劃上黃線，目的是保障車長駕駛時，視線不受阻礙。車長會確保駕駛安全的情況下，決定候車乘客可否繼續上車。

第230A章第13A條第2節亦規定，巴士移動時，乘客不可於通道以外和巴士上層站立。

提問(g) ：
低地台巴士車廂內，可供輪椅泊位的面積，不少於750毫米 x 1300毫米。如輪椅泊位未有被使用，輪椅泊位約可供五位站立乘客使用。運輸署在計算專營巴士下層企位數目時，會將輪椅泊位作為企位計算。

提問(h) ：
《巴士路線計劃中有關改善及減少服務的指引》適用於所有專營巴士服務。此外，運輸署及巴士公司亦會考慮人口及乘客需求的轉變和基建發展等其他因素。署方若發現個別路線持續輪候人龍偏長而且等候時間較長，會要求巴士公司在顧及成本效益的情況下適度靈活增加班次。

提問(i) 及(j) ：
如乘客需求殷切或遇上突發事故，專營巴士公司會在資源許可下，增加班次疏導乘客。如巴士公司發現服務符合加班標準，會向運輸署申請調整服務，以應乘客需求。

運輸署未有相關記錄。

<u>九巴的回覆</u>

提問(a) ：
現時法例規定計算巴士企位時，以每人佔0.17平方米作計算，九巴是根據有關法例推算巴士的可載客量。

提問(e) ：
乘客若站在黃線外或梯級上是違反《公共巴士服務規例》(第

230A 章) 第 13A (2) 條的規定，但此情況並不一定屬於超載。

5. 紀錄備存

運輸署的回覆

提問(a)：
有關紀錄由運輸署備存。

提問(b)：
運輸署相關職員定期查閱巴士公司就上述條例所提及的一切紀錄的副本，以監察巴士公司的服務水平。署長亦可查閱所有的紀錄。

提問(c) 及(d)：

專營巴士公司會向運輸署提交營運數據和資料，供運輸署監管其運作之用。如委員對個別路線的服務有意見，歡迎委員提供有關資料(例如: 路線、日期、時間、地點、方向和情況等)，讓運輸署作出跟進。

九巴的回覆

提問(c) ：
就涉及巴士數目、乘客量、行車里數及收入等的數據查詢，由於屬於九巴營運及財務資料，因此不便公開。

6. 維修

運輸署的回覆

提問(a) ：

運輸署一向有定期監察專營巴士公司的車輛質素及維修水平，除巴士公司每月進行的例行檢查外，運輸署在每個工作天均會派出驗車主任到專營巴士公司的車廠檢查巴士和作突擊檢查，隨機抽查行駛中的巴士。同時，每輛巴士亦須通過運輸署的每年全面檢驗才可獲續牌。

提問(b)：
運輸署於每個工作天會抽查 14 部巴士。抽查巴士不會影響正常的巴士運作。

7. 票價調整

運輸署的回覆

根據《公共巴士服務條例》，立法會可通過決議使「利潤管制計劃」的條文不適用於巴士專營權，而無須通過修例。自一九九二年起，「利潤管制計劃」已不再適用於巴士專營權，方法是以此方式進行。

與此同時，現時法例及專營權已分別規定專營巴士公司須向運輸署提交遠期計劃及包括每年經核數師審核的財務報表在內的營運及財政資料，以監察專營巴士公司營運及財政狀況。專營權亦規定專營巴士公司每年均須印行「更全面披露公司資料」小冊子，向公眾公布營運及財務資料，資料可在專營巴士公司的網頁下載。

8. 巴士標誌牌及通告

運輸署的回覆

提問(a)：
根據香港法例第 230A 章《公共巴士服務規例》第 25 條，任何人無合理辯解而違反第 7(1)條的條文，即屬犯罪，可處罰款$2000。

提問(c) 至(e)：
根據《公共巴士服務規例》第 230A 章第 7 條，有關條文要求巴士車長需於巴士的前後面展示標誌，以顯示路線號數。另外，條例亦要求車長需於巴士的前面展示目的地指示牌，以中英文顯示該巴士的目的地。

運輸署一向要求專營巴士公司須遵守以上規定。如巴士公司因突發事故而需作臨時調配巴士，或巴士於行駛途中路線牌出現故障或損毀等情況，在駕駛安全及盡量避免影響乘客服務的前

提下，巴士車長會盡量完成服務，並會盡快通知上級安排維修或替換巴士。

根據運輸署職員近期的監察所見，九巴 89D 及 89P 號線的路線牌字體相近，容易令乘客誤會。運輸署已要求九巴方面作出改善。

勞工處的回覆

提問(b)：
在過去三年內，勞工處並沒有接獲有關的求助個案。

香港警務處的回覆

提問(e)：
如發現違反香港法例第230A章《公共巴士服務規例》第7條，警方會作出適當的傳票行動。沙田警區未有收到關於本區巴士路線牌的投訴。

9. 綜合回覆

新世界第一巴士服務有限公司及城巴有限公司(新巴城巴)的回覆

文件中的各項提問，運輸署已作詳細回覆。此外，巴士載客量企位是根據法例去計算。巴士一般在車長駕駛座位後方的通道劃上黃線，巴士移動時乘客不可在黃線外站立，以保障車長駕駛時，視線不受阻礙。

新巴城巴定期向運輸署提交營運數據及資料，而個別路線的收入及載客量等資料屬商業數據，公司不擬透露。

沙田區議會秘書處
STDC 13/70/45

二零一五年三月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

March 10, 2012 Document TT 20/2015

For discussion

Sha Tin District Council

Traffic & Transportation Committee

Mr. YUNG Ming-chau, Michael asked

"Most of the franchised bus routes in Sha Tin District are operated by Kowloon Motor Bus Company (1933) Limited. Franchised buses are governed by the Laws of Hong Kong and Public Bus Services Ordinance (Cap. 230) and Public Bus Services Regulations (Cap. 230A).I am concerned that whether franchised bus companies are operating in compliance with the above-mentioned laws and therefore raise the following questions.

1. Long-term plans

Part III of the Laws of Hong Kong (Cap. 230) "Operation and Control of Services (Public Bus)"

(a) Which branch of the governmental department is responsible for the approval of the long-term plan for public buses?

(b) Section 12(1) provides that "a franchised company shall, at all times during the franchise period, maintain appropriate and efficient public bus service to the satisfaction of the Director-general". How to define "to the satisfaction of the Director-general" and "maintaining appropriate and efficient public bus service"? Are there any objective indicators for both? If yes, what are the specific indicators? If no, how to assess?

(c) If the buses of the bus companies are involved in serious traffic accidents, can the Director-general ask the bus companies to submit reports in accordance with Section 12(1)? If yes, what is the duration? What is the penalty if no report is submitted?

(d) Regarding traffic accidents on Tai Chung Kiu Road on January 19, 2015, did Transport Department require the bus company to submit a report? If yes, when? When did it receive the report? Will the report be reported to the Sha Tin District Council? If yes, when and how to report? If no, what are the reasons?

(e) What is a long-term plan? What are the issues involved in the long-term plan? When will it be submitted to the department for approval?

(f) According to Article 12A.4 "Long-term plans", "If a franchised company and the Director-general do not agree on a matter for the plan in accordance with subsection (1) in any year, or no agreement has been obtained on the changes made under subsection (3), the franchised company and the Director-general must submit the details of the objections to the Director-general of the Transport and Housing Bureau. The Director-general of the Transport and Housing Bureau has to take a decision on this matter after he has taken into account the opinions of the franchised company and the Director-general. Except as otherwise provided in Article 33, the decision of the Director-general of the Transport and Housing Bureau shall be final and must be incorporated into the plan. It is a finalized plan." According to the above provisions, a long-term plan includes a route development plan, which shall be finally decided by the Transport and Housing Bureau. What are the administrative procedures for the route development plan? What is the role of district councils? How do district councils deal with objections during the consultation? How does the Department deal with objections?

(g) The Transport and Housing Bureau is the policy-making bureau that governs transport and housing. If the district has public housing development in recent five years, will it allow bus companies to reduce bus services? What are the reasons for the reduction?

(h) In new development projects, project developers are required to submit various types of assessment reports, one of which is a traffic impact assessment report. Which branch of the governmental department is responsible for the assessment and approval of the report? How to carry out the road improvement and public transport diversions as well as other recommendations in the report?

(i) How to handle if the traffic impact assessment report is inconsistent with reality? Which department is responsible for it?

2. Determination of fares

(a) Which branch of the governmental department is responsible for the approval of the determination of fares of public buses?

(b) On which basis the franchised bus companies will fix the fare levels?

(c) Under what circumstances can the bus companies determine the fare not according to the fare basis?

(d) Section 14(1) of the Laws of Hong Kong (Cap. 230A) provides for that "passengers on a bus may carry one or more packages of a gross weight not exceeding 5 kilograms and a total volume not exceeding 0.1 cubic meter without paying an additional fee, provided that the package or packages are safe and convenient to carry." If the prescribed limits are exceeded, how to calculate the fares?

(e) Section 14(2) of the Laws of Hong Kong (Cap. 230A) provides for that "In the bus allowed to carry additional items as permitted by the Director-general, passengers may carry, in addition to items under subsection (1), carry such other items as the Director-general may permit at appropriate expenses specified in fare basis determined under section 13(1) hereof." Which regulation is meant by "the Ordinance"? What is "such other items as the Director-general may permit"?

(f) Section 14(3) of the Laws of Hong Kong (Cap. 230A) stipulates that "the carriage of articles under subsections (1) and (2) is subject to the following conditions -

(a) the articles may not be put on any seats or be placed on the passage of a bus or on stairs; and

(b) No offensive items may be carried. "

Since the articles "may not be put on any seats or be placed on the passage of a bus or on stairs", where can they be placed on a bus without luggage carriers? Will the baggage affect the capacity of "standing places"? If yes, how to handle? Will too much baggage occupy the floor area of the lower floors, rendering the failure to meet the objective criteria of increasing the number of shifts or reducing the same due to insufficient number of "standing places"? If yes, how to handle?

3. Add and change routes

Section 14 "Change and Add New Routes" and Section 15 "Temporarily Change and Add New Routes" of the Laws of Hong Kong (Cap. 230)

(a) Which branch of the governmental department is responsible for the approval of the changes of routes of public buses?

(b) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to handle changes, additions, cancellations and shortening of routes?

(c) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to handle temporary changes, additions, cancellations and shortening of routes?

(d) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to handle permanent and temporary changes of routes?

(e) What are the objective criteria and administrative procedures adopted by the Department to invite for bids for franchise of new routes?

(f) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to assess the effects of changes, cancellations and shortening of routes on existing passengers? If the routes are passing through medical or social welfare facilities, how to assess the impact on the disadvantaged and how can compensation be made?

(g) Will the Department notify the Labour and Welfare Bureau of any change, cancellation and shortening of bus routes passing through medical or welfare facilities? What administrative procedures will be adopted to take advises from related organizations? How to handle the opinions collected, if any? If no, why?

4. Calculation of capacity

Section 16, "the Director-general will specify the frequency and the capacity and types of buses" and Section 16A "Temporary changes in the frequency and the capacity and types of buses as applied by the franchised company" of the Laws of Hong Kong (Cap. 230).

(a) How to calculate the "standing places" of a bus? According to the Ordinance, which places in the bus compartment will not be calculated?

(b) What are the current design passenger capacity and the number of allowed standing passengers of different types of buses? What is the designed capacity per square meter?

(c) Does the current capacity meet the designed capacity standards? At the LegCo Railway Sub-Committee Meeting in February 2014, the MTR had already adjusted the capacity from six passengers per square meter to four ones for the newly completed railway in response to actual passenger loading. Is it possible that the bus company will adjust the standards and calculation methods for standing passengers based on actual passenger loading?

(d) As above, if the bus company does not make adjustments, what are the reasons?

(e) As above, will the passengers standing on the yellow lines and steps next to the bus driver be calculated for overloading? If the bus is overloaded, does it breach the law? If yes, which regulation does it breach? What is the penalty? Who will be punished? Which department is responsible for it?

(f) As above, will the competent authority make a revised draft for the relevant ordinance? If no, why?

(g) How much area is occupied by wheelchairs on low ground buses? How many people can stand and whether they are counted in the lower level "standing places"?

(h) What standards are currently set by the Transport Department on shift additions and reductions of franchised bus? Do they apply to all bus routes?

(i) If the criteria for increasing the number of shifts have not been reached, can the bus company apply for additional shifts? If yes, what is the administrative procedure for handling complaints from passengers? If no, what is the administrative procedure of the Department?

(j) If the bus companies increase their frequency in private and do not apply to the Transport Department, will the Department punish the bus companies? If yes, what is the penalty? The Transport Department is requested to provide the penalty records and fines for all bus routes using Sha Tin as the main station and passing by Sha Tin District in the latest three years.

5. Record keeping

Section 18 of the Laws of Hong Kong (Cap. 230) stipulates that "A franchised company shall provide the Director-general with a copy of the record kept by it based on Subsection (1) within the time and in the format stipulated by the Director-general."

(a) Which branch of the governmental department is responsible for supervising the "record keeping" of public buses?

(b) Whether the Director-general has regularly consulted the bus company for all the records mentioned in the above-mentioned Ordinance to monitor the service level of the bus company.

(c) according to the above ordinance, the Transport Department is requested to provide the details of services of all bus routes using Sha Tin as the main station and passing by Sha Tin District in the latest one year. Please fill in the following format:

Number of buses serving each route and their capacity

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*		
Date	Number of buses	Capacity (person)
28/10/2014	10	500
29/10/2014	9	468

Daily number of trips and total kilometers traveled by each bus on each route

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*		
Date	Trips (shifts)	Total kilometers
28/10/2014	50	1 140

Daily number of passengers and income of each bus on each route

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*		
Date	Number of passengers	Income (HKD$)
28/10/2014	400	3,560

Total kilometers missed each day due to accidents, broken cars, and lack of vehicles and manpower

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*			
Date	Total kilometers missed	Reasons	Number of missed shifts
28/10/2014	22	Broken car and lack of manpower	2

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*			

(d) According to the Ordinance, franchised bus companies are responsible for maintaining the above information to "the satisfaction of the Director-general". If the Department fails to provide the above information, please explain clearly the reasons and how to let the public monitor its service level?

6. Maintenance

Pursuant to Sections 19 to 21 of Chapter 230 of the Laws of Hong Kong, the Director or the person authorized by the Director may inspect the premises and vehicles etc. of bus companies "at any reasonable time" and bus companies shall also carry out inspection and maintenance on all or any vehicle "related to and used for the franchise" in accordance with the requirements of the Director.

(a) When will the Department inspect and maintain bus companies' premises and vehicles? Will it be carried out regularly?

(b) How many vehicles of bus companies are inspected per day? Does the random inspection on the vehicles affect the operation of the bus routes?

7. Fare Adjustment

Section 28 of Cap. 230 of the Laws of Hong Kong stipulates the permissible revenue earned by a bus company in any fiscal year and the related regulations, while the permissible revenue shall be determined by the percentage of the average net fixed assets per year for a franchise. However, it is understood that when the current Government and bus companies negotiate the franchise, it will no longer make any provision about the permissible revenue of bus companies, and the above provisions are exempted and will not be implemented. Why is the Government deciding on the exemption a provision instead of amendment of laws? Does the Department implement a mechanism to monitor the revenue of bus companies?

8. Bus Signboards and Notices

Section 7 of Chapter 230A of the Laws of Hong Kong stipulates that bus drivers and ticket sellers shall ensure that the buses properly display marks and signboards that meet the standards. Otherwise, they may be punished for breaking the law. However, such marks and signboards shall be provided by bus companies. I would like to know how to deal with the following issues:

(a) If the bus company fails to provide the marks and signboards meeting the standards, which results in that the bus driver is prosecuted as the marks or signboards are not displayed at proper positions, is the law violated in this case? If yes, which law is violated? What is the penalty? And, who will be punished?

(b) If a driver is punished because the bus company fails to provide marks and signboards that meet the standards, has the Labour Department received cases about driver seeking-assistance in the most recent three years? And what is the number of this kind of cases and how were they handled? Has it violated the *Employment Ordinance*?

(c) If the bus company fails to provide the marks and signboards meeting the standards so that the bus driver displays them at proper positions, does the driver have the rights to refuse the involved bus according to the relevant laws?

(d) On the previous question, is there a case that a driver is behind schedule as he/she refused to drive an involved bus because the bus company fails to provide marks and signboards meeting the standards? If yes, please provide the data about that bus drivers are behind schedule as they refused to drive the involved buses."

(e) If it is found that a running bus has not displayed marks and signboards meeting the standards in a proper way, which department shall be responsible for the law enforcement? I hope that the relevant department will provide the law enforcement data for the most recent one year, including the number of cases that have been handled. "

Reply from Governmental Departments and Other Agencies

1. Forward Plan

Reply from the Transport Department

Question (a):

Pursuant to Section 12A of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, the bus franchisee shall prepare the operational plan for the following five years in terms of the matters specified in the Schedule to the Ordinance and submit it to the Transport Department. The bus franchisee and the Director shall take all reasonable measures to reach an agreement on the plan.

Question (b):

The Transport Department has been regularly reviewing the performance of bus companies through field surveys, vehicle inspections, data submitted regularly by the company and public comments. It generally considers whether the services are safe, reliable, fast, and easy to use. In addition, the bus companies and the Transport Department will also use regular surveys on passenger satisfaction to understand the views of the public on the bus services. If necessary, the Transport Department will urge bus companies to upgrade their unsatisfactory performance.

For any purpose of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, the bus franchisee must maintain and operate the service business according to its franchise, the Ordinance, any instructions, requirements or regulations made under or in accordance with its franchise or the Ordinance as well as any plan or approval made under Section 16A of the Ordinance. Otherwise it will be deemed as failure to maintain the proper and efficient public bus services.

Question (c):

If a franchised bus is involved in a serious traffic accident, the Transport Department may request the bus company to submit a report, depending on the circumstances of the accident. According to the previous experience, the bus company will reply to the Transport Department as soon as possible.

Question (d):

The Transport Department requested the Kowloon Motor Bus Company (1933) Limited (KMB) to submit a report on the next morning after the traffic accident occurred on Tai Chung Kiu Road. The Transport Department received the KMB report on the afternoon of the same day. The Transport Department will follow up the case based on the report. As the police are investigating the accident, we cannot disclose the contents of the report.

Question (e):

Refer to Section 1 (a) for the definition of Forward Plan.

Any year's following five-year plan for the operation of the bus franchisee shall include:

(i) The details of the bus route development plan, together with the proposed changes to the operating routes, schedules and allocation of vehicles, shall be listed on a monthly basis for the first two years of the plan, followed by six months thereafter;

(ii) An estimate of the number and types of the buses required to meet the route development plan referred to in Paragraph (i) in the daily services;

(iii) An estimate of the total number of the buses that are to be used to cope with daily public bus services, and an estimate of a reasonable proportion of the number of the buses that are not available for use in operating the service business due to accident, breakdown or other reasons;

(iv) A plan about abandoning a bus that is not suitable or likely to be suitable for use in operating the public bus services, and about purchasing or building an additional bus to replace the bus to be abandoned or to expand the bus fleet used to operate the bus services;

(v) A plan about providing and allocating premises for manufacture, repair and maintenance of vehicles used by the bus franchisee in connection with its franchise, and premises for parking all the vehicles that are not in use.

(vi) A plan about regular repair and maintenance on all of the vehicles used by the bus franchisee in relation to its franchise;

(vii) Forecasts on the financial implications of following the overall plan prepared under Section 12A, including estimates of the time and magnitude of the possible adjustment of fare;

(viii) Any other matters required by the Director through the written notice to the bus franchisee, regardless whether such matters are specified in paragraphs (i) to (vii).

Question (f):

The bus franchisee submits bus route plans to the Transport Department every year. After reviewing the plan and negotiating with the bus franchisee, the Transport Department will submit the plan made after negotiation to the Transport Department and the Housing Bureau. The Transport Department and the bus franchisee will then consult the relevant Traffic and Transport Committee under the jurisdiction of the District Council on the proposed scheme. The Transport Department will consider the collected opinions and the needs of different stakeholders as a whole, formulate the final plan and put it into practice.

Question (g):

The Transport Department and the bus franchisee will review the service level of each district on a daily basis based on passenger demands through the bus route plan. In formulating the reorganization proposal, the Transport Department and the bus franchisee will participate in the *Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes*, which will take into account the future population changes (e.g. one to two years) in the local region.

For the new housing development projects, the Department will start the preparation of necessary service adjustments for bus companies one to two years prior to the projects' entry to meet the needs of the added population.

Question (h):

In general, the Transport Department's branch offices in the region where the new development projects are located are responsible for reviewing the traffic impact assessment report. If necessary, the branch offices will request the assistance of other sub-divisions or provide the report to other sub-divisions for reference. The road improvements proposed in the report are usually implemented by project developers.

Regarding public transport services, the Transport Department may request project developers to consider improving the hardware facilities of public transport services if necessary.

Question (i):

In general, the proposed road improvement works in the traffic impact assessment report must be completed before the completion of the new development projects, and the traffic conditions will generally not change a lot due to the completion of new development projects.

2. Determination of Fares

Reply from the Transport Department

Question (a):

The fares of franchised buses shall be determined in accordance with Section 13 of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong. When the Transport Department and the Transport and Housing Bureau receive a fare increase application submitted by a bus franchisee, they will follow the existing bus fare adjustment arrangements and consult the Legislative Council Panel on Transport and the Transport Advisory Committee in terms of the fare increase application. Finally, The Chief Executive, along with the Executive Council will review and approve the increase magnitude.

Question (b):

The fare rating table is basically made according to the length of each route group (such as Kowloon City and the New Territories routes, Harbour Crossing routes, tourism routes and special racecourse routes etc.), which stipulates the maximum adult one-way fare that bus companies can charge. As regards the actual fare for individual bus routes, the bus franchisee will determine it following the applicable fare rate, with consideration of the operating environment and other relevant factors of each route, but it shall not be higher than the relevant level listed in the fare rating table. The actual increase magnitude of the fare of each route shall be reviewed by the Transport Department to ensure that the overall weighted average increase magnitude does not exceed the rate approved by the Executive Council.

Question (c):

According to Article 13(4) of Chapter 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, the fare charged by a franchised bus company may not exceed the fare determined in accordance with the appropriate fare class schedule, except with the prior permission of the Commissioner for Transport.

Question (d):

Passengers carrying goods that weigh more than the weight and volume provided in Article 14(1) of Chapter 230A "Public Bus Services Regulations" (but in compliance with other provisions of the "Regulations") (i.e. one or more packages whose total weight does not exceed 5 kilogram or whose total volume does not exceed 0.1 cubic meters) does not constitute a violation of the law. Article 14(2) of the "Regulations" mainly states that other than the goods that may be carried in accordance with Subsection (1), passengers may also carry other items as permitted by the Commissioner for Transport after paying the appropriate charges provided in the fare class schedule as determined under Article 13(1) of this Chapter. As of now, no major bus companies such as KMB or Citybus have applied to charge for the carrying of any luggage or goods whose weight exceeds 5 kilogram or whose volume exceeds 0.1 cubic meters.

Question (e):

The "Ordinance" mentioned above refers to Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong. The Ordinance does not define "other items permitted by the Director". However, Section 14(3)(b) of Chapter 230A "Public Bus Services Ordinance" of the Laws of Hong Kong states that passengers may not carry offensive items. Section 14A of the Ordinance also stipulates that no person shall bring any substance or article used in the Dangerous Goods Ordinance (Cap. 295) onto a bus.

Question (f)：

It is clearly stated in Section 14(3) of Cap. 230A "Public Bus Services Ordinance" of the Laws of Hong Kong that the articles shall not occupy any seat and shall not be placed on the passages or stairs of a bus. Therefore, the items carried by the passengers cannot occupy the positions where the passengers can stand. Therefore, the passenger capacity of the buses shall not be affected.

3. Adding and Change of Routes

Reply from the Transport Department

Question (a):

Section 14 of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong is a provision about the written notice given by the Chief Executive jointly with the Executive Council to a bus franchisee. The Director of the Transport Department may issue a written notice to the bus franchisee in accordance with Section 15 of the Ordinance, to require the bus franchisee to temporarily change a specified route.

Question (b) to (d):

As specified Section 14 of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, a written notice shall be given to the bus franchisee by the Chief Executive along with the Executive Council, Section 14(4) of the Ordinance stipulates that the Director of the Transport Department shall consult the bus franchisee in terms of changing the specified routes; and Section 14(5) [of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong] stipulates that the Director of the Transport Department shall consult the bus franchisee in terms of the proposed public bus services, and shall maintain the appropriate and efficient services of all existing routes. The Transport Department will handle the temporary revision to the bus services in accordance with the existing *Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes*.

Question (e):

Under normal circumstances, the Transport Department will propose to arrange bidding invitation for the proposed new franchised bus routes and select suitable bus operators.

Question (f):

The Transport Department understands that reorganizing the bus route will cause inconvenience to some passengers. However, under the principle of making good use of bus resources, the Transport Department has fully considered the views of various parties and balanced the needs of all parties to minimize the impact. With the consideration of balancing the overall passenger interests, making good use of resources, improving road congestion and air quality, we hope that passengers can understand the relevant arrangements.

Question (g):

If any major change is required to a franchised bus or a special minibus route, the Transport Department will submit proposals to the affected Traffic and Transport Committee under the jurisdiction of the District Council to allow the relevant representatives of the Committee to express their opinions on behalf of various passenger groups concerned. The Transport Department will not inform the Labor and Welfare Bureau of any proposal to change, cancel or shorten the routes.

4. Calculation of capacity

Reply from the Transport Department:

Question (a):

In accordance with paragraph (1) of Section 74 of the *Road Traffic (Construction and Maintenance of Vehicles) Regulations*, the total number of standing passengers that may be carried on a single-decked bus or on the lower deck of a double-decked bus is calculated by dividing the total floor area of that deck, in square meters, available to standing passengers, by 0.17; such total floor area shall not include certain areas like that part of any gangway or any passage to an emergency exit which is within 230 millimeters of any step-well.

Question (b):

In accordance with Section 48 of the *Road Traffic (Construction and Maintenance of Vehicles) Regulations*, every bus shall be marked plainly and correctly in English and Chinese writing of uniform size, not less than 10 millimeters in height, inside the bus (on the lower deck if it is a double-decked bus); and outside the bus at the rear or on the near side, with the number of passengers for whom seats are provided on each deck of the bus and the number of standing passengers who may be carried in a single-decked bus or on the lower deck of a double-decked bus while it is in motion.

The Transport Department currently calculates the upper limit of total number of passengers that may be carried on a franchised bus on the basis of total number of seats and approximate average six passengers standing across one square meter on the lower deck. For model and capacity of buses that have been registered by franchised bus companies, refer to the Annual Transport Digest of the Transport Department via the following link:

http://www.td.gov.hk/mini_site/atd/2013/tc/section5_5.html

Questions (c), (d) and (f):

The capacity specified for registration of a bus represents the maximum capacity for structural design of such bus.

To ensure safe operation of the franchised bus, the Transport Department must set the upper limit of capacity for each model of bus. The Transport Department currently calculates the upper limit of total number of passengers that may be carried on a franchised bus on the basis of total number of seats and approximate average six passengers standing across one square meter on the lower deck. As a general rule, capacity of a double-decked bus consists of seating capacity (70%) and standing capacity (30%). In other words, a passenger would have to stand only if overall average passenger load factor is 0.7 and more, which is dramatically different from the fact that seating capacity of MTR Hong Kong is much higher than its standing capacity.

If the Transport Department intends to adjust the franchised bus schedule, it would refer to the *Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes* ("Guidelines") as amended and published upon consultations in the Legislative Council in 2010. In addition to the above passenger load factor, the department and bus companies will also consider such other factors as population, changes in demands of passengers, and infrastructure development to determine how to adjust the schedule. If the department identifies sustained long queuing and extended waiting time of a bus routine, it would instruct the bus company to increase bus shifts in an appropriate and flexible manner while considering the cost effectiveness. Current arrangements are made on the basis of actual situation and reasonable and objective data, and they can be also be properly and freely adjusted on a case-by-case basis. If the relevant calculation method and index are modified, the criteria for increasing bus shifts would become too loose. The decrease in capacity of each bus would lead to higher operational cost. In addition to the pressure of raising the price, there would be more buses on the road, which would surely influence traffic flow and roadside air quality. Therefore, merits and demerits of increasing the bus shifts must be carefully considered.

Question (e):

In accordance with paragraph 3 of Section 13A of *Cap 230A Public Bus Services Ordinance*, the grantee may mark a line transversely on the gangway to indicate the area in which passengers may not stand while the bus is moving. The grantee generally marks a yellow line on the gangway nearby the driver's seat to ensure view of the driver is not obstructed while the bus is moving. The driver will determine whether the bus continues taking up passengers who are waiting for the bus, provided that the driving safety is ensured.

Paragraph 2 of Section 13A of Cap 230A also provides that no passenger shall stand on any part of a bus other than the gangway while the bus is moving.

Question (g):

Within the compartment of a low-floor bus, area available for wheelchair parking space shall not be smaller than 750 mm x 1300 mm. If the wheelchair parking space is not occupied, approximate five passengers may stand on such space. The Transport Department counts the wheelchair parking space as the standing to calculate the number of standing on the low deck of a franchised bus.

Question (h):

Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes is applicable to all franchised bus services. The Transport Department and bus companies will also consider population, changes in demands of passengers, infrastructure development and other factors. If the department identifies sustained long queuing and extended waiting time of a bus routine, it would instruct the bus company to increase bus shifts in an appropriate and flexible manner while considering the cost effectiveness.

Questions (i) and (j):

In case of urgent demands of passengers or in case of emergency, the grantee would increase the bus shifts to direct passenger flow. If the grantee identifies that the service complies with criteria for increasing bus shifts, it would apply to the Transport Department for adjusting the service in order to respond to demands of passengers.

The Transport Department has not received any such application.

Reply from KMB

Question (a):

Laws currently in force provide that standing capacity of a bus shall be calculated on the basis that a passenger occupies a space of 0.17 square meters. KMB estimated the capacity of bus in accordance with the relevant laws.

Question (e):

A passenger violates the subsection (2) of Section 13A of *Public Bus Services Ordinance*

(Cap 230A) if such passenger stands outside the yellow line or step, but in this case, it doesn't mean that capacity of the bus is exceeded.

5. Keeping of records

Reply from the Transport Department

Question (a):

The relevant records are kept by the Transport Department.

Question (b):

Relevant staff of the Transport Department regularly consults copies of any and all records mentioned by bus companies in connection with the above ordinance in order to monitor service level of bus companies. The Commissioner is also entitled to access any and all such records.

Questions (c) and (d):

The grantee will submit operational data and information to the Transport Department for its supervision of operation of the grantee. If a commission member is not satisfied with services of some routine, he or she is kindly requested to provide the relevant information (such as routine, date, time, place, direction and details) so that the department can follow up such service.

Reply from KMB

Question (c):

With regard to inquiry about such data as number of bus, volume of passenger, kilometers and income, those data are not allowed to be disclosed since they are operational and financial information of KMB.

6. Repair

Reply from the Transport Department:

Question (a):

The Transport Department has established a system for regularly monitoring quality and repair level of buses of grantees. In addition to monthly routine inspection, which is conducted by bus companies, the Transport Department sends Motor Vehicle Examiner to the bus companies' depots to check the bus and also randomly check buses while they are moving, in each working day. Moreover, each bus shall not be licensed unless it passes annual comprehensive inspections conducted by the department.

Question (b):

The Transport Department randomly checks 14 buses each working day without influencing their normal operation.

7. Adjustment of fares

Reply from the Transport Department

Pursuant to the *Public Bus Service Ordinance*, the Legislative Council may disqualify applicability of provisions of the "Profit Control Scheme" for the bus franchise by way of resolutions in lien of any ordinance. The "Profit Control Scheme" has been no longer applicable for the bus franchise since 1992 by way of resolutions of the council.

In the meanwhile, current laws and the franchise provide that each grantee shall submit its long-term plan to the Transport Department and operational and financial information including financial statements for each fiscal year audited by the auditors so that the department can monitor operational and financial position of the grantee. The franchise also provides that each grantee shall annually print the "More Comprehensive Disclosure of Company Information" Brochure to make operational and financial information available to the public, and such brochure is accessible on website of the grantee.

8. Bus signboards and notices

Reply from the Transport Department:

Question (a):

In accordance with Section 25 of the Cap 230A *Public Bus Service Ordinance*, any person who violates provisions of paragraph (1) of Section 7 without reasonable excuse shall be guilty of an offence and shall be liable to a fine of $2,000.

Questions (c)–(e):

In accordance with Section 7 of the Cap 230A *Public Bus Service Ordinance*, bus drivers are required by the relevant provisions to exhibit marks in front and back of the bus to show the route number. In addition, the ordinance also requires the driver to exhibit the destination signboard in front of the bus, which shall show the destination of the bus both in Chinese and English.

The Transport Department always requires grantees to comply with the above provisions. If a bus company has to temporarily deploy buses as a result of an accident, or if the signboard of an operating bus fails or is damaged, the driver shall, on the premise that the driving safety is ensured and influence on services for passengers is minimized,

do its best efforts to accomplish performance of the service, and shall notify his or her supervisor of arranging repair or replacement of his or her bus as soon as practicable.

Based on findings of the recent supervision conducted by staff of the Transport Department, buses 89D and 89P of KMB are similar in fonts on the route signboards, which may lead to misunderstanding of passengers. The Transport Department has instructed KMB to make improvements.

Reply from the Labour Department

Question (b):

Over the past 3 years, the Labour Department has not received the relevant request for help.

Reply from the Hong Kong Police Force

Question (e):

The police force would take appropriate monition action against any violation of Section 7 of Cap 230A *Public Bus Service Ordinance*. Sha Tin Police District has not received any complaint about bus route signboard within Sha Tin District.

9. General response

Reply from the New World First Bus Services Limited and Citybus Limited (NWFB & Citybus)

The Transport Department responded to each question raised in the document in details. Further, standing capacity of bus shall be calculated under the laws. A yellow line is generally marked on the gangway at rear of the driver's seat of the bus, and no passenger shall stand outside the yellow line while the bus is moving to ensure that views of the driver are not obstructed when he or she is operating the bus.

First Bus & Citybus regularly submit operational data and financial information to the Transport Department, while the companies are not allowed to disclose business data such as income and capacity of some route.

Secretariat of the Sha Tin District Council

STDC 13/70/45

March 2015

負責人

93. 主席指此議題曾於交運會會議上討論，但問題仍未見解決，希望運輸署、路政署等部門積極就解決繁忙及狹窄路段非法泊車問題，研究長遠方案。大圍出現人車爭路情況，食肆及商舖林立，違例泊車問題嚴重，他請警方於下次會議提供大圍的執法數據，以便交運會作恆常監察。 警務處

容溟舟先生提問：沙田區專營巴士在法例下的監管
(文件TT 20/2015)

94. 容溟舟先生的意見綜合如下：

(a) 若巴士公司需要就嚴重交通意外提交報告，需於何時交，如不提交有何罰則；

(b) 運輸署在回覆中指九巴、城巴等主要巴士公司均無申請向攜帶逾五公斤和總體積逾0.1立方米行李和貨品的乘客收取額外費用。若巴士上擺放行李的空間不足，導致載客量因大型物件佔用空間而減少，他認為會影響載客率的計算，令本來達加班標準的巴士線被誤以為未達加班標準，運輸署如何處理這種情況；

(c) 若輪椅佔用巴士上的空間，同樣影響載客率的計算。供輪椅使用的空間若當作“企位”計算，對輪椅使用者不公。再者，以新巴城巴為例，部分巴士上供輪椅使用的空間設有一張椅子，有些乘客坐下後不願讓予有需要的輪椅使用者，造成糾紛。他詢問運輸署為何在計算“企位”數目時不剔除供輪椅使用的位置，若剔除會否影響載客率的計算；

(d) 他認為運輸署是次回覆顯示現行班次加減標準有問題。香港鐵路有限公司的“企位”計算方法已因應實際載客情況更改，巴士的“企位”空間比鐵路車廂小，運輸署有否考慮檢討巴士載客率的

計算方法，甚或調整加減班次的標準，以反映實際情況，而非只倚賴巴士公司的數據；以及

(e) 巴士脫班情況實在嚴重，委員需要更多有效數據，以便監察巴士服務。

95. 邱功遠先生的回應綜合如下：

(a) 如專營巴士涉及嚴重的交通意外，運輸署會要求巴士公司提交報告，巴士公司一向都有配合，相信不用施加罰則；

(b) 運輸署以務實態度處理載客率資料，因應乘客的實際乘車情況作考慮，若車廂內有大型行李或輪椅，他相信相關人員會適當處理。在處理載客統計時，若是巴士上已有輛椅乘客，運輸署不會將輛椅的空間當成仍有企位；以及

(c) 以升降機的標準為例，在計算平均個人體重時以75至80公斤不等作為標準，但一般成人的重量通常達不到上述標準，可見安全設計的標準定得高，未必反映實際使用時的情況。

96. 主席表示，由於法定人數不足，他請秘書處召喚缺席的委員出席會議。

97. 由於15分鐘後仍未有足夠的法定人數，主席於下午七時零九分宣布休會，並決定以傳閱文件方式處理《運輸署進度報告》、《工作小組報告》、《路政署工程進度報告》、《沙田區公共房屋及私人機構參建居屋計劃屋苑人口》及《沙田市中心交通違例檢控數字》。

Principal

93. The Chairman said this topic has been discussed in the TTC meeting, but the problem remains unresolved. He hoped departments such as Transport Department and Highways Department actively work out a long-term plan for eliminating unlawful parking on busy and narrow sections. Considering the vehicle-pedestrian conflicts, a wide range of food premises and shops, and serious parking problem in Tai Wai, the chairman requests the police force to submit data relating to law enforcement in Tai Wai for constant supervision of TTC. The Police Force

Question raised by Mr. YUNG Ming-chau, Michael: Supervision of franchised bus under laws in Sha Tin District

(Document TT/20/2015)

94. Questions raised by Mr. YUNG Ming-chau, Michael are summarized as follows:

(a) If bus companies are required to submit reports with respect to serious traffic accident, when such report shall be submitted, and what penalties would be imposed onto bus companies if they fail to submit such report?

(b) In its response, the Transport Department clarified that major bus companies such as KMB and Citybus have not applied for collecting extra charge from passengers who carry luggage and goods of weight more than five kilograms and total volume more than 0.1 cubic meters. Mr. YUNG Ming-chau, Michael considers that if space available for luggage is insufficient in the bus, consequentially decreasing capacity as a result of spaces being occupied by large articles, then calculation of capacity would be influenced, in which case the bus routes that should have satisfied the criteria for increasing bus shifts are considered not to satisfy such criteria. How would the Transport Department deal with such circumstance;

(c) If wheelchair occupies space in the bus, calculation of capacity would be also influenced. If space for wheelchair is counted as "standing", it is unfair for wheelchair users. Furthermore, a chair is installed in the space for wheelchair in certain buses, of which the example is First Bus, and some passengers sitting on that chair are reluctant to offer the seat to wheelchair user who needs the chair, resulting in occurrence of dispute. He asked the Transport Department why does it not exclude space for wheelchairs when it calculates the standing number, and if the space for wheelchair is excluded, calculation of capacity is influenced or not;

(d) He considers that the present response of the Transport Department has demonstrated that the current criteria for increasing bus shifts are defective. MTR Corporation Limited has altered its calculation method of "standing" number in a response to the actual passenger volume. Standing space in bus is smaller than that in metro compartment. Has the Transport Department reviewed its method of calculation of bus passenger load factor, or even adjust the criteria for increasing or decreasing the shifts to reflect actual situation, instead of relying on data from bus companies; and

(e) Loss of bus trips are indeed serious. Commission members need more valid data for supervision of bus services.

95. Responses of Mr. YAU Kung Yuen, Corwin are summarized as follows:

(a) If a franchised bus is involve in a serious traffic accident, the Transport Department would instruct the relevant bus company to submit a report, and bus companies have been coordinating with the department in respect to such instructions, so I believe no penalties need to be imposed;

(b) The Transport Department has been processing passenger load factor information pragmatically. If there is large luggage or a wheelchair in the compartment, he believes that the relevant personnel would properly handle it considering actual loading of passengers. For processing of passenger loading statistics, if there is any wheelchair passenger on the bus, the department would not count space occupied by such wheelchair as standing capacity; and

(c) Take criteria for lift as an example. Standard average individual weight ranges from 75 kg to 80 kg, which is usually higher than weight of an ordinary adult. Therefore, criteria for safety design are high, which might not reflect situation during actual use.

96. The Chairman said he asks the Secretariat to call the absent commission members to attend the meeting because the number of current participants do not comply with the quorum.

97. The number of participants in the meeting was still lower than the quorum after 15 minutes lapsed. The Chairman declared adjournment at 07:09 p.m., and also resolved to deal with *Progress Report of Transport Department*, *Taskforce Report, Engineering Progress Report of Highways Department*, *Population under Public Rental Housing Private Sector Participation Scheme of Sha Tin District* and *Statistics of Traffic Contravention in Downtown of Sha Tin District.*

二零一六年三月八日
討論文件

文件 TT 9/2016

沙田區議會
交通及運輸委員會

李世鴻先生提問

"(a) 近日接連發生巴士車門意外，請問九龍巴士(一九三三)有限公司(九巴)每部巴士的車門每年檢查多少次？

(b) 九巴會否考慮在車廂內增設安全帶及圍欄，以防乘客跌出車外？

(c) 九巴巴士車門玻璃的硬度是否有規格？知否其產地？

(d) 運輸署有何措施避免類似意外發生？

(e) 運輸署能否提供過去一年巴士及小巴發生上述意外的次數？

(f) 早前大圍交通交匯處的天花剝落，運輸署的檢測及修復工作進展如何？"

九龍巴士(一九三三)有限公司(九巴)的綜合回覆

有關近期涉及九巴車門的意外

九巴近期兩宗涉及乘客撞破車門玻璃的意外，分別於二零一六年二月二日及二月十七日發生。本公司對有關意外高度關注，現正全力配合警方調查，並已在事發後派員慰問傷者。

九巴亦已成立委員會，全面檢討及提升乘客於行車期間在車廂的安全，報告將於三月中前完成，並呈交運輸署。有關在車廂

內增設安全帶及圍欄的建議，我們已經備悉。

九巴非常重視巴士的保養及檢修，巴士上各項機械裝備(包括車門的操作)、空調系統及車廂設施均會定期進行保養及維修。車長在行車時會留意車門的操作，有問題時會作出報告，維修組員工會按車長的報告進行輕微的維修項目。每部巴士於每晚回廠後亦會進行例行檢查，在定期進行的「月驗」、每半年的「小修」及「年驗」中亦會檢查車門，以確保行車安全。

九巴所有巴士上所使用的車窗及車門玻璃，均屬強化玻璃，符合供應商及歐盟的認證標準及巴士業內的標準規格。

運輸署的回覆

提問(d)及(e)：

本署已成立一個由運輸署、各專營巴士公司及巴士製造商組成的工作小組，以檢視有關巴士車門安全及改善方案。在二零一五年，曾發生兩宗與專營巴士有關的車門玻璃損毀的事件，至於專線小巴方面則未有錄得有關的意外報告記錄。

運輸署及建築署的綜合回覆

提問(f)：

事件發生後建築署隨即安排檢驗大圍站公共運輸交匯處天花及移除在剝落位置附近發現鬆脫的天花吸音批盪，該場地內大部分區域的天花檢驗工作已於農曆新年假期前完成。經初部勘察後，由於餘下區域在日間檢驗會對場地的車流、人流及運作造成嚴重影響，因此相關政府部門建議在晚間進行鎚擊檢驗及移除發現鬆脫的天花吸音批盪等工程。建築署承建商已向環境保護署申請「建築噪音許可證」。運輸署會繼續與建築署保持聯繫，如有需要會協調有關的公共運輸服務，以配合建築署在上述公共運輸交匯處的工程。

沙田區議會秘書處
STDC 13/70/45

二零一六年三月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

March 8, 2016 Document No.: TT 9/2016

Discussion Document

Sha Tin District Council

Traffic and Transport Committee

Questions from Mr. LI Sai-hung:

(a) Recently, bus door related accidents have occurred. Kowloon Motor Bus Co. (1933) Ltd. (KMB), could you tell me how often do you have the doors of each bus checked?

(b) Would you consider adding safety belts and fence railings to each bus carriage so as to prevent passengers from being thrown out of the bus?

(c) Are there any specification requirements for the hardness of KMB bus door glass? How about the origin of the glass?

(d) Does the Transport Department of the Government of Hong Kong have any measures to avoid similar accidents?

(e) Could the Transport Department provide the number of bus and minibus accidents, similar to those mentioned above, in the previous year?

(f) In the early time, the ceiling at the Tai Wai Interchange peeled off. How about the progress of detection and repairs work by the Transport Department?"

Reply from Kowloon Motor Bus Co. (1933) Ltd. (KMB)

About recent KMB bus door related accidents

Two accidents happened recently on February 2 and 17, 2016, when passengers bumped into the glass of our bus doors. We have paid great attention to both accidents. We are now cooperating with the police in investigations and have sent our staff to comfort the injured after the accidents.

We have set up a committee to make a comprehensive review and improve the safety of passengers on bus when our buses run. A report will be finalized by the middle March and be submitted to the Transport Department.

We have been aware of the suggestion on adding safety belts and fences to carriages.

We have been attaching great importance to bus repairs and maintenance. All mechanical equipment (including door operation equipment), air-conditioning systems and carriage facilities on our buses are subject to regular repairs and maintenance. Our drivers would take notice of door operations when driving and report to us if there are any problems. Our maintenance team members would report the items requiring minor repairs according to the reports from the drivers. Each bus is examined on a daily basis after it returns to the depot every night. Car doors are also checked in regular monthly inspections, semi-annual minor repairs and annual inspections are made so as to ensure driving safety.

The doors and windows of all our buses are made of tempered glass, which conforms to the certification standards of suppliers and EU and standard specifications in the bus industry.

Reply from the Transport Department

Questions (d) and (e):

We have established a working group, composed of the Transport Department, franchised bus companies and bus manufacturers, to check bus door safety and improvement plans. In 2015, two door glass damage accidents relating to franchised buses happened. As for special-line minibuses, there is no report or record about similar accidents.

Reply from the Transport Department and the Architectural Services Department

Question (f):

After the accident, the Architectural Services Department immediately arranged an inspection on the ceiling of the Tai Wai Station Public Transport Interchange and removed the acoustic ceiling finish, which was found loose near the ceiling peel-off position. The ceiling inspection work of most areas on site has been finished by the beginning of the Chinese Lunar New Year holiday. After our preliminary investigations, the competent authorities suggested that we conduct hammer test and remove the acoustic ceiling finish at night due to the fact that the daytime inspections of the remaining areas would cause serious impact on the vehicle flow, personnel flow and operation of the site. The Contractor of the Architectural Services Department has requested the Construction Noise Permit from the local Environmental Protection Administration. The Transport Department will continue to maintain close contact with the Architectural Services Department. If necessary, the former will coordinate relevant public transport services so as to cooperate with the Architectural Services Department in implementing the works of the Public Transport Interchange.

Secretariat of the Sha Tin District Council
STDC 13/70/45
March 2016

辦行走類似路線的專線小巴線。署方備悉委員意見，如有需要會全面檢討水泉澳邨的交通服務。

37. 洪安琪女士的回應綜合如下：

(a) 九巴將盡快向運輸署提交加強288號線服務的申請，在此期間九巴作臨時調配，於早上繁忙時段提供加班車，以令班次由九分鐘提高至六至七分鐘。同時，九巴會派員於欣泉樓安排乘客登車；

(b) 由於水泉坳街近升降機塔的位置現正實施臨時交通管理措施，當日因天雨關係交通擠塞了10至15分鐘，影響巴士服務；以及

(c) 九巴會檢討83A及47X號線的班次時間，並與相關委員跟進。

38. 張立基先生回應說，九巴在回覆中提供了整體脫班率。二零一一及二零一二年因車長不足，脫班問題較為嚴重，二零一五年的脫班率已降至約1.3%，情況大為改善。九巴將與相關委員跟進個別路線的脫班問題。

39. 主席請署方及巴士公司與相關委員跟進他們提出的問題。

李世鴻先生提問：九巴巴士安全及大圍交通運輸交匯處天花剝落事件跟進
(文件 TT 9/2016)

40. 李世鴻先生的意見綜合如下：

(a) 他詢問九巴車門意外的調查結果如何，可有任何改善方案。他指部分優先座沒有安全帶及圍欄，對長者構成危險，建議增設安全帶及圍欄；

(b) 他詢問由運輸署、各專營巴士公司及巴士製造商

組成的工作小組是在意外發生之前抑或之後成立，以及該工作小組是否有具體的改善方案；

(c) 運輸署在回覆中提及有兩宗專營巴士車門損毀事件在二零一五年發生，他詢問是否手民之誤；以及

(d) 大圍站公共運輸交匯處(大圍交匯處)的天花吸音批盪的用途以裝飾為主，他詢問會否全面移除現有批盪，以防發生意外；假如剝落是滲漏所致，又會否要求負責人妥善進行防滲工程。

41. 麥潤培先生的意見綜合如下：

(a) 他指烏溪沙站公共運輸交匯處(烏溪沙交匯處)使用同款批盪，於天氣轉變時亦出現同類情況。政府部門或承辦商只於剝落位置噴漆，未能根治問題，他詢問一旦發生意外責任誰屬。他詢問署方或各交通服務營辦商有何方法能把發生意外的可能性減至最低；以及

(b) 他詢問天花吸音批盪的隔音成效，以及為何用途以裝飾為主，如以裝飾為主，會否移除現有批盪。

42. 許銳宇先生的意見綜合如下：

(a) 他詢問大圍交匯處鬆脫的天花吸音批盪從高處墜下會造成多大的傷害；

(b) 他詢問大圍交匯處天花剝落的成因；以及

(c) 他詢問為何大圍交匯處天花剝落的位置仍未修復。

43. 李永成先生詢問何時與銀湖・天峰管理公司再次跟進

滲水問題。

44. 李世鴻先生及容淏舟先生詢問年初大圍站公共運輸交匯處(大圍交匯處)天花剝落事件的勘察及復修進度，以及工程需時多久。

45. 建築署物業事務經理/沙田西胡漢祥先生的回應綜合如下：

(a) 事件發生後建築署隨即派員檢驗大圍交匯處的天花，並移除在剝落位置附近發現鬆脫的吸音批盪。建築署的承建商向環保署申請“建築噪音許可證”後，已在晚間進行全面的鎚擊檢驗，發現有小量天花吸音批盪鬆脫，並即時移除。有關檢驗及移除工作已經完成，現場暫無即時危險情況；

(b) 建築署估計有部分鬆脫的吸音批盪與天花滲水有關，亦不排除是由於正常損耗。有關天花吸音批盪並不屬於大圍交匯處的結構部分，其主要功能相信以吸音為主。建築署與運輸署會密切留意有關情況，如有需要會研究全面移除有關批盪的可行性，以防止同類意外發生；以及

(c) 有關烏溪沙交匯處兩年前發生天花吸音批盪鬆脫情況，建築署當時已指示有關承建商即時移除鬆脫的吸音批盪。由於估計鬆脫的吸音批盪與天花滲水有關，署方已發信要求交匯處上層住宅物業管理公司進行有關維修工程。另外，署方亦已於本年四月檢查天花吸音批盪的狀況，並未發現有即時危險情況。建築署將繼續與住宅物業管理公司跟進有關滲水問題。

46. 廖靜文女士的回應綜合如下：

(a) 運輸署在巴士車門意外發生後成立了一個由運輸

署、各專營巴士公司及巴士製造商組成的工作小組，以檢視巴士車門的安全及研究加強安全的措施。工作小組經研究後已提出加強安全的措施供專營巴士公司及巴士製造商跟進。運輸署是根據委員在提問中的要求而提供二零一五年的意外數字；以及

(b) 運輸署將與建築署會謹慎研究是否移除隔音批盪。

47. 張立基先生的回應綜合如下：

(a) 有關近期兩宗乘客撞破車門玻璃的意外，九巴全力配合警方的調查，並成立委員會全面檢討事件及研究如何提升乘客在車廂內的安全，報告已於三月提交運輸署；

(b) 九巴檢查肇事巴士的車門後發現一切正常。九巴所有巴士的車窗及車門玻璃均為強化玻璃，符合供應商及歐盟的認證標準和巴士業的標準規格。針對上述意外，九巴將加強訓練車長，提醒車長留意轉彎時的車速，並與巴士供應商研究可否在車門加裝護欄；以及

(c) 在巴士車廂內，前方無遮擋的座位已設有安全帶。

48. 主席建議建築署聯絡大圍交匯處的負責人，以處理滲水問題，並請署方於會後交代移除批盪的可行性。

李永成先生提問：馬鞍山非法賽車事宜
(文件 TT 10/2016)

49. 李永成先生的意見綜合如下：

(a) 他指現時除了週末及假日外，平日亦有汽車超速

[…] special line mini-bus running on similar routes. The Transport Department has listened to the comments from committee members and will, if necessary, make a comprehensive review of the transport service of Shui Chuen O Estate.

37. The reply from Ms. HUNG On-Ki is as follows:

(a) KMB will, as soon as possible, submit its application to the Department of Transport for improving No. 288 line service. When the application is pending, KMB will temporarily deploy extra buses at peak hours in the morning and arrange the interval between buses to change from the original nine minutes to about six or seven minutes. Also, KMB will send its staff to arrange passengers to get on buses at the Yan Chuen House;

(b) As temporary traffic control measures on Shui Chuen Au St are being taken in the place near the elevator tower on the street, traffic jam lasted 10 to 15 minutes due to bad weather on that day of accident, which affected bus service; and

(c) KMB will make a review of the schedule of No. 83A and 47X lines and follow up the schedule together with relevant committee members.

38. Mr. CHEUNG Lap-Kei responded, KMB provided its behind-schedule rate in its reply. The behind-schedule issue appeared serious due to insufficient number of drivers in 2011 and 2012. Later, the rate was reduced by around 1.3% in 2015, with a major improvement. KMB will follow up the behind-schedule issue together with relevant committee members.

39. The Chairman requested the Transport Department, bus companies and relevant committee members to follow up the questions they proposed.

Questions from Mr. LI Sai-hung: Follow-up on KMB bus safety and ceiling peel-off of Tai Wai Public Transport Interchange

(Document No.: TT 9/2016)

40. Comments from Mr. LI Sai-hung:

(a) He asked the investigation result of KMB bus door accidents and if any improvement plans have been formulated. He pointed out that some priority seats had no safety belts and fences, which was a potential hazard for the elderly. He suggested adding safety belts and fences there;

(b) He asked if the working group composed of the Transport Department, franchised bus

companies and bus manufacturers had been established before or after the accidents and if the group had formulated specific improvement plans;

(c) The Transport Department mentioned in its reply that two franchised bus door damage accidents happened in 2015. Mr. LI asked if there was any misprint in the reply; and

(d) The acoustic ceiling finish at the Public Transport Interchange of Tai Wai Station (Tai Wai Interchange) was mainly used for decoration purposes. He asked if all finish could be removed so as to avoid any accidents; and if the head could be ordered to properly carry out the anti-seepage project if the peel-off was caused by leakage.

41. The reply from Mr. MAK Yun-pui is summarized as follows:

(a) He indicated that the same type of finish was used at the Public Transport Interchange of Wu Kai Sha Station (Wu Kai Sha Interchange) and the same accident occurred to the interchange in case of bad weather. Government authorities or the Contractor only painted the peel-off position and failed to eliminate the issue. He asked who would be responsible for the accidents if any. He also asked what measures the Transport Department and traffic service operators would take to minimize the possibility of accidents; and

(b) He asked about the isolation performance of the acoustic ceiling finish, why it was mainly used for decoration purposes, and if the finish can be removed if it was only used for such purpose.

42. The comments from Mr. HUI Yui-yu are summarized as follows:

(a) He asked how serious the damage would be if the acoustic ceiling finish peeled off at a high attitude of Tai Wai Interchange;

(b) He asked about the cause for ceiling peel-off of Tai Wai Interchange; and

(c) He asked why no repairs were conducted on the place where the ceiling peeled off at the Tai Wai Interchange.

43. Mr. LI Wing-shing asked when to follow up the issue of seepage together with Silver Lake Management L.L.C. again.

Principal

44. Mr. LI Sai-hung and Mr. YUNG Ming-chau, Michael asked about the investigation and recovery progress after the ceiling peel-off accident at the Public Transport Interchange of Tai Wai Station (Tai Wai Interchange) and how long the project would last.

45. The reply from Mr. WU Hon-cheung, Real Estate Property Affairs Manager/Sha Tin West of The Architectural Services Department is as follows:

(a) After the accident, the Architectural Services Department immediately sent its staff to inspect the ceiling at the Tai Wai Interchange and removed the loosened acoustic finish near the peel-off position. The Contractor of the Architectural Services Department has requested the Construction Noise Permit from the local Environmental Protection Administration and conducted comprehensive hammer test at night. It was found that a small amount of acoustic ceiling finish peeled off and was removed. Related inspection and removal work has been finished. There is no immediate hazard on site;

(b) According to the estimate of the Architectural Services Department, some loosened acoustic finish relates to ceiling seepage and may be possibly within the scope of normal wearing. The acoustic ceiling finish does not fall within the scope of the structure of Tai Wai Interchange and mainly functions as acoustic structure. The Architectural Services Department would, together with the Transport Department, pay close attention to relevant conditions. If necessary, it will study the feasibility of removing all relevant finish so as to prevent the occurrence of similar accidents; and

(c) As for the peel-off of acoustic ceiling finish that happened two years ago at the Wu Kai Sha Interchange, the Architectural Services Department has ordered the Contractor to immediately remove all loosened acoustic finish. As it is estimated that the loosened acoustic ceiling related to ceiling seepage, the Transport Department has written a letter to request the real estate property management company for the houses of the upper floors of the Interchange to carry out maintenance work. Additionally, the Transport Department also checked the conditions of acoustic ceiling finish in the April of this year but failed to find any immediate hazard. The Architectural Services Department will continue to follow up the seepage issue together with the real estate property management company.

46. The reply from Ms. LIU Ching-man is summarized as follows:

(a) After the bus door accidents, the Transport Department established a working group composed

of Transport Department, franchised bus companies and bus manufacturers to check the safety of bus doors and study the measures on safety enhancement. Through research, the working group has proposed the measures on safety enhancement for follow-up by the franchised bus companies and bus manufacturers. The Transport Department provides the accident information of the year 2015 according to the requirements proposed by committee members in their questions; and

(b) The Transport Department will, together with the Architectural Services Department, carefully study whether to remove the acoustic finish.

47. The reply from Mr. CHEUNG Lap-Kei is as follows:

(a) As for two recent accidents when passengers bumped into door glass, KMB is cooperating with the police in investigations. Also, a committee has been set up to make a comprehensive review of the accidents and study how to improve passenger safety in carriages. A report has been submitted to the Transport Department in March;

(b) Through inspections by KMB, the doors of all buses in the accidents prove to be in good condition. The doors and windows of all KMB buses are made of tempered glass, which conforms to the certification standards of suppliers and EU and standard specifications in the bus industry. In response to the accidents mentioned, KMB will make more efforts to train drivers and remind drivers to take notice of the bus speed when turning. Also, KMB will, together with bus suppliers, study whether to add fences to bus doors; and

(c) In bus carriages, the front barrier-free seats have been provided with safety belts.

48. The Chairman suggested the head of the Tai Wai Interchange to deal with the seepage issue and requested the Transport Department to describe the feasibility of removing the finish after the meeting was concluded:

Questions from Mr. LI Wing-shing: On illegal racing at Ma On Shan

(Document No.: TT 10/2016)

49. Comments from Mr. LI Wing-shing:

(a) He pointed out that in addition to weekends and holidays, car racing is common on business days

二零一七年三月七日
討論文件

文件 TT 23/2017

沙田區議會
交通及運輸委員會

招文亮先生提問

“本年一月十四日，本港發生了一宗致命車禍，涉及城巴有限公司一輛由馬鞍山市中心開往香港站的 681 號線巴士。巴士駛至鯉魚門道上斜近藍田巴士總站出口時，失控撞向路中斜台石壆後向左翻側，數十名乘客被拋離座位，造成“人壓人”，多人被困，上層一名乘客更不幸喪生。事件令廣大市民關注到路面設計、巴士車長的健康和工時管理等問題。

為此，本人有下述問題，希望運輸署及巴士公司答覆：

(a) 為何會發生上述車禍？傷者現時的狀況如何？

(b) 巴士公司如何跟進上述車禍？會否向死傷者賠償？跟進工作的詳情如何？

(c) 涉事車長的健康狀況是否符合標準？政府及巴士公司有否規定兼職車長在下班後，能否兼任其他長工時的工作，例如兼任的士或小巴司機？

(d) 現時路面和斜台石壆的設計會否增加巴士發生嚴重意外的機率？當局是否有更理想的設計可降低風險？

(e) 現時在本港行駛的巴士在設計上能否有效保障乘客安全？政府及巴士公司會否研究改善巴士的安全設計，例如加設安全帶、安全氣袋等，以減少傷亡？”

運輸署的綜合回覆

運輸署於交通意外後，已要求巴士公司提交報告，了解事故的情況。由於警方正對意外展開調查，本署不便對成因作出揣測。

運輸署對巴士車長的更份，包括工作、休息及用膳均有指引。就肇事巴士車長於意外當日的更份編排以及上班前的作息時間，均符合本署指引內的要求。

所有新型號的巴士必須通過運輸署的類型評定及登記前的車輛檢驗以符合香港法例第 374 章《道路交通條例》及其附屬規例的要求，才可登記在道路上使用。現時法例亦規定，巴士均須配備保持良好狀態的滅火器，和設有足夠的出口，以在緊急情況下作救援及逃生用途。而現時大部份專營巴士均在沒有遮擋的座椅安裝安全帶。運輸署會不時參考相關國際標準，提升巴士安全。

香港警務處的回覆

提問(a)：

上述車禍現由東九龍總區交通部特別調查隊第二隊調查，導致車禍原因仍在調查中。

傷者現時的狀況：

車禍中的一名女死者為 42 歲。

傷者情況：11 名男性(包括巴士司機)，九名女性，大部分傷者屬擦傷或手腳骨折，經治療後已陸續出院，(只剩餘兩名女傷者仍然留醫分別在將軍澳及廣華醫院、屬頸部骨折受傷)。

路政署及運輸署的綜合回覆

路政署採用的防護設施，均為國際慣常使用。護欄的開端使用傾斜式石壆，可以減低失控車輛撞擊護欄開端時對駕駛者及乘客的傷害。路政署聯同運輸署會繼續檢視現有公共道路的防護設施，並按實際情況和需要為新建及現有公共道路安裝合適的防護設施。

新世界第一巴士服務有限公司及城巴有限公司(新巴城巴)的綜合回覆

公司對早前681號線巴士發生的交通意外表示非常難過，並已全力配合警方，調查是次意外之經過及起因。公司於事發後翌日上午派出多名管理層代表公司分別前往各醫院慰問留院傷者及給予名片方便聯絡索償。公司亦安排承保之保險公司設立熱線，供無留院之傷者查詢索償事宜。公司亦有與死者家屬會面及慰問，並講解索償安排。

新巴城巴的巴士及車廂設計均符合運輸署的規定及安全標準。公司會待警方完成調查後，就有關結果研究是否有改善空間。

新巴城巴一向遵照運輸署向專營巴士公司發出的「巴士車長工作、休息及用膳時間指引」，編定車長工作及休息的時間，以確保車長有充足休息。指引限制車長一個工作日內的駕駛時間不應超逾 11 小時，一個工作日內最長的工作時間（包括所有休息時間）不應超逾 14 小時，兩個相連工作日之間的休息時間不應少於 10 小時。

兼職車長須通過駕駛訓練及考核，才會被安排駕駛工作；車長不論是兼職或全職，入職時均需申報是否有其他工作，公司亦有要求他們每日要有最少 10 小時休息時間。驗身方面，全職及兼職車長的身體檢查制度、涵蓋範圍及標準完全相同。所有全職及兼職車長必須通過身體檢查，方可執行駕駛工作。

沙田區議會秘書處

STDC 13/70/45

二零一七年三月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

March 8, 2017

Document No.:

TT 23/2017

Discussion Document

Sha Tin District Council

Traffic and Transport Committee

Questions from Mr. CHIU Man-leong:

"A deadly vehicle accident occurred in Hong Kong on January 14 of this year. A No. 681 bus of Citybus was driven from the center of Ma On Shan to Hong Kong Station then. When the bus travelled to Lei Yue Mun Road and approached the Lam Tin Bus Station, it bumped into the ramp stone crack in the middle of the road and turned over towards left as it was out of control. Tens of passengers were thrown out of their seats. Passengers were pressed down on each other. Several people were trapped in the bus. Unfortunately, a passenger on the upper deck lost her life. Since the accident, the public has paid attention to pavement design, health and working hours managements for bus drivers, etc.

Regarding the accident, I have the following questions and expect the Transport Department and the bus company to give a reply:

(a) Why could the above accident happen? What about the conditions of passengers on scene?

(b) How did the bus company follow up the accident? Would it make compensation to the dead? How about the details of follow-up?

(c) Does the health conditions of the driver involved conform to standards? Do the government and bus companies allow drivers to work part-time for long hours after their normal work, as part-time bus or minibus drivers, for example?

(d) Will the existing design of pavement and ramp stone crack increase the probability of serious bus accidents? Do the authorities have more effective design to reduce such risk?

(e) Can the current design of the bus running in Hong Kong effectively guarantee passenger safety? Will the government and the bus companies study how to improve the safety design of buses, adding safety belts and safety bags, etc. so as to reduce casualties?"

Reply from the Transport Department

After the accident, the Transport Department has ordered the bus company to submit a report in order to understand about the accident. We are not in a position to make a guess as the police are investigating the accident.

We have formulated guidance on the shifts of bus drivers, including working, rest and meal time. The shift arrangement of the driver involved as well as his schedule before work conforms to the requirements specified in our guidance.

All new buses must pass the type assessment and pre-registration vehicle inspection by the Transport Department so as to conform to the *Road Traffic Ordinance* (Cap. 374) of Hong Kong and other affiliated regulations so that they can run on roads after registration. There are also such provisions in the existing regulations. All buses shall be provided with fire extinguishers that are in good condition and be reserved with sufficient exits for rescue and lifesaving purposes under emergency. However, most of the current franchised buses are not installed with safety belts on the barrier-free seats. The Transport Department will refer to relevant international standards from time to time so as to improve bus safety.

Reply from the Hong Kong Police Force

Question (a):

The above accident is now investigated by the Special Investigating Team of Kowloon East Police Department. The cause for the accident is being investigated.

Casualties:

A female passenger, aged 42, died in the accident.

Conditions of the injured then: The injured include 11 males (including the bus driver) and nine females. Most injured suffered from scratches or fractures in hands or legs in the accident and have left hospital after being treated (But two female injured remained to stay at the Junk Bay Hospital and Kwong Wah Hospital, with neck bone fractures).

Reply from the Highways Department and the Transport Department

The protection facilities adopted by the Highways Department are international standard practice. The open end of the fence railing uses an inclined stone crack, which can reduce injury to drivers and passengers when any vehicle runs into the fence railing if it is out of control. The Highways Department, together with the Transport Department, continue to inspect the protection facilities on the existing public roads and install appropriate protection facilities on new and existing public roads according to the actual conditions and needs.

Reply from New World First Bus Services Limited/Citybus Limited (NWFB & Citybus)

We are quite sad about the early traffic accident of No. 681 bus and have cooperated with the police to investigate on the process and cause of the accident. After the accident, we sent several management representatives on the morning of the next day to hospitals to comfort the injured in hospital and leave their name cards for ease of contacts and claims. We have arranged that the insurer provide hotlines so that the injured in hospital can inquire about claims. We have also met and comforted the family of the dead and introduced claims arrangements to them.

All buses and their carriage design of NWFB & Citybus conform to the regulations and safety design of the Transport Department. The Company will investigate if there is any space for improvement on relevant results after the police complete the investigation.

NWFB & Citybus has always observed the *Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks* ("the Guidance"), issued by the Transport Department to the franchised bus companies and arranged drivers' working and rest time so that drivers have enough time to rest. According to the Guidance, the driving hours of a bus driver on a business day shall not exceed 11; the maximum working hours on a business day (including all rest time) shall not exceed 14; and the rest time between two connecting business days shall not be less than 10 hours.

A part-time bus driver shall pass driving training and assessment before they are allowed to drive a bus. A bus driver, either full-time or part-time, shall declare if he/she has any other job when he is enrolled. We also request them to have at least 10 hours rest time every day. In terms of physical examination, full-time and part-time drivers share the same physical examination system, scope and standards of examination. All full-time and part-time drivers must pass physical examination before driving buses.

Secretariat of the Sha Tin District Council

STDC 13/70/45

March 2017

設電單車停泊位，以解決電單車泊位長期不足的問題，並將結果提交區議會商討。”

潘國山先生和議。

126. 黃宇翰先生支持研究在社區內的空間加設電單車泊位，但建議研究行人天橋及行車天橋下面以外的地方。

127. 潘國山先生指此動議着眼於行人天橋及行車天橋，運輸署已就其他空間作出回應。

128. 容溟舟先生詢問是否只研究電單車泊位，或許有部分行人天橋及行車天橋下的空間適合用作其他車輛的泊位。

129. 丁仕元先生建議將“並將結果提交區議會商討”置於“以解決電單車泊位長期不足的問題”前。

130. 黃冰芬女士表示，是次動議主要環繞電單車。她接納丁仕元先生的建議，修改其臨時動議如下：

“沙田區議會交通及運輸委員會要求運輸署立即全面檢視沙田區內的行人天橋及行車天橋下的空間，研究加設電單車停泊位，並將結果提交區議會商討，以解決電單車泊位長期不足的問題。”

潘國山先生和議。

131. 主席詢問委員是否通過第 130 段的臨時動議。

132. 委員一致通過第 130 段的臨時動議。

招文亮先生提問：有關 681 線巴士發生致命車禍
(文件 TT 23/2017)

133. 招文亮先生的意見綜合如下：

(a) 他認為運輸署及巴士公司應考慮改良巴士設計，以提升巴士的安全性；

(b) 運輸署及路政署應採取措施令分岔的石壆更為顯眼；

(c) 根據運輸署向專營巴士公司發出的“巴士車長工作、休息及用膳時間指引”(指引)，內裏所編訂的車長工作時間太長，休息時間不足，他希望運輸署及巴士公司可作檢討，以減低車長的工作時數至十小時以下；

(d) 鑑於肇事車長為兼職員工，因此他建議巴士公司盡量減少聘請兼職車長。他擔心兼職車長於休息日兼任另一份工作，會導致回任車長時較為疲勞；

(e) 他詢問肇事巴士的闊度及新型巴士最闊的尺寸為多少，以及運輸署就巴士闊度的限制為多少，希望署方於會後在續議事項中給予回覆；以及

(f) 他請部門跟進鯉魚門道的車速限制，並研究改用風琴式防撞欄。

134. 蕭顯航先生的意見綜合如下：

(a) 巴士公司應每年為車長檢查有否睡眠窒息症；以及

(b) 他建議部門為路面加鋪貓眼石。

135. 容溟舟先生的意見綜合如下：

(a) 根據影片記錄，當日肇事巴士入錯行車線，司機因而必須急速扭軚，繼而撞向石壆令車身翻側。他詢問當局會否因應是次意外，而考慮在石壆加

裝防震物料；

(b) 他詢問政府部門設計道路時，有否參考外國較新的標準，例如採用容錯性設計；

(c) 他詢問當局會否檢視舊式設計道路的安全性；

(d) 他表示指引中有關車長的工作時數太長，導致車長的休息時間不足。另外，他詢問車長須駕駛不同型號的巴士，這樣會否增添行車危險；以及

(e) 他詢問肇事巴士有否申請闊度豁免，其闊度是否2.55米。

136. 新世界第一巴士服務有限公司及城巴有限公司(新巴城巴)公眾事務經理李建樂先生的回應綜合如下：

(a) 新巴城巴的巴士及車廂設計均符合運輸署的規定及安全標準，而每款新巴士登記時，亦須經過運輸署的類型評定及檢驗；

(b) 待警方完成調查，新巴城巴會因應結果研究是否有改善空間；

(c) 新巴城巴一向遵照運輸署向專營巴士公司發出的指引，確保車長有足夠時間休息。新巴城巴甚少有指引中 14 小時上限的工作更份，在一般編更下，車長的平均工作時數連休息時間約為 10 小時；

(d) 新巴城巴車長在入職時須通過身體檢查，項目包括肺部X光檢查、驗尿、視力和聽力檢驗、量血壓、抽血驗總膽固醇、心電圖、空腹血糖水平測試。入職後，年滿50歲或以上的車長每年須接受上述之身體檢查(惟心電圖檢查只適用於年齡適

逢 50、54、57 及 60 歲或以上的車長)。患有睡眠窒息症、中風、心臟病(包括曾接受手術)及須定時服藥糖尿病或高血壓車長，不論年齡，亦要每年接受包括心電圖檢查之身體檢查；

(e) 部分車長在一天之內，或須駕駛多於一條路線。新巴城巴沿用此編更制度多年，運作一直保持暢順。他們只會安排車長駕駛其熟悉的路線；

(f) 公司現時約有三千多名全職車長，四百多名兼職車長。根據二零一六年十月至十二月的記錄，兼職車長的平均每月總工時約為 33 000 小時，只佔所有車長工時的 3.7%。他們會提供路線駕駛及車長訓練予所有車長。肇事車長於一九九三年四月入職為兼職車長，一直駕駛 681 號線，熟悉該條路線；以及

(g) 以他所知，意外中的巴士的闊度約為 2.5 米。

(會後補充：新巴城巴車隊中，車身最闊的巴士為 2.55 米，而意外中的巴士車身闊度為 2.51 米。)

137. 邱功遠先生的回應綜合如下：

(a) 意外當天，肇事車長由上班至意外發生期間，工作了共 1 小時 38 分鐘，加上意外前一天為肇事車長的休息日，因此相信意外與工時長短無關。他會向相關組別反映委員關注車長工時過長的意見；以及

(b) 以他理解，肇事巴士的闊度應為 2.55 米。

138. 路政署新界區區域工程師/沙田(2)馮家晉先生回應表示，鯉魚門道的石壆設計為斜台式，目的是減低失控車輛撞擊護欄時，對駕駛者及乘客造成的傷害。在車速限制每

小時 70 公里的高速公路，路政署亦有裝設風琴式防撞欄。由於鯉魚門道不屬該條件，所以現時的石壆設計符合有關標準。路政署會與運輸署按實際情況改善該處的設施。

續議事項

政府部門及有關機構就上次會議所議事項的回覆
(文件 TT 30/2017)

139. 丘文俊先生的意見綜合如下：

(a) 運輸署和巴士公司未有就何時可以增加水泉澳邨 47A、83X 或 83A 號線的班次給予回覆。水泉澳邨交通服務不足，導致沙角、乙明、博康及王屋的交通受到影響。他詢問運輸署和巴士公司何時會加強水泉澳邨的交通服務；

(b) 巴士公司仍未為巴士站地上劃線，以輔居民排隊候車；

(c) 他詢問運輸署可否每日派員往以下地點視察情況，包括沙田市中心的 288 號線、旺角的 287X 號線、沙田圍的 47X 和 80X 號線等。他認為 170 號線減班迅速，但增加水泉澳邨的服務的進展卻十分緩慢；以及

(d) 他詢問運輸署和巴士公司，按照現時繁忙時間的數據所得，288 號線於沙田市中心或 287X 號線於旺角的載客量是否達至增加班次的標準。

140. 陳兆陽先生的意見綜合如下：

(a) 水泉澳邨的交通服務不足，導致沙角、乙明、博康及王屋的交通受到影響，對 80X 號線影響尤深，他詢問九龍巴士(一九三三)有限公司(九巴)

[…] E-bike parking places will be provided so as to solve the problem of insufficient space for e-bikes. The result will be submitted to the District Council for discussion.

Mr. PUN Kwok-shan agreed to the idea.

126. Mr. WONG Yue-hon agreed to add e-bike parking places in the space of the community but suggested not arranging the spaces below pedestrian bridges and flyovers.

127. Mr. PUN Kwok-shan pointed out the motion highlighted pedestrian bridges and flyovers and that the Transport Department had responded to other spaces.

128. Mr. YUNG Ming-chau asked if only e-bike parking places were studied and maybe some spaces below pedestrian bridges and flyovers were more suitable for parking of other vehicles.

129. Mr. TING Tsz-yuen suggested putting the sentence "The result will be submitted to the District Council for discussion" before "so as to solve the problem of insufficient space for e-bikes".

130. Ms. WONG Ping-fan indicated the motion mainly focused on e-bikes. She accepted the suggestion from Mr. TING Tsz-yuen and revised the interim motion as follows:

"The Traffic and Transport Committee of the Sha Tin District Council requested the Transport Department to immediately make a comprehensive review of the spaces below pedestrian bridges and flyovers in Sha Tin District, consider adding e-bike parking places and submit the result to the District Council for discussion so as to solve the problem of insufficient spaces for e-bikes."

Mr. PUN Kwok-shan agreed to the idea.

131. The Chairman asked if committee members adopted the interim motion in Paragraph 130.

132. All committee members reached a consensus on adopting the interim motion in Paragraph 130.

Questions from Mr. CHIU Man-leong: On deadly No. 681 bus accident

(Document No.: TT 23/2017)

133. The comments from Mr. CHIU Man-leong are as follows:

(a) He believed that the Transport Department and bus companies should consider improving bus design so as to improve bus safety;

(b) The Transport Department and the Highways Department should take measures to make the stone crack of the road fork more eye-catching;

(c) In accordance with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (the "Guidance"), the working hours for drivers specified are too long and drivers do not have enough time for rest. He expected the Transport Department and bus companies to make a review so as to reduce the maximum working hours of drivers to ten hours;

(d) As the driver involved is a part-time staff, he suggested bus companies to reduce part-time drivers as practically as possible. He felt worried that part-time drivers would assume another job when they were at his rest time and then they would be tired when they returned to their normal work;

(e) He asked about the width of the bus involved, maximum width of new buses, as well as limitation of the Transport Department on bus width. The police are expected to give a reply in the suggested matters to be discussed; and

(f) He requested relevant departments to study the maximum vehicle speed on Lei Yue Mun Road and to consider adopting organ type safety fences.

134. Comments from Mr. SIU Hin-hong:

(a) Bus companies should examine if drivers suffer from sleep apnea on an annual basis; and

(b) He suggested relevant departments to pave cat's eyes on pavement.

135. Comments from Mr. YUNG Ming-chau:

(a) According to video records, the bus involved ran on a wrong lane. Thus, the driver had to correct his mistake at high speed. Unfortunately, the bus bumped into the stone crack and turned over. He asked if the authorities could consider adding shockproof materials to stone cracks in view of such accident;

(b) He asked if the government authorities had referred to new international standards when designing roads, such as adoption of fault tolerant designs.

(c) He asked if the authorities could check the safety of the old road design;

(d) He said, in the guidance issued, drivers work too long and do not have enough time to have a rest. Additionally, he asked if the regulation that bus drivers should drive buses of different models would increase driving risks; and

(e) He asked if the bus involved had requested exemption of width and if its width was 2.55 m.

136. The reply from Mr. LEE Kin-lok, Manager of Public Affairs Manager of New World First Bus Services Limited/Citybus Limited (NWFB & Citybus), is as follows:

(a) The bus and carriage design of NWFB & Citybus conforms to the regulations and safety standards of the Transport Department. When each new bus is registered, it shall be subject to the type assessment and inspection by the Transport Department.

(b) After the police complete investigation, NWFB & Citybus will explore if there is any space for improvement according to the investigation result.

(c) NWFB & Citybus has always observed the guidance issued by the Transport Department to franchised bus companies so that drivers had enough time for rest. NWFB & Citybus rarely arranged a shift of near 14h, maximum working hours specified in the Guidance. As common shift, the average working hours of a driver, plus rest time, are about 10.

(d) NWFB & Citybus makes a physical examination on each driver when he/she is enrolled. Examinations include chest X-ray, urine test, visual and hearing tests, blood pressure measurement, cholesterol analysis by drawing blood, electrocardiogram, fasting blood sugar measurement. After enrollment, a driver aged 50 or above must accept the above physical examination each year (electrocardiogram is only applicable to the drivers aged 50, 54, 57, 60 or above). The drivers who suffer from sleep apnea, stroke, heart disease (also for those who have received operations) and who have diabetes mellitus or hypertension and have to take medicine, regardless of age, shall receive physical examinations including electrocardiograms each year.

(e) Some drivers may drive on more than one route in a day. NWFB & Citybus has followed the system for years, which works well all the time. The Company will only arrange drivers to drive on their familiar routes;

(f) There are more than 3,000 full-time and 400 part-time drivers in the Company. According to the records for October to December 2016, the monthly average total working hours of a part-time driver are about 33,000 hours, only 3.7% of those of all drivers. The Company would provide route driving and driver training to all drivers. The driver in the accident was enrolled as part-time driver in April 1993. He has driven No. 681 all the time and gotten familiar with the route; and

(g) To his knowledge, the width of the bus in the accident is about 2.5 m.

(Supplement after the accident: In the bus fleet of NWFB & Citybus, the widest bus is 2.55 m and the bus in the accident is 2.51 m.)

137. Reply from Mr. YAU Kung Yuen, Corwin is summarized as follows:

(a) On the day of the accident, the driver involved had worked 1h and 38 minutes together since he started work till the accident happened. Before the accident, the driver had a rest. Thus, it is believed that the accident has nothing to do with the duration of working hours. He would report the comments from committee members on long working hours of drivers to relevant groups; and

(b) To his understanding, the width of the bus in the accident is 2.55 m.

138. Mr. FUNG Ka-Chun, Regional Engineer of New Territories District of the Highways Department/Sha Tin (2), indicated in his reply that the Lei Yue Mun Road is designed as ramp type, aiming to reduce the injury to drivers and passengers when any vehicle bumps into the fence as it is out of control.

Principal

On the highways with maximum vehicle speed of 70 km/h, the Highways Department also installs organ type safety fences. As the Lei Yue Mun Road does not satisfy the condition, the existing stone crack design conforms to relevant standards. The Highways Department will improve the facilities here according to actual conditions.

Continued matters

Reply from government authorities and relevant institutions on the matters discussed at the previous meeting

(Document No. TT 30/2017)

139. The comments from Mr. YAU Man-chun are summarized as follows:

(a) The Transport Department and bus companies did not make a reply on whether to increase the shifts of Shui Chuen O Estate 47A, 83X or 83A. Due to insufficient traffic service of Shui Chuen O Estate, the traffic of Sha Kok, Jat Min, Pok Hong [Estates] and Wong Uk was affected. He inquired when the Transport Department and bus companies would intensify traffic service of Shui Chuen O Estate;

(b) Bus companies have not drawn lines on bus stations. The lines could help residents to queue on line;

(c) He asked if the Transport Department could send staff to inspect the following sites, including No. 288 line at the center of Sha Tin, No. 287X line of Mong Kok as well as 47X and 80X lines of Sha Tin Wai. He believed that the shifts of No. 170 were reduced fast but the provision of additional service to Shui Chuen O Estate was rather slow;

(d) He asked the Transport Department and bus companies if the capacity of the No. 288 line at the center of Sha Tin or No. 287X line of Mong Kok could reach the standard for extra shifts according to the data for the current peak hours.

140. The comments from Mr. CHAN Siu-Yeung are summarized as follows:

(a) Due to insufficient traffic service of Shui Chuen O Estate, the traffic of Sha Kok, Jat Min, Pok Hong [Estates] and Wong Uk was affected, especially No. 80X line. He asked Kowloon Motor Bus Co. (1933) Ltd. (KMB) […]

二零一八年三月十三日　　文件 TT 19/2018
討論文件

沙田區議會
交通及運輸委員會

姚嘉俊先生提問

“二零一八年二月十日於大埔公路發生九巴翻側車禍，傷亡嚴重，備受各界關注。市民期望政府相關部門和巴士公司徹查意外起因，盡快向公眾交代，最重要是探求避免車禍重演的有效方案。就此，巴士公司和政府部門均須重視，引以為鑑，並減少整體巴士服務問題和意外。

就此，提問如下：

(a) 政府有否統計大埔公路的交通意外數字？如有，請提供過去十年大埔公路(沙田嶺段)尤其是徑口路一帶的交通意外統計資料。

(b) 現時大埔公路的彎位分布為何？急速彎位所在的路段有否設車速限制？如有，車速限制為何？

(c) 涉事路段經常發生意外，道路設計顯然存在隱患。大埔公路(沙田段)亦有不少潛在危險位置和彎位，相關部門會否盡快全面檢視上述道路，針對有安全隱患的路段，改善設計，例如擴闊行車路？

(d) 目前政府是否定期檢視巴士車長的批核制度？相關制度是否有改善空間？同時，會否計劃一併檢討巴士營運和監管制度？

(e) 現時巴士公司有否劃一管理和培訓全職和兼職車長？有否確保駕駛特別路線的車長與一般路線的車長接受同等訓練和監督，以同一標準衡量其駕駛質素？此外，巴士公司現時就車長應對危機的培訓為

何？有否提供情緒管理方面的培訓？

(f) 車長的駕駛時數和作息時間亦備受關注，因工時過長使車長在持續疲勞的狀態下駕駛，易生交通意外。現時車長的工時和小休時間為何？會否研究增加車長的小休時間，以及改善車長休息室設施？如會，詳情為何；如否，原因為何？

(g) 政府現時是否定期進行跨部門大型交通意外事故聯合演習？如是，可否簡介演習流程和時間表？"

<u>運輸署的綜合回覆</u>

提問(a)：

大埔公路(沙田嶺段)全長約 3.1km。根據紀錄，過去十年大埔公路(沙田嶺段)，包括近徑口路一帶的交通意外數目如下:

大埔公路(沙田嶺段)	
年份	交通意外數目
2008	31
2009	35
2010	21
2011	19
2012	18
2013	24
2014	20
2015	30
2016	20
2017	36

提問(b)：

大埔公路(沙田嶺段)連接大埔公路(琵琶山段)的車速限制是每小時 70 公里，該路段長約 1.7 公里，有兩個急彎。餘下約 1.4 公里路段近沙田方向，車速限制是每小時 50 公里，有三個急彎。急彎位置如下：

序號	急彎位置	該位置車速限制 (km/hr)
1	九龍水塘停車場出入口	70
2	近九龍水塘停車場	70
3	六合村	50
4	近六合村	50
5	徑口路	50

在大埔公路(沙田嶺段)來回方向的適當位置已豎立多個車速限制的交通標誌，包括車速限制改變的路段。另外，在急彎前已豎立警告性交通標誌及在路面已加設「慢駛」的道路標記，提醒駕駛者在急彎前減速。

提問(c)：

運輸署現行一向有機制檢視各道路的交通情況，例如，本署定期揀選道路作車速限制檢討、就著交通意外率高的道路制定改善措施與及因應地區獨特情況或市民意見而實施改善措施。

就大埔公路(沙田嶺段)而言，在過去十年，除了二零零九年交通意外率略高於全港平均交通意外率外，其餘年份的交通意外率都低於全港平均交通意外率，並未觸及降速要求。惟於近年，本署錄得一個近六合村的意外黑點，而針對這個黑點的改善措施已於二零一七年四月完成。本署現正密切監察上址的交通情況。

在過去數年，為了進一步提高路段安全，本署在有關路段已實施多項改善措施，例如：加設防撞欄、加設偵速攝影機，在路段的一些路口實施適當交通管理措施(例如：禁止車輛由大埔公路(沙田嶺段)右轉入小路)。

提問(d)：

政府非常重視專營巴士公司對車長的管理。運輸署會提出規定，要求專營巴士公司遵從，舉例如下：

- 巴士公司須根據運輸署制定的「巴士車長工作、休息及用膳時間指引」編定車長的更分，以確保巴士車長有足夠作息時間；

- 巴士公司須每月向運輸署提交離職(包括:辭職/退休/以其他原因離職)及入職(包括:新聘用/重新聘用)車長的總數，以便運輸署監察巴士公司對巴士車長的管理；及
- 巴士公司須每年提交培訓車長的數目。

此外，運輸署已於二零一七年年底要求所有專營巴士公司進一步加強內部監察車長安全駕駛及服務的制度，包括整理及定期向運輸署提交抽查黑盒的行車記錄及跟進工作記錄、便衣職員乘車監察記錄及跟進工作記錄、車長違反交通法例及跟進工作記錄，以及車長酒精呼氣測試記錄。

另一方面，行政長官已公布會成立一個由法官領導的獨立委員會，全面檢視專營巴士營運和監管事宜，確保本港的公共巴士服務安全可靠，運輸署會積極配合調查工作。

提問(e)：

根據《道路交通(駕駛執照)規例》(第374B章)，所有專營巴士車長不論全職或兼職，均須持有由運輸署發出的有效駕駛執照，方可駕駛專營巴士。專營巴士公司處理新車長(包括全職及兼職車長)入職申請時，會查核該申請人「根據香港法例第374章《道路交通條例》第75(5)條而被定罪」的證明書。巴士公司會按該證明書上的記錄及其他因素，考慮是否接納其申請。

如果專營巴士公司接納申請而申請者未持有有效的執照駕駛巴士，專營巴士公司會安排他們接受訓練以及運輸署的考核，以獲取有效的駕駛執照。專營巴士公司會為新聘車長提供各類型的訓練，包括駕駛技術、事故處理、顧客服務、不同巴士型號及路線的課堂及實地駕駛訓練。

至於已經持有有效執照的現職車長，專營巴士公司亦會為他們定期提供進修訓練，內容包括指定路線及巴士型號訓練、顧客服務、防衛性駕駛重溫等，目的是加強車長的道路安全意識、駕駛技術和態度等。如車長被調派往駕駛新路線或新型號的巴士，專營巴士公司會安排車長先接受有關訓練。此外，個別專營巴士公司亦會為車長提供情緒管理課程。

提問(f)：

為確保巴士車長有足夠休息時間，運輸署已為專營巴士公司制定「巴士車長工作、休息及用膳時間指引」，並要求巴士公司在編更時遵從。運輸署會通過審閱專營巴士公司每季就提交執

行《指引》的報告，監察專營巴士公司在有關方面的表現。此外，運輸署每年都會委聘獨立承辦商，評估專營巴士公司遵照《指引》的情況。

自深水埗巴士意外發生後，巴士車長的作息時間安排備受社會關注。運輸署在過去數個月已多次與各專營巴士公司及工會會面，積極討論及深入探討優化現行《指引》內的安排。在檢討《指引》時，運輸署已仔細考慮巴士工會、巴士公司和社會人士的意見。經全面檢討後，運輸署計劃對《指引》作出修訂，主要的修訂包括：

(i) 最長更次時間及駕駛時間分別由現時不應超逾14小時及11小時，縮減為不應超逾12小時及10小時；

(ii)車長駕駛6小時後的休息時間由現時30分鐘增加至40分鐘；

(iii)考慮到巴士公司有需要維持編排部分車長較長的更次時間，以照顧市民在上下午繁忙時間的乘車需要，運輸署建議增加一項新規定，讓巴士公司可適度安排車長特別更次時間可超逾12小時，惟最長的更次時間仍不應超逾14小時，而駕駛時間上限則須與其他所有更次的車長看齊，即不應超逾10小時。為確保車長有足夠休息，修訂《指引》內新增規定，指定特別更次內應有一段不少於連續三小時的休息時間；及

(iv)為免車長被安排連續工作數日而沒有足夠的休班時間，運輸署亦新增規定，除特別更次外，巴士公司在編排車長在三個相連更次內的總休班時間不應少於22小時。

這個修訂《指引》已在為乘客提供適切的服務、車長的作息時間，以及巴士公司的營運需要之間盡量取一個平衡。有關的《指引》只是工作或休息的上下限時數，運輸署會繼續不時檢視實際情況，鼓勵專營巴士公司積極作出車長編更的有效安排，以在可行情況下盡量減少車長的工作及駕駛時數，務求達致少於相關上限的規定。

就巴士公司為員工提供休息設施事宜，運輸署一向鼓勵巴士公司作為良好僱主，應為員工在巴士總站/車廠提供適當的休息設施。現時，洗手間和休息設施普遍已屬新建巴士總站的基本設施。小部分的巴士總站未能提供車長休息設施或洗手間，原因是環境所限(如巴士總站處於狹窄行人路旁)或因附近居民的意見所致。巴士公司會繼續積極研究克服環境限制的可能性，為現時未能設置車長休息設施的巴士總站設置該類設施。

提問(g)：

本署會不時參與其他機構，例如警方及香港消防處(消防處)舉行的緊急事故演習，讓相關的部門及持份者熟習處理緊急交通及運輸事故的程序。運輸署亦會定期檢討有關處理緊急交通及運輸事故的程序。

香港警務處的回覆

提問(a)：

大埔公路(沙田嶺段)徑口路一帶的交通意外數字近三年顯示資料如下：
二零一五年共有七宗、二零一六年共有三宗、二零一七年共有三宗。

提問(b)：

大埔公路(沙田段)：彎位及車速限制路段如下：

1	大埔道近水塘	彎位		限速70公里
2	大埔道近8623號	彎位		限速70公里
3	大埔道近油站	彎位	偵速攝影機(來回行車線)	限速70公里(出九龍) 限速50公里(入新界)
4	大埔道近六合村	彎位		限速50公里
5	大埔道近徑口路	彎位		限速50公里
6	大埔道近桂園		偵速攝影機	限速50公里
7	大埔道近沙田花園	彎位		限速70公里
8	大埔道近城門隧道支路	彎位		限速80公里
9	大埔道近美林邨	彎位		限速50公里
10	大埔道近安定台			限速80公里
11	大埔道近偉華中心(里程路段5.8) 大埔道近禾輋(里程路段6.2)		偵速攝影機 偵速攝影機	限速70公里(出九龍) 限速80公里(入新界)
12	大埔道近禾輋(里程路		偵速攝影	限速80公里

	段 6.6)		機(來回行車線)	
13	大埔道支路往駿景路			限速 50 公里
14	大埔道馬料水段近麗坪路			限速 70 公里
15	大埔道近中文大學(崇基路)			限速 70 公里
16	大埔道近中文大學(大學道)			限速 70 公里

提問(g)：

沙田警區會舉辦或參與各相關部門舉行的緊急事故演習，但並沒有進行定期跨部門大型交通意外事故聯合演習。如其他相關部門舉行大型交通意外事故聯合演習，本警區定必積極參與。

就運輸署定期檢討緊急交通及運輸事故的程序，警方亦會參與及表達意見。

<u>消防處的回覆</u>

提問(g)：

消防處會定期及有需要時安排在主要隧道或橋樑舉行交通意外事故演習。演習亦可能會聯同其他政府部門或各隧道及橋樑營辦商或管理公司進行。一般而言，演習內容大致為模擬交通意外後有車輛起火及有人被困。

近期於沙田區內舉行的交通意外事故演習如下:
2017 年 10 月 17 日　獅子山隧道
2017 年 12 月 7 日　城門隧道
2017 年 12 月 8 日　尖山隧道
2018 年 1 月 12 日　大老山隧道

九龍巴士(一九三三)有限公司(九巴)的回覆

提問(e)：

九巴對兼職車長與全職車長的駕駛技術、駕駛態度、服務水平等要求一視同仁，兩者同樣專業。顧及社會大眾對專營巴士公司提升監管的意見，九巴早前已停止向每周工作低於十八小時的兼職車長派更，並邀請他們轉任全職車長，每周工作最少十八小時，目前已獲最少一百名兼職車長達成轉任安排。

九巴重視行車安全，對於車長有嚴格的入職要求，會向每位車長安排相關駕駛路線的專業培訓、安全行車指引及公司守則，並須通過運輸署及巴士公司的駕駛測試，在駕駛課程亦包括情緒訓練。

九巴一向嚴格遵守運輸署的《巴士車長工作、休息及用膳時間指引》。過去多月，九巴一直與運輸署、業界及持份者保持聯繫，積極配合運輸署檢討《指引》，對於運輸署早前提出新修訂的《指引》，九巴表示贊同，並會繼續遵守。

九巴樂意探討有關加強道路安全的建議，會和運輸署保持溝通。

沙田區議會秘書處
STDC 13/70/45

二零一八年三月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

March 13, 2018 Document TT 19/2018

Discussion document

Sha Tin District Council

Traffic and Transport Committee

Questions by Mr. YIU Ka-chun

"The KMB bus overturn accident occurred on the Tai Po Road on February 10, 2018 has caused heavy casualties and aroused widespread concern. The relevant government departments and the bus company are expected to investigate the causes of the accident thoroughly and explain them to the public as soon as possible, and more importantly, seek the effective solutions to avoid recurrence of automobile accidents. In this regard, both bus company and government departments must attach importance to it and draw lessons from it, and reduce the bus service problems and accidents as a whole.

Thus, the questions are as follows:

(a) Has the government counted the traffic accidents on the Tai Po Road? If yes, please provide the statistical data on the traffic accidents along the Tai Po Road (Sha Tin Heights Section) over the past ten years, especially the Keng Hau Road area.

(b) At present, what is the distribution of the bends on the Tai Po Road? Is there a speed limit specified for the sections where the rapid bend is located? If any, what is the speed limit?

(c) Frequent accidents have occurred on the road section involved, and the road design clearly has hidden dangers, and Tai Po Road (Sha Tin Section) also has a number of potentially dangerous locations and bends. Will the relevant departments thoroughly investigate the above roads as soon as possible, and improve the design for road sections with potential hidden hazards, such as expanding the roadway?

(d) Is the government regularly reviewing the approval system of bus drivers and is there room for improvement in the relevant systems? Meanwhile, whether it plans to review the bus operation and supervision system together?

(e) Is the bus company now implementing the unified management and training of full-time and part-time drivers? Has it ensured that the drivers who drive on the special routes shall receive the same training and supervision as the drivers driving on the regular routes, and the quality of their driving are measured by the same criteria? In addition, what is the current training of the bus company provided for the drivers in dealing with the crisis and has the training relating to the emotional management been provided?

(f) The work-and-rest hours of the drivers have also attracted much attention. Where the man-hour is too long, the driver is driving under constant fatigue and is prone to traffic accidents. What are the current work-and-rest hours of the drivers? Will it study how to increase the length of the drivers' break and improve the drivers' lounge facilities? If yes, what are the details? If no, what are the reasons?

(g) Is the government currently conducting the large-scale cross-departmental traffic accident joint drills? If yes, can you introduce the drill process and timetable?"

Comprehensive reply from the Transport Department

Question (a):

Tai Po Road (Sha Tin Heights Section) has a total length of approximately 3.1 km. According to the record, the number of traffic accidents occurred along the Tai Po Road (Sha Tin Heights Section), including the Keng Hau Road area, over the past ten years was as follows:

Tai Po Road (Sha Tin Heights Section)	
Year	Number of traffic accidents
2008	31
2009	35
2010	21
2011	19
2012	18
2013	24
2014	20
2015	30
2016	20
2017	36

Question (b):

The speed limit from Tai Po Road (Sha Tin Heights Section) to Tai Po Road (Piper's Hill Section) is 70 km/h, and the section is about 1.7 km long with two sharp turns. The remaining 1.4 km section is close to Sha Tin and the speed limit is 50 km/h with three sharp turns. The location of sharp turns is as follows:

SN	Location of sharp turns	Speed limit (km/hr)
1	Kowloon Reservoir Parking Lot Entrance/Exit	70
2	Near Kowloon Reservoir Parking Lot	70
3	Luk Hop Village	50
4	Near Luk Hop Village	50
5	Keng Hau Road	50

A number of traffic signs on speed limit have been erected in the proper location on the Tai Po Road (Sha Tin Heights Section) to and from, including road sections where the speed limits have been changed. Furthermore, the warning traffic signs have been erected in front of sharp turns and the "Slow down" road markings have been added on the road to remind the driver to decelerate before the sharp turns.

Question (c):

Transport Department has always had a mechanism to examine the traffic conditions of various roads, for example, the Department regularly selects roads for review of speed limits, formulates the improvement measures for roads with high rates of traffic accidents and implements the improvement measures in response to unique district conditions or public opinions.

Regarding the Tai Po Road (Sha Tin Heights Section), the traffic accident rate in the past ten years was lower than the average traffic accident rate in Hong Kong, apart from the traffic accident rate in 2009 that is slightly higher than the average rate, and the speed reduction demand is not involved. However, in recent years, the Department has recorded an accident black spot near Luk Hop Village, and the improvement measures for this black spot were completed in April 2017. The Department is now closely monitoring the traffic conditions at the above site.

In the past few years, the Department has implemented a number of improvement measures on the relevant road sections to further improve road safety, for example, the Department has added crash barriers and speed enforcement cameras, and has implemented the appropriate traffic management measures at some intersections (such as, prohibiting vehicles from Tai Po Road (Sha Tin Heights Section) to turn right into the sideway).

Question (d):

The government attaches great importance to the management of the drivers of the franchised bus companies and the Transport Department will propose the regulations to be followed by the franchised bus companies, with examples as follows:

- The bus companies are required to formulate the work-and-rest time of the drivers according to the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" established by the Transport Department to ensure that bus drivers have enough work-and-rest time.

- The bus companies shall submit to the Transport Department monthly the total number of dismissed drivers (including: resignation/retirement/demission due to other reasons) and employed drivers (including: new hire/re-employment) for the Transport Department to monitor the management of bus drivers by the bus companies; and
- The bus companies must submit the number of drivers receiving training every year.

In addition, the Transport Department has requested all franchised bus companies to further strengthen the internal supervision of the drivers' driving and service system at the end of 2017, including sorting and regular submission of randomly selected black box driving records and follow-up work records to the Transport Department, bus-taking monitoring records and follow-up work records of plain-clothes staff, violations of traffic regulations by drivers and follow-up work records, and driver alcohol breath testing records.

For another, the Chief Executive has announced that an independent committee headed by the judges will be set up to conduct the comprehensive review of the operation and supervision of franchised buses, in a bid to ensure the safety and reliability of public bus services in Hong Kong, and the Transport Department will actively cooperate with the investigations.

Question (e):
As per the Road Traffic (Driving Licences) Regulations (Cap. 374B), all franchised bus drivers, whether full-time or part-time, must hold a valid driving license issued by the Transport Department before driving a franchised bus. When the franchised bus companies handles the entry application from new drivers (including full-time and part-time drivers), they will check the applicant's testimonial of "conviction" under Section 75(5) of the Road Traffic Ordinance (Cap. 374, Laws of Hong Kong). The bus companies will consider whether to accept the application based on the record in the testimonial and other factors.

If the franchised bus companies accept the application, but the applicant does not hold a valid bus driving license, the franchised bus companies will arrange for them to receive training and assessment by the Transport Department, in order to obtain a valid driving license. The franchised bus companies will provide various types of training for newly hired drivers, including driving skills, accident handling, customer service, classroom and on-site driving training relating to different bus models and routes.

For current drivers who already hold a valid license, the franchised bus companies will also provide them with regular training, including training of designated routes and bus models, customer service, and defensive driving review, in a bid to strengthen the drivers' road safety awareness, driving skills and attitude etc. If the drivers are transferred to a new route or a new bus model, the franchised bus companies will arrange the relevant training for the drivers first. Besides, the individual franchised bus companies will also provide the emotion management courses for the drivers.

Question (f):
To ensure that bus drivers have enough rest time, the Transport Department has established the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" for the franchised bus companies and requests that the bus companies shall comply with the Guidance while making the schedule.

The Transport Department will monitor the performance of the franchised bus companies in the relevant aspects by reviewing the reports submitted by them on a quarterly basis with regard to the implementation of the Guideline. In addition, the Transport Department will appoint the independent contractors yearly to evaluate the situation of the franchised bus companies in compliance with the Guideline.

After the bus accident in Sham Shui Po, the schedule arrangement of the bus drivers is receiving more and more attention from society. In the past few months, the Transport Department has met with various franchised bus companies and the Labour Union several times to actively discuss and explore in-depth the arrangements in the existing Guideline. In reviewing the Guideline, the Transport Department has carefully considered the opinions from the Bus Labour Union, bus companies and members of the community. After a comprehensive review, the Transport Department plans to revise the Guideline, with major revisions including:

(i) The maximum duty hours and driving hours are reduced from less than 14 hours and 11 hours to less than 12 hours and 10 hours respectively;
(ii) The rest time of the drivers after 6 hours of driving is increased from 30 minutes to 40 minutes;
(ii) Given that the bus companies are required to maintain a longer duty time for some drivers in the schedule to cater for the driving needs of the public in the morning and afternoon rush hours, the Transport Department has proposed to add a new regulation, allowing the bus companies to perform the appropriate arrangements, that is, the special duty time of the drivers may exceed 12 hours and the longest duty time shall not exceed 14 hours, and the upper limit of driving time must be the same as that of all other drivers, i.e. not more than 10 hours. To ensure that the drivers can rest enough, the new provisions in the revised "Guideline" specify that a rest time of not less than 3 hours in a row shall be provided during the special duty time; and
(iv) To prevent the drivers from being arranged to work for several days without sufficient rest time, the Transport Department also newly stipulates that the total rest time of the drivers within three consecutive duties arranged by the bus companies shall not be less than 22 hours, except for special duties.

The revised "Guideline" has tried to strike a balance between providing appropriate services to passengers, work-and-rest time of drivers and operational needs of the bus companies. The relevant Guideline only provides the upper limit and lower limit of work or rest time. The Transport Department will continue to review the actual situation from time to time and encourage the franchised bus companies to actively make effective arrangements for the drivers' schedule, to minimize the work and driving hours of the drivers wherever practicable, so as to strive for at least satisfying the regulations of the relevant upper limits.

Regarding the provision of rest facilities by the bus companies for their employees, the Transport Department has always encouraged the bus companies, as good employers, to provide employees with proper rest facilities at the bus terminal/depot. At present, toilets and rest facilities are generally the basic facilities of the newly built bus terminals. A small number of the bus terminus failed to provide the drivers with rest facilities or toilets due to environmental restrictions (for example, the bus terminals are located near a narrow sidewalk) or the opinions of nearby residents. The bus companies will continue to actively study the possibility of overcoming environmental restrictions and install such facilities for bus terminals that currently fail to set up the driver rest facilities.

Question (g):
The Department will participate in the emergency accident drills held by other agencies, such as the police and the Hong Kong Fire Services Department (Fire Services Department), so that the relevant departments and stakeholders can familiarize with the procedures for handling the emergency traffic and transport accidents. The Transport Department will also regularly review the procedures for handling the emergency traffic and transport accidents.

Reply from Hong Kong Police Force

Question (a):
The number of traffic accidents of Keng Hau Road area of Tai Po Road (Sha Tin Heights Section) over the past three years is as follows:
There were seven traffic accidents in 2015, three traffic accidents in 2016 and three traffic accidents in 2017

Question (b):
Tai Po Road (Sha Tin Section): bends and speed limit sections are shown as follows;

1	Tai Po Road, near Reservoir	Bend		Up to 70 km/hr
2	Tai Po Road, near No. 8623	Bend		Up to 70 km/hr
3	Tai Po Road, near petrol station	Bend	Speed enforcement cameras (round-trip lane)	Up to 70 km/hr (exit from Kowloon) Up to 50 km/hr (enter into New Territories)
4	Tai Po Road, near Luk Hop Village	Bend		Up to 50 km/hr
5	Tai Po Road, near Keng Hau Road	Bend		Up to 50 km/hr
6	Tai Po Road, near Laurel Garden		Speed enforcement cameras	Up to 50 km/hr
7	Tai Po Road, near Sha Tin Garden	Bend		Up to 70 km/hr
8	Tai Po Road, near Shing Mun Tunnels access road	Bend		Up to 80 km/hr
9	Tai Po Road, near Mei Lam Estate	Bend		Up to 50 km/hr
10	Tai Po Road, near On Ting Terrace			Up to 80 km/hr
11	Tai Po Road, near Wai Wah Centre (road section mileage 5.8) Tai Po Road, near Wo Che (road section mileage 6.2)		Speed enforcement cameras Speed enforcement cameras	Up to 70 km/hr (exit from Kowloon) Up to 80 km/hr (enter into New Territories)

12	Tai Po Road, near Wo Che (road section mileage 6.6)		Speed enforcement cameras (round-trip lane)	Up to 80 km/hr
13	Tai Po Road, access road, to Tsun King Road			Up to 50 km/hr
14	Tai Po Road, Ma Liu Shui Section, near Lai Ping Road			Up to 70 km/hr
15	Tai Po Road, near Chinese University of Hong Kong (Chung Chi Road)			Up to 70 km/hr
16	Tai Po Road, near Chinese University of Hong Kong (University Road)			Up to 70 km/hr

Question (g):

The Sha Tin Police District will organize or participate in the emergency accident drills held by various relevant departments, but it has not conducted the regular large-scale cross-departmental traffic accident joint drills. If other relevant departments conduct the large-scale traffic accident joint drills, the Police District will definitely participate actively.

For the procedures relating to the regular review of emergency traffic and transport accidents by the Transport Department, the Police will also participate in and express their opinions.

Reply from the Fire Services Department

Question (g):

The Fire Services Department has arranged the traffic accident drills at major tunnels or bridges regularly and when necessary. The drills may also be conducted together with other government departments or the operators or management companies of each tunnel and bridge. Generally, the drills will simulate the traffic accidents where the vehicle catches fire and someone is trapped.

The recent traffic accident drills held in Sha Tin District are as follows:

October 17, 2017	Lion Rock Tunnel
December 7, 2017	Shing Mun Tunnel
December 8, 2017	Eagle's Nest Tunnel
January 12, 2018	Tate's Cairn Tunnel

Reply from The Kowloon Motor Bus Company (1933) Limited (KMB)

Question (e):

KMB treat equally the driving skills, driving attitude and service level of part-time and full-time drivers and both drivers shall be equally professional. Taking into account the opinions of the general public on the promotion of supervision by the franchised bus companies, KMB has already stopped dispatching the duty for the part-time drivers with weekly working hours of less than 18 hours and invited them to be transferred as full-time drivers with weekly working hours of at least 18 hours. At present, the transfer of at least 100 part-time drivers has been completed.

KMB attaches great importance to driving safety and has strict entry requirements for the drivers. It will arrange the professional training relating to the relevant driving routes, guidelines for safe driving and corporate codes of conduct to each driver, and the drivers must pass the driving test by the Transport Department and the bus companies. The driving courses also include the emotional training.

KMB has always strictly complied with the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" issued by the Transport Department. In the past few months, KMB has been in contact with the Transport Department, the industry and stakeholders, and has actively cooperated with the Transport Department in reviewing the Guideline. KMB agrees with the revised Guideline proposed by the Transport Department in the early time and will continue to comply with the Guideline.

KMB is willing to explore the proposals for strengthening road safety and will keep in touch with the Transport Department.

Sha Tin District Council Secretariat

STDC 13/70/45

March 2018

過地區小型工程處理相關問題。民政處曾先後兩次視察，其後回覆指建議不可行，增加上蓋後會阻擋視線，及後運輸署表示民政處並無就此諮詢他們。隨後，他建議把的士站往後移，但運輸署回覆指地下有不可移除的防撞欄。圖三顯示把站頭向後移約三個車位，但運輸署指的士候車空間不足；

(c) 根據現時運輸署的回應和會前就此事諮詢居民對圖三建議的意見，他認為署方接納了他的建議，但不理解為何需要把問題提交予交運會，署方才採取比較積極的行動。他希望新城市廣場盡社會責任。他相信使用此站的市民不一定為沙田市中心居民，因此希望委員理解此建議是為希望惠及大眾。他詢問現階段有沒有市民反對有關建議；以及

(d) 他詢問如無人反對，有關建議最快何時可落實。他理解署方回應為署內不同官員標準不一所致。

126. 副主席請何銘賢先生積極跟進委員的要求。他理解政府人員須適時調配不同崗位，但希望各官員盡量劃一工作標準，交接時亦應多加溝通。

127. 何銘賢先生回應表示，他相信署方取態轉變或因為溝通不足。他事前不清楚事件背景，收到有關提問後便立即跟進。他與工程師緊密合作，他們亦認為圖三建議較為可取，於是他便嘗試循此方向處理。諮詢暫未完成，待有結果便會與委員溝通。如果無人反對有關工程，運輸署工程部便會發出施工令，讓路政署跟進，改動路面標誌和指示牌，屆時他們會與路政署了解進度，並會與委員溝通。

姚嘉俊先生提問：關注 2 月 10 日大埔公路九巴翻側嚴重車禍

(文件 TT 19/2018)

128. 姚嘉俊先生的意見綜合如下：

(a) 他歡迎今天政府正式成立香港專營巴士服務獨立檢討委員會(獨立檢討委員會)，並委任倫明高法官為主席。他希望獨立檢討委員會除了聆聽巴士公司的意見外，亦會廣納不同社會人士包括區議會的意見。他詢問有關事件調查需時多久和何時有報告，希望會後有相關資料；

(b) 他樂見運輸署是次回覆詳細，但九巴的回覆則欠缺誠意、沒有檢討建議、無跟進死傷者情況的工作和事後跟進工作。他詢問九巴有沒有檢視有關車輛是否適合於該路段行駛，有沒有向運輸署反映道路情況和促請運輸署改善；

(c) 大埔公路來往沙田和深水埗段不時發生嚴重交通意外，導致傷亡。他認為整個路段有三個不同車速限制，或會令駕駛者難以適應，他詢問當局會否檢討和增加車速偵測機。他希望署方和巴士公司可於會後補充相關檢討工作，讓委員把訊息轉達居民；以及

(d) 他詢問警方能否提供近五年超速檢控的數字。

129. 黃嘉榮先生的意見綜合如下：

(a) 因應意外的發生，九巴隨即調整員工上班時間。繁忙時段安排特別班次時，經常需要員工加班。他希望署方和九巴研究制定更理想的策略，避免已長時間工作的車長加班；以及

(b) 有傷者的家屬居於他服務的屋苑。有關的傷者先入住廣華醫院，及後遷往沙田醫院。雖然受傷者已收到五萬元慰問金，但當時九巴並無查詢其聯

絡方法，入院至今一個月以來雙方從未有聯絡。他已提醒該名家屬，向醫院索取報告和向九巴了解保險公司會如何賠償。他詢問九巴有沒有專責小組聯絡每名傷者和跟進其賠償，並請保險公司了解傷者情況，以履行巴士公司所說盡力協助傷者家屬，為他們提供支援的承諾。委員認為不能以部分傷者不欲被人打擾為藉口而不聯絡，巴士公司至少應與他們聯絡一次。

130. 程張迎先生的意見綜合如下：

(a) 市民未能見到九巴如何重視安全和作出改善，反而見到九巴辭退車長，及後又要善後。他詢問九巴會如何改善巴士安全問題。他認為九巴必須盡快重建其安全形象；

(b) 他經常於大埔公路(沙田嶺段)駕駛，他認為意外大多是由於車輛越過另一條行車線而造成的。他不認為路面車速限制有問題，因此不建議作出改變，反而部門可研究是否需要修改行車線的劃線。另外，徑口路有一個“手臂彎”，他建議該處鋪設防滑鋼沙，以加強彎位路面的安全並希望署方分析意外發生的原因；以及

(c) 他認為部分道路工程或會增加路面的危險性，希望署方留意。

131. 副主席的意見綜合如下：

(a) 他詢問車速限制和其標準是由誰人決定。他認為私家車跟巴士的重量和重心都有所不同，翻側機會亦不同。雙層巴士的傾側測試標準為不多於 28 度，單層巴士則不超過 35 度；

(b) 據新聞報道，該名肇事車長曾經為全職車長，後

來轉為兼職。他相信該名車長曾通過車長考核，顯然事件為駕駛態度問題。他詢問車長由全職轉為兼職時，九巴會如何評估車長的駕駛安全問題，會否適時進行培訓。另外，九巴已出售其模擬駕駛系統，他問是否會改為實地訓練；

(c) 他詢問有關署方《巴士車長工作、休息及用膳時間指引》(《指引》)的修訂部分，並希望會後署方可把《指引》原文以續議事項形式提交；

(d) 九巴只能提供巴士站休息室予特別更車長，該處未必有足夠地方讓他們休息，他認為有違休息安排；

(e) 他詢問署方會如何避免因修改《指引》而導致大量誤點和脫班的情況；

(f) 九巴應是唯一有自行承保的專營巴士公司。自行承保即若賠償屬指定範圍內，九巴會自行承保，若超出自行承保上限，則會由保險公司負責。他指部分賠償個案或需經由九巴法律部向保險公司申索，但由於九巴是需要賠償的單位之一，因此他詢問會否有利益衝突，令賠償個案的處理未如理想。他問署方有否提供法律支援予有關傷者和死者家屬。他十分關注對乘客提供適切保障的事宜，對於署方竟然不了解自行承保條款，他感到失望，要求署方在會後補充。深水埗城巴車禍和大埔公路車禍中，不少傷者和死者家屬曾表示巴士公司並無關心他們，他認為署方應有效監管巴士公司慰問傷者和死者家屬的工作；

(g) 他詢問部門會否於大眾關注的路段增加車速偵測機，並減少虛置的車速偵測機位置；

(h) 他詢問消防處會否考慮邀請委員參與其演習；以

及

(i) 雖然意外發生的地點並非位於沙田區內，但肇事巴士路線的起點位於沙田，與沙田區息息相關。他希望獨立檢討委員會的調查報告可於稍後提交予委員，並盡快落實所建議的安全措施。

132. 運輸署工程師/沙田一趙崇高先生的回應綜合如下：

(a) 大埔公路(沙田嶺段)的車速和轉速位置已有清晰標誌提示駕駛者。車速限制會因應路段使用車輛的種類、視線、路彎和禁止上落客貨區等而定；

(b) 就大埔公路(沙田嶺段)而言，在過去十年，除了二零零九年交通意外率略高於全港平均交通意外率外，其餘八年的交通意外率都低於全港平均交通意外率，至於二零一七年則暫時未有結論。過去多年來，署方在有關路段已實施多項改善措施，例如加設防撞攔、加設偵速攝影機，並在路段的一些路口實施適當交通管理措施(例如：禁止車輛由大埔公路(沙田嶺段)右轉入小路)等；

(c) 他相信路政署會於會後跟進是否有需要於徑口路加設防滑鋼沙；以及

(d) 警方會就每宗交通意外調查起因，署方會配合相關原因，作出適當的跟進措施。

133. 呂曉暉女士的回應綜合如下：

(a) 《指引》主要的修訂，包括最長更次時間和駕駛時間分別由現時不應超逾14小時和11小時，縮減為不應超逾12小時和10小時；車長駕駛6小時後的休息時間，由現時30分鐘增加至40分鐘；特別更次最長的更次時間仍不應超逾14小 運輸署

時，而駕駛時間上限則須與其他所有更次看齊，即不應超逾 10 小時，以及特別更次內，應有一段不少於連續三小時的休息時間等。她可於會後把有關的新舊《指引》文本提供予委員參考；

(b) 因應《指引》的實施，巴士公司會按需要增聘車長，以確保服務質素穩定；以及

(c) 她會於會後向交運會提交有關九巴自行承保安排的詳細資料。 運輸署

134. 梁領彥先生的回應綜合如下：

(a) 九巴會積極配合獨立檢討委員會的調查；

(b) 意外後，九巴董事會已有三名成員成立獨立調查委員會，約見多個部門、工會和巴士製造商等，就招聘、培訓、車長工作條件、情緒支援和巴士安全裝置等提出建議，希望提高車輛的安全性。有關報告已於會議前一天提交予運輸署。由於案件已進入司法程序，所以暫時未能把報告給予委員。九巴以行車安全為首要考慮，並會盡快在短期內落實提升安全措施。例如九巴理解 872 號線可以行經比大埔公路更直接的路線，因此在意外發生後，他們開設了 872X 號線特別班次行經吐露港公路。他們會因應報告建議，繼續提升安全措施；

(c) 九巴有專責小組負責聯絡意外的傷者和死傷者家屬。部分傷者和死傷者家屬不欲九巴與其頻繁聯絡，但巴士公司有相關聯絡方法的記錄，他可於會後與相關委員跟進；

(d) 雖然近日九巴暫時停止編排兼職車長出勤，希望他們轉為全職車長，但九巴對全職和兼識車長的

要求和培訓相同。九巴會定期要求兼職車長於車長訓練學校進行培訓，包括情緒訓練等；以及

(e) 他暫無有關自行承保和賠償的資料。

135. 消防處署理新界東區指揮官梁龍璣先生回應表示，由於在道路進行演習會影響道路使用者，所以消防處只會在相關規例要求下或有需要時，安排在主要隧道或公路舉行火警演習和交通意外事故演習。處方會盡量安排於夜間進行及短時間內完成演習，如果增添講解部分，相信會延長演習時間。假如委員有興趣了解消防處如何處理交通意外事故，處方可以為委員安排到消防局講解，並可於局內的廢置車輛進行切割、爆破和實際演習示範。

136. 香港警務處沙田警區交通隊主管林志忠先生回應表示，新界南交通部有團隊專責處理偵速攝影機，並因應交通黑點和地方情況設置偵速攝影機。部分偵速攝影機放置一定時間後，便會調到其他位置，並非所有偵速攝影機的位置皆實體放置偵速攝影機。

報告事項

運輸署進度報告
(文件 TT 20/2018)

137. 程張迎先生表示，他於一星期前曾與運輸署交通工程部聯絡，他指原來秦石邨對開往乙明方向的一段車公廟路的最右線，只准轉往獅子山隧道公路，現時更改為准許前行往乙明邨，但有關劃線與道路設計並不配合，而地面未有劃線指引。他不主張作出相關改動，更不理解為何劃線未有配合行車方向的改變。他詢問署方改動至今發生了多少宗交通意外。改動令車輛未能切線，造成路口擠塞，他詢問是誰建議作出此改動。

138. 副主席建議部門於路政署工程進度報告(TT 22/2018)

Principal

[…] dealing with issues related to minor projects in the region. The District Office has conducted two inspections in succession and later responded that the proposal was not feasible and that the addition of upper cover would block the line of sight, and the Transport Department stated that the District Office had not consulted them in this regard. Later, he proposed to move the taxicab stand back, but the Transport Department replied that there were non-removable crash barriers under the ground. Figure 3 showed the station end was moved back by about three parking spaces, but the Transport Department meant that the waiting space was insufficient;

(c) According to the current response of the Transport Department and the opinions collected from residents relating to the proposal in Figure 3 before the meeting, he believed that the Department accepted his proposal, but did not understand why it was necessary to submit the issue to the Traffic and Transport Committee, and till then the Department would take more active actions. He hopes that New Town Plaza will fulfill its social responsibilities. He believes that the people served by this station are not necessarily residents at Sha Tin City Centre. Therefore, he hopes that members understand that this proposal is for the benefit of the public. He asked if there is any public objection to the proposal at this stage; and

(d) He asked when the relevant proposal could be implemented if nobody objects to it. He understands that the response from the Department is due to the different standards among different officials.

126. The Vice Chairman requested Mr. HO Ming-Hsien to actively follow up the demand from the members. He understands that the government personnel must be transferred to the different positions in due time, however, the officials are expected to unify the work standards to the greatest extent and communicate sufficiently during hand-over.

127. Mr. HO Ming-Hsien responded that the attitude change of the Department may be due to a lack of communication. He was not clear with the background of the incident beforehand, but he immediately followed up it after receiving relevant questions. He worked closely with the engineers, and they also believed that the proposal in Figure 3 was more desirable, and he tried to deal with it in this direction. The consulting is not yet finished, and the results will be communicated to the Committee as soon as they come out. If nobody objects the relevant project, the Engineering Division of the Transport Department will issue a works order for the Highways Department to follow up and change the road markings and signs. Then, they will learn about the progress through the Highways Department and will communicate with the members.

Question from Mr. YIU Ka-chun: Concern about the serious overturn accident of KMB bus on the Tai Po Road on February 10
(Document TT 19/2018)

Principal

128. The comments made by Mr. YIU Ka-chun are summarized as below:

(a) He greets the Independent Review Committee on Hong Kong's Franchised Bus Service (the Independent Review Committee), and appoint Judge Michael Lunn as the chairman. He hopes that the Independent Review Committee can accept the opinions of the public figures from different levels, including the Parliament, besides listening to the opinions of the bus companies. He asked how long would take to investigate the relevant incident and when the report would come out, and hopes that the relevant information will be available after the meeting.

(b) He is pleased to see that the Transport Department has made detailed reply, but the reply from the Kowloon Motor Bus Co., Ltd. is lack of sincerity, doesn't provide its suggestions on review, and doesn't specify the activities to follow the aftermath for the casualties and aftermath follow-up activities. He asked whether the Kowloon Motor Bus Co., Ltd. had checked the wheels for suitability for traveling on this highway section, and had reported the highway conditions to the Transport Department, and urged the Transport Department to make improvement;

(c) Severe traffic accidents happen on Sha Tin-Sham Shui Po section of Tai Po Road from time to time, leading to casualties. He thinks that three different speed limits are provided on the total section, which makes it harder for the drivers to adapt. He asked the authority whether this situation will be reviewed and additional speed monitors mounted. He hopes that both the Traffic Department and bus companies can make some additional review after the meeting, and ask the committee members to forward the information to the residents; and

(d) He asked the police whether the data of over-speed detection and control in the latest five years can be provided.

129. The comments made by Mr. WONG Ka-wing are summarized as below:

(a) In order to deal with occurrence of the accident, the Kowloon Motor Bus Co., Ltd. adjusted the working hours for its employees immediately. The employees are always required to work overtime when special shifts are arranged at peak hours. He hopes that both the Traffic Department and the Kowloon Motor Bus Co., Ltd. study and develop a more ideal strategy so as not to have the bus driver who has worked for a long time work overtime; and

(b) The family members of some injured reside in the housing estate served by him. The injured were hospitalized in Kwong Wah Hospital, and thereafter, moved to Sha Tin Hospital. Every injured has received 50,000 HKD consolation money, but at that time, the Kowloon Motor Bus Co., Ltd. didn't ask

for his/her contact information, so both sides have not communicated for one month since hospitalization. He has reminded the family member of this injured to get the report from the hospital and know how the insurer may settle the claims through the Kowloon Motor Bus Co., Ltd. He asked whether the Kowloon Motor Bus Co., Ltd. has established a panel to communicate with each injured and follow up the compensation, and requested the insurer to know the conditions of the injured so as to fulfill the commitment to assist the family members of the injured with all efforts and provide them with supports which has been made by the bus companies. The committee members hold that the injured shall be communicated, although some of them don't want to be bothered, and the bus companies shall communicate with them at least once.

130. The comments made by Mr. CHING Cheung-ying are summarized as below:

(a) The public have not seen how the Kowloon Motor Bus Co., Ltd. attaches attention to safety and make improvements, rather the Kowloon Motor Bus Co., Ltd. has dismissed the bus driver, thereafter, the Kowloon Motor Bus Co., Ltd. wants to deal with the aftermath. He asked how the Kowloon Motor Bus Co., Ltd. wants to improve its issue on bus safety. He thinks that the Kowloon Motor Bus Co., Ltd. must reshape its safety image as soon as possible.

(b) He often drives on Tai Po Road (Sha Tin Heights Section), and thinks that an accident is mostly caused by a vehicle's crossing another lane. He thinks that the problem is not the road speed limit, therefore, he suggests not to change it, and instead, the department shall study whether it is necessary to modify lineation for the lanes. Moreover, there is a "arm-shaped bend" at the entrance, he suggests to pave anti-skid dressing on this section so as to improve the pavement safety at the bend, and hopes that the Transport Department will analyze the causes to the accident; and

(c) He holds that some road works may likely increase danger of the pavement, and hopes that the Transport Department may pay attention to this issue.

131. The comments made by the Vice Chairman are summarized as below:

(a) He asked who decided the speed limit and its criteria. He thinks that the weight and gravity center of a bus are different from those of a car, so the tilting chance is also different. The tilting test standard for the double-deck bus is no more than 28 degrees, and that for the single-deck bus does not exceed 35 degrees;

(b) According to the news reports, this driver of the bus who caused the accident was a full-time driver,

but he changed to part-time later. He asked how the Kowloon Motor Bus Co., Ltd. evaluates the driver's driving safety when changing from a full-time position to a part-time position, and whether how the Kowloon Motor Bus Co., Ltd. may provide training at proper time. In addition, the Kowloon Motor Bus Co., Ltd. has sold its driving simulation system, he asked the Kowloon Motor Bus Co., Ltd. whether it will change to field training;

(c) He asked the departments concerned about the amendments to "the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" (the "Guidance"), and hopes that the department will submit the original text of the Guidance in the form of matters arising after this meeting;

(d) The Kowloon Motor Bus Co., Ltd. only makes the lounge at the bus stop available to be used by the drivers working in special shifts, and this place may not have sufficient space for them to have a rest. He thinks that this is in violation with the rest arrangement;

(e) He asked the department how it can avoid a number of delay and lateness incidents due to modification to "the Guidance";

(f) The Kowloon Motor Bus Co., Ltd. should be the only franchised bus companies which covers insurance by itself. To cover insurance by itself means that The Kowloon Motor Bus Co., Ltd. will settle the claims by itself if the compensation is below the specified limit, and the insurer will take the responsibility if exceeding the limit. He pointed out that for some cases, claims are filed to the insurer through Legal Affairs Division of The Kowloon Motor Bus Co., Ltd., but The Kowloon Motor Bus Co., Ltd. is one of the insured to receive compensation, therefore, he asked whether any conflict of interest exists, which has made settlement of the individual cases not up to the expectation. He asked the department whether it will provide legal aid to the family members of the injured and deceased. He cares most about providing appropriate guarantee to the passengers, and feels disappointed as the department doesn't know the clauses of self-insurance coverage at all, and requested the department to know these clauses after the meeting. As for Sham Shui Po inter-city bus accident and Tai Po Road accident, many family members of the injured and deceased ever said that the bus companies had not cared for them. He thinks that the department shall effectively supervise the bus companies to comfort the family members of the injured and deceased;

(g) He asked the department whether it would provide additional speed monitor on the sections receiving concerns from the public, and reduce the locations where speed monitor have been mounted as dummy;

(h) He asked whether the fire services division would consider to invite the committee members to participate in the drilling; and

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(i) The accident scene was not in Sha Tin District, but the route of the bus caused the accident started from and is closely linked with Sha Tin District. He hopes that the investigation report prepared by the Independent Review Committee would be submitted to the members later on, and the safety measures recommended would be put into place as soon as possible.

132. The responses made by engineer of the Transport Department/Shatin 1 – Mr. CHIU Sung Ko are summarized as below:

(a) Tai Po Road (Sha Tin Heights Section) has been provided with clear signs for speed limit and turns to alert drivers. The speed limit is determined based on the types of vehicles, sight line, road bend and no passenger/freight loading/unloading zones;

(b) As for Tai Po Road (Sha Tin Heights Section), in the past ten years, except 2009 in which the traffic accident rate on this section was slightly higher than the average accident rate throughout Hong Kong, no conclusion has been made for 2017. Over the years, the department has taken a number of improvement measures on the relevant sections, for example, providing additional crash barriers, mounting additional speed cameras, and taking appropriate traffic control measures at some crossings along this section (such as, to prohibit vehicles from turning right to the side road from Sha Tin Heights Section), and so on;

(c) He believes that the road administration will follow whether it is necessary to pave anti-skid dressing at the entrance; and

(d) The police will investigate the causes to each traffic accident, and the department will provide coordination and take appropriate follow-up measures.

133. The responses made by Ms. LUI Hiu Fai, Monica are summarized as below:

(a) As for the main amendments to "the Guidance", including the maximum shift hours and driving hours are respectively reduced to "not exceeding 12 hours and 10 hours" from the current provisions "not exceeding 14 hours and 11 hours"; the rest time for the bus driver after continuous driving for 6 hours is increased to 40 minutes from the current 30 minutes; and the maximum shift hours of special shift remains unchanged, namely, "not exceeding 14 hours",

with the upper limit of driving time being the same as all other shifts, i.e. not exceeding 10 hours. Furthermore, it specifies that in any special shift, the driver shall take a continuous break no less than three hours. She may give the original and revised texts of the Guidance to the members for reference after the meeting;

(b) Conforming to implementation of the Guidance, the bus companies may employ additional drivers based on the needs so as to ensure stable service quality; and

(c) She will submit the detailed information about self-insurance coverage arrangement of the Kowloon Motor Bus Co., Ltd. to the Transport and Communications Committee after the meeting.

134. Mr. LEUNG Ling-Yin, Gary's response is summarized as follows:

(a) KMB will actively cooperate with the Independent Review Committee's investigation;

(b) After the accident, three members of the KMB Board have set up an independent investigation committee to meet with various departments, trade unions and bus manufacturers and make recommendations on recruitment, training, working conditions of drivers, emotional support to drivers and bus safety devices, so as to improve vehicle safety. The relevant report was submitted to the Transport Department one day before the meeting. As the case has entered the judicial process, the report has not yet been handed over to the committee members. KMB takes traffic safety as priority and the safety measures will soon be implemented to improve safety. For example, KMB understands that No. 872 Bus can go through a more direct route than the Tai Po Road. Therefore, after the accident, they set up a special route No. 872X to go through the Tolo Highway. They will continue to improve safety measures in accordance with the recommendations of the report;

(c) KMB has established a task force responsible for liaising with the injured and the family members of the deceased and the injured. Some families of the deceased and the injured do not want KMB to contact them frequently. However, KMB has recorded the relevant contact means. He can follow up together with the relevant members after the meeting.

(d) Despite KMB's recent suspension of arranging part-time drivers for driving buses, hoping that they can be converted into full-time drivers, the requirements and training for full-time and part-time drivers of KMB

are the same. KMB regularly requests part-time drivers to go to the Drivers' Training School for training, including emotional training; and

(e) He has no information on self-insurance and compensation.

135. The Acting Commander of the New Territories East Command of the Fire Services Department, Mr. LEUNG Lung Kei, responded by saying that since conducting exercises on roads would affect road users, the Fire Services Department will only arrange fire drills and traffic accident drills on major tunnels or roads as required by relevant regulations. The Department will try to complete the exercises at night and within a short time. If additional explanations are to be given, it is believed that the exercise will be extended. If committee members are interested in knowing how the Fire Services Department handles traffic accidents, we can invite the members to the Fire Services Department for explanation and demonstration of actual drills on the cutting, blasting of the abandoned vehicles.

136. Mr. LAM Chi Chung, the head of the Hong Kong Police Force's Sha Tin District Traffic Team, responded that a team from the New Territories South Transport Department was responsible for handling the speed-enforcement camera and setting cameras according to traffic blind spots and local conditions. Some speed-enforcement cameras will be placed in other locations after a certain period of time. Not all speed-enforcement cameras are physically placed at places required for speed-enforcement cameras.

Report Items
TD Progress Report
(Document TT 20/2018)

137. Mr. CHING Cheung-ying stated that he had contacted the Traffic Engineering Department of the Transport Department (TD) a week ago. He said that the rightmost line of the section of Che Kung Miu Road, which was originally bound from Chun Shek Estate to Jat Min Estate and had been allowed only to travel by way of the Lion Rock Tunnel Road, is now permitted to travel to Jat Min Estate directly. However, the ground lines are not consistent with the design of the roads and there are no clear lines on the ground for the purpose of guiding traffic. He does not advocate making relevant changes, and can't understand why the lines have not been changed to become consistent with the driving direction. He asked the Department how many traffic accidents have occurred since the change. Because of the change, the vehicles fail to switch lane, causing congestion at the intersection. He asked who suggested the change.

138. Vice-President's Suggestions on the Progress Report by the Transport Department (TT 22/2018)

Transcript prepared by the Secretariat of the Committee
of part of the discussion of the Traffic and Transport Committee
of the Sha Tin District Council at its 2nd meeting in 2018

Agenda item 8 - Question to be Raised by Mr YIU Ka-chun
on the Fatal Bus Crash on Tai Po Road on 10 February

Source of audio recording of the meeting:
https://www.districtcouncils.gov.hk/st/tc_chi/meetings/committees/dc_committees_meetings_audio.php?meeting_id=13846

Relevant part of the audio recording: 17:02 – 17:43

Transcript:

容溟舟議員：…而其中一個…指引有一個叫「特別更」嘅安排。我地有一個擔心就係「特別更」嘅同事係可能中場要休息，但係我地見到你只能夠提供呢…係巴士站裡面提供休息室。你未必能夠有一個適當嘅地方俾佢可能係瞓下、抖下或者盛，即係亦都有你地嘅同事去表達就係：「其實我地真係無地方去架…我地睇場戲，或者我地係個商場到行來行去。」咁呢個就有違反左…有違呢個休息個安排，咁呢度你地去如何處理呢…呢個情況？

Translation:

District Councillor Michael Yung: …and there is the new arrangement of "special shifts" in the guidelines. We are worried that staff working special shifts may have to take a break when working a shift, but we can see that you *[Note from Secretariat: refers to Kowloon Motor Bus]* can only provide lounge facilities in bus stops. You may not have a suitable place for them to take a nap, have a rest, etc. In fact, some of your staff have indicated that "in fact we do not have any place to go…we can only go to see a movie or walk around in shopping malls". This is not in line with the resting arrangements and how will you handle this?

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工程完成後，巴士公司及本署會實地視察，確保座椅妥善安裝。如視察期間發現問題，本署會要求巴士公司適切跟進(例如移除阻礙候車乘客的可移動排隊欄杆及新增巴士路線及排隊標記)。

6.47 透過資助計劃，大部分備有電力供應的巴士站都會安裝顯示屏。本署要求巴士公司在顧及財政情況下，研究於個別乘客量較多但未有電力供應的巴士站接駁電力及安裝顯示屏。

6.48 首階段資助計劃已於去年十一月展開，並預計於本年完成。就沙田區而言，第一階段工程涉及在約80個巴士站上蓋安裝座椅，及在約50個巴士站上蓋安裝顯示屏。截至四月中，巴士公司已於67個沙田區巴士站上蓋安裝座椅，亦正在有關的巴士站上蓋進行安裝顯示屏的準備工作(例如：接駁管道及電線)。為了盡快讓市民使用有關設施，巴士公司在本署要求下已將原先訂定為五年的安裝工程縮短至三年。本署會密切監察資助計劃的進度。

6.49 就位於個別位置的巴士站安裝顯示屏的方面，將分開三個階段進行。第一階段安裝顯示屏預計於本年底前；第二階段安裝顯示屏預計於二零一九年年中前；而第三階段安裝顯示屏預計於二零二零年年中前。本署現正整理將於第一階段安裝顯示屏的資料，並會盡快提供有關資料予沙田區議會。

7. 有關香港專營巴士服務獨立檢討委員會、《巴士車長工作、休息及用膳時間指引》(《指引》)及九巴自行承保的補充資料(會議記錄第133段)

運輸署的回覆：

香港專營巴士服務獨立檢討委員會

7.1 行政長官於二零一八年三月十三日宣布，成立香港專營巴士服務獨立檢討委員會(獨立檢討委員會)，並委任倫明高法官為獨立檢討委員會的主席、歐陽伯權及

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羅康錦教授為委員。

7.2 獨立檢討委員會將於二零一八年三月下旬正式投入運作，並在約九個月內向行政長官提交報告書。

7.3 政府高度重視近期發生涉及專營巴士的嚴重事故。在二零一八年二月十日於大埔公路發生致命交通意外後，行政長官已於當日表示會成立一個由法官領導的獨立檢討委員會，以全面檢視專營巴士營運和監管事宜，確保本港的公共巴士服務安全可靠。

7.4 獨立檢討委員會的職能範圍為：

從安全角度而言，鑑於香港專營巴士涉及二零一八年二月十日發生的致命意外以及其他近期發生的嚴重事故：

(一)審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

(二)審視現行對專營巴士的監管及監察制度；以及

(三)就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

委員會可邀請有關人士、團體及公眾就上述事宜提交意見書，並盡其所能在九個月內提交報告。關於二零一八年二月十日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

<u>九巴承保安排</u>

7.5 根據《汽車保險(第三者風險)條例》(第 272 章)(下稱"條例")第 4(4)(c)條的規定，擁有車隊的機構如資金充裕而又可靠，可憑藉本身的財務保證，選擇自行承擔因其業務運作而對第三者所負的法律責任。九龍巴士

(1933)有限公司(下稱“九巴”)目前是採用這種保險安排。九巴獲准採用這個做法，是因為該公司所作的保險安排，在承擔對第三者的法律責任方面，能為市民提供足夠保障。有關安排包括以下兩部分：

(一) 自行承保－一項金額足以承擔不超出某個上限(“自保上限”)的潛在法律責任的儲備；

(二) 向外投保－一份用以承擔涉及超出“保上限”的潛在法律責任的保險。

7.6 九巴現時維持一項儲備，用作應付不超出“自保上限”的第三者索償。至於超出這個上限的索償，九巴已向外投購保險。根據專營權條款，九巴必須聘請合資格的精算師審核該項儲備。九巴已按此規定，聘用精算師每年審核該項儲備一次。

7.7 在處理第三者索償方面，九巴會交由律師參考警方調查結果，根據香港法例及過往法庭判決的案例為基礎，對個案作出專業評估。以便索償人能夠避免冗長的法律程序，及早獲得合理賠償。

7.8 至於其他已購買全額保險的專營巴士公司，第三者索償個案會交由保險公司處理。根據市場慣例，保險公司會聘請理賠公司就索償進行評估、調查和審核。索償人如對賠償有任何爭議，可直接與保險公司磋商或向法院提出訴訟。

7.9 由此可見，對索償人而言，九巴和其他專營巴士公司所採取的安排實質上並無分別。

《巴士車長工作、休息及用膳時間指引》
(2010 年 10 月修訂)

指引 A — 車長工作 6 小時後最少應有 30 分鐘休息時間[1]；在 6 小時的更次內應有合共 20 分鐘的小休，其中不少於 12 分鐘應安排在首 4 小時的工作時間內提供。車長在總站準備開出下一班巴士和監察乘客上車的時間，不應視為休息時間。

指引 B — 一個工作日內最長的工作時間(包括所有休息時間)不應超逾 14 小時。

指引 C — 一個工作日內的駕駛時間(即最長的工作時間減去所有每次最少 30 分鐘的休息時間)不應超逾 11 小時。

指引 D — 兩個相連工作日之間的休息時間不應少於 10 小時。

指引 E — 車長一個工作日內的工作時間不少於 8 小時便應獲提供不少於 1 小時的用膳時間。

《巴士車長工作、休息及用膳時間指引》
(2018 年修訂本)

指引(1) (a) 一個最長的更次時間[2]不應超逾 12 小時；而當中的駕駛時間[3]不應超逾 10 小時。

(b) 因應上下午繁忙時間的服務需要而安排的特別更次時間可超逾 12 小時，惟最長的更次時間仍不應超逾 14 小時，而當中的駕駛時間則

[1] 用膳時間亦視為休息時間

[2] 更次時間是指每一個更次由開始至完結的總時數，當中包括所有休息時間。

[3] 駕駛時間是指所有駕車及小休時間，但不包括每次 40 分鐘或以上的休息時間。

不應超逾 10 小時。在該特別更次內應有一段不少於連續 3 小時的休息時間。

指引(2) — 兩個相連更次之間的休班時間不應少於 10 小時。另外，除特別更次外，三個相連更次內的總休班時間不應少於 22 小時。

指引(3) — 車長駕駛 6 小時[2]後最少應有 40 分鐘休息時間[4]；而在該 6 小時內應有合共不少於 20 分鐘的小休[5]，其中不少於 12 分鐘的小休應安排在首 4 小時內提供。車長在總站準備開出下一班巴士和監察乘客上車的時間，不應視為休息/小休時間。

指引(4) — 車長在一個更次時間達 8 小時或以上，便應獲提供不少於 1 小時的用膳時間。

8. 於沙田街市和欣安邨隧道口安裝防止單車違泊的鋼網的補充資料(會議記錄第 144 段)

路政署的回覆：

8.1 沙田街市更換欄杆工程，運輸署施工通知書編號 NE/18/00070 已於本年三月中完成。

8.2 至於在欣安邨行人隧道編號 NS229 之安裝欄杆工程，運輸署施工通知書編號 NE/18/00316，現該工程仍在進行中，預算本年六月底完成。

沙田區議會秘書處
STDC 13/65/45

二零一八年四月

[4] 用膳時間亦視為休息時間。
[5] 小休是指少於 40 分鐘的休息時間。

After the completion of the project, KMB and the Department will conduct on-site inspections to ensure that the seats are properly installed. If problems are found during the inspections, the Department will request the bus companies to follow up properly (e.g. removing the movable queuing railings that obstruct the waiting passengers and adding bus routes and queue markings).

6.47 Through the subsidy program, most bus stations equipped with electricity supply will install display screens. The Department requires the bus companies to study the possibility of power connections and installation of display screens at bus stops where there are a large number of passengers but no power supply, taking into account the budget.

6.48 The first-phase of the subsidy program was launched in November last year and is expected to be completed this year. In the case of Sha Tin District, the first phase of the project involved installing seats at about 80 bus stops and installing display screens at about 50 bus stops. As of mid-April, the bus companies have installed seats in 67 bus stops of Sha Tin District and preparation work for installation of display screens are also being carried out at the relevant bus stops (e.g. connecting pipes and wires). In order to allow the public to use the facilities as soon as possible, the bus companies, at the request of the Department, have shortened the period of installation originally set as five years to three years. The Department will closely monitor the progress of the subsidy program.

6.49 The installation of display screens at bus stops of individual locations will be carried out in three phases. The first phase of the installation of display screens is scheduled to complete before the end of this year; the second phase of the installation of screens is expected to be completed before mid-2019; and the third phase of the installation of screens is expected to be completed before mid-2020. The Department is now collating information on the installation of display screens in the first phase and will provide relevant information to the Sha Tin District Council as soon as possible.

7. Supplementary Information on the Independent Review Committee of Hong Kong Franchised Bus Services, Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (the "Guidance") and self-insurance of arrangements of KMB (Paragraph 133 of the minutes of the meeting)

Reply from the Transport Department:

Independent Review Committee of Hong Kong Franchised Bus Services

7.1 The Chief Executive announced on March 13, 2018 that the Independent Review Committee of Hong Kong Franchised Bus Services (IRC) was established and appointed Justice Michael Lunn as Chairman of the IRC, Prof. Auyeung Pak-kuen and

Prof. LO Hong Kam as members.

7.2 The IRC would be officially put into operation in late March 2018 and submit its report to the Chief Executive within about nine months.

7.3 The Government attaches great importance to the recent serious incident involving franchised buses. After the fatal traffic accident occurred on the Tai Po Road on February 10, 2018, the Chief Executive stated on that day that an IRC headed by a judge would be set up to take a comprehensive review of the operations and supervisions of the franchised buses, so as to ensure the safety and reliability of public bus services in Hong Kong.

7.4 The terms of reference of the IRC is as follows:

From a safety perspective, considering the fatal accidents on February 10, 2018 and other recent serious accidents occurred to the franchised buses in Hong Kong:

(a) To review the operation and management of the franchised buses under existing laws, franchise agreements and other contract provisions;

(b) To examine the current supervision and monitoring system of franchised buses; and

(c) To make safety-related recommendations to the Chief Executive on the above matters, so as to maintain the safety and reliability of franchised bus services in Hong Kong.

The committee may invite relevant persons, groups and the public to submit opinions on the above matters and issue all reports within nine months. As regards the causes of the fatal accident that occurred on February 10, 2018 and the legal responsibilities of the persons involved, the police conducted an investigation and these matters are outside the scope of the committee's terms of reference.

Insurance Arrangement of Kowloon Motor Bus Company

7.5 Pursuant to section 4(4)(c) of the Motor Vehicles Insurance (Third Party Risks) Ordinance (Cap. 272) (hereinafter referred to as the "Ordinance"), an organization with a fleet of vehicles can use its own funds (if these funds are abundant and reliable) to bear the legal responsibility for third parties based on its own financial capabilities during its business operations. This type of insurance arrangement is currently adopted by Kowloon Motor Bus

(1933) Co., Ltd (hereafter referred to as "KMB"). KMB is allowed to adopt this approach because the insurance arrangements made by the company can provide sufficient protection for the public in terms of assuming legal responsibility for third parties. The arrangement includes the following two parts:

(i) Self-insurance - a reserve of an amount that is sufficient to meet the potential liability not exceeding a certain ceiling (the "cap of self-insurance");

(ii) External insurance - an insurance that covers potential liability beyond the "cap of self-insurance.

7.6 KMB currently maintains a reserve for third-party claims that do not exceed the "cap of self-insurance". For claims exceeding the cap, KMB has bought insurance. Under the terms of the franchise agreement, KMB must engage a qualified actuary to review the reserve. KMB has already appointed an actuary to review the reserve once a year based on this provision.

7.7 In handling third-party claims, KMB will refer the claims to a lawyer with the police investigation results as reference. Based on the laws of Hong Kong and the cases of past court decisions, the cases are evaluated in a professional manner, which allows the claimant to obtain reasonable compensation early without undergoing lengthy legal procedures.

7.8 As for other franchised bus companies that have purchased full insurance, third-party claims will be handled by the insurance company. According to market practice, insurance companies hire claim-handling firms to assess, investigate, and review claims. If the claimant has any dispute over compensation, he may negotiate directly with the insurance company or file a dismissal with the court.

7.9 It can be seen from this that, for the claimants, the arrangements adopted by KMB and other franchised bus companies are virtually the same.

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Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks

(Revised in October 2010)

Guideline A - A driver should have a minimum of 30 minutes of rest after working for 6 hours[1]; a total of 20 minutes of break should be taken within 6 hours, and not less than 12 minutes should be arranged during the first 4 working hours. The time for the driver to prepare to drive the next bus at the main station and check the passenger's boarding should not be considered as a break.

Guideline B - The longest working hours (including all break periods) within one working day should not exceed 14 hours.

Guideline C - Driving time during a working day (i.e. the longest working hours minus all break periods of at least 30 minutes each) should not exceed 11 hours.

Guideline D - The break periods between two connected working days should not be less than 10 hours.

Guideline E - A driver shall be provided with not less than one hour of meal time for not less than 8 hours of working time within one working day.

Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks

(2018 Revised Version)

Guideline (1) (a) The longest time period for a session[2] should not exceed 12 hours, among which the driving time[3] should not exceed 10 hours.

(b) The time period for a special session arranged according to the service needs during the peak hours of the morning and the afternoon of a day may exceed 12 hours. However, the longest time period for a session should not exceed 14 hours and the driving time

[1] Meal time is also considered as rest time.
[2] The period of a session refers to the total number of hours from the beginning to the end of each session, including all breaks.
[3] Driving time refers to the time of all driving and breaks, but does not include rest time of 40 minutes or more each.

should not exceed 10 hours. There should be a period of no less than 3 consecutive hours of rest within the special session.

Guideline (2) - The time between two consecutive sessions should not be less than 10 hours. In addition, the total number of closed hours within three consecutive sessions should not be less than 22 hours, except in special sessions.

Guideline (3) - Drivers must have a minimum of 40 minutes of rest[4] after 6 hours[2] of driving; within the 6 hours, there should be a total of not less than 20 minutes of breaks[5], of which not less than 12 minutes should be arranged in the first hour, and the time for the driver to prepare to drive the next bus at the main station and check the passenger's boarding should not be considered as a rest/break time.

Guideline (4) - A driver should be provided with a meal break of not less than one hour if he serves a session of 8 hours or more.

8. Supplementary information on the installation of railings for prevention of bicycle parking at Sha Tin Market and Yan On Estate Pedestrian Tunnel (Paragraph 144 of the minutes)

Reply from the Transport Department:

8.1 Replacement of railings in Sha Tin Market (TD's Construction Notice No. NE/18/00070) was completed in mid-March this year.

8.2 The installation of railings on Yan On Estate Tunnel Pedestrian Tunnel No. NS229 (TD's Construction Notice No. NE/18/00316) is still in progress and is scheduled to be completed by the end of June this year.

Secretariat of Sha Tin District Council

STDC 13/65/45

April 2018

[4] Meal time is also considered as rest time.
[5] Break refers to rest of less than 40 minutes.

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.: STDC 13/5/45/1

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界沙田上禾輋路一號
沙田政府合署四樓
沙田區議會交通及運輸委員會
李世榮主席
（傳真號碼 ：2681 3892）

李主席：

邀請沙田區議會向香港專營巴士服務獨立檢討委員會提供進一步資料

貴區議會於2018年5月24日的來函收悉，我代表香港專營巴士服務獨立檢討委員會（委員會）感謝貴區議會的資料和意見。貴區議會的信件中連同意見書夾附了沙田區議會及其轄下交通及運輸委員會（交運會）曾討論有關沙田區涉及專營巴士的交通意外的文件及會議紀錄（節錄），以及貴區議會的書面意見。

2. 交運會於2017年5月9日舉行的會議上曾討論一宗發生於2017年1月14日涉及專營巴士的交通意外，而有關討論文件及會議紀錄中均有提出運輸署及專營巴士公司對兼職巴士車長任職其他工作及所需工時的監察事宜。

3. 就上述事宜，委員會請貴區議會及招文亮議員提供進一步資料，以回應下列問題。

<u>討論文件 TT 23/2017</u>

4. 交運會於2017年3月發出討論文件TT 23/2017，該文件載列了招文亮議員的提問，以及運輸署、香港警務處和新世界第一巴士服務有限公司／城巴有限公司（新巴及城巴）的回應。

5. 文件中的提問是基於一宗發生於2017年1月14日晚上8時53分引致他人死亡的意外，事故中一輛681號線巴士駛向藍田巴士總站時翻側。涉事司機是一名兼職巴士車長。其中一條問題問及：

「(c) 涉事車長的健康狀況是否符合標準？政府及巴士公司有否規定兼職車長在下班後，能否兼任其他長工時的工作，例如兼任的士或小巴司機？」

6. 新巴及城巴就上述屬其範疇的問題參考過「巴士車長工作、休息及用膳時間指引」並回覆如下：

「兼職車長須通過駕駛訓練及考核，才會被安排駕駛工作；車長不論是兼職或全職，入職時均需申報是否有其他工作」

交運會於 2017 年 5 月 9 日舉行的會議

7. 2017 年 5 月 9 日的交運會會議紀錄敍述招文亮議員就其討論文件 TT 23/2017 中的提問發言並提出以下意見：

「（d）鑑於肇事車長為兼職員工，因此他建議巴士公司盡量減少聘請兼職長。他擔心兼職車長於休息日兼任另一份工作，會導致回任車長時較為疲勞」

8. 會議紀錄中新巴及城巴的回應如下：

「新巴城巴一向遵照運輸署向專營巴士公司發出的指引，確保車長有足夠時間休息。」

新巴及城巴繼而指出：

「肇事車長於一九九三年四月入職為兼職車長，一直駕駛 681 號線，熟悉該條路線」

9. 此外，會議紀錄顯示運輸署高級運輸主任邱功遠先生作出以下回應：

「（a）意外當天，肇事車長由上班至意外發生期間，工作了共 1 小時 38 分鐘，加上意外前一天為肇事車長的休息日，因此相信意外與工時長短無關」

10. 請確定招文亮議員、其他區議員或貴區議會有否在任何其他上述會議之前或之後區議會或其委員會的會議中，提出政府及專營巴士公司對兼職巴士車長任職其他工作及所需工時的監察事宜。如有提出，請提供有關場合的詳情和運輸署及／或專營巴士公司的任何回覆。

11. 除回覆上文第 10 段的事項外，委員會邀請沙田區議會委派代表出席聽證會提供口頭陳述。聽證會的詳情如下：

日期：2018 年 7 月 14 日

時間：早上 9 時至下午 5 時 30 分（下午 1 時至 2 時 30 分小休）

地點：添馬政府總部演講廳

備註：（a）聽證會的程序規則及演講廳的位置圖載於**附件**。

（b）證方席可容納最多五位沙田區議會的代表作口述證供。貴區議會的其他出席者將獲編配預留給相關團體代表／人士的前排座位。

（c）沙田區議會將是上述聽證會中第二組提供口述證供的團體。初步預計當日貴區議會的口述證供於早上約 10 時 30 分開始。

12. 請於 **2018 年 7 月 5 日**或之前就上文第 10 段的事項向委員會秘書處提供貴區議會的回覆，以及告知委員會貴區議會是否接受邀請提供口述證供。如接受邀請，請提供代表沙田區議會提供口述證供的人士的名稱和職銜，以及其他出席者的名稱和職銜。

13. 貴區議會就上文第 10 段的事項作出回覆時，請注意委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請區議會及個別區議員提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝）

香港專營巴士服務獨立檢討委員會秘書

2018 年 6 月 29 日

連附件

副本送： 沙田區議會招文亮議員

758-3

附件

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
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(中文譯本)

接受相關團體代表／人士提供口頭陳述的程序規則

1. 委員會接受口頭陳述的程序以英語進行，但提供口頭陳述的相關團體代表／人士及可按其屬意使用的語言或方言作陳述。向有關代表／人士所作的提問將以英語提出。委員會將按需要為所作的提問及有關代表／人士作出的口頭陳述提供英語或中文即時傳譯。

2. 若相關團體代表／人士提出而委員會接納其申請，有關團體／人士可由其法律代表引領其提供主問證據，之後再由協助委員會的大律師會向相關團體代表／人士提問。若相關團體代表／人士未有提出申請，則會由協助委員會的大律師開始提問。

3. 委員會亦可以在提供口頭陳述的過程中隨時向提供該陳述的人士提問。最後，在協助委員會的大律師完成其提問後，相關團體／人士的法律代表可向有關團體代表／人士提問，以釐清陳述中的不確定之處。

4. 委員會或會根據相關團體代表／人士的口頭陳述內容或向其所作的提問是否與委員會的工作相關，而就提供口頭陳述加設時限。

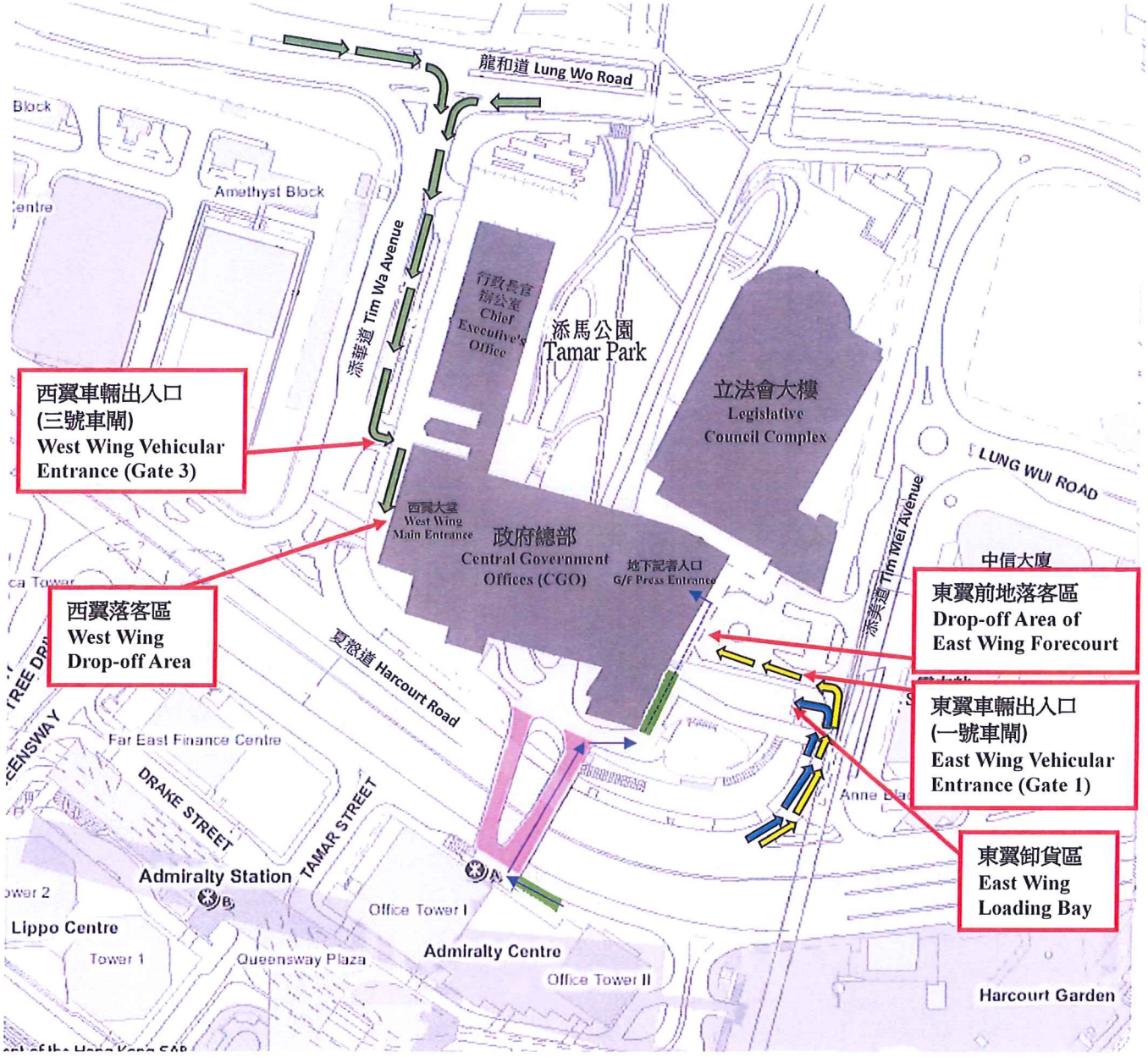
5. 委員會將以謄寫方式紀錄其接受口頭陳述的過程，並會在謄本完成後向作出了陳述的相關團體代表／人士以及協助委員會的大律師提供謄本。隨後，視乎委員會的決定，有關謄本將上載至委員會網頁。

6. 未經委員會批准，一律不准以拍照、錄音或錄影方式紀錄口頭陳述的過程。

香港專營巴士服務獨立檢討委員會主席
倫明高法官

2018年5月3日

前往政府總部的路線圖(演講廳)
Site Map to CGO (Auditorium)



行人路線 Pedestrian Routings	行車路線 Vehicular Routings
行人天橋 Footbridge	進入東翼前地落客區的行車路線 (所有政府總部訪客車輛適用) Vehicular Routing to East Wing Forecourt Drop-off Area (Applicable to all CGO visitors' vehicles)
自動扶手梯 Escalator	進入東翼卸貨區的行車路線 (只限已預先登記的政府總部送貨車輛) Vehicular Routing to East Wing Loading Bay (Subject to pre-registration of the registration mark of the delivery vehicles)
由金鐘地鐵站 A 出口往政府總部地下記者入口的行人路線 Pedestrian Routings from Admiralty MTR Station Exit A to CGO G/F Press Entrance	進入西翼落客區的行車路線 (只限已預先登記的政府總部訪客車輛) Vehicular Routing to West Wing Drop-off Area (Subject to pre-registration of the registration mark of the visitors' vehicles)

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
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本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
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電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

29 June 2018

Mr LI Sai-wing
Chairman
Traffic and Transport Committee
Sha Tin District Council
4th Floor, Sha Tin Government Offices
1 Sheung Wo Che Road
Sha Tin, NT
(Fax No.: 2681 3892)

Dear Mr LI,

Written Submissions for Consideration by the
Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for your letter dated 24 May 2018 in which you provided the Committee with papers and minutes of meetings conducted by the Council and its committees, arising out of fatalities caused in the accidents involving franchised buses occurring in the Sha Tin District, together with your submissions to the Committee.

2. The issue of the monitoring by the government and the franchised bus companies of the work and hours of work in other employment of part-time bus captains was raised in both the Discussion Paper and minutes of the Traffic and Transport Committee meeting of 9 May 2017, in which an accident involving franchised buses that took place on 14 January 2017 was discussed.

3. It is in respect of that issue, that we raise the questions set out below with the Council and Mr CHIU Man-leong and invite your replies.

Discussion Paper TT 23/2017

4. Discussion Paper TT 23/2017, dated March 2017, of the Traffic and Transport Committee of your Council sets out questions raised by Mr CHIU Man-leong and replies provided by the Transport Department, the Hong Kong Police Force and New World First Bus Services Limited/Citybus Limited (NWFB & CTB).

5. The questions were posed in the context of a fatal accident that had occurred at 20:53 hours on 14 January 2017, when a route 681 bus turned over as it approached the Lam Tin Bus Station. The driver was a part-time bus captain. Part of the questions stated:

> "(c) Do the government and bus companies allow drivers to work part-time for long hours after their normal work, as part-time bus or minibus drivers, for example?"

6. In the reply to the question, attributed to NWFB & CTB, having made reference to the 'Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks', it was stated:

> "A part-time bus driver shall pass driving training and assessment before they're allowed to drive a bus. The bus driver, either full-time or part-time, shall declare if he/she has any other job when he is enrolled."

The meeting of the Traffic and Transport Committee of 9 May 2017

7. The minutes of the meeting of the Traffic and Transport Committee of 9 May 2017 describe Mr CHIU Man-leong as having addressed the questions he posed in Discussion Paper TT 23/2017 and having commented:

> "(d) As the driver involved is a part-time staff, he suggested bus companies to reduce part-time drivers as practically as possible. He felt worried that part-time drivers would assume another job when they were at his rest time then they would be tired when they return to their normal work."

8. The minutes state that in reply NWFB & CTB stated:

> "NWFB & Citybus has always observed the guidance issued by the Transport Department to franchised bus companies so that drivers have enough time for rest."
>
> In addition, they went on to state:
>
> "The driver in the accident was enrolled as part-time driver in April 1993. He had driven No. 681 all the time and gotten familiar with the route."

9. Further, the minutes state that Mr YAU Kung-yuen, Corwin, a Senior Transport officer of the Transport Department, said:

> "(a) On the day of the accident, the driver involved had worked 1h and 38 minutes together since he started work till the accident happened. Before the accident, the driver had a rest. Thus it is believed that the accident has nothing to do with the duration of working hours."

10. Please confirm whether or not Mr CHIU Man-leong, any other councillor or the Council itself raised the issue of the monitoring by the government and the franchised bus companies of the work and hours of work in other employment of part-time bus captains at any other meetings of the Council or its committees either previously or subsequently. If so, please give details of those occasions and any replies made by the Transport Department and/or the franchised bus companies.

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

11. In addition to addressing the matter stated in paragraph 10 above, the Committee would also like to invite the Sha Tin District Council to send representative(s) to a hearing to give oral evidence. Details of the hearing are as follows:

Date : 14 July 2018

Time : 9:00 am to 5:30 pm (with a break between 1:00 pm and 2:30 pm)

Place : Auditorium, Central Government Offices, Tamar

Remarks : (i) The rules and procedure of the hearing and the location plan of the Auditorium are set out in the **Annex**.

(ii) The witness table will be able to accommodate at most five representatives from the Sha Tin District Council for the purpose of giving oral evidence. Arrangements will be made for other attendees from the Council to be seated at the front row of the seats reserved for interested parties.

(iii) The Sha Tin District Council will be the second party to give oral evidence at the abovementioned hearing. It is expected that your representatives will be asked to give evidence at about 10:30 am.

12. I should be grateful if you could provide the response to the matter stated in paragraph 10 above, as well as advise the Committee whether the Sha Tin District Council accepts the invitation to give oral evidence by **5 July 2018**. If the Sha Tin District Council accepts the invitation, please provide the names and post titles of those persons who will give evidence on behalf of the Council, as well as the names and post titles of the other attendees.

13. In providing your response to the matter stated in paragraph 10 above, please be advised that the information provided in the response will be considered by the Committee in reviewing the matters it is directed to consider under the terms of reference of the Committee and in drawing up its recommendations. If necessary, the Committee may invite you to provide further supplementary submissions. All written submissions (including any annexes, appendices and attachments contained therein) and oral evidence will be treated as public information and, at the discretion of the Committee, may be published on the Committee's website.

Yours sincerely,

(CHAN Ping-fai, Peter)
Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

cc Mr CHIU Man-leong, Sha Tin District Councillor
Encl

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

Re: 邀請沙田區議會向香港專營巴士服務獨立檢討委員會提供書面意見

06.07.2018 13:02

From: Roy HY LEUNG/HAD/HKSARG@HAD
To: Secretariat/IRC-BUS/HKSARG@CSO,

Dear Sir,

I refer to the letter from Chairman of TTC dated 24.5.2018.

The endorsed minutes of TTC special meeting held on 21.5.2018 is submitted.

ttc_minutes_20180521.pdf

Two issues were incorporated into the paper TT 44/2018 noted by TTC members in the meeting on 28.6.2018:
Part 1: Written replies from departments/organizations to questions and comments raised by TTC members in the meeting on 21.5.2018
Part 2: Updated replies from departments/organizations to previous meeting papers and minutes

The paper is attached for your reference.

st_ttc_2018_044_tc.pdf

For part 2, the updated replies from departments/organizations to the following papers in previous meetings were incorporated.

附件一： 文件TT 26/2012	楊祥利先生提問：亞公角街交通意外
附件二：	二零一二年度第三次會議記錄(節錄)

會議記錄TT 3/2012 **(2012年5月8日)**	第66至74段
附件三： 文件TT 36/2012	楊倩紅女士提問：巴士安全帶
附件四： 會議記錄TT 4/2012 **(2012年7月3日)**	二零一二年度第四次會議記錄(節錄) 第32至43段
附件五： 文件TT 5/2013	楊倩紅女士提問：巴士司機工作時數及體檢機制
附件六： 會議記錄TT 1/2013 **(2013年1月8日)**	二零一三年度第一次會議記錄(節錄) 第11至18段
附件七： 文件TT 20/2015	容溟舟先生提問：沙田區專營巴士在法例下的監管
附件八： 會議記錄TT 2/2015 **(2015年3月10日)**	二零一五年度第二次擴大會議記錄(節錄) 第94至95段
附件九： 文件TT 9/2016	李世鴻先生提問：九巴巴士安全及大圍交通運輸交匯處天花剝落事件跟進

附件十： 會議記錄TT 4/2016 **(2016年5月10日)**	二零一六年度第三次會議記錄(節錄) 第40至48段
附件十一： 文件TT 23/2017	招文亮先生提問：有關681線巴士發生致命車禍
附件十二： 會議記錄TT 3/2017 **(2017年5月9日)**	二零一七年度第三次會議記錄(節錄) 第133至138段
附件十三： 文件TT 19/2018	姚嘉俊先生提問：關注2月10日大埔公路九巴翻側嚴重車禍
附件十四： 會議記錄TT 2/2018 **(2018年3月13日)**	二零一八年度第二次會議記錄(節錄) 第128至136段
附件十五： 文件TT 27/2018	政府部門及有關機構就上次會議所議事項的回覆(節錄) 第7段

For questions, please contact me. Thanks.

Regards,
Roy

Roy LEUNG
EO(DC)4/STDO
Tel.: 2158 5309
Fax: 2681 3892

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

□ Urgent □Return Receipt □ Encrypt □ Mark Subject Restricted □ Expand personal&public groups

RE: Invitation from the Independent Review Committee of the Hong Kong's Franchised Bus Service to Sha Tin District Council to make written submissions

From: ROY HY LEUNG/HAD/HKSARG@HAD
To: Secretariat/IRC-BUS/HKSARG@CSO.

06.07.2018 13:02

Dear Sir,

I refer to the letter from Chairman of TTC dated 24.5.2018.

The endorsed minutes of TTC special meeting held on 21.5.2018 is submitted.

ttc_minutes_20180521.pdf

Two issues were incorporated into the paper TT 44/2018 noted by TTC members in the meeting on 28.6.2018:
Part 1: Written replies from departments/organizations to questions and comments raised by TTC members in the meeting on 21.5.2018
Part 2: Updated replies from departments/organizations to previous meeting papers and minutes
The paper is attached for your reference.

st_ttc_2018_044_tc.pdf

For part 2, the updated replies from departments/organizations to the following papers in previous meetings were incorporated.

Annex 1: Document TT26/2012	Questions raised by Mr. YEUNG Cheung-li: Traffic Accident at A Kung Kok Street
Annex 2: Meeting Minutes TT3/2012 (8 May 2012)	Year 2012 Minutes of 3rd Meeting (Extract) Paragraphs 66 to 74
Annex 3: Document TT 36/2012	Questions raised by Ms. YEUNG Sin-hung: Seatbelts on Buses
Annex 4: Meeting Minutes TT 4/2012 (3 July 2012)	Year 2012 Minutes of 4th Meeting (Extract) Paragraph 32 to 43

Annex 5: Document TT 5/2013	Questions raised by Ms. YEUNG Sin-hung: Working Hours and Physical Examination Mechanism of Bus Captains
Annex 6: Meeting Minutes TT 1/2013 (8 January 2013)	Year 2013 Minutes of 1st Meeting (Extract) Paragraph 11 to 18
Annex 7: Document TT 20/2015	Questions raised by Mr. YUNG Ming-chau, Michael: Supervision of Franchised Buses in Sha Tin District under the Legislations
Annex 8: Meeting Minutes TT 2/2015 (10 March 2015)	Year 2015 Minutes of 2nd Extended Meeting (Extract) Paragraphs 94 to 95
Annex 9: Document TT 9/2016	Questions raised by Mr. LI Sai-hung: Safety of KMB Buses and Follow up on the Ceiling that peeled off at Tai Wai Public Transport Interchange
Annex 10: Meeting Minutes TT 4/2016 (10 May 2016)	Year 2016 Minutes of 3rd Meeting (Extract) Paragraphs 40 to 48
Annex 11: Document TT 23/2017	Questions raised by Mr. CHIU Man-leong: Fatal Bus Accident in relation to a Route 681 Bus
Annex 12: Document TT 19/2018	Year 2017 Minutes of 3rd Meeting (Extract) Paragraphs 133 to 138
Annex 13: Document TT 19/2018	Questions raised by Mr. YIU Ka-chun: Concerning the serious KMB Bus Overturn Accident at Tai Po Road on 10 February
Annex 14: Meeting Minutes TT 2/2018 (13 March 2018)	Year 2018 Minutes of 2nd Meeting (Extract) Paragraphs 128 to 136
Annex 15: Document TT 27/2018	Replies from Government Departments and Relevant Organizations based on the matters discussed at the last meeting (Extract) Paragraph 7

For questions, please contact me. Thanks.

Regards,

Roy

Roy LEUNG
EO(DC)4/STDO
Tel.: 2158 5309
Fax: 2681 3892

沙田區議會
交通及運輸委員會
二零一八年度特別會議記錄

會議日期： 二零一八年五月二十一日(星期一)
時　　間： 下午二時三十分
地　　點： 沙田政府合署四樓
沙田區議會會議室

出席者	職　銜	出席時間	離席時間
李世榮先生(主席)	區議會議員	下午二時四十一分	下午二時五十一分
容溟舟先生(副主席)	〃	下午二時四十一分	下午五時十分
何厚祥先生,SBS,MH	區議會主席	下午二時四十一分	下午五時零九分
彭長緯先生,SBS,JP	區議會副主席	下午二時四十一分	下午二時五十一分
陳兆陽先生	區議會議員	下午二時四十一分	下午四時二十七分
陳敏娟女士	〃	下午二時四十一分	下午五時十分
陳諾恒先生	〃	下午二時四十四分	下午四時零三分
趙柱幫先生	〃	下午二時四十九分	下午四時零七分
招文亮先生	〃	下午二時四十一分	下午三時零七分
黎梓恩先生	〃	下午二時四十一分	下午五時十分
林松茵女士	〃	下午二時四十八分	下午四時零七分
李世鴻先生	〃	下午二時四十一分	下午四時零七分
李永成先生	〃	下午二時四十一分	下午五時十分
吳錦雄先生	〃	下午二時四十一分	下午三時五十六分
丁仕元先生	〃	下午二時四十一分	下午四時零三分
唐學良先生	〃	下午二時四十一分	下午四時二十四分
董健莉女士	〃	下午二時四十一分	下午四時二十三分
衞慶祥先生	〃	下午二時四十一分	下午四時十八分
王虎生先生	〃	下午二時四十四分	下午五時十分
黃學禮先生	〃	下午二時四十一分	下午五時零九分
黃嘉榮先生,MH	〃	下午二時四十四分	下午五時十分
黃宇翰先生	〃	下午二時四十八分	下午五時十分
丘文俊先生	〃	下午二時四十一分	下午三時五十九分

出席者	職　銜	出席時間	離席時間
葉　榮先生	區議會議員	下午二時四十一分	下午四時零三分
姚嘉俊先生	〃	下午二時四十一分	下午五時十分
余倩雯女士	〃	下午二時四十一分	下午四時十分
莫文樂先生(秘書)	沙田民政事務處行政主任(區議會)1		

列席者	職　銜
黃添培先生	沙田民政事務助理專員
袁俊傑先生	沙田民政事務處高級行政主任(區議會)

未克出席者	職　銜	
黃冰芬女士	區議會議員	(已請假)
程張迎先生,MH	〃	〃
莫錦貴先生,BBS	〃	〃
李子榮先生	〃	〃
曾素麗女士	〃	〃
梁家輝先生	〃	〃
潘國山先生,MH	〃	〃
蕭顯航先生	〃	〃
陳國強先生	〃	(未有請假)
鄭則文先生	〃	〃
許銳宇先生	〃	〃
麥潤培先生	〃	〃
龐愛蘭女士,BBS,JP	〃	〃

負責人

主席告知與會者，有旁聽會議的市民在現場攝影、錄影和錄音。

委員請假事宜

2. 主席表示，秘書處收到下述委員的書面假期申請：

黃冰芬女士	工作原因
程張迎先生	〃
莫錦貴先生	〃

	負責人
李子榮先生	工作原因
曾素麗女士	”
梁家輝先生	”
潘國山先生	”
蕭顯航先生	不在香港

3. 交通及運輸委員會(交運會)通過上述委員的假期申請。

討論事項

邀請沙田區議會向香港專營巴士服務獨立檢討委員會提供書面意見
(文件 TT 42/2018)

4. 主席表示秘書處曾邀請香港專營巴士服務獨立檢討委員會(檢討委員會)安排代表出席會議，但對方表示運作上未有這安排。檢討委員會來信邀請沙田區議會(區議會)提供書面意見，區議會的意見須經相關委員會討論後才能提供。是次討論事項屬於交運會範疇，故由交運會召開會議討論。由於交運會未能趕及於二零一八年五月八日會議討論，故須召開特別會議。由於提交區議會書面意見的時間緊迫，秘書處會盡快完成會議記錄，提交予檢討委員會，並會同時發給各交運會委員。會議記錄會於交運會下一次會議通過。如個別委員對專營巴士的運作及管理模式有意見，可直接向檢討委員會提出。

5. 主席請委員備悉陳諾恒先生出席會議，並取消其請假申請。

6. 容溟舟先生的意見綜合如下：

(a) 他對檢討委員會未有安排代表出席會議表示失望，認為對方無誠意；

(b) 他表示由秘書處整理相關資料並撰寫特別會議記錄作為區議會意見提交予檢討委員會的做法不妥，認為相關會議記錄或未能準確提供檢討委員會所需資料；

(c) 他透露檢討委員會於回覆他的信件中表示全港十七區近年曾發生涉及專營巴士的致命交通意外，可見情況嚴重，但檢討委員會卻不派代表出席會議。他認為議會未能有效表達意見，使檢討委員會研究並改善；以及

(d) 他認為檢討委員會的安排開了壞先例，擔心其他政府部門諮詢區議會時也未必派代表出席會議。他認為這安排未能有效溝通，未能貫徹行政長官主張與地區人士互動溝通的施政方針。

7. 主席表示經與副主席容淏舟先生商討會議安排後，容淏舟先生曾致函行政長官和檢討委員會主席倫明高法官，並獲回覆，覆函複本放置於會議桌上以供委員參考。

8. 沙田民政事務處行政主任(區議會)1 莫文樂先生的補充綜合如下：

(a) 秘書處準備了容淏舟先生發給檢討委員會的信件和對方的覆函複本，以供委員參閱；以及

(b) 秘書處曾致電邀請檢討委員會安排代表出席會議，對方秘書處回覆如下：

“獨立委員會旨在全面檢討專營巴士的營運和監管事宜，並提出建議，確保香港的公共巴士服務安全可靠。為蒐集所需資料，獨立委員會自三月底起已相繼邀請各相關團體／人士，包括運輸及房屋局和運輸署、專營巴士服務營運者、專營巴士公司僱員的代表及其他團體／人士(如立法會

交通事務委員會、區議會、學術機構、專業團體等)，以書面形式向獨立委員會提交意見。獨立委員會亦邀請有興趣的公眾人士提供意見。

獨立委員會得悉沙田區近年曾發生涉及專營巴士並引致他人死亡的交通意外。按獨立委員會主席倫明高法官的指示，獨立委員會秘書處在2018年5月4日致函沙田區議會，邀請沙田區議會向獨立委員會提供書面意見。其中，獨立委員會邀請沙田區議會提供沙田區議會(包括其轄下委員會及工作小組)就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由沙田區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，獨立委員會亦歡迎沙田區議會及個別區議員從安全角度，就其他有關專營巴士的運作及管理模式提供意見。此外，如有需要，獨立委員會亦可能邀請已提交書面意見的人士或團體，包括沙田區議會及個別提供了意見的議員，提供補充書面意見及／或口述證供。首兩節聽證會已於2018年5月7日舉行。

至於沙田區議會交通及運輸委員會擬於2018年5月21日下午舉行的會議，獨立委員會將未能派員出席。”

9. 主席因事暫時離席，由副主席暫代主席職務。

10. 姚嘉俊先生的意見綜合如下：

(a) 他表示政府因應二零一八年二月十日大埔公路的巴士車禍成立檢討委員會，他亦於二零一八年三月十三日交運會會議提出了有關是次車禍的提問，期間與不同人士會面並處理不同事項。他認為檢討委員會現階段才諮詢區議會太遲；以及

(b) 他表示檢討委員會、運輸署和巴士公司應派代表出席會議，以便聆聽委員意見並跟進，故他認為交運會應就此致函檢討委員會表達意見。然而，他認為應繼續討論這項議程，以免浪費時間。

11. 李永成先生的意見綜合如下：

(a) 他對檢討委員會沒有代表出席會議表示驚訝，認為檢討委員會和相關政府部門應派代表出席會議，故他贊成交運會致函檢討委員會表達不滿；以及

(b) 他認為委員應認真討論涉及專營巴士的交通事故，並就巴士公司的競爭、服務、員工編制、待遇等深入討論。他認為檢討委員會至少應派代表旁聽，故他重申對此表示失望和不滿。

12. 黃宇翰先生表示他本想詢問檢討委員會的研究方向和檢討內容，對其沒有代表出席會議表示驚訝，建議秘書處日後發出會議通知時預告會派代表出席的部門，讓委員有所準備。

13. 董健莉女士的意見綜合如下：

(a) 她不明白為何檢討委員會和相關政府部門沒有代表出席會議，贊成交運會致函要求對方檢討其做法；以及

(b) 她表示會議沒有任何文件，只有一些過去交運會會議文件作參考，缺乏討論主題。她認為如果委員只能表達個人意見，倒不如各自致函表達。

14. 王虎生先生的意見綜合如下：

(a) 他認為聆聽意見是雙向，檢討委員會和巴士公司

應派代表出席會議；以及

(b) 他詢問這次會議的討論是否單就二零一八年二月十日大埔公路巴士車禍，或包括就專營巴士服務提供意見。

15. 招文亮先生的意見綜合如下：

(a) 他認為檢討委員會、運輸署和巴士公司應派代表出席會議，委員就各代表的回應再追問，才有利於整體討論；以及

(b) 他曾於二零一七年三月七日交運會會議上，就城巴 681 號線於二零一七年一月十四日在藍田發生的致命車禍提問。新世界第一巴士服務有限公司及城巴有限公司(新巴城巴)當時回覆指“新巴城巴一向遵照運輸署向專營巴士公司發出的「巴士車長工作、休息及用膳時間指引」，編定車長工作及休息的時間，以確保車長有充足休息。指引限制車長一個工作日內的駕駛時間不應超逾 11 小時，一個工作日內最長的工作時間(包括所有休息時間)不應超逾 14 小時，兩個相連工作日之間的休息時間不應少於 10 小時”。他表示直至二零一八年二月十日大埔公路的巴士車禍發生後，運輸署才修訂相關指引，縮減車長的駕駛時間為不應超過 10 小時。他認為修訂後車長工時仍然過長，運輸署和巴士公司缺乏危機管理和忽視問題。他認為運輸署和巴士公司應就車長的休息時間深入研究並加以改善。

16. 吳錦雄先生的意見綜合如下：

(a) 他認為檢討委員會只要求委員提供書面意見的做法不妥，影響會議成效；以及

負責人

(b) 他認為檢討委員會工作重要和迫切，派代表出席會議有其必要性，認為交運會應致函檢討委員會，就對方不派代表出席會議表達不滿。

17. 李世鴻先生的意見綜合如下：

(a) 他認為檢討委員會應於會議上交代其工作性質、權責範圍和跟進工作等，認為對方不派代表出席會議未能達成討論的目的；

(b) 他認為交運會應致函檢討委員會，就對方不派代表出席會議表示遺憾或譴責；以及

(c) 他認為檢討委員會應出席會議，聆聽意見，甚至釐清委員對檢討委員會工作的誤解，才能蒐集所需意見。

18. 何厚祥先生的意見綜合如下：

(a) 他表示雖然檢討委員會來信日期為二零一八五月四日，但他於上周才能與沙田民政事務助理專員黃添培先生商討安排。就檢討委員會的三點要求，其中兩點較易處理，包括向檢討委員會提交由二零一二年至二零一八年二月經交運會討論曾涉及專營巴士的交通意外的相關會議文件和記錄，以及由秘書處協助蒐集並提交個別委員的意見；至於餘下一點，即提交區議會的整體意見，黃添培先生當時建議召開一個會議以通過動議的方式處理，但他認為時間倉促，這做法並不理想，但又不希望開先例在二零一八年五月二十四日區議會會議為此類法定委員會的意見諮詢加插議程，因此決定交由交運會處理；

(b) 他不主張把這次會議定為正式會議，因委員意見林林總總，難以一個意見代表整體區議會的意

見。在這情況下，他本主張交運會召開一次座談會，將委員表達的意見交予檢討委員會供其參考。黃添培先生經考慮後認為此做法未能代表整個交運會，召開正式的交運會會議較合適，而作為交運會委員，他會尊重交運會主席和副主席的意見；

(c) 據他理解，檢討委員會從沒打算派代表出席會議，只視之為一個蒐集區議會意見的渠道，撰寫報告呈交予行政長官。因此，他表示委員如認為恰當，可繼續就二月的嚴重交通事故衍生的種種問題或運輸署的職責等表達意見，委員意見可涵蓋大埔公路巴士車禍、巴士公司的營運和運輸署的責任等；

(d) 他認為不應拘泥於是否對檢討委員會提出譴責動議，並表示這次會議非由檢討委員會或政府部門要求召開。檢討委員會要求區議會提供書面意見，而以甚麼會議形式提供意見是區議會的內部運作。他重申他本主張召開一次非正式的座談會，記錄委員的意見並提交予檢討委員會。然而，既然結果召開了特別會議，他建議聚焦討論議題；以及

(e) 他認為檢討委員會不了解區議會運作並訂下一個較短的限期，做法情有可原，故不贊同譴責動議，但表示區議會內部可檢討並改善召開會議的相關安排。

19. 丁仕元先生的意見綜合如下：

(a) 他同意何厚祥先生的意見，認為仍應把握機會就此議題表達意見；以及

(b) 他認為巴士公司應出席會議，回應如何改善管理

和車長培訓，以減少意外。

20. 陳諾恒先生的意見綜合如下：

(a) 區議會作為諮詢架構代表，檢討委員會即使不派代表回應委員提問亦應派員記錄委員意見。檢討委員會的來信中表示“如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面／或口頭方式提供進一步資料”。他認為表達意見的渠道太少；

(b) 他認為以書面方式表達容易造成誤解，親身聆聽並即場記錄地區意見會較合適；

(c) 他認為檢討委員會的做法予人“很大官威”的印象，表示交運會致函譴責其做法較為合適；

(d) 他建議交運會主席或代表出席檢討委員會的聽證會，當面以口頭方式表達區議會的意見，效果較書面表達為佳；以及

(e) 他認為繼續會議前先要確定這次會議的書面記錄會提交予檢討委員會參考，否則沒必要繼續會議。

21. 丘文俊先生的意見綜合如下：

(a) 他認為對檢討委員會不派代表出席會議表示遺憾或譴責並不為過，並指檢討委員會沒有心檢討和改善專營巴士服務；

(b) 他認為要檢討和改善專營巴士服務並非單靠委員單向表達意見，對於審視現行對專營巴士的監管及監察制度，相信委員都有很多意見，認為檢討委員會、運輸署和巴士公司應派代表出席會議；

(c) 他認為交運會應向檢討委員會表達遺憾和不滿；以及

(d) 據他理解，雖然檢討委員會因應大埔公路巴士車禍而成立，但檢討內容並非針對單一意外，而是全面檢討專營巴士服務，故認為雖沒有部門代表在席，委員會仍可討論，以提交意見。

22. 陳兆陽先生的意見綜合如下：

(a) 他認為只以書面形式向檢討委員會表達意見並不恰當，認為不適合繼續會議，因記錄區議會意見的責任在於檢討委員會而非秘書處；以及

(b) 無論是表示遺憾或譴責，他認為須向檢討委員會表達不滿。

23. 黎梓恩先生的意見綜合如下：

(a) 他表示區議會一直就專營巴士服務表達意見，而巴士車禍既已發生，檢討委員會應向區議會提供意外調查和改善措施等資料，而非先要求區議會提供意見，在沒有代表出席會議的情況下難以有效討論；

(b) 他同意就不派代表出席會議對檢討委員會予以譴責；

(c) 他認為地區多年來已就專營巴士服務提出過許多意見，詢問檢討委員會成立以來有否審視過，並表示檢討委員會沒有聯絡電話；以及

(d) 他表示秘書處撰寫會議記錄時會濃縮委員的發言內容，建議提供會議錄音予檢討委員會，讓對方得悉委員的全部發言內容。

負責人

24. 黃嘉榮先生的意見綜合如下：

(a) 他表示檢討委員會因應調查二零一八年二月十日大埔公路巴士車禍成立，就專營巴士服務各方面蒐集意見、全面檢討並撰寫報告，以改善專營巴士服務。他雖同意檢討委員會應派代表出席會議聆聽意見，但對現階段檢討委員會是否有資料文件供大家參閱存有疑問；

(b) 他認為現時檢討委員會工作尚未成熟，難以提供資料，而主席或秘書處可先就大埔公路巴士車禍或其他監管問題向政府部門或巴士公司索取資料，如路面設計和車長工時等，以供委員參閱，於會上表達意見供檢討委員會參考；以及

(c) 他認為交運會對召開特別會議準備不足，認為檢討委員會調查工作尚未完成，即使出席會議也未能有任何回應，故對遺憾動議有保留。

25. 黃學禮先生的意見綜合如下：

(a) 他表示除了譴責檢討委員會外，是否應更進一步譴責直接管理檢討委員會的行政長官；以及

(b) 他贊成黎梓恩先生的建議，向檢討委員會提供會議錄音，讓對方聆聽委員的全部發言內容。

26. 葉榮先生的意見綜合如下：

(a) 他憂慮日後的會議像這次會議般，欠缺部門代表和討論文件；以及

(b) 他認為主席應致函檢討委員會予以強烈譴責。

27. 趙柱幫先生詢問在欠缺檢討委員會代表的情況下仍召

開會議的原因。

28. 黃添培先生的補充綜合如下：

(a) 他表示檢討委員會的來信目的分三點：第一是“邀請區議會向委員會提供書面意見。其中，委員會亦邀請沙田區議會提供貴區議會就有關上述引致他人死亡的交通意外(註：二零一八年大埔公路巴士車禍)，以及其他於二零一二年至二零一八年二月期間發生並由沙田區議會曾經討論並涉及專營巴士的交通意外的會議文件及紀錄”；第二是“委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見”；第三是“委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見”；以及

(b) 他表示曾與區議會主席何厚祥先生和交運會主席李世榮先生商議，認為代表整體區議會的意見須經會議討論才能得出，否則只能由個別委員表達意見。因此，他提出兩個方案包括召開交運會特別會議討論，或安排於五月二十四日區議會會議上討論，供區議會主席及交運會主席考慮。由於區議會須於五月二十四日或之前向檢討委員會提供書面意見，若不採納上述兩個方案，餘下的方法只有回覆檢討委員會指區議會未能就此事提供區議會的意見，但個別區議員仍可向檢討委員會表達其意見。然而，此做法不能形成區議會的整體意見，經他與區議會主席和交運會主席商討後，交運會主席同意召開這次特別會議，期望向檢討委員會提供區議會整體的書面意見。

29. 副主席的意見綜合如下：

(a) 他表示就檢討委員會的安排，大致有兩個處理方法：第一，由交運會主席致函檢討委員會表達不

滿，但現時主席不在席，他不能代其決定；第二，由交運會通過一項遺憾動議，對檢討委員會的安排表達不滿。假如委員選擇方法二，則毋須與主席處理致函問題。他建議處理對檢討委員會表達不滿的事宜後，因應黃添培先生和部分委員的意見，繼續進行會議，以免交運會沒法向檢討委員會提交意見；

(b) 他回應黎梓恩先生的意見，表示檢討委員會秘書處的電話位於信件的右上角；

(c) 他表示區議會秘書處會撰寫會議記錄，並提交予檢討委員會，而會議錄音亦會公開，故他建議準備會議錄音後先提供予檢討委員會聆聽。他表示檢討委員會會外判會議記錄逐字謄寫服務，根據其聽證會會議記錄，其格式接近法庭文本，認為區議會秘書處在人手不足的情況下不應該亦不需要額外為其提供會議記錄謄寫服務；

(d) 他建議繼續會議，避免外界不明所以，以為區議會拒絕提供意見。他會嘗試引導委員就各項問題表達意見；

(e) 他認為可因應委員意見或人數，決定以動議方式或由主席會後致函方式向檢討委員會表達不滿；

(f) 他認為可就三大方面展開討論：

(i) 就會議文件 TT 42/2018 的來信首段“審視專營巴士的運作及管理模式，以及相關監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠”，他認為委員可就車長的工時、編更制度及班次增減等以安全服務角度表達意見；

負責人

(ii) 就會議文件 TT 42/2018 的來信第二段“委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式”，他表示香港的巴士專營權是根據香港法例第 230 章，他請委員參考會議文件 TT 20/2015 就專營巴士服務的提問；

(iii) 他建議委員可參考檢討委員會職權範圍的三大角度，並就此提出意見；以及

(g) 他表示若委員提出的意見需要相關部門如運輸及房屋局、運輸署、路政署等提供資料，可由秘書處於會後向相關部門查詢，並在會議記錄中以“會後註”的方式註明委員提問的會後跟進事宜，相信能歸納委員的意見成為一份報告。假若人數足夠的話，可考慮動議方式，否則，唯有只羅列委員的意見。

30. 黃添培先生的意見綜合如下：

(a) 他詢問經秘書處向相關部門索取資料後，是否以書面回覆一併提交予檢討委員會；以及

(b) 他表示秘書處曾與檢討委員會溝通，提出會後一星期內提交書面意見。他詢問這次特別會議記錄是否經下一次交運會會議通過後才提交予檢討委員會。

31. 副主席的回應綜合如下：

(a) 他表示可把部門回覆於會議記錄中交代，由檢討委員會跟進；

(b) 他認為向檢討委員會提供會議錄音可解決口頭表

達意見的問題；

(c) 他表示會議記錄須於下一次交運會會議通過，故不能於一星期內提交書面意見；以及

(d) 他建議先向檢討委員會提供會議錄音，會議記錄於通過後提交，確保委員發言能準確表達。

32. 副主席請委員就議題表達意見。

33. 姚嘉俊先生的意見綜合如下：

(a) 他認為會議記錄經下一次交運會會議通過後才提交予檢討委員會時間太久，建議先就委員的意見撰寫一份書面意見附帶會議錄音一併提交；

(b) 他認為政府太遲檢討香港專營巴士公司服務，但總比沒有檢討好；

(c) 他詢問運輸署會否考慮對巴士公司就巴士脫班施加阻嚇性罰則，包括如何監察、脫班次數及時間和罰款額等；

(d) 他希望日後運輸署提供一個具精確度和具記錄功能的監察方法處理巴士的脫班問題；

(e) 他認為運輸署需要檢視巴士車長的訓練和考牌機制，例如行駛較複雜的路段讓訓練車長適應；

(f) 他表示不涉及歧視，但想詢問運輸署或巴士公司是否有檢討或相關機制，以指引女性車長須駕駛多久才能於高速公路行駛或駕駛單層巴士多久才能駕駛雙層巴士；

(g) 他認為須檢視道路設計是否適合雙層巴士行駛；

以及

(h) 他認為須檢視巴士管理層與員工比例是否合適，會否因此產生管理問題。他詢問政府部門代表可否加入巴士公司管理層，共同參與管理；或區議會或交運會代表能否參與巴士公司的一些會議，反映地區意見。

34. 黃宇翰先生的意見綜合如下：

(a) 他表示現時難以從法例或網上了解政府與巴士公司之間就巴士班次、人手安排、計算車輛使用率的協議；

(b) 香港法例第230章《公共巴士服務條例》第12(1)條列明“專營公司在專營期內的任何時間，均須維持達致署長滿意的程度的適當而有效率的公共巴士服務。”此外，第16(1)(a)條列明“須在某指明路綫經營公共巴士服務的班次以及每天須在某指明路綫經營公共巴士服務的時間”，他認為現時如何計算班次為合適、如何釐定脫班、有何罰則等皆是重要的檢討項目，欠缺清晰指引或罰則難以有效監管；

(c) 他認為須檢視巴士車長的工作時間，日後法例上要規管車長的工時，避免過長影響乘客安全；

(d) 他認為須檢討巴士公司計算車輛使用率的方法，並有清晰指引；以及

(e) 他建議可在巴士安裝全球定位系統，監察車輛位置，方便運輸署監管。

35. 王虎生先生的意見綜合如下：

(a) 就過往幾宗巴士車禍，他詢問是否因車長的安全駕駛意識不足而引致。他希望警方能夠把涉及專營巴士的交通意外調查報告交予運輸署，讓署方可總結交通意外的成因。若成因牽涉車長的安全意識不足，運輸署是否應檢視巴士車長的考牌機制，加強車長的駕駛技術和安全意識。此外，他表示車長人手不足，經常需替更，應研究會否因替更車長不熟路線而引致意外；以及

(b) 他建議警方或運輸署應向檢討委員會提交專營巴士交通意外的調查報告。

36. 李永成先生的意見綜合如下：

(a) 他認為政府在審批巴士專營權上應有賞罰機制，以監管巴士公司；

(b) 他表示現時巴士公司招聘困難，致巴士車長的工時過長。他認為應提高車長的薪酬待遇，吸引年輕人入行，並應加強車長訓練；以及

(c) 他認為應正視和改善巴士脫班問題。

37. 李世鴻先生的意見綜合如下：

(a) 他認為公共交通意外和違規問題主要由於政府以鐵路為本，漠視其他公共交通工具的生存空間，以致巴士公司只視車長為生財工具，漠視車長的薪酬待遇和工時問題，當車長想表達不滿時，又受到巴士公司打壓。長遠而言，政府應確保車長得到合理的薪酬待遇和休息時間；

(b) 他認為是否因訓練不足而引致交通意外可用數據分析；以及

(c) 他認為巴士公司不肯投放更多資源，以致巴士服務會因車長請假而受影響，加上薪酬待遇不能吸引新人入行。

38. 黃嘉榮先生的意見綜合如下：

(a) 他認為車長的工時太長。他建議巴士公司於巴士總站設立休息室，讓車長有足夠休息；

(b) 他認為巴士公司應檢討聘用高齡車長的機制，應否收緊年齡限制或健康標準；

(c) 他認為因巴士超載而引致交通意外會影響保險賠償，運輸署應教育市民不應乘搭超載的巴士，或巴士嚴格執行客滿時不再上客；

(d) 他建議巴士公司設立一套電子系統監察巴士的運作情況，適時於交通擠塞或發生交通意外時增設特別班次；以及

(e) 他建議巴士站亦應有電子系統讓乘客知悉候車時間。

39. 副主席的意見綜合如下：

(a) 他表示研究顯示專營巴士的意外率為各車種最高，比例由二零一一年每千輛領牌車輛有 370 輛，增加至二零一六年 384 輛，平均每 2.6 輛巴士有一輛涉及意外；

(b) 他表示為何巴士安全系數不斷提高下，意外率卻不跌反升；

(c) 他建議參考公共小巴的做法，為巴士全部座位加裝安全帶，規定乘客佩戴；

(d) 他表示現時法例規定了巴士的企位數目為可站立面積除 0.17，即每一平方米站立約六人，而現時鐵路為每一平方米站立四人，顯示巴士客滿時情況其實十分危險，這正是為何巴士車廂內前方有一條黃線作界。他認為這是處理增減班次時須檢視的地方；

(e) 他表示現時持有駕駛執照第 9、10 號牌的人士可免試第 17 號牌，即駕駛專營巴士，但第 9、10 號牌的考試只需駕駛不短於七米的車輛，有別於一般 12 米長的雙層巴士，操控上會否有差別。他認為應研究持有駕駛執照第 9、10 號牌的人士應否重新考試以領取第 17 號牌；

(f) 他認為車長因編更制度需連續工作 12 至 13 小時，特別更份更多達 14 小時，缺乏足夠休息難以駕駛大型巴士；

(g) 他認為應處理巴士於中途站起程載客是否為脫班“填數”的問題；

(h) 他認為運輸署沒有運用法例賦予的罰則，以使巴士公司達至法例上“署長滿意”的服務，這並非客觀的指標；

(i) 他表示現時巴士裝有行車記錄儀，但問題在於運輸署能否實時監察；

(j) 他表示現時香港有九龍巴士(一九三三)有限公司(九巴)、龍運巴士有限公司、新巴、城巴和新大嶼山巴士(一九七三)有限公司五間專營巴士公司，當中城巴有市區線和機場線兩個專營權；而最大型的是九巴，其餘都是較小型的公司。他認為在巴士路線招標上，若未能讓較小型的巴士公

司投標營運一些有前景的路線、加入競爭，又如何可要求巴士公司會自我改善；

(k) 他表示一些九巴的豪華巴士政策最後變成運輸署的政策，當中有否利益輸送，獨立部門如廉政公署或公務員事務局有否調查等等，在部門缺席會議的情況下未能解答；

(l) 他詢問不同的巴士公司有不同結構的收費表，例如新巴城巴雖屬同一集團，但新巴收費表源自中巴，同一距離較城巴貴很多，這些應如何理順；

(m) 他認為每年區議會討論巴士路線計劃屬遠期計劃，但運輸署未能解釋審批路線營運權的準則，並沒客觀指標，他不明白當中的運作，只能估計其為黑箱作業；

(n) 他希望透過這次會議讓相關方面檢討鐵路優先的公共交通策略，並指出巴士 9 字系列過海路線需求殷切，如何用特快路線疏導鐵路擠迫的情況；

(o) 他認為個別路線如未能因應巴士服務表現如脫班率、投訴率或意外率而收回營運權後再招標，看不到巴士公司有何誘因改善服務；

(p) 就姚嘉俊先生的意見，他表示秘書處沒有逐字記錄的安排。為了整個討論的書面意見能夠全面，他首先請秘書處於會後整理委員意見，就委員提問向運輸署或巴士公司索取書面回覆；其次，他要求秘書處在五月二十四日或之前上載今天的會議錄音到區議會網頁，並向檢討委員會提供其網址，讓檢討委員會有需要時可自行逐字謄寫。他認為秘書處人手不足以應付此工作，但相信檢討委員會有資源這樣做；第三，就秘書處準備的過往交運會曾討論關於巴士安全或交通意外的會議

文件及記錄，他建議秘書處向相關部門查詢有否更新回覆，如有，經秘書處蒐集並整理後提交予檢討委員會；如沒有，則把相關會議文件及記錄連同這次會議記錄或跟進事項一併提交予檢討委員會，相信這安排較有效率和適合；

(q) 他表示會議記錄須經交運會通過，認為難以短期內提交，一來秘書處需時撰寫會議記錄，二來委員亦需整理其發言內容，以免檢討委員會覺得區議會討論不完善；以及

(r) 他表示自己雖主持會議，但較後期才知會議安排，只能以委員身分向檢討委員會提出疑問，如處理不理想，請其他委員提點。

40. 黃添培先生的補充綜合如下：

(a) 他表示檢討委員會希望區議會於五月二十四日前提交相關會議文件及記錄。他明白副主席想把相關會議文件及記錄連同部門更新回覆一併提交，但他認為此做法需時，建議先提交原有版本，並同時向部門索取更新回覆稍後提交；以及

(b) 他表示檢討委員會認為於下一次交運會會議即六月二十八日後才提交書面意見太遲。然而，他了解委員的意見，會向檢討委員會轉達會議記錄須經下一次交運會會議通過後才能提交。

41. 副主席的回應綜合如下：

(a) 他表示秘書處未必可趕及完成會議記錄，而委員亦未必如運輸署人員對交通事務有專業認識，擔心提交扼要的會議記錄未必讓檢討委員會了解委員的關注；以及

(b) 他表示檢討委員會不派代表出席會議，引導委員表達意見，以致委員未能聚焦討論，提出重點意見。他表示對方可先聆聽錄音，有需要可自行謄寫，認為此處理方法可捍衞委員的尊嚴，亦可讓委員檢閱其發言內容。

42. 黃嘉榮先生的意見綜合如下：

(a) 他同意副主席的建議，認為一個星期沒可能做這麼多工作；以及

(b) 他認為委員未能聚焦討論，與檢討委員會的三點要求差距頗大，故提交會議記錄已足夠，對方跟進與否責任不在區議會。

43. 姚嘉俊先生表示據他理解，首先應羅列委員的意見；其次，因會議記錄需時通過，他建議提交會議錄音予檢討委員會，要求對方向交運會提交錄音謄本；第三，要求對方讓交運會派代表出席聽證會，表達委員對巴士議題的關注，讓彼此能夠發聲，並致函提出此項要求；第四，向檢討委員會表示稍後提交相關部門的回應，以及會議記錄會於通過後提交供其備悉。

44. 副主席表示會議後會與秘書處溝通，首先於五月二十四日前先致函檢討委員會說明情況並提交錄音；第二，表達委員對檢討委員會不派代表出席會議的不滿；第三，說明會議記錄須於六月二十八日交運會會議通過後才能提交，但檢討委員會可先行聆聽錄音，甚至向交運會提交逐字記錄；最後，他同意可先提交相關的會議文件及記錄，同時詢問部門有否更新回覆。

45. 莫文樂先生的意見綜合如下：

(a) 他會於會議後與交運會主席商討發信安排，內容包括剛才副主席或姚嘉俊先生提出的要點，附上

會議錄音的網址；以及

(b) 就委員的意見或提問向運輸署或巴士公司索取補充資料，他詢問會以“政府部門及有關機構就上次會議所議事項的回覆”的形式處理，或是夾附於會議記錄。

46. 副主席的回應綜合如下：

(a) 他表示主席是發信人，同意應與主席商討信件內容；

(b) 就處理部門回覆，他建議秘書處聆聽會議錄音後可羅列委員的提問向部門查詢，並另撰寫一份會議文件作為這次特別會議的續議事項；以及

(c) 他提醒秘書處信件應於五月二十四日或之前送達檢討委員會並用電話確認對方收妥。

47. 黃嘉榮先生表示他雖不認為檢討委員會有責任出席會議，但既然許多委員提出，他認為委員應一致決定信件用詞要清楚說明交運會對檢討委員會不派代表出席會議表示遺憾或譴責，方便主席處理發信事宜。

48. 副主席回應表示如委員認為“遺憾”兩字較適合的話便採用這詞，並詢問委員意見。

49. 何厚祥先生表示檢討委員會並非政府部門，亦非其要求交運會召開會議，因此無責任於交運會召開會議時指示政府部門和巴士公司代表出席，故他認為“遺憾”在於其處事方式與區議會不相配，以及區議會難以在短時間內完成書面意見，問題並非在於檢討委員會不派代表。他希望主席撰寫信件時參考他的意見。

50. 副主席表示“遺憾”的地方可以商議，對檢討委員會

負責人

不派代表聆聽意見表示遺憾是較中性的寫法，對方亦沒有諒解秘書處的人手問題而設下短限期，確實令區議會不便。他表示會與秘書處溝通信件用詞，務求既能表達遺憾，又能表達意見。

51. 黎梓恩先生同意應表示遺憾，但認為應向檢討委員會建議將來如何配合區議會蒐集地區意見。

52. 副主席表示檢討委員會乃因應單一事件而成立，日後其他委員會未必跟從，但認為區議會主席可向行政長官直接反映。

53. 何厚祥先生表示樂意傳達意見，並鼓勵委員積極參與檢討委員會的聽證會或以書面形式直接向其表達意見。

54. 副主席表示如委員同意相關安排，會交由秘書處處理。委員如有其他意見，可向檢討委員會提出。

55. 莫文樂先生詢問相關部門就相關會議文件及記錄的更新回覆是否以“政府部門及有關機構就上次會議所議事項的回覆”的方式處理。

56. 副主席表示同意。

57. 結束是項討論。

下次會議日期

58. 下次會議定於二零一八年六月二十八日(星期四)下午二時三十分舉行。

59. 會議在下午五時十分結束。

沙田區議會秘書處
STDC 13/15/45

二零一八年六月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Sha Tin District Council
Minutes of the 2018 Special Meeting of the Traffic and Transport Committee

Date : 21 May 2018 (Monday)
Time : 2:30 pm
Venue : Sha Tin District Council Conference Room
4/F, Sha Tin Government Offices

Present	Title	Time of joining the meeting	Time of leaving
Mr LI Sai-wing (Chairman)	DC Member	2:41 pm	2:51 pm
Mr YUNG Ming-chau, Michael (Vice Chairman)	”	2:41 pm	5:10 pm
Mr HO Hau-cheung, *SBS*, *MH*	DC Chairman	2:41 pm	5:09 pm
Mr PANG Cheung-wai, Thomas, *SBS*, *JP*	DC Vice-Chairman	2:41 pm	2:51 pm
Mr CHAN Billy Shiu-yeung	DC Member	2:41 pm	4:27 pm
Ms CHAN Man-kuen	”	2:41 pm	5:10 pm
Mr CHAN Nok-hang	”	2:44 pm	4:03 pm
Mr CHIU Chu-pong, Sunny	”	2:49 pm	4:07 pm
Mr CHIU Man-leong	”	2:41 pm	3:07 pm
Mr LAI Tsz-yan	”	2:41 pm	5:10 pm
Ms LAM Chung-yan	”	2:48 pm	4:07 pm
Mr LI Sai-hung	”	2:41 pm	4:07 pm
Mr LI Wing-shing, Wilson	”	2:41 pm	5:10 pm
Mr NG Kam-hung	”	2:41 pm	3:56 pm
Mr TING Tsz-yuen	”	2:41 pm	4:03 pm
Mr TONG Hok-leung	”	2:41 pm	4:24 pm
Ms TUNG Kin-lei	”	2:41 pm	4:23 pm
Mr WAI Hing-cheung	”	2:41 pm	4:18 pm
Mr WONG Fu-sang, Tiger	”	2:44 pm	5:10 pm
Mr WONG Hok-lai	”	2:41 pm	5:09 pm
Mr WONG Ka-wing, *MH*	”	2:44 pm	5:10 pm
Mr WONG Yue-hon	”	2:48 pm	5:10 pm
Mr YAU Man-chun	”	2:41 pm	3:59 pm
Mr YIP Wing	DC Member	2:41 pm	4:03 pm
Mr YIU Ka-chun	”	2:41 pm	5:10 pm
Ms YUE Shin-man	”	2:41 pm	4:10 pm
Mr MOK Man-lok, Mannix (Secretary)	Executive Officer (District Council)1 / Sha Tin District Office		

In Attendance	**Title**
Mr WONG Tin-pui, Simon	Assistant District Officer (Sha Tin)
Mr YUEN Chun-kit, Derek	Senior Executive Officer (District Council) / Sha Tin District Office

Absent	**Title**	
Ms WONG Ping-fan, Iris	DC Member	(Application for leave of absence received)
Mr CHING Cheung-ying, *MH*	”	”
Mr MOK Kam-kwai, *BBS*	”	”
Mr LEE Chi-wing, Alvin	”	”
Ms TSANG So-lai	”	”
Mr LEUNG Ka-fai, Victor	”	”
Mr PUN Kwok-shan, *MH*	”	”
Mr SIU Hin-hong	”	”
Mr CHAN Kwok-keung, James	”	(No application for leave of absence received)
Mr CHENG Tsuk-man	”	”
Mr HUI Yui-yu, Rick	”	”
Mr MAK Yun-pui	”	”
Ms PONG Scarlett Oi-lan, *BBS, JP*	”	”

Action

The Chairman informed the attendees of the meeting that some members of the public, being present as observers, were taking photographs and making video and audio recordings.

Application for Leave of Absence

2. The Chairman said that the Secretariat had received the application for leave of absence in writing from the following members:

Ms WONG Ping-fan, Iris	Official commitment
Mr CHING Cheung-ying, *MH*	”
Mr MOK Kam-kwai, *BBS*	”
Mr LEE Chi-wing, Alvin	Official commitment
Ms TSANG So-lai	”
Mr LEUNG Ka-fai, Victor	”
Mr PUN Kwok-shan, *MH*	”
Mr SIU Hin-hong	Not in Hong Kong

3. The Traffic and Transport Committee (TTC) endorsed the application for leave of absence submitted by the members above.

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Discussion Items

Inviting the Sha Tin District Council to provide written comments to the Independent Review Committee on Hong Kong's Franchised Bus Service
(Paper No. *TT* 42/2018)

4. The Chairman said that the Secretariat had invited the Independent Review Committee on Hong Kong's Franchised Bus Service ("Review Committee") to arrange a representative to attend the meeting, but the counterpart said that there was no such arrangement in its operation. The Review Committee sent an invitation letter to the Sha Tin District Council ("District Council") to provide a written comment. The comment of the District Council would be available only after discussion by the relevant committee. This discussion item fell under the scope of the TTC, so it would be discussed at the meeting convened by the TTC. Since the TTC was not able to discuss the said item at the meeting held on 8 May 2018 due to time restraint, thus a special meeting must be convened. Due to the tight timeline for submission of the written comment of the District Council, the Secretariat would complete the minutes as soon as possible, submit the minutes to the Review Committee, and send the same to all the TTC members at the same time. The minutes would be endorsed at the next TTC meeting. If individual members had any comments on the operation and management practices of franchised bus, they could raise them to the Review Committee directly.

5. The Chairman informed the committee members and acknowledged that Mr CHAN Nok-hang was present at the meeting and his application for leave of absence would be cancelled.

6. The comment of Mr Michael YUNG was summarised below:

(a) He expressed disappointment that the Review Committee had not arranged a representative to attend the meeting and considered that the counterpart was not sincere;

(b) He said that it was inappropriate for the Secretariat to organise the relevant materials, prepare the minutes of the special meeting, and submit it to the Review Committee as the comment of the District Council. He considered that the relevant minutes might not accurately provide the information required by the Review Committee;

(c) He revealed that the Review Committee had indicated in the letter replied to him that fatal traffic accidents involving franchise buses had occurred in 17 districts of Hong Kong in recent years, which demonstrated that the situation was serious, but the Review Committee did not assign any representative to

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attend the meeting. He considered that the Council had not effectively expressed its views to enable the Review Committee to study and improve the situation; and

(d) He considered that the arrangement of the Review Committee had set a bad precedent, and he worried that other government departments might not necessarily assign a representative to attend the meeting when consulting the District Council. He considered that this arrangement was insufficient for effective communication and for consistent implementation of the policy objective that the Chief Executive had advocated, which was to have interactive communication with local communities.

7. The Chairman said that after discussing the arrangement of the meeting with Vice-chairman Mr Michael YUNG, Mr Michael YUNG sent a letter to the Chief Executive and the Honourable Mr Justice Michael Victor Lunn, Chairman of the Review Committee, and received a reply. Copy of the reply was placed on the meeting table for members' reference.

8. The supplementary information of Mr Mannix MOK, Executive Officer (District Council)1 / Sha Tin District Office, was summarised below:

(a) The Secretariat had prepared a copy of the letter sent by Mr Michael YUNG to the Review Committee and a copy of the reply letter from the counterpart for members' reference; and

(b) The Secretariat had called to invite the Review Committee to arrange a representative to attend the meeting. The reply of the Secretariat of the counterpart was as follows:

"The Independent Committee aims to comprehensively review the operation and supervision of franchised buses and make recommendations to ensure that the public bus services in Hong Kong are safe and reliable. In order to collect the necessary information, the Independent Committee has successively invited all relevant organisations / persons since the end of March, including the Transport and Housing Bureau and the Transport Department (TD), franchised bus service operators, representatives of employees of franchised bus companies and other organisations / persons (such as the Panel on Transport of the Legislative Council, District Councils, academic organisations, professional bodies, etc.) to submit written comments to the Independent Committee. The Independent Committee has also invited interested members of the public to submit comments.

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"The Independent Committee notes that fatal traffic accidents involving franchised buses have occurred in recent years in Sha Tin District. Per the instructions of the Honourable Mr Justice Michael Victor Lunn, Chairman of the Review Committee, the Secretariat of the Independent Committee wrote a letter to the Sha Tin District Council on 4 May 2008, inviting the Sha Tin District Council to provide a written comment to the Independent Committee. In particular, the Independent Committee invites the Sha Tin District Council to provide the minutes and records of discussion by the Sha Tin District Council Board (including its Committees and Working Groups) in respect of the above-mentioned fatal traffic accidents and other traffic accidents involving franchised buses that occurred between 2012 and February 2018 . Besides, the Independent Committee also welcomes the Sha Tin District Council and individual members of the District Council to submit comments on other operation and management practices of franchised buses from a safety perspective. Besides, if necessary, the Independent Committee may also invite persons or organisations who have submitted written comments, including the Sha Tin District Council and individual members who have submitted comments, to provide supplementary written comments and / or oral evidence. The first two hearings were held on 7 May 2018.

"Regarding the meeting of the Traffic and Transport Committee of the Sha Tin District Council to be held at noon on 21 May 2018, the Independent Committee would not be able to assign a representative to attend the meeting."

9. The Chairman was temporarily excused from the meeting and the Vice-Chairman served as the acting chair for the time being.

10. The comment of Mr YIU Ka-chun were summarised below:

(a) He said that the government had set up the Review Committee due to the bus accident on Tai Po Road on 10 February 2018. He also raised a question on the car accident at the TTC meeting on 13 March 2018, during which different people met and different matters were dealt with. He considered that it was too late for the Review Committee to consult the District Council at the current stage; and

(b) He said that the Review Committee, the TD and the bus companies should have assigned representatives to attend the meeting in order to listen to the members' comments and follow up. He therefore considered that the TTC should send a letter to the Review Committee to express its comment. However, he considered that this agenda should continue to be discussed in

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order to avoid time wasting.

11. The comment of Mr Wilson LI were summarised below:

(a) He was astonished at the absence of a representative of the Review Committee in the meeting, and considered that the Review Committee and the relevant government departments should have assigned representatives to attend the meeting, so he agreed that the TTC should send a letter to the Review Committee to express its dissatisfaction; and

(b) He considered that members should conscientiously discuss the traffic accidents involving franchised buses and carry out in-depth discussion on the competition, service, staffing, treatment, etc. of the bus companies. He considered that the Review Committee should have at least assigned a representative to observe, so he reiterated his disappointment and dissatisfaction.

12. Mr WONG Yue-hon said that he wanted to ask the Review Committee about its research direction and the content of the review. He was astonished at the absence of a representative of the Review Committee in the meeting. He advised the Secretariat to make notice on the departments that would assign a representative to attend the meeting in advance when issuing the notice of meeting in the future so as to allow members to be well-prepared.

13. The comment of Ms TUNG Kin-lei was summarised below:

(a) She did not understand why the Review Committee and the relevant government departments did not assign any representative to attend the meeting. She agreed that the TTC should send a letter requesting the counterpart to review its practices; and

(b) She said that there were no documents in the meeting, and only some of the past meeting papers of the TTC were used for reference, thus there was a lack of discussion topic. She considered that it would be better to express their respective comment s by letters if members could only express their personal comments.

14. The comment of Mr Tiger WONG was summarised below:

(a) He considered that listening to comments was a two-way approach, and the Review Committee and the bus companies should have assigned representatives to attend the meeting; and

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(b) He asked whether the discussion at this meeting would only focus on comments on the bus accident on Tai Po Road on 10 February 2008, or include comments on franchised bus services.

15. The comment of Mr CHIU Man-leong was summarised below:

(a) He considered that the Review Commission, the TD and the bus companies should have assigned representatives to attend the meeting, and members should follow up on the responses of the representatives to facilitate the overall discussion; and

(b) At the TTC meeting on 7 March 2017, he asked about the fatal car accident occurred in Lan Tin on 14 January 2017 on Citybus Route No. 681. New World First Bus Services Limited and Citybus Limited (NWFB & Citybus) had responded at that time by saying that "NWFB & Citybus always complied with the 'Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks' issued by the TD to franchised bus companies to set the working hours and rest time to ensure that the bus captains had sufficient rest. The guidelines set limitations that the length of driving time of the bus captain within one working day should not exceed 11 hours. The maximum working hours (including all rest time) within one working day should not exceed 14 hours, and the rest time between two consecutive working days should not be less than 10 hours." He said that the TD had revised the relevant guidelines and reduced the driving time of the bus captains to no more than 10 hours only after the occurrence of the bus accident on Tai Po Road on 10 February 2018. He considered that the length of working hours of bus captains were still too long after the revision, and the TD and the bus company lacked crisis management and neglected the issue. He considered that the TD and the bus companies should carry out in-depth study on rest time of bus captains and improve thereof.

16. The comment of Mr NG Kam-hung was summarised below:

(a) He considered that it was not appropriate for the Review Committee to only ask members to provide written comments, affecting the effectiveness of the meeting; and

(b) He considered that the work of the Review Committee was important and urgent. It was necessary to assign a representative to attend the meeting. He considered that the TTC should send a letter to the Review Committee to express its dissatisfaction for their failure to assign a representative to attend

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the meeting.

17. The comment of Mr LI Sai-hung was summarised below:

(a) He considered that the Review Committee should have reported the nature of its work, the scope of its powers and responsibilities, and its follow-up work, etc. at the meeting. He considered that the counterpart had failed to reach the objective of the discussion by not assigning a representative to attend the meeting;

(b) He considered that the TTC should send a letter to the Review Committee to express its regret or condemnation on the counterpart's failure to assign a representative to attend the meeting; and

(c) He considered that the Review Committee should have attended the meeting, listened to the opinions, and even clarified the misunderstanding of members on the work of the Review Committee in order to collect the necessary opinions.

18. The comment of Mr HO Hau-cheung was summarised below:

(a) He said that although the letter of inquiry from the Review Committee was dated 4 May 2018, he was only able to discuss it with Mr Simon WONG, Assistant District Officer (Sha Tin), about the arrangement last week. Regarding the three requirements of the Review Committee, two of them were more easily to be dealt with, including the relevant meeting papers and minutes of the traffic accidents involving franchised buses discussed by the TTC from 2012 to February 2018 and their submission to the Review Committee, as well as the comments of individual members collected and submitted with the assistance of the Secretariat; for the remaining requirement, that is, submission of the overall comment of the District Councils, Mr Simon WONG proposed to convene a meeting at that moment to deal with the issue by moving a motion, but he considered that it was too rush and the approach was not ideal, but he did not hope to set a precedent to add an agenda for the consultation of the advice of such statutory committees at the District Council meeting on 24 May 2018. Therefore, it was decided that it would be dealt with by the TTC;

(b) He did not advocate that this meeting to be set as a formal meeting. Since there were numerous opinions from the members, it was difficult to consider an opinion to represent the overall opinion of the District Council. Under such circumstances, he originally advocated the TTC to host a symposium to

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present the opinions of members to the Review Committee for its reference. Upon consideration, Mr Simon WONG considered that this approach could not represent the TTC as a whole, and that it would be more appropriate to convene a formal TTC meeting. As a member of the TTC, he would respect the opinions of the Chairman and Vice Chairman of the TTC;

(c) Based on his understanding, the Review Committee had never intended to assign any representative to attend the meeting, and only considered it as a channel for collecting comments of the District Council in order to write a report and submit it to the Chief Executive. Therefore, he said that if it was deemed appropriate, members could continue to express their views on the various problems arising from serious traffic accidents in February or the duties of the TD. Members' comments could cover the bus accidents on Tai Po Road, the operation of the bus companies, and the responsibilities of the TD, etc.;

(d) He considered that he should not be too concerned on whether to lodge a motion to condem the Review Committee, and said that this meeting was not called for by the Review Committee or the government departments. The Review Committee asked the District Council to provide a written comment, and it was the internal operation of the District Council to decide what form of meeting should be convened to provide opinions. He reiterated that he had originally advocated to host a non-formal symposium to record the comments of the members and submit them to the Review Committee. However, a special meeting was convened as a result, and he suggested focusing on the discussion topics; and

(e) He considered that it was extenuating for the Review Committee to set a shorter deadline as it did not understand the operation of the District Council. Therefore, he did not agree to lodge the motion to condem, but he said that the District Council itself could review and improve the relevant arrangements of convening the meeting.

19. The comment of Mr TING Tsz-yuen was summarised below:

(a) He agreed with Mr HO Hau-cheung's comment and considered that he should still grasp the chance to express his comment on this issue; and

(b) He considered that the bus companies should have attended the meeting and responded on how to improve management and training the bus captains to reduce accidents.

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20. The comment of Mr CHAN Nok-hang was summarised below:

(a) As the District Council served as an advisory representative institution, even if the Review Committee did not assign any representative to respond to the questions raised by members, it should have assigned someone to record the members' comments. The letter from the Review Committee stated that "if necessary, the Committee may invite the District Council and the District Council members who have provided their comments to provide further information in writing / or orally". He considered that there were too few channels for expressing opinions;

(b) He considered that it was easy to cause misunderstanding to express comments in writing, and it was more appropriate to listen to the comments in person and record the comments of the community on the spot;

(c) He considered that the approach of the Review Committee gave an impression of "a very imposing demeanour", and said that it was more appropriate for the TTC to send a letter to condemn its approach;

(d) He suggested that the Chairman or representative of the TTC be present at the hearing of the Review Committee, and the effect of expressing the comment of the District Council in the form of oral presentation was better than expressing the opinions in the form of written presentation; and

(e) He considered that it was necessary to confirm that the written record of the meeting was submitted to the Review Committee for reference before continuing the meeting. Otherwise, it was not necessary to continue the meeting.

21. The comment of Mr YAU Man-chun was summarised below:

(a) He considered that there was nothing wrong to express regret or condemnation on the fact that the Review Committee did not assign a representative to attend the meeting, and stated that the Review Committee was not willing to review and improve franchised bus services;

(b) He considered that the review and improvement of franchised bus services could not rely on the unilateral expression of comments by the members alone. Regarding the review of the current supervision and monitoring system over franchised buses, he believed that the members had numerous comments, and considered that the Review Committee, the TD and bus companies should have assigned a representative to attend the meeting;

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(c) He considered that the TTC should express regret and dissatisfaction to the Review Committee; and

(d) Based on his understanding, although the Review Committee was established in response to the bus accidents on Tai Po Road, the content of the review did not focus on a single accident, but a comprehensive review of franchised bus services. Therefore, he considered that although no department representative was present, the Committee could still discuss it to propose comments.

22. The comment of Mr Billy CHAN was summarised below:

(a) He considered that it was not appropriate to express the opinions to the Review Committee in writing, and that it was not suitable to continue the meeting because it was the responsibility of the Review Committee, not the Secretariat, to record the District Council's comment; and

(b) Whether it is a regret or condemnation, he considered that it was necessary to express dissatisfaction over the Review Committee.

23. The comment of Mr LAI Tsz-yan was summarised below:

(a) He said that the District Council had been expressing its opinion on franchised bus services. Since the bus accident had already occurred, the Review Committee should have provided information on the accident investigation and improvement measures to the District Boards instead of asking the District Council for advice. It was difficult to discuss effectively without any representative to attend the meeting;

(b) He agreed to condemn the Review Committee for not assigning any representative to attend the meeting;

(c) He considered that the community had put forward a number of suggestions on franchised bus services for many years. [He] asked whether the Review Committee had been reviewed them since its establishment and said that the Review Committee did not have a contact number; and

(d) He said that the Secretariat would consolidate the content of the committee members' comments while preparing the minutes. He suggested that the audio recording of the meeting be provided to the Review Committee so that the counterpart would be able to know the entire content of the committee members' comments.

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24. The comment of Mr WONG Ka-wing was summarised below:

(a) He said that the Review Committee was set up in response to the investigation of bus accident on Tai Po Road on 10 February 2018 to collect suggestions on various aspects of franchised bus services, conduct a comprehensive review, and prepare reports in order to improve franchised bus services. Although he agreed that the Review Committee should have assigned a representative to attend the meeting and listened to the comments, he doubted whether there was any information document available from the Review Committee for reference at the current stage; TD

(b) He considered that the work of the Review Committee was not mature at present and it was difficult to provide information. The Chairman or the Secretariat could first obtain information from the government departments or the bus companies in respect of the bus accident on Tai Po Road or other supervision issues, such as road design and working hours of bus captains, for members' reference, and express their opinions at the meeting for reference by the Review Committee; and

(c) He considered that the TTC was not well prepared for the special meeting and the investigation of the Review Committee had not been completed. There would not be response even if [they] had attended the meeting, therefore he expressed reservations on the motion of regret.

25. The comment of Mr WONG Hok-lai was summarised below:

(a) He said that in addition to condemning the Review Committee, whether it should go a step further to condemn the Chief Executive who directly managed the Review Committee; and

(b) He agreed with Mr LAI Tsz-yan's suggestion about providing the audio recording of the meeting to the Review Committee so that the counterpart could listen to the entire content of the committee members' comments.

26. The comment of Mr YIP Wing was summarised below:

(a) He was worried that future meetings would resemble this meeting, which lacked department representatives and discussion documents; and

(b) He considered that the Chairman should send a letter to the Review Committee to strongly condemn it.

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27. Mr Sunny CHIU asked why the meeting was still convened in the absence of a representative of the Review Committee.

28. The supplementary information of Mr Simon WONG was summarised below:

(a) He said that the purpose of the Review Committee's letter could be divided into three points: firstly, "the District Council is invited to provide written comment to the Committee. The Committee also invites the Sha Tin District Council to provide minutes and records of discussion by the Sha Tin District Council Board (including its Committees and Working Groups) on fatal accidents in respect of the above-mentioned fatal traffic accidents (Note: the bus accident on Tai Po Road in 2018) and other traffic accidents involving franchised buses that occurred between 2012 and February 2018. Secondly, "Besides, the Independent Committee also welcomes the Sha Tin District Council and individual members of the District Council to submit comments on other operation and management practices. Thirdly, "the Committee also welcomes individual District Council members to comment on the operation and management practices of franchised buses"; and

(b) He said that he had discussed with Mr HO Hau-cheung, the Chairman of the District Council, and Mr LI Sai-wing, the Chairman of the TTC. He considered that the overall comment of the District Council would not be determined until its discussion at the meeting, otherwise only individual members could express their opinions. Therefore, he proposed two plans, including discussion by convening the special meeting of the TTC, or discussion at the meeting of the District Council on 24 May, for the consideration of the Chairman of the District Council and the Chairman of the TTC. As the District Council needed to provide a written comment to the Review Committee on or before 24 May, if the above two plans were not adopted, the remaining approach was to reply to the Review Committee that the District Council was unable to comment on the issue. Individual District Council members could still express their opinions to the Review Committee. However, this approach could not reflect the collective comment of the District Council. After he had discussed with the Chairman of the District Council and the Chairman of the TTC, the Chairman of the TTC agreed to convene this special meeting, expecting to provide the collective comment of the District Council in writing to the Review Committee.

29. The comment of the Vice-Chairman was summarised below:

(a) He said that there were roughly two ways to handle the arrangements of the

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Review Committee: firstly, the Chairman of the TTC had sent a letter to the Review Committee to express his dissatisfaction. However, the Chairman was not present at the moment and he could not decide on his behalf; secondly, the TTC would endorse a motion of regret to express the dissatisfaction towards the arrangement of the Review Committee. If members chose the second method, it was not necessary to deal with the letter with the Chairman. He suggested that after expressing the dissatisfaction towards the Review Committee, the meeting would turn to the issues raised by Mr Simon WONG and some of the members, so as to avoid the fact that the TTC not being able to submit a comment to the Review Committee;

(b) He responded to the opinions of Mr LAI Tsz-yan by indicating that the telephone number of the Secretariat of the Review Committee was located at the top right hand corner of the letter;

(c) He said that the Secretariat of the District Council would prepare the minutes and submit it to the Review Committee, and the audio recording of the meeting would be made available to the public. Therefore, he suggested that the audio recording of the meeting be prepared before providing the same to the Review Committee for listening. He said that the Review Committee would outsource the word-by-word transcription service for the audio recording of the meeting and according to the minutes of the hearing, the format would be close to those of court documents. Given the shortage of manpower, he considered that the Secretariat of the District Council should not and did not need to provide additional transcription service for the minutes for them;

(d) He suggested continuing the meeting to avoid the outsiders from misunderstanding that the District Council refused to give comments. He would try to guide the members to express their opinions on each question;

(e) He considered that, depending on the opinions of the committee members or the number of people, [the committee] could decide to express its dissatisfaction towards the Review Committee in the form of a motion or a letter sent by the Chairman after the meeting;

(f) He considered that discussion could be made in three major aspects:

(i) Regarding the first paragraph of the letter of Meeting Paper No. TT 42/2018, which states, "review the operation and management practices of franchised buses and the related supervision and monitoring system to advise the Chief Executive on safety in order to maintain the safety and reliability of Hong Kong's franchised bus

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services", he considered that members could express their opinions on the working hours of bus captains, duty rosters and increase and reduce the frequency of buses, etc. from a safety perspective ;

(ii) Regarding the second paragraph of the letter of Meeting Paper No. TT 42/2018, which states, "the Committee should review the operation and management practices of franchise buses under the prevailing laws, franchises, other contractual requirements and any relevant guidelines and / or codes of practice from a safety perspective", he said that franchise buses in Hong Kong were governed by Chapter 230 of the Laws of Hong Kong. He asked members to refer to the Meeting Paper No. TT 20/2015 for questions on franchised bus services;

(iii) He suggested that members could make reference to the three major aspects of the terms of reference of the Review Committee and comment on them; and

(g) He said that if the comments made by the members required the relevant departments, such as the Transport and Housing Bureau, the TD, and the Highways Department, to provide information, the Secretariat might consult the relevant departments after the meeting and indicate the post-meeting follow-up matters raised by members in the minutes as "post-meeting notes". He believed that the opinions of the members could be summarised into a report. If the number of people was sufficient, a motion might be considered, otherwise, only the opinions of the members should be listed.

30. The comment of Mr Simon WONG was summarised below:

(a) He asked after obtaining information from the relevant departments through the Secretariat, whether a written reply would be made and submitted to the Review Committee; and

(b) He said that the Secretariat had communicated with the Review Committee and proposed to submit written comments within one week after the meeting. He asked whether the minutes of this special meeting would be submitted to the Review Committee after endorsement at the next TTC meeting.

31. The response of the Vice-Chairman was summarised below:

(a) He said that the reply from the department could be reported in the minutes and followed up by the Review Committee;

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(b) He considered that providing the Review Committee with the audio recording of the meeting could solve the problem of making verbal statement;

(c) He said that the minutes must be endorsed at the next TTC meeting, and therefore it was not possible to submit written comments within one week; and

(d) He suggested that the audio recording of the meeting could be provided to the Review Committee first, and the minutes could be submitted after endorsement to ensure that members could speak accurately.

32. The Vice-Chairman invited the members to express their opinions on the agenda.

33. The comment of Mr YIU Ka-chun was summarised below:

(a) He considered that it would be too long if the minutes could not be submitted to the Review Committee until endorsement at the next TTC meeting. He suggested preparing a written comment based on the opinions of the members and submitting it with the audio recording of the meeting together;

(b) He considered that it was too late for the government to review the services by the franchised bus companies in Hong Kong, but it was better than not reviewing it;

(c) He asked whether the TD would consider imposing a deterrent penalty on bus companies for lost trips, including how to monitor the situation, the frequency and time of lost trips, and the amount of penalty;

(d) He hoped that the TD would provide a precise monitoring method with recording function to deal with the problem of lost bus trips in the future;

(e) He considered that the TD needed to review the training and licensing mechanisms of bus captains, such as driving on more complicated road sections to help train bus captains to adapt;

(f) He said that discrimination was not involved, but he asked whether the TD or the bus company had reviewed the mechanism or had related mechanism to indicate how long female bus captains had to drive before allowing them to drive on freeways or how long they had to take to drive single-decked buses before allowing them to drive double-decked buses;

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(g) He considered that it was necessary to review whether the road design was suitable for double-decked buses; and

(h) He considered that it was necessary to review whether the ratio of the management of the bus companies to their staff was appropriate and whether it would cause any management problems. He asked whether the representatives of the government departments could join the management of the bus companies and manage the company together; or whether the District Council or the TTC representative could participate in some meetings of the bus companies and reflect the opinions of the community.

34. The comment of Mr WONG Yue-hon was summarised below:

(a) He said that at present it was difficult to understand the agreement between the government and bus companies on bus frequency, manpower, and the calculation of the vehicle usage rate based on the law or the Internet;

(b) Section 12(1) of the Public Bus Services Ordinance (Cap. 230) of the Laws of Hong Kong stipulates that "A grantee shall, at all times during the franchise period, maintain to the satisfaction of the Commissioner a proper and efficient public bus service." Besides, Section 16(1)(a) stipulates that "the frequency at and the period on each day during which a public bus service shall be operated on a specified route." He considered that the important review items at present included the appropriate method of how to calculate the frequency, how to determine the lost trips, what penalties would be imposed, etc. It was difficult to effectively monitor in case of the lack of clear guidelines or penalties.

(c) He considered that it was necessary to review the working hours of bus captains. In the future , the working hours of bus captains should be regulated by laws to avoid long working hours which affected passengers' safety;

(d) He considered that it was necessary to review the method used by the bus company to calculate the vehicle usage rate with clear guidelines; and

(e) He suggested that global positioning system could be installed in vehicles to monitor their position and facilitate the TD's supervision.

35. The comment of Mr Tiger WONG was summarised below:

(a) Regarding the few bus accidents in the past, he asked whether they were caused by the lack of safety driving awareness of bus captains. He hoped that the police would be able to submit the investigation report on traffic accidents

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involving franchised buses to the TD so that the Department could summarise the causes of traffic accidents. If the cause was attributed by the lack of safety awareness of bus captains, whether the TD should review the licensing mechanism of bus captains to enhance the driving skills and safety awareness of bus captains. Besides, he said that the bus captains often carried out their duties as relief drivers due to the shortage of bus captains. It should study whether the accidents were caused by the fact that relief bus captains were unfamiliar with the bus routes.

(b) He suggested that the police or the TD should submit an investigation report on traffic accidents involving franchised buses to the Review Committee.

36. The comment of Mr Wilson LI was summarised below:

(a) He considered that the government should have a reward and penalty mechanism in the approval of bus franchise to supervise the bus companies;

(b) He said that the bus companies had difficulties in recruiting, leading to long working hours of bus captains. He considered that the remuneration package of bus captains should be improved to attract young people to join and training for bus captains should be enhanced; and

(c) He considered that the problem of lost bus trips should be looked into and improved.

37. The comment of Mr LI Sai-hung was summarised below:

(a) He considered that public transport accidents and irregularities were mainly caused by the government's rail-based approach, which ignored the living space for other modes of public transport. As a result, bus companies only regarded bus captains as a tool for making money, ignoring the remuneration package and working hours of bus captains. When bus captains wanted to express their dissatisfaction, they were suppressed by the bus company. In the long run, the government should ensure that bus captains could obtain reasonable remuneration package and rest times;

(b) He considered that data could be used to analyse traffic accidents caused by lack of training; and

(c) He considered that the bus companies were not willing to invest more resources, as a result bus services would be affected when bus captains took leaves, and the remuneration package would not attract newcomers to join.

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38. The comment of Mr WONG Ka-wing was summarised below:

(a) He considered that the working hours of bus captains were too long. He suggested that the bus companies should set up a resting room at bus terminals so that bus captains could get enough rest;

(b) He considered that the bus companies should review the mechanism for hiring senior bus captains and whether it should tighten the age limit or health standards;

(c) He considered that traffic accidents caused by overloading would affect the insurance claims. The TD should educate the members of the public not to take an overloaded bus, or the bus captains should strictly execute the practice of not picking up passengers when it was fully loaded;

(d) He suggested that the bus companies should set up an electronic system to monitor the operation of buses and add special departure services in a timely manner when there was a traffic congestion or traffic accident ; and

(e) He suggested that an electronic system should be installed at bus stops to let passengers know the waiting time.

39. The comment of the Vice-Chairman was summarised below:

(a) He said that studies had showed that the accident rate of franchised buses was the highest among all types of vehicles. The ratio increased from 370 vehicles per 1,000 licensed vehicles in 2011 to 384 vehicles in 2016, with an average of one out of every 2.6 vehicles involved in an accident;

(b) He asked why the accident rate was rising instead of dropping while the safety factors of buses were constantly rising;

(c) He suggested making reference to the practice of public light buses to install safety belts for all seats on buses, and require passengers to wear them;

(d) He said that the current law stipulated that the standing capacity of a bus was to divide its standable area by 0.17, that is, about six standing people per square meter. The current standing capacity of the railway was four standing people per square meter. This showed that the situation was very dangerous when the bus was fully loaded. This was why there was a yellow line in front of the bus compartment. He considered that this was what needed

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to be reviewed when dealing with the increase or decrease of the bus frequency;

(e) He said that those who held both No. 9 and No. 10 driving licenses could be exempted from examination for a No. 17 license, that is, the license for driving a franchised bus. However, the examination for No. 9 and No. 10 licenses only required driving a vehicle with a length of not less than seven meters, which was different from the double-decked bus with an average length of 12 meters. He asked whether there was any difference in operation. He considered that it was necessary to study whether persons holding No.9 and No.10 driving licenses should retake the examination to obtain a No.17 driving license;

(f) He considered that bus captains who were required to work for 12 to 13 hours consecutively due to duty roster, and even 14 hours at special roster, lacked sufficient rest and it was difficult to drive large-scale bus as a result;

(g) He considered that it was necessary to deal with the problem of "recovering" lost trips by picking up passengers at midway stops;

(h) He considered that the TD had not made use of the penalties provided for under the law to enable the bus companies to reach the service standard "satisfied by the Commissioner" under the law. This was not an objective indicator;

(i) He said that buses had currently installed a tachograph, but the question was whether the TD could monitor it in real time;

(j) He said that there were five franchised bus companies in Hong Kong at present, namely the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited, NWFB, Citybus and the New Lantao Bus (1973) Limited. Among which Citybus had two franchises for the urban route and the airport route; the largest one was KMB, and the rest were smaller companies. He considered that during the bidding for bus route, if the smaller bus companies were not allowed to bid for some of the forward-looking routes and compete with others, how could we ask the bus companies to improve;

(k) He said that some of the KMB's luxury coach policies would finally become the policies of the TD. In the absence of the meeting of some of the departments, the questions on whether there was any transfer of interests, whether the independent departments, such as the Independent Commission Against Corruption or the Civil Service Bureau, had carried out

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investigations, etc., could not be answered;

(l) Different bus companies had different structures for fares. For example, although NWFB and Citybus belonged to the same group, NWFB's fare tables were originated from CMB, which was more expensive than Citybus for the same distance. He asked how this issue should be rationalised;

(m) He considered that the bus route plan discussed by the District Council every year was a long-term plan, but the TD had not been able to explain the guidelines for approving the right to operate routes , and had no objective indicators. He did not understand the operation and could only predict it as a "under-the-table operation";

(n) He hoped that through this meeting, the relevant parties would review the public transport strategy of prioritizing railways , and pointed out that there was a strong demand for cross-harbour bus routes starting with "9", and how to use express routes to alleviate railway congestion;

(o) He considered that if the franchise of some of the individual routes was not terminated and retendered in response to the performance of bus services such as lost trip rate, the number of complaints, or accident rate, the bus companies would not have any incentives to improve their services;

(p) Regarding the opinions of Mr YIU Ka-chun, he said that the Secretariat had no word-by-word recording arrangement. In order to ensure that the written comments on the whole discussion were comprehensive, he first asked the Secretariat to request a written reply from the TD or the bus companies on the questions raised by the members after the meeting; secondly, he asked the Secretariat to upload the audio recording of today's meeting on the District Council website on or before 24 May, and provide the website to the Review Committee so that the Review Committee could carry out word-by-word transcription on its own when necessary. He considered that the manpower of the Secretariat was not sufficient to cope with this work. However, he believed that the Review Committee had resources to do so; thirdly, regarding the meeting papers and minutes on bus safety or traffic accidents discussed at the past TTC meetings and prepared by the Secretariat, he suggested that the Secretariat asked whether the relevant departments had updated the reply; if yes, those documents should be submitted to the Review Committee after collection and collation by the Secretariat; if not, the relevant meeting papers and minutes should be submitted to the Review Committee together with the minutes of this meeting or follow-up matters. He believed that this arrangement was more efficient and suitable;

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(q) He said that the minutes must be endorsed by the TTC and considered that it was difficult to submit it in a short period of time. On the one hand, the Secretariat had to spend time in preparing the minutes, on the other hand, members were required to compile the contents of their comments to avoid the situation where the Review Committee would think that the discussion of the District Council was not perfect; and

(r) He said that although he chaired the meeting, he did not know the meeting arrangement until the very last moment, so he could only ask the Review Committee in the capacity of a member. If there were any improper arrangements, he asked other members to rectify them accordingly.

40. The additional information of Mr Simon WONG was summarised below:

(a) He said that the Review Committee hoped that the District Council would submit the relevant meeting papers and minutes before 24 May. He understood that the Vice-Chairman would like to submit the relevant meeting papers and minutes together with the department's newer reply. However, he considered this approach to be time consuming . He suggested submitting the original version first, and at the same time asked the department for a newer reply and submitted them later; and

(b) He said that the Review Committee considered that it would be too late to submit the written comments after the next TTC meeting, that is, 28 June. However, he understood the opinions of the members and would communicate with the Review Committee that the minutes would be submitted only after it was endorsed at the next TTC meeting.

41. The response of the Vice-Chairman was summarised below:

(a) He said that it was too rush for the Secretariat to complete the minutes, and the members did not have professional knowledge of traffic matters as the TD staff. He was worried that the submission of concise minutes would not allow the Review Committee to understand the members' concerns; and

(b) He said that the Review Committee did not assign a representative to attend the meeting and guide the members to express their opinions, so that the members could not focus on the discussion and put forward key comments. He said that the counterpart could listen to the audio recording first and transcribe on its own if necessary. He considered that this approach could defend the dignity of the members and allow members to review the content of their comments.

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42. The comment of Mr WONG Ka-wing was summarised below:

(a) He agreed with the suggestions of the Vice-Chairman and considered that it was impossible to do so much work in one week; and

(b) He considered that members had not been able to focus on the discussion and there was a significant discrepancy between [the discussion] and the three requirements of the Review Committee. Therefore, it was sufficient to submit the minutes, and the District Council was not accountable for whether the counterpart would follow up or not.

43. Mr YIU Ka-chun said that based on his understanding, the opinions of the members should be listed out first; secondly, since it took time to endorse the minutes, he suggested that the audio recording of the meeting be submitted to the Review Committee, requesting the counterpart to submit a transcript of the audio recording to the TTC; thirdly, the counterpart was requested to allow the TTC to assign a representative to attend the hearing to express their concerns about buses, allow each party to speak, and send a letter to make such request; fourthly, the Review Committee would be informed that the response to the relevant departments would be submitted later, and the minutes would be submitted after endorsement for their record.

44. The Vice-Chairman said that he would communicate with the Secretariat after the meeting. Firstly, he would send a letter to the Review Committee to explain the situation and submit the audio recording before 24 May; secondly, he would state that members expressed dissatisfaction with the Review Committee for not assigning any representative to attend the meeting; thirdly, he would explain that the minutes could only be submitted after endorsement at the TTC meeting on 28 June, but the Review Committee might listen to the audio recording first and even submit a verbatim record to the TTC; finally, he agreed that the relevant meeting papers and minutes could be submitted first, and at the same time the department would be asked whether there was any updated reply.

45. The comment of Mr Mannix MOK was summarised below:

(a) He would discuss with the Chairman of the TTC about how to send out the letter after the meeting, including the key points raised by the Vice-Chairman or Mr YIU Ka-chun just now, together with the website of the audio recording of the meeting; and

(b) Regarding the members' opinions or questions on obtaining additional information from the TD or the bus companies, he asked whether the information would be obtained in the form of a "reply from the government

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department and relevant agencies on the matters discussed at the last meeting" or an attachment to the minutes.

46. The response of the Vice-Chairman was summarised below:

(a) He said that the Chairman was the sender and he agreed to discuss the contents of the letter with the Chairman;

(b) Regarding the handling of the reply from the department, he suggested that the Secretariat should listen to the audio recording of the meeting and then list out the questions of the members for further enquiry to the department, and prepare a separate meeting paper as "follow up matters" from this special meeting; and

(c) He reminded the Secretariat that the letter should be sent to the Review Committee on or before 24 May and should acknowledge receipt of the letter by telephone.

47. Mr WONG Ka-wing said that although he did not consider that the Review Committee had the duty to attend the meeting, since a number of members had raised this issue, he considered that the committee members should unanimously decide that the wordings in the letter should clearly state that the TTC expressed its regret or condemnation of the Review Committee's decision to not assign any representative to attend the meeting, so as to facilitate the Chairman to deal with the issuance of the letter.

48. The Vice-Chairman responded by saying that if the members considered the word "regret" to be more appropriate, then this term should be used and he asked the members for their opinions.

49. Mr HO Hau-cheung said that the Review Committee was not a government department, nor did it require the TTC to convene a meeting. Therefore, it did not have the responsibility to instruct the representatives of the government departments and the bus companies to attend meetings of the TTC. Therefore, he considered that the "regret" was based on the fact that its approach did not match with the one of the District Council, and it was difficult for the District Council to complete its written comments in a short period of time. Failure to assign any representative of the Review Committee was not the main issue. He hoped that the Chairman would make reference to his opinions when preparing the letter.

50. The Vice-Chairman said that what led to the "regret" could be discussed. It was a more neutral way to express regret on the fact that the Review Committee did not assign a representative to listen to the comments. The counterpart set a short timeframe without

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taking concerns of the manpower problem of the Secretariat, which really caused inconvenience to the District Council. He said that he would communicate with the Secretariat for the usage of words in the letter to ensure that both regrets and opinions could be expressed.

51. Mr LAI Tsz-yan agreed to express regrets, but considered that one should advise the Review Committee on how to cooperate with the District Council to collect the comments of the community in the future.

52. The Vice-Chairman said that the Review Committee was established in response to a single incident, and that other committees might not follow it in the future, but he considered that the Chairman of the District Council might directly reflect the opinions to the Chief Executive.

53. Mr HO Hau-cheung said that he was willing to express his opinions and encouraged the members to take the initiative to participate in the hearing of the Review Committee or directly express their opinions to the Review Committee in writing.

54. The Vice-Chairman said that if the members agreed with the relevant arrangement, the matter would be dealt with by the Secretariat. If members had other comments, they might direct their comments to the Review Committee.

55. Mr Mannix MOK asked the relevant departments whether the updated reply to the relevant meeting papers and minutes was dealt with by the "reply from the government department and relevant agencies on the matters discussed at the last meeting".

56. The Vice-Chairman expressed his agreement.

57. This was the end of the discussion.

Date of Next Meeting

58. The next meeting was scheduled to be held at 2:30 pm on 28 June 2018 (Thursday).

59. The meeting was adjourned at 5:10 pm.

Secretariat of the Sha Tin District Council
STDC 13/15/45

June 2018

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二零一八年六月二十八日　　文件 TT 44/2018
資料文件

沙田區議會
交通及運輸委員會

政府部門及有關機構就二零一八年五月二十一日特別會議
所議事項的回覆

第一部分－政府部門及有關機構就二零一八年五月二十一日特別會議委員提出的意見的回覆

1. 巴士服務和脫班問題

委員的意見綜合如下：

(a) 香港法例第230章《公共巴士服務條例》第16(1)(a)條列明"須在某指明路綫經營公共巴士服務的班次以及每天須在某指明路綫經營公共巴士服務的時間"；

(b) 委員認為應正視和改善巴士脫班問題；

(c) 委員詢問運輸署現時如何計算班次為合適、如何釐定脫班、有何罰則等皆是重要的檢討項目，欠缺清晰指引或罰則難以有效監管；

(d) 委員詢問運輸署會否考慮對巴士公司就巴士脫班施加阻嚇性罰則，包括如何監察、脫班次數及時間和罰款額等；

(e) 委員希望日後運輸署提供一個具精確度和具記錄功能的監察方法處理巴士的脫班問題；

(f) 委員認為應處理巴士於中途站起程載客是否為脫班"填數"的問題；以及

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(g) 委員認為須檢討巴士公司計算車輛使用率的方法，並有清晰指引。

2. 巴士車長考核和訓練

委員的意見綜合如下：

(a) 委員認為運輸署需要檢視巴士車長的訓練和考牌機制，例如行駛較複雜的路段讓訓練車長適應；

(b) 委員認為應檢視巴士車長的考牌機制，加強車長的駕駛技術和安全意識；

(c) 現時持有駕駛執照第9、10號牌的人士可免試第17號牌即駕駛專營巴士，但第9、10號牌的考試只需駕駛不短於7米的車輛，有別於一般12米長的雙層巴士，委員詢問操控上會否有差別，並認為應研究持有駕駛執照第9、10號牌的人士應否重新考試以領取第17號牌；

(d) 委員詢問運輸署或巴士公司是否有檢討或相關機制，以指引女性車長須駕駛多久才能於高速公路行駛或駕駛單層巴士多久才能駕駛雙層巴士；以及

(e) 委員認為巴士公司應檢討聘用高齡車長的機制，應否收緊年齡限制或健康標準。

3. 巴士安全和意外

委員的意見綜合如下：

(a) 委員表示研究顯示專營巴士的意外率為各車種最高，比例由二零一一年每千輛領牌車輛有370輛，增加至二零一六年384輛，平均每2.6輛巴士有一輛涉及意外；

(b) 委員表示為何巴士安全系數不斷提高下，意外率卻不跌反升；

(c) 委員認為須檢視道路設計是否適合雙層巴士行駛；

(d) 委員希望警方能夠把涉及專營巴士的交通意外調查報告交予運輸署，讓署方可總結交通意外的成因；

(e) 委員建議警方或運輸署應向檢討委員會提交專營巴士交通意外的調查報告；

(f) 委員認為運輸署應教育市民不應乘搭超載的巴士，或巴士嚴格執行客滿時不再上客；以及

(g) 委員建議參考公共小巴的做法，為巴士全部座位加裝安全帶，規定乘客佩戴。

4. 巴士車長待遇

委員的意見綜合如下：

(a) 委員認為須檢視巴士車長的工作時間；

(b) 委員認為車長因編更制度需連續工作12至13小時，特別更份更多達14小時，缺乏足夠休息難以駕駛大型巴士；

(c) 委員認為應確保車長得到合理的薪酬待遇和休息時間；

(d) 委員建議巴士公司於巴士總站設立休息室，讓車長有足夠休息；以及

(e) 委員認為應提高車長的薪酬待遇，吸引年輕人入行，並應加強車長訓練。

5. 巴士公司的營運

委員的意見綜合如下：

(a) 香港法例第230章《公共巴士服務條例》第12(1)條列明"專營公司在專營期內的任何時間，均須維持達致署長滿意的程度的適當而有效率的公共巴士服務。"；

(b) 委員認為運輸署沒有運用法例賦予的罰則，以使巴士公司達至法例上“署長滿意”的服務，這並非客觀的指標；

(c) 委員建議巴士公司設立一套電子系統監察巴士的運作情況，適時於交通擠塞或發生交通意外時增設特別班次；

(d) 委員建議可在巴士安裝全球定位系統，監察車輛位置，方便運輸署監管；

(e) 委員建議巴士站應有電子系統讓乘客知悉候車時間；以及

(f) 委員詢問不同的巴士公司有不同結構的收費表，例如新巴城巴雖屬同一集團，但新巴收費表源自中巴，同一距離較城巴貴很多，這些應如何理順。

6. 巴士公司的管理

委員的意見綜合如下：

(a) 委員認為須檢視巴士管理層與員工比例是否合適，會否因此產生管理問題；以及

(b) 委員詢問政府部門代表可否加入巴士公司管理層，共同參與管理；或區議會或交運會代表能否參與巴士公司的一些會議，反映地區意見。

7. 巴士專營權和交通政策

委員的意見綜合如下：

(a) 委員認為政府在審批巴士專營權上應有賞罰機制，以監管巴士公司；

(b) 委員詢問會否因應巴士服務表現如脫班率、投訴率或意外率而收回營運權後再招標；

(c) 委員認為應檢討鐵路優先的公共交通策略，並指出巴士9字系列過海路線需求殷切，如何用特快路線疏導鐵路擠迫的情況；

(d) 委員認為每年區議會討論巴士路線計劃屬遠期計劃，但運輸署未能解釋審批路線營運權的準則，並沒客觀指標；

(e) 現時香港有九龍巴士(一九三三)有限公司(九巴)、龍運巴士有限公司(龍運)、新世界第一巴士服務有限公司(新巴)、城巴有限公司(城巴)和新大嶼山巴士(一九七三)有限公司五間專營巴士公司，當中城巴有市區線和機場線兩個專營權；而最大型的是九巴，其餘都是較小型的公司。委員認為在巴士路線招標上，若未能讓較小型的巴士公司投標營運一些有前景的路線、加入競爭，又如何可要求巴士公司會自我改善；以及

(f) 委員表示一些九巴的豪華巴士政策最後變成運輸署的政策，當中有否利益輸送，獨立部門如廉政公署或公務員事務局有否調查等等，在部門缺席會議的情況下未能解答。

香港警務處的回覆：

意見3－有關巴士安全和意外

意見3(d)：

警方的交通意外調查組，會將交通意外調查報告輸入警方的電腦資料庫儲存。而運輸署電腦系統與警方電腦系統屬於相連系統，運輸署可閱覽交通意外事故資料，供相關部門作參考或研究之用。

意見3(e)：

警方的交通意外調查報告，會就法庭檢控及上訴等程序完畢後，警方樂意配合各政府部門提交相關調查報告。

運輸署的綜合回覆：

意見1－有關巴士服務和脫班問題

政府訂有一套嚴謹而公平的法定機制和行政安排，密切監察專營巴士公司提供服務的情況。就香港法例第230章《公共巴士服務條例》的法定安排而言，專營巴士公司如未有遵從法例或其專營權的規定，或未能提供適當而有效率的服務，行政長官會同行政會議可向專營巴士公司施以罰款，或撤銷其經營某路線的權利或撤銷全部專營權。

專營巴士公司如未能依照運輸署的規定提供服務，運輸署一般會以書面方式向專營巴士公司作出跟進及清楚說明須予改善之處。若專營巴士公司未能提出合理解釋或作出改善，署方會再以書面方式提示專營巴士公司必須遵行規定，並在指定的時間內落實改善措施。運輸署會視乎個案的持續性和嚴重程度，就個別或整體路線的脫班情況向專營巴士公司發出警告信，要求專營巴士公司必須在指定的時間內作出改善。若專營巴士公司未有作出改善，運輸署可考慮向行政長官會同行政會議建議啟動法定懲處機制。而當政府處理新專營權申請時，亦會考慮相關專營巴士公司曾收到的警告信的情況及次數。過往的經驗顯示上述機制一直行之有效。專營巴士公司在接獲提示函件和警告信後，一般都會積極和認真跟進。

為了令專營巴士公司更積極採取糾正措施和改善服務，運輸署向專營巴士公司發出警告信時，會同時以書面通知專營巴士公司董事局。在處理加價申請時，曾否向專營巴士公司發出的警告信及涉及的數目會列作考慮因素。

意見2－有關巴士車長考核和訓練

根據《道路交通(駕駛執照)規例》(第374B章)，所有專營巴士車長不論全職或兼職，均須持有由運輸署發出的有效駕駛執照，方可駕駛專營巴士。專營巴士公司處理新車長(包括全職及兼職車長)入職申請時，會查核該申請人「根據香港法例第374章《道路交通條例》第75(5)條而被定罪」的資

明書。專營巴士公司會按該證明書上的記錄及其他因素，考慮是否接納其申請。

如果專營巴士公司接納申請而申請者未持有有效的執照駕駛巴士，專營巴士公司會安排他們接受訓練以及運輸署的考核，以獲取有效的駕駛執照。專營巴士公司會為新聘車長提供各類型的訓練，包括駕駛技術、事故處理、顧客服務、不同巴士型號及路線的課堂及實地駕駛訓練。

至於已經持有有效執照的現職車長，專營巴士公司亦會為他們定期提供進修訓練，內容包括指定路線及巴士型號訓練、顧客服務、防衛性駕駛重溫等，目的是加強車長的道路安全意識、駕駛技術和態度等。如車長被調派往駕駛新路線或新型號的巴士，專營巴士公司會安排車長先接受有關訓練。此外，個別專營巴士公司亦會為車長提供情緒管理課程。

從司機訓練的角度，我們同意讓學習駕駛人士(包括巴士學員)有機會在不同道路環境學習駕駛有其好處，但基於香港的交通情況及道路安全等因素的考慮，並非所有道路均讓學車進入的，例如快速公路、行車隧道及一些不宜用作學習駕駛的道路。至於駕駛考試的安排及機制方面，我們會根據《道路交通(駕駛執照)規例》的相關規定，設定合適的駕駛考試路線及駕駛技術要求，以劃一的考核標準測試考生對其所報考車輛類別的駕駛及操控技術能否運用純熟，是否明確認識各種交通標誌、道路標記及交通訊號，以及應對路面各種情況的駕駛能力。

專營巴士駕駛執照(即第 17 號牌)考試，只供專營巴士公司屬下新聘司機申請，其應用於駕駛訓練及考試的巴士由專營巴士公司提供；至於由私人駕駛教師訓練的巴士駕駛學員(應考第 9、10 號牌)，則使用由有關私人駕駛教師所提供的車輛，兩者均屬較大型載客車輛，在操控車輛所著重的事項相若。就駕駛考試考核標準而言，運輸署對公共及私家巴士考生與專營巴士考生採取同一準則，以確保能通過考核的考生可掌握巴士的駕駛技巧，包括軚盤操控、油門及煞車掣之配合，適當運用駕駛鏡，留意車速控制、行車

位置及與前車保持適當距離；在轉彎時，要控制車輛以適當速度行駛正確的位置，確保車身穩定及能安全接載乘客。應考者亦須明確認識各種交通標誌、道路標記及交通訊號。

按《道路交通(駕駛執照)規例》的相關規定，運輸署的考牌主任會以標準的駕駛考試表格對巴士考生(包括專營巴士及非專營巴士)進行考核，評核標準劃一。如上文所述，考牌主任會評核應考者對巴士駕駛操作是否運用純熟。考牌主任亦會在進行路試前，要求考生回答包括有關煞車系統的安全行車問題，以確保司機對安全駕駛有足夠的認識。因此，運輸署認為目前對巴士考生的考牌機制已能確保考生有足夠駕駛技術及安全意識在不同道路環境下安全駕駛。

專營巴士是路面集體運輸系統。營辦商對車長年齡及健康狀況均訂有明確規定。就年齡方面，車長退休年齡為 60 歲或 65 歲(視乎不同營辦商的安排而定)。部分營辦商會按人手需要而彈性以合約形式延長退休車長的聘用期，年齡上限為 66 歲或 67 歲(視乎不同營辦商的安排而定)。

專營巴士營辦商亦設有機制，規定車長在入職前須進行身體檢查，並按個人健康狀況為不同年齡在職車長制定每年檢驗的具體安排。具體而言，所有全職和兼職車長在入職前均須申報自身健康狀況及通過身體檢查(包括肺部檢查、視力檢查、聽力測試、糖尿病檢查、血壓檢查、血液測試和尿液測試)，由醫生證明其健康狀況適合駕駛巴士。至於在職車長的檢驗安排方面，現時所有專營巴士公司均規定 50 歲或以上的車長每年須接受身體檢查，檢查項目包括肺部檢查、視力檢查、聽力測試、糖尿病檢查、血壓檢查、血液測試和尿液測試。經運輸署聯同專營巴士公司進行檢討後，專營巴士公司自二零一三年八月已實施加強措施，車長在 50 歲、54 歲、57 歲及滿 60 歲後進行身體檢查時亦須接受心電圖檢查。此外，任何車長如有中風、心血管病、因糖尿病而接受藥物治療或因高血壓而接受藥物治療，亦須申報該等疾病並每年接受包括心電圖檢查的身體檢查。專營巴士公司並已就車長在當值期間感到身體不適發出指引，提醒車長若感到身體不適，切勿勉強繼續駕駛，應盡快求診。專營巴士營辦商日常亦會監察車長的精

神狀態，若發現當值車長精神狀態有異，會即時停止他們的駕駛工作。

意見3－有關巴士安全和意外

一般而言，專營巴士公司會按照乘客量的需求，調配不同巴士行走不同路線。而根據巴士路線計劃中有關改善及減少服務的指引，如個別路線在繁忙時段最繁忙半小時內的平均載客率少於85%；或在非繁忙時段內的平均載客率低於30%，運輸署會考慮減少有關路線的巴士數目。然而，接駁鐵路的路線、切合社會需求的路線(例如行走偏遠地區或乘客主要為長者的巴士路線)，而又沒有替代服務可供選擇，或繁忙時段班次已定於 15 分鐘或以上的巴士路線則會按個別情況考慮，包括調配單層巴士代替雙層巴士行走，以便更有效地運用巴士車輛資源，及提升巴士網絡的整體效率。除上述考慮外，現時有個別巴士路線因途經路段的淨空高度限制而必須便用單層巴士行走。

超載是違法行為，市民不應登上已滿載的巴士，運輸署備悉議會對乘客使用公共交通服務行為的意見。

運輸署與巴士公司的工作小組會議正探討在新購置巴士安裝安全帶的建議。

意見4－有關巴士車長待遇

為確保巴士車長有足夠休息時間，運輸署已為專營巴士公司制定「巴士車長工作、休息及用膳時間指引」(“《指引》”)，並要求專營巴士公司在編更時遵從。運輸署會通過審閱專營巴士公司每季就提交執行《指引》的報告，監察專營巴士公司在有關方面的表現。此外，運輸署每年都會委聘獨立承辦商，評估專營巴士公司遵照《指引》的情況。

自深水埗巴士意外發生後，巴士車長的作息時間安排備受社會關注。運輸署在過去數個月已多次與各專營巴士公司及工會會面，積極討論及深入探討優化現行《指引》內的安排。在檢討《指引》時，運輸署已仔細考慮巴士工會、專營

巴士公司和社會人士的意見。經全面檢討後，運輸署計劃對《指引》作出修訂，主要的修訂包括：

(a) 最長更次時間及駕駛時間分別由現時不應超逾 14 小時及 11 小時，縮減為不應超逾 12 小時及 10 小時；
(b) 車長駕駛 6 小時後的休息時間由現時 30 分鐘增加至 40 分鐘；
(c) 考慮到巴士公司有需要維持編排部分車長較長的更次時間，以照顧市民在上下午繁忙時間的乘車需要，運輸署建議增加一項新規定，讓巴士公司可適度安排車長特別更次時間可超逾 12 小時，惟最長的更次時間仍不應超逾 14 小時，而駕駛時間上限則須與其他所有更次的車長看齊，即不應超逾 10 小時。為確保車長有足夠休息，修訂《指引》內新增規定，指定特別更次內應有一段不少於連續三小時的休息時間；及
(d) 為免車長被安排連續工作數日而沒有足夠的休班時間，運輸署亦新增規定，除特別更次外，專營巴士公司在編排車長在三個相連更次內的總休班時間不應少於 22 小時。

這個修訂《指引》已在為乘客提供適切的服務、車長的作息時間，以及專營巴士公司的營運需要之間盡量取一個平衡。有關的《指引》只是工作或休息的上下限時數，運輸署會繼續不時檢視實際情況，鼓勵專營巴士公司積極作出車長編更的有效安排，以在可行情況下盡量減少車長的工作及駕駛時數，務求達致少於相關上限的規定。

就專營巴士公司為員工提供休息設施事宜，運輸署一向鼓勵專營巴士公司作為良好僱主，應為員工在巴士總站/車廠提供適當的休息設施。現時，洗手間和休息設施普遍已屬新建巴士總站的基本設施。小部分的巴士總站未能提供車長休息設施或洗手間，原因是環境所限(如巴士總站處於狹窄行人路旁)或因附近居民的意見所致。專營巴士公司會繼續積極研究克服環境限制的可能性，為現時未能設置車長休息設施的巴士總站設置該類設施。

運輸署十分關注巴士車長的薪酬待遇問題，亦得知各專營巴士公司已展開二零一八年度的薪酬調整討論。運輸署希望員工可以與巴士公司繼續商討並能盡早達成共識。

意見5－有關巴士公司的營運

運輸署備悉委員對監察巴士服務的建議。有關專營巴士服務的懲罰機制，請參閱回應第一項。

就實時到站資訊顯示屏而言，政府會以配對方式資助專營巴士公司在約 1,300 個有蓋及備有電力供應裝置的巴士站設置顯示屏。

根據香港法例第 230 章《公共巴士服務條例》第 13(1)條、由行政長官會同行政會議為巴士專營權所釐定的車費準則，用以指明在任何指明巴士路線或任何一組指明路線運載乘客、行李及貨品可收取的車費。 一般來說，車費等級表是以各路線組別(如九龍市區及新界線、過海隧道線、旅遊及特別線、馬場線等)的路程長短，列明巴士公司可收取的最高成人單程車費。至於個別巴士路線的實際車費，則由專營巴士公司按適用的車費等級，考慮每條路線的營運環境和其他相關因素而釐定，惟不可高於車費等級表的相關水平。

意見6－有關巴士公司的管理

現時運輸及房屋局和運輸署代表會參與專營巴士公司董事局會議。區議會或交通及運輸委員會在需要時亦會邀請專營巴士公司代表出席會議，聆聽議會或/及地區人士對公共巴士服務的意見。

意見7－有關巴士專營權和交通政策

有關專營巴士在專營權的懲罰機制，請參閱第一項回應。根據巴士路線計劃中有關改善及減少服務的指引，專營巴士公司會按照乘客量的需求檢視個別路線的需求。

有關長途新型巴士服務安排，政府早前曾要求各專營巴士公司研究開辦長途巴士新型服務的可行性及提供詳細建議。除九巴外，運輸署未有收到開辦此新型服務的其他建議。

九巴和龍運的綜合回覆：

九巴和龍運的綜合回覆載於附件。

新巴城巴的綜合回覆：

意見1－有關巴士服務和脫班問題

巴士服務經常受各種突發事故而引致之路面擠塞影響，導致班次失準，當巴士班次受阻偏離預定開出時間時，兩巴會盡力調配車輛及調節班次，及因應當日突發性交通擠塞的時間、地點及影響交通的程度，按實際需要安排部份班次直接前往較多候車乘客之中途站接載乘客，此安排除可儘快疏導人流，亦可使班次服務儘快恢復正常，避免多輛相同路線巴士同時抵站，有效減少交通擠塞對乘客造成的影響。

意見2－有關巴士車長考核和訓練

公司提供培訓予未持有巴士牌之車長，完成培訓後須通過由運輸署考牌官主持之駕駛巴士考試，取得巴士牌才獲聘用。有巴士牌而新聘用之車長需接受新入職訓練，當中包括駕駛不同車種及路線訓練及課室訓練(包括優質顧客服務、處理乘客投訴技巧及情緒管理等)。而女性車長所要接受的訓練與男性無異。

新巴城巴所有新入職車長(全職及兼職)必須通過身體檢查，項目包括：驗血、照肺、驗尿、血壓、糖尿病測試及總膽固醇檢測；同時亦需接受心電圖檢查。公司會安排年滿 50 歲或以上的車長每年接受身體檢查；50 至 59 歲車長年齡適逢 50、54 及 57 歲時，需接受心電圖檢查；60 歲或以上的車長每年需接受包括心電圖檢查的身體檢查安排；66 至 68 歲的車長需每半年接受身體檢查。而患有睡眠窒息症、中

風、高血壓、心臟病(包括曾接受手術)及需定時服藥之糖尿病車長，不論年齡均須每年接受包括心電圖檢查之身體檢查。所有新入職車長必須通過身體檢查及申報其病歷，包括精神健康狀況等，由指定的醫生作出評估。公司會根據醫生的意見考慮是否聘用。

意見3－有關巴士安全和意外

兩巴亦已制定一系列提升安全的措施，包括提升黑盒功能實時監察車速、研究為新巴士引入新科技，加強巴士安全，並為二零一九年起到港的新巴士全車座位設置安全帶。

意見4－有關巴士車長待遇

公司會於二零一八年第三季起陸續實施運輸署於二零一八年二月修訂的《巴士車長駕駛、休息及用膳時間指引》。修訂後的指引雖然新增了上限為 14 小時的「特別更」，但當中須有一段不少於 3 小時之休息時間，駕駛時間亦不會超過 10 小時。由於新指引調整了車長的工作及休息時間限制，新巴城巴有需要引入特別更制度以配合早上與黃昏繁忙時段的客量需求、減低額外聘請大量車長之需要及減少對現職車長收入的影響，公司目標是先於二零一九年初完全符合新指引及將特別更份的工時限制於 13.5 小時內，之後會在二零二零年初前，再逐步將特別更份的工時減低至 13 小時內。公司亦於各車廠及泊車場地增設及改善休息設施，以配合上述安排。

兩巴近年已積極吸引新人入行及改善現職員工之薪酬福利，以吸引新人投身新巴城巴車長行列，舒緩車長人手不足。公司過往多年均有加薪，二零一六年的加幅為 4.1 百分比，二零一七年的加幅為 3.55 百分比，高於通脹。過往數年，公司亦有因應市場情況，特別調整新入職車長之薪酬福利。公司於二零一八年三月起調整前線員工薪酬架構，除把車長的服務表現獎、安全獎及勤工獎撥入底薪外，新制及舊制車長之底薪亦會上調 500 元及 300 元，回應員工訴求及提供具市場競爭力的薪酬。因應底薪上升，按照底薪

計算之津貼(如超時津貼)亦會上升。此外，公司正與各工會及城巴勞資協商會商討二零一八年度薪酬調整事宜。

意見5－有關巴士公司的營運

兩巴車廂內已配備全球衛星系統、新一代八達通收費器、自動報站系統、動態巴士站顯示屏和行車紀錄儀等。而實時抵站時間服務已擴展至城巴所有專營路線，亦會於二零一八年第三季內擴展至新巴所有路線。

公司正在研發新一代車務控制系統，預計於二零一八年下半年推出使用，公司車務控制中心及站長屆時可知悉各輛巴士的實時位置，如有延誤可預早安排車務調動，並經系統通知車長，進一步加強車務調動靈活性。

此外，新巴城巴各條專營路線的車資，是根據政府批准的車資等級表而釐定，釐定時須考慮多項因素，包括行車哩數、乘客需求、營運環境及服務性質等。

附件

九龍巴士(一九三三)有限公司和龍運巴士有限公司
就二零一八年五月二十一日特別會議所議事項的綜合回覆：

我們尊重沙田區議會及不同持份者，在向香港專營巴士服務獨立檢討委員會(下稱委員會)提供書面陳述的獨立性。

九巴和龍運早前已向委員會提交書面陳述，倘在研訊期間我們向其他持份者提供資料，恐怕被視為做法不恰當，影響相關書面陳述的公信力。考慮到上述原因及程序公義，我們認為較適切的做法，是讓區議會作其書面陳述。

第二部分－政府部門及有關機構就提交予香港專營巴士服務獨立檢討委員會的區議會相關會議文件及記錄(附件一至十五)的更新回覆

附件一： 文件TT 26/2012	楊祥利先生提問：亞公角街交通意外
附件二： 會議記錄TT 3/2012	二零一二年度第三次會議記錄(節錄)
附件三： 文件TT 36/2012	楊倩紅女士提問：巴士安全帶
附件四： 會議記錄TT 4/2012	二零一二年度第四次會議記錄(節錄)
附件五： 文件TT 5/2013	楊倩紅女士提問：巴士司機工作時數及體檢機制
附件六： 會議記錄TT 1/2013	二零一三年度第一次會議記錄(節錄)
附件七： 文件TT 20/2015	容溟舟先生提問：沙田區專營巴士在法例下的監管
附件八： 會議記錄TT 2/2015	二零一五年度第二次擴大會議記錄(節錄)
附件九： 文件TT 9/2016	李世鴻先生提問：九巴巴士安全及大圍交通運輸交匯處天花剝落事件跟進
附件十： 會議記錄TT 4/2016	二零一六年度第三次會議記錄(節錄)
附件十一： 文件TT 23/2017	招文亮先生提問：有關681線巴士發生致命車禍
附件十二： 會議記錄TT 3/2017	二零一七年度第三次會議記錄(節錄)
附件十三： 文件TT 19/2018	姚嘉俊先生提問：關注2月10日大埔公路九巴翻側嚴重車禍
附件十四： 會議記錄TT 2/2018	二零一八年度第二次會議記錄(節錄)
附件十五： 文件TT 27/2018	政府部門及有關機構就上次會議所議事項的回覆(節錄)

運輸署的更新回覆：

文件 TT 26/2012 提問(d)(附件一)：

運輸署已於二零一二年九月就延長沙田醫院前面的巴士避車處的建議及設計，向路政署發出施工令，以改善巴士在繁忙時段排隊入站的情況，而有關改善工程亦已於二零一四年九月完成。根據本署最近的觀察，巴士在繁忙時段入站的情況大致正常。

勞工處的更新回覆：

文件 TT 20/2015 提問 8(b)(附件七)：

由上次會議至二零一八年四月底，勞工處並沒有接獲有關的求助個案。

建築署的更新回覆：

文件 TT 9/2016 提問(f)(附件九)：

檢查及移除鬆脫的天花吸音批盪已於二零一六年完成。本署在得到管理部門的協助和同意後，會在二零一八年內安排另一次檢查。

九巴和龍運的綜合更新回覆：

文件 TT 36/2012(附件三)：

由二零一八年三月開始，九巴所有購入的新巴士已為全車所有座椅配置安全帶，預計最快二零一八年第四季到港。

龍運一直以安全至上為服務宗旨，現時的龍運車隊中，所有巴士亦已為「無遮欄座位」配置安全帶。車上有標貼提醒乘客佩戴安全帶。

文件 TT 5/2013(附件五)：

九巴和龍運規定 50 歲或以上的車長每年須接受身體檢查，檢查項目一般包括肺部檢查、視力檢查、聽力測試、糖尿病檢查、血壓檢查等。而車長在 50 歲、54 歲、57 歲及年滿 60 歲後，進行身體檢查時須接受心電圖檢查。

所有車長，不論年齡，如有以下病歷，須向公司申報有關疾病並每年接受包括心電圖檢查的身體檢查：
(a) 中風；
(b) 心血管病；
(c) 因糖尿病而接受藥物治療；
(d) 因高血壓而接受藥物治療。

龍運車長的工作時間及休息時間皆符合運輸署訂立的“車長工作、休息及用膳時間指引”。

<u>新巴城巴的綜合更新回覆</u>：

文件 TT 36/2012(附件三)：

新巴城巴二零一九年起到港的新巴士，將會為全車座位設置安全帶。

文件 TT 5/2013(附件五)：

公司會於二零一八年第三季起陸續實施運輸署於二零一八年二月修訂的《巴士車長駕駛、休息及用膳時間指引》。修訂後的指引雖然新增了上限為 14 小時的「特別更」，但當中須有一段不少於 3 小時之休息時間，駕駛時間亦不會超過 10 小時。由於新指引調整了車長的工作及休息時間限制，新巴城巴有需要引入特別更制度以配合早上與黃昏繁忙時段的客量需求、減低額外聘請大量車長之需要及減少對現職車長收入的影響，公司目標是先於二零一九年初完全符合新指引及將特別更份的工時限制於 13.5 小時內，之後會在二零二零年初前，再逐步將特別更份的工時減低至 13 小時內。公司亦於各車廠及泊車場地增設及改善休息設施，以配合上述安排。

此外，新巴城巴所有新入職車長(全職及兼職)必須通過身體檢查，項目包括：驗血、照肺、驗尿、血壓、糖尿病測試及總膽固醇檢測；同時亦需接受心電圖檢查。公司會安排年滿50歲或以上的車長每年接受身體檢查；50至59歲車長年齡適逢50、54及57歲時，需接受心電圖檢查；60歲或以上的車長每年需接受包括心電圖檢查的身體檢查安排；66至68歲的車長需每半年接受身體檢查。而患有睡眠窒息症、中風、高血壓、心臟病(包括曾接受手術)及需定時服藥之糖尿病車長，不論年齡均須每年接受包括心電圖檢查之身體檢查。所有新入職車長必須通過身體檢查及申報其病歷，包括精神健康狀況等，由指定的醫生作出評估。公司會根據醫生的意見考慮是否聘用。

文件 TT 23/2017(附件十一)：

所有全職及兼職車長的身體檢查制度、涵蓋範圍及標準完全相同。公司對其駕駛技術及安全意識的要求亦一視同仁。兼職車長入職前需要通過考核及訓練，其駕駛技術水平與全職車長無異。

沙田區議會秘書處
STDC 13/65/45

二零一八年六月

附件一

二零一二年五月八日　　文件TT 26/2012
討論文件

沙田區議會
交通及運輸委員會

楊祥利先生的提問

亞公角街是馬鞍山最主要的對外道路。這條來回行車線既窄且長，是馬鞍山九成以上巴士線及小巴線的必經之路，行經的巴士線超過30條。亞公角街一旦發生交通意外，造成嚴重擠塞，便會使馬鞍山對外的巴士服務延誤甚至癱瘓，影響馬鞍山20萬居民的生計。

亞公角街近年經常發生嚴重交通意外，在去年九月至今年四月的短短八個月間，已經發生了三宗駭人聽聞的嚴重交通意外，造成多人傷亡。

本人收到多名居民投訴，指該段路時常有車輛超速行駛及越線“扒頭”，專線小巴的超速情況尤爲嚴重，本人亦曾親眼目睹車輛越線行走。爲此，本人有以下提問：

(a) 最近五年在亞公角街發生的交通意外及傷亡數字爲何？

(b) 警方過去五年在亞公角街對違例車輛作出檢控的數字爲何？

(c) 警方有何方案可徹底解決車輛超速及危險駕駛的問題？

(d) 運輸署對上述問題有何短期及長遠的解決方案？

(e) 警方及運輸署會否將亞公角街列爲交通黑點？

香港警務處的回覆

提問(a)：

最近五年在亞公角街發生的交通意外及傷亡數字如下：

年份	2007	2008	2009	2010	2011
致命	—	—	—	—	1
有人受傷	8	11	15	12	18
財物損毀	3	4	4	10	2
總數	**11**	**15**	**19**	**22**	**21**

提問(b)：

警方過去五年在亞公角街對違例車輛作出檢控的數字如下：

年份	2010	2011
檢控數字	59	37

提問(c)：

新界南交通部道路安全組不定時與巴士公司司機舉辦交通安全講座，亦於亞公角街一帶向行人及騎單車人士推廣道路安全意識。新界南交通部執行及管制組人員一直在上址一帶執行觀察、巡邏及偵速任務，包括使用雷射槍及隱型戰車，同時本部人員會繼續留意及作出積極行動對付車輛違例情況。

運輸署的回覆

提問(d)：

亞公角街現時爲一條時速限制每小時 50 公里的雙線雙程的道路，該路段雖有微彎，但沒有障礙物阻礙駕駛者視

線，道路設計符合現有的道路設計標準。在沙田醫院前已設有巴士避車處，現時此路段已設有交通燈號控制的行人過路處，方便行人橫過馬路。在行人過路處前亦已設有“慢駛”的交通標記及“前面有交通燈”的交通標誌，提示駕駛人士慢駛及小心行人。

就有車輛在此路段越線“爬頭”的情況，運輸署現正考慮加強此路段的交通管制，在沙田醫院前的一段的亞公角街加設雙白線，以防止車輛在此路段越線“爬頭”。

就本年四月十六日的交通意外，運輸署已提醒巴士公司必須加強車長的培訓，並提醒車長需注意行車安全及留意路面交通情況，保持正確及安全的駕駛態度，以保障乘客及其他道路使用者的安全。另外，運輸署現正研究延長沙田醫院前的巴士避車處的可行性，以改善巴士在繁忙時段排隊入站的情況。

警方現仍在調查意外成因，如有需要，運輸署會因應調查結果作出進一步的改善。

提問(e)：

根據直至二零一一年第四季的交通意外及傷亡數字的統計數據，亞公角街並未列爲交通黑點。

沙田區議會秘書處
STDC 13/70/45

二零一二年五月

64. 龐愛蘭女士提出以下臨時動議：

"鑑於使用單車者日益增加，而有關單車泊位、單車徑及安全措施等配套都未盡完善，沙田區議會交通及運輸委員會強烈要求運輸署盡快檢討目前單車相關政策及規劃；增加單車泊位、完善單車徑及教育市民安全意識等，以解決單車及使用者急增所帶來的問題。"

鄧永昌先生和議。

65. 委員以24票贊成一致通過上述臨時動議。

楊祥利先生就亞公角街交通意外作出的提問
(文件 TT 26/2012)

66. 楊祥利先生指出，亞公角街是馬鞍山最主要的對外道路，卻經常發生交通意外，他促請警方在該處加強執法，並檢討街道的設計。

67. 容溟舟先生的意見綜合如下：

(a) 亞公角街的使用率十分高，導致路面凹凸不平，容易引致交通意外。雖然路政署經常維修路面，但效果欠理想。污水廠搬遷後，每天會有20輛重型運泥車行經亞公角街，他對此表示擔憂；

(b) 亞公角街近年發生過多次嚴重交通意外，導致多人傷亡。亞公角街是馬鞍山大部分巴士線的必經之路，早上繁忙時段的巴士載客量十分大，有些乘客甚至要站近車門，一旦發生交通意外，勢必傷亡慘重。他要求運輸署增加89D及89P號線巴士繁忙時段的班次，以分流乘客，從而把意外的傷亡率減低；

(c) 在沙田醫院前面一段亞公角街加設雙白線，對防

止車輛在此路段越線“爬頭”沒有多大幫助，他建議改爲加設膠柱；以及

(d) 他詢問警方過去一年在亞公角街使用雷射槍及隱形戰車的頻率，並要求提供檢控數據。

68. 鄭楚光先生支持運輸署提出的建議，包括延長沙田醫院前面的巴士避車處，以及在沙田醫院前面的一段亞公角街加設雙白線，他認爲可以改善巴士在繁忙時段排隊入站的情況，亦可防止車輛在此路段越線“爬頭”。他稱讚警方在該處的出勤率高，亦見過警方在該處使用雷射槍，認爲有阻嚇作用。他認爲司機的駕駛態度很重要，若司機的駕駛態度正確，便能保障乘客及其他道路使用者的安全。

69. 何名開先生的回應綜合如下：

(a) 意外發生後，運輸署對亞公角街的設計作出檢討。亞公角街是雙線雙程的道路，現時的時速限制爲每小時 50 公里，在沙田醫院前面的路段現已設有由交通燈號控制的行人過路處，行人過路處前亦設有交通標誌，提示駕駛者慢駛及小心行人。他表示道路設計符合現行標準；

(b) 運輸署現正考慮加強沙田醫院前面一段亞公角街的交通管制，在那裏加設雙白線，以防止車輛在此路段越線“爬頭”；以及

(c) 運輸署正研究延長沙田醫院前面的巴士避車處的可行性，以改善巴士在繁忙時段排隊入站的情況。

70. 蔣瑞菁女士表示警方十分重視道路交通安全，並留意到有些駕駛者漠視交通規則。警方除了加強執法外，亦會加強教育和宣傳工作，教導駕駛者遵守交通規則和保持正確的駕駛態度。警方會於會後提供過去一年在亞公角街使用雷射槍及隱形戰車的頻率，以及相關的檢控數據。 警方

71. 主席表示收到楊祥利先生提出的臨時動議。

72. 委員一致通過討論楊祥利先生提出的臨時動議。

73. 楊祥利先生提出以下臨時動議：

"鑑於亞公角街近年的交通意外及傷亡數字劇增，警方提供相關數據顯示，在五年來(07-11年)亞公角街發生的交通意外及傷亡數字是逐年上升，而相反警方在亞公角街對違例車輛作出檢控的數字卻下降。

爲此，沙田區議會交通及運輸委員會強烈要求：

(一) 警察加強在亞公角街一帶執行巡邏及偵查車速任務。

(二) 運輸署應全面檢討亞公角街的道路設計，包括擴闊亞公角街及加裝固定的超速攝影機。"

葛珮帆博士和議。

74. 委員以 25 票贊成一致通過上述臨時動議。

報告事項

運輸署進度報告
(文件 TT 27/2012)

75. 程張迎先生指出，過去兩個月很多小巴線調高了收費，但服務質素沒有改善。他以 68K 號線小巴爲例，很多市民投訴假日晚上九時至十二時的班次不足，往往要等待兩至三班車才有座位，人龍長達 30 米，他促請運輸署監察小巴的服務質素。另外，他詢問專線小巴線牌照是否永久的。

附件三

二零一二年七月三日　　文件TT 36/2012
討論文件

沙田區議會
交通及運輸委員會

楊倩紅女士的提問

一九九七至二零零九年期間，九巴、龍運巴士、城巴及新巴等專營巴士公司陸續爲新購入的雙層巴士上的高危位置，即前方沒有其他座位的位置，安裝三點式安全帶，以保障乘客安全。二零零九年十一月九日，將軍澳發生嚴重的巴士翻側意外，導致兩名乘客喪生及多名乘客重傷，巴士的安全問題頓時引起大眾關注，運輸及房屋局局長亦於立法會上強調當局一直有跟進巴士安全帶的問題。(立法會二零零九年十一月九日的新聞公報)

沙田是重要的衛星城市，逐漸發展成爲新界的公共交通樞紐，請運輸署及各巴士公司解答下列問題：

(a) 據了解，各巴士公司新一批服役的巴士，除了高危位置外，其他座位都沒有安全帶配置，雖然現時不受任何法例規管，但這明顯是倒退的做法，請各巴士公司解釋爲何有此安排？

(b) 請各巴士公司就行經沙田的巴士提供下列數據：

(i) 全部座位均配置安全帶的巴士數目及其所佔比例；

(ii) 只在高危座位配置安全帶的巴士數目及其所佔比例；以及

(iii) 全部座位均沒有安全帶的巴士數目及其所佔比

例。

(c) 二零零九年鄭局長在立法會上強調“巴士安全帶一直有跟進的工夫”，請問運輸署具體措施爲何？當局會否考慮立例規定巴士所有座位均須配置安全帶，以加強保障乘客的安全？請提供相關理據。

運輸署的回覆

現時，在二零零三年以後的所有新購置巴士均需在無遮擋的座位裝有安全帶。此外，運輸署亦要求巴士公司在一九九七年至二零零三年間購置的現有巴士上，於上層最前排的四個座椅加裝安全帶。有關的加裝工作已全部完成。至於在一九九七年前設計的現有巴士，因巴士設計限制，不能加裝安全帶，但運輸署已要求巴士公司在上層擋風玻璃安裝額外的橫向護欄，而有關工作亦已全部完成。

運輸署會繼續鼓勵巴士公司在技術可行的大前提下，盡量在巴士的座位配置安全帶，以加強對乘客安全的保障。

九龍巴士（一九三三）有限公司的回覆

九巴一直以安全至上爲服務宗旨，務求讓乘客能時刻享用安全及舒適的巴士旅程。雖然現有法例並沒有要求巴士座位需配置安全帶，九巴爲提升營運安全及配合個別乘客的需要，已在一九九七年以後投入服務的巴士，在“無遮欄座位”上加裝安全帶。“無遮欄座位”包括面向車頭方向而座位前方沒有椅背、擋板或扶手作遮擋的座位。

九巴車隊中，超過六成以上已爲“無遮欄座位”配置安全帶，而行走沙田區的車隊亦已有超過一半以上配置相關設備。此外，我們亦在座位附近張貼標語，鼓勵乘客配戴安全帶，提升乘車安全。

新巴及城巴有限公司的回覆

新巴城巴有限公司（新巴城巴）已備悉有關意見。因應二零零九年之九巴翻車意外，新巴城巴在與運輸署商討後，已爲於一九九七年前設計的巴士上層車頭擋風玻璃加設保護欄杆，及爲於一九九七年後設計的巴士上層第一行四個座位加裝安全帶。此外，兩巴近年購買之新車，均已於無遮擋的座位配置安全帶。

由於兩巴並非調派固定的巴士行走沙田區，故無法提供各種座位配置安全帶的巴士數目。

龍運巴士有限公司的回覆

龍運巴士有限公司（龍運巴士）一直以安全至上爲服務宗旨，務求讓乘客能時刻享有安全及舒適的巴士旅程。雖然現有法例並沒有要求巴士座位需配置安全帶，然而龍運巴士爲提升營運安全及配合個別乘客的需要，在現時的龍運巴士車隊中，超過五成之車輛的所有座位均已配置安全帶，而其餘的也已爲“無遮欄座位”配置安全帶。“無遮欄座位”包括面向車頭方向而座位前方沒有椅背、擋板或扶手作遮擋的座位。此外，龍運巴士亦在座位附近張貼標語，鼓勵乘客配戴安全帶，提升乘車安全。

沙田區議會秘書處
STDC 13/70/45

二零一二年六月

758-67

提問

楊倩紅女士就巴士安全帶作出的提問
(文件 TT 36/2012)

32. 主席歡迎龍運高級車務主任梁繼明先生出席會議。

33. 楊倩紅女士的意見及續問的事宜綜合如下：

(a) 她詢問爲何在巴士內除了高危位置外，其他座位都沒有安全帶，以及爲何並非所有新購置的巴士都有在座位上配置安全帶。另外，她認爲要在一九九七年以前購入的巴士上也安排加裝安全帶困難不大，促請運輸署及巴士公司以乘客安全爲先；以及

(b) 很多乘客會在巴士上閉目養神或小睡片刻，她促請巴士公司在機場巴士所有座位加裝安全帶，並要求立例規定乘客必須佩戴安全帶。

34. 鄧永昌先生的意見及詢問的事宜綜合如下：

(a) 他詢問運輸署爲何強制規定所有小巴座位必須配置安全帶，而載客量較大的巴士卻不受上述規定管制。他不明白爲巴士加裝安全帶有多困難；以及

(b) 他要求運輸署提供過去因乘客在發生意外時沒有佩戴安全帶而造成傷亡的數字。

35. 李錦明先生認爲應以乘客安全爲先，在巴士加裝安全帶以保障乘客安全。他認爲一九九七年以前購入的巴士要加裝安全帶不會太困難，運輸署及巴士公司不應以此爲藉口。他要求巴士公司提供一九九七年以前購入的巴士數量。

負責人

36. 運輸署高級運輸主任/馬鞍山黃依凡女士的回應綜合如下：

(a) 運輸署同意安全帶能爲乘客提供一定保障，該署會在有需要的情況下針對合適的車種引入相關規定。運輸署會繼續鼓勵巴士公司在技術上可行的大前提下，盡量爲巴士的座位配置安全帶。巴士公司已在所有一九九七年以後購入的雙層巴士的上層或所有沒有遮欄的座位加裝安全帶，以加強對乘客的保障。運輸署會繼續鼓勵巴士公司研究在巴士加裝安全帶的可行性；以及

(b) 因乘客在發生意外時沒有佩戴安全帶而造成傷亡的數據，如有相關資料，她將於會後提供。 運輸署

37. 九巴幹事(對外事務)游妙兒女士表示，雖然現行法例並沒有要求巴士座位須配置安全帶，但九巴爲提升營運安全及配合個別乘客的需要，已在一九九七年以後投入服務的巴士上，爲“無遮欄座位”加裝安全帶。九巴車隊中，六成以上已爲“無遮欄座位”配置安全帶。“無遮欄座位”包括面向車頭方向而座位前方沒有椅背、擋板或扶手遮擋的座位。

38. 新巴及城巴有限公司公眾事務主任鍾佩怡女士表示，新巴及城巴有限公司(新巴城巴)已在一九九七年以前設計的巴士的上層，爲車頭擋風玻璃加設保護欄杆，以及在一九九七年以後設計的巴士的上層，爲第一行四個座位加裝安全帶。此外，兩巴已在近年購買的新車上，爲“無遮擋座位”配置安全帶。一般而言，每輛巴士有 14 個“無遮擋座位” ，並已配置安全帶，視乎巴士車種而定。

39. 梁繼明先生表示，龍運一直以安全至上爲服務宗旨，現時的龍運車隊中，五成以上已爲所有座位配置安全帶，其餘亦已爲“無遮欄座位”配置安全帶。車上有標貼提醒

負責人

乘客佩戴安全帶。

40. 主席表示收到楊倩紅女士提出的臨時動議。

41. 主席及委員一致通過討論楊倩紅女士提出的臨時動議。

42. 楊倩紅女士提出以下臨時動議：

"沙田區議會交通及運輸委員會促請運輸署與巴士公司研究，所有巴士必須配備安全帶，保障乘客安全。"

龐愛蘭女士和議。

43. 委員一致通過上述臨時動議。

龐愛蘭女士就九巴票價機制及分段收費作出的提問
(文件 TT 37/2012)

44. 龐愛蘭女士的意見及續問的事宜綜合如下：

(a) 現時的票價機制欠缺透明度，並無列明"一籃子"因素各佔的百分比，公眾亦不知道巴士公司如何計算營運數據；以及

(b) 她委託香港城市大學調查巴士脫班情況，結果發現脫班率由 10 至 50%不等。她不滿巴士公司在申請加價的同時，服務質素不斷下降。她詢問運輸署如何監察巴士脫班的情況。

45. 余倩雯女士建議效法新加坡設立巴士分段收費。她將於會後向九巴提供新加坡巴士服務分段收費的資料。

二零一三年一月八日
討論文件

附件五
文件TT 5/2013

沙田區議會
交通及運輸委員會

楊倩紅女士的提問

"二零一二年十一月十九日柴灣發生罕見的嚴重交通意外，一名新巴司機在駕駛一輛雙層巴士時突然暈倒，巴士沿斜路俯衝而下，釀成至少三死56人傷的慘劇。事件顯示巴士司機的健康狀況有隱憂。沙田區是新界東的交通樞紐，有多條巴士線來往港、九、新界及機場，現有以下提問，請各專營巴士公司及運輸署作答：

(a) 據媒體披露，現時巴士司機每日最高工時可達14小時，容易導致疲勞駕駛，影響道路安全。多名居民向本辦事處反映，區內多條巴士線在繁忙時間出現脫班情況，據本人觀察，某些長途路線例如E42往往兩班合併爲一班，司機剛到總站，便立刻再出發，完全沒有時間休息和調整身心。請九巴、新巴、城巴及龍運巴士提供行經沙田區巴士線的巴士司機、營運路線和巴士的總數，以及過去一年司機的平均工時。

(b) 現時巴士公司爲司機提供的身體檢查並不包括心臟病、中風等隱疾，以今次事故爲例，肇事司機已通過體檢，卻在駕駛期間突然暈倒，可見巴士公司的體檢機制欠完善，可能釀成大禍。請問各巴士公司會否改善體檢機制，爲司機提供包括心臟病、中風等疾病的檢查？如否，理由爲何？

(c) 現時是否有法例監管巴士司機的工作時數和體檢機制？經過這次事故，運輸署會否立例規定巴士司機的工作時數及體檢項目，以加強監察？"

758-71

運輸署的綜合回覆

本年十一月十九日上午十一時許，一輛新巴 8 號線巴士在駛經柴灣道西行往筲箕灣方向時失控，撞向在柴灣道東行向柴灣方向行駛中的一輛的士及一輛九巴 118 號線巴士。警方現正循三方面深入調查，包括事件是否涉及機件故障、人爲疏忽或任何人干犯交通規例。調查預計需時約五個月。

專營巴士車長工時規定

現時本港並沒有法例規管包括所有商用車司機在內(包括專營巴士車長)的一般僱員的工作時間。雖然如此，爲確保專營巴士車長有足夠休息時間，運輸署制訂「車長工作、休息及用膳時間指引」，專營巴士公司在爲車長編更時須遵從該指引，而運輸署亦會與專營巴士公司會不時檢討有關指引。二零一零年十月，運輸署就曾修訂指引，以進一步改善車長工作及休息的時間。按現行的指引，車長在兩個相連工作日之間的休息時間不少於 10 小時；一個工作日內最長的工作時間不超逾 14 小時以及駕駛時間不超逾 11 小時；工作六小時後最少應休息 30 分鐘，而在六小時的工作時間內最少應有合共 20 分鐘的小休；以及一個工作日內的工作時間不少於八小時便應獲提供一小時用膳時間。現時車長的每天平均工作時間及駕駛時間均低於指引訂明的 14 小時及 11 小時的上限。

上述指引的內容需盡量配合車長的休息需要和專營巴士公司的營運需要。運輸署在制訂有關指引時，除了顧及巴士車長需有足夠休息時間外，亦考慮了專營巴士服務的營運安排、車長的訴求，及參考海外城市的標準等；在過程中也諮詢了專營巴士公司和車長工會。

專營巴士公司須每三個月向運輸署提交報告，交待執行指引的情況。此外，運輸署每年亦會委聘獨立機構，就專營巴士車長的工作時間進行調查，以作稽查。二零一一年進行的調查報告顯示，專營巴士公司遵從指引的情況良好。

專營巴士車長身體檢查安排

根據現時法例的規管，專營巴士車長跟所有駕駛者一樣，有責任只在健康良好的狀況下才駕駛。按《道路交通(駕駛執照)規例》(第 374B章)(下稱「《規例》」)第 9(1)條，申領新發、重發或續期駕駛執照人士(包括巴士車長)，身體若患有《規例》附表 1(**附件I**)所指明的疾病或殘疾，或患有任何其他可引致駕駛時會對公眾構成危險的疾病或殘疾，便須在申請表格內作出申報。一經申報，運輸署署長須拒絕申請。按《規例》第 9(2A)條，即使駕駛執照持有人於辦理上述手續時並未患有所指疾病或殘疾，亦須在知悉患有該些疾病或殘疾後隨即以書面通知運輸署署長。運輸署署長作出必需的查究後，若認爲該名人士不適合駕駛，便可吊銷其駕駛執照。

自二零零七年起，按運輸署要求，所有專營巴士公司均規定 50 歲或以上的車長每年須接受體格檢驗。檢驗包涵的項目現由各公司自行決定，但範圍大致相同，包括肺部檢查、視力檢查、聽力測試、糖尿病檢查、血壓檢查、血液測試和尿液測試。年滿六十歲的車長，還須接受心電圖檢查。專營巴士公司亦要求車長向公司申報《規例》附表 1(**附件I**)所載之疾病或身體傷殘，以確保車長健康狀況適合駕駛巴士。

此外，專營巴士公司已就車長在當值期間感到身體不適發出指引，提醒車長若感到身體不適，切勿勉強繼續駕駛。公司發出的車長手冊亦有提醒車長須確保個人健康及精神狀況良好，倘發現身體不適，應盡快求診。我們高度重視公共交通行車安全。運輸署會聯同專營巴士公司及各主要車長工會檢討車長體格檢查的安排，進一步加強專營巴士的行車安全。

新巴城巴有限公司(新巴城巴)的綜合回覆

就 11 月 19 日發生的交通意外，新巴城巴已把有關資料交予警方，會繼續盡力協助警方調查。對此交通意外，新巴表示非常難過，並對死傷者及其家屬致深切哀悼與慰問。新巴城巴會繼續密切留意傷者的最新情況及向他們提供適當協助。

新巴城巴共有 3 900 多名車長，新巴城巴車隊數目約 1 700 輛，服務 200 多條巴士路線。兩巴均遵照運輸署的「專營巴士司機編更指引」，編定車長工作及休息的時間，去年新巴城巴的車長每日平均工作時數約爲 10 小時。

新巴城巴所有車長必須於入職前通過身體檢查，而年滿五十歲或以上的車長，公司亦會爲他們安排每年的身體檢查，以確保員工的健康狀況符合工作要求。對於是否需要爲五十歲至五十九歲車長做心電圖檢查，公司持開放態度，並會就現有爲車長提供的身體檢查的項目及次數盡快徵詢醫生意見，一併作出檢討。

九龍巴士(一九三三)有限公司(九巴)的回覆

提問(a)：
九巴現時共有約 400 條營運路線提供服務，而行經沙田區(包括馬鞍山)的巴士線約有 70 條，車長數目約有 1 200 名，九巴車長的平均工時約爲 9 至 10 小時。

提問(b)：
九巴每年爲 50 歲或以上車長免費提供一次身體檢查，檢查內容包括體格驗測、量血壓、驗血、驗尿、胸肺 X 光檢驗等；60 歲或以上的車長，包括心電圖項目。醫生會根據其專業判斷決定員工是否適合繼續駕駛，公司會聽從醫生的建議。如車長未能繼續駕駛，我們會視乎空缺情況安排車長轉職，或安排車長提早退休。對於車長驗身計劃的檢討，本公司持開放態度。

提問(c)：
九巴一向關心員工的健康，所有九巴車長的工作及休息時間安排，均完全符合法例及運輸署相關指引。

龍運巴士有限公司(龍運)的回覆

提問(a)：
龍運現時共有 19 條營運路線提供服務，而行經沙田及馬鞍山區的巴士路線分別爲路線 A41、A41P、E42 及 N42，沙田區之車長數目約有 79 名，龍運車長的平均工時約爲 10 小時。

提問(b)：

龍運每年爲 50 歲或以上車長免費提供一次身體檢查，檢查內容包括體格驗測、量血壓、驗血、驗尿、胸肺 X 光檢驗等；60 歲或以上的車長，包括心電圖項目。醫生會根據其專業判斷決定員工是否適合繼續駕駛，公司會聽從醫生建議。如車長未能繼續駕駛，我們會安排車長提早退休。對於車長驗身計劃的檢討，本公司持開放態度。

提問(c)：

所有龍運車長的工作及休息時間安排，均完全符合法例及運輸署相關指引。

沙田區議會秘書處

STDC 13/70/45

二零一二年十二月

《道路交通（駕駛執照）規例》（第374B章）附表1所載之疾病或身體傷殘

1. 癲癇症。

2. 高血壓或其他因由，以致有可能突然暈眩或昏倒以致失去能力。

3. 精神紊亂，以致執照申請人或持有人(視屬何情況而定)有可能根據《精神健康條例》(第136章)被羈留或以住院病人身分在該條例所指的精神病院接受治療。

4. 任何導致肌肉不受控制的狀況。

5. 未受控制的糖尿病。

6. 不能在白天充足光線下讀出與他相距23米的登記號碼(有需要者在配戴眼鏡或其他矯正視力鏡片作爲協助，仍不能讀出)。

7. 任何其他疾病或傷殘，而該疾病或傷殘很可能令申請人或持有人沒有能力在不危及公眾安全的情況下，有效地駕駛或控制該執照所指的汽車或經適當改裝的汽車；但失聰本身並不當作爲上述的傷殘。

負責人

9. 楊文銳先生解釋，計劃旨在推廣單車作代步工具。單車網絡發展工作小組參考其他國家的經驗後，認爲若先就自助單車租借系統的硬件配套、營運方式等各方面，邀請顧問公司進行可能性研究及提出建議，可使計劃更臻完善。工作小組亦已就上述系統在大學站的試驗計劃，與土木工程拓展署及香港科學園聯繫。

10. 委員一致通過單車網絡發展工作小組和關注沙田大型交通建設發展工作小組提交的撥款申請。

提問

楊倩紅女士：巴士司機工作時數及體檢機制
(文件 TT 5/2013)

11. 楊倩紅女士的提問及意見綜合如下：

(a) 有市民反映，指 E42 號線有脫班情況。她曾目睹該路線的巴士及車長在總站作好開車的準備，但班次仍然由原來的 15 分鐘延長至 25 分鐘一班，她詢問這是否和原來的編制不同。另外，她發現 E42 號線的司機面對用膳和休息時間縮減以及趕班的壓力，她認爲休息不足會影響司機的身心健康；以及

(b) 由於心臟病有年輕化趨勢，她建議巴士公司考慮安排 50 歲或以上的司機接受心電圖檢查。

12. 容溟舟先生的意見綜合如下：

(a) 根據運輸署的指引，車長每個工作日的工作時數可長達 14 小時，休息時間不足，尤其部分居於沙田的司機，他們須前往遠離住所的地區，例如

青衣、大嶼山等的車廠取車；

(b) 他表示有車長反映，雖然用膳時間由 30 分鐘延長至 1 小時，但是班次之間的休息時間卻縮短了，可見車長的整體工作情況，包括工作時數並沒有改善；

(c) 受路面的交通情況影響，實際行車時間可能比巴士公司估計的爲長，以致巴士公司需要調整班次，令部分乘客失去預算。他詢問運輸署有否對巴士公司提交的班次和預算行車時間加以驗證；以及

(d) 心臟病、糖尿病等是職業司機較常患上的疾病，現時職業司機達到某個年齡才須每年接受體格檢查，他認爲這個安排並不理想。

13. 李錦明先生詢問，如車長在執行職務時感到不適，巴士公司有何應變方法。車長健康欠佳會影響行車安全，巴士公司有責任爲車長提供包括心電圖項目的體格檢查。

14. 九巴幹事(對外事務)游妙兒女士表示，九巴每年均爲50歲或以上車長安排一次免費的體格檢查，檢查項目包括量血壓、驗血、驗尿等；60歲或以上車長的體格檢查更包括心電圖項目。九巴對體格檢查制度的檢討持開放態度。有委員認爲可考慮在 50 歲或以上車長的體格檢查中加入心電圖項目，九巴備悉這個建議。

15. 九巴高級車務主任謝智豪先生的回應綜合如下：

(a) 九巴會盡量安排車長於接近住所的車廠工作，並爲車長提供員工接送車前往上班地點；

(b) 九巴會遵從運輸署發出的指引，以確保車長有足

夠時間休息，而班次之間的休息時間並不會因爲用膳時間延長而受到影響；以及

(c) 如有車長感到不適，九巴會作出臨時的人手調配，例如安排後備車長接替餘下工作，並安排車上乘客轉乘其他班次的巴士繼續行程。

16. 新巴及城巴有限公司(新巴城巴)公眾事務經理廖家欣女士的回應綜合如下：

(a) 警方仍在調查十一月十九日的交通意外，新巴城巴對事件表示難過；

(b) 新巴城巴現時有爲 50 歲或以上車長安排體格檢查，檢查項目除了驗血和驗尿，還包括糖尿病方面的檢查。有關車長體格檢查的安排，新巴城巴現正進行檢討及徵詢醫生的意見。有委員建議在 50 歲或以上車長的體格檢查中加入心電圖項目，新巴城巴對此持開放態度；

(c) 按照現行機制，如有車長感到不適，新巴城巴會作出臨時的人手調配，例如安排後備車長接手其餘下的工作；以及

(d) 車長的工作時間及休息時間方面，新巴城巴會嚴格遵從運輸署發出的指引，確保不會違反規定。

17. 龍運巴士有限公司(龍運)一級策劃及支援主任羅耀華先生的回應綜合如下：

(a) 龍運車長的工作時間及休息時間皆符合運輸署訂立的“車長工作、休息及用膳時間指引”；

(b) 基於 E42 號線的行車路段狀況，該路線現時編定

的行車時間及班次安排均獲運輸署批准。龍運會視乎實際路面的交通情況而調整班次，務求在行車服務和車長休息時間之間取得平衡；以及

(c) 對於現行體格檢查制度的檢討，龍運持開放態度。

18. 運輸署高級運輸主任/沙田廖靜文女士的回應綜合如下：

(a) 香港暫時沒有法例規管僱員(包括巴士車長)的工作時間。儘管如此，運輸署在參考外地經驗後，訂立了“車長工作、休息及用膳時間指引”，以期在巴士的營運需要和車長的休息時間兩者之間取得平衡。巴士公司爲車長編更時須遵從這套指引；

(b) 巴士公司須每三個月向運輸署提交一次報告，內容包括車長的工作時數。根據所提交的報告，各巴士公司皆遵從上述指引；

(c) 運輸署會與巴士公司一起檢討車長的體檢安排，以進一步加強行車安全；以及

(d) 運輸署亦會適時與巴士公司一起檢討車長的休息時間、行車路線、班次、行車時間等，以期更切合實際需要。

丘文俊先生：行人天橋加建無障礙通道設施
(文件 TT 6/2013)

19. 丘文俊先生的提問及意見綜合如下：

(a) 他詢問當局如何落實“人人暢道通行”計劃及

二零一五年三月十日
討論文件

附件七
文件 TT 20/2015

沙田區議會
交通及運輸委員會

容溟舟先生提問

“沙田區大部分專營巴士線均由九龍巴士(一九三三)有限公司營運，專營巴士受香港法例第 230 章《公共巴士服務條例》及第 230A 章《公共巴士服務規例》規管。本人關注專營巴士公司有否遵照上述法例經營，謹此提出下列問題。

1. 遠期計劃

香港法例第 230 章第 III 部“公共巴士服務的經營和控制”

(a) 公共巴士遠期計劃由政府哪個部門的分科負責審批？

(b) 第 12 條第(1)款訂明，“專營公司在專營期內的任何時間，均須維持達致署長滿意的程度的適當而有效率的公共巴士服務。”何謂“達致署長滿意的程度”和“適當而有效率的公共巴士服務”？兩者是否有客觀指標？如有，具體指標為何？如沒有，如何評核？

(c) 如巴士公司旗下的車輛涉及嚴重交通事故，署長可否根據第 12 條第(1)款，要求巴士公司提交報告？如可，限時多久？如不提交報告有何罰則？

(d) 有關大涌橋路二零一五年一月十九日的交通意外，運輸署有否要求巴士公司提交報告？如有，何時要求？何時收到報告？報告內容會否向沙田區議會匯報？如會，何時及如何匯報？如否，理由為何？

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(e) 何謂遠期計劃？遠期計劃包括哪些事宜？每年什麼時候呈交予部門審批？

(f) 第 12A 條“遠期計劃”第(4)款訂明，“如專營公司與署長沒有就專營公司在任何一年根據第(1)款擬備的計劃中的某事項達成協議，或沒有就根據第(3)款作出的更改取得雙方同意，則專營公司及署長須將有歧見的事項的細節呈交運輸及房屋局局長。運輸及房屋局局長在顧及專營公司及署長的意見書後，須就該事項作出決定。除第 33 條另有規定外，運輸及房屋局局長的決定為最終決定，並須納入該計劃內，而該計劃為已敲定的計劃。”根據上述條文，遠期計劃包括路線發展計劃，由運輸及房屋局作最終決定，請問當中就路線發展計劃的行政流程如何？各區議會的角色又如何？區議會在諮詢期間如何處理反對意見？署方又如何處理反對意見？

(g) 運輸及房屋局是統領運輸及房屋的決策局，如地區在最近五年有公營房屋發展，會否容許巴士公司削減巴士服務？削減的理據是什麼？

(h) 新發展項目中，項目發展者需提交各類型評估報告，其中一份為交通影響評估報告。該份報告由哪個部門的分科負責評審和審批？報告內的建議包括道路改善工程、公共交通改道如何落實？

(i) 如交通影響評估報告與現實不符，如何處理？由哪個部門負責？

2. 車費釐定

(a) 公共巴士車費的釐定由政府哪個部門的分科負責審批？

(b) 專營巴士公司的車費等級表根據什麼標準編訂？

(c) 巴士公司在什麼情況下可以不按照車費等級表來釐定收費？

(d) 香港法例第 230A 章第 14 條第(1)款訂明，“巴士上的乘客可無須繳付額外費用而攜帶總重量不超逾 5 公斤和總體積不超逾 0.1 立方米的一件或多件包裹，只要該包裹或該等包裹可予安全及方便攜帶即可。”如超出所訂明的限制，應如何計算收費？

(e) 香港法例第 230A 章第 14 條第(2)款訂明，“在署長准許運載額外物品的巴士上，乘客除可攜帶根據第(1)款可攜帶的物品外，亦可在支付根據本條例第 13(1)條釐定的車費等級表指明的適當費用後，攜帶署長准許攜帶的其他物品。”請問“本條例”是指哪一條條例？何謂“署長准許攜帶的其他物品”？

(f) 香港法例第 230A 章第 14 條第(3)款訂明，“根據第(1)及(2)款攜帶物品，須受以下條件規限—

(a) 物品不得佔用任何座位，以及不得放置在巴士的通道上或樓梯上；及

(b) 不得攜帶厭惡性物品。”

在不設置行李架的巴士上，“不得佔用任何座位，以及不得放置在巴士的通道上或樓梯上”的物品可放在巴士內的哪一個位置？放置行李後會否影響“企位”載客量？如會，如何處理？會否因行李過多，而佔用下層地面面積，以致未能達到增加班次或因“企位”人數不足而削減班次的客觀標準？如會，如何處理？

3. 新增及更改路線

香港法例第 230 章第 14 條“更改路線和提供新增路線”及第 15 條“暫時更改路線和提供新增路線”

(a) 公共巴士路線的改動由政府哪個部門的分科負責審批？

(b) 署方及巴士公司按照什麼客觀準則及行政流程來處理更改、新增、取消及縮短路線的事宜？

(c) 署方及巴士公司按照什麼客觀準則及行政流程來處理臨時更改、新增、取消及縮短路線的事宜？

(d) 署方及巴士公司按照什麼客觀準則及行政流程來處理永久更改及臨時更改路線的事宜？

(e) 署方按照什麼客觀準則及行政流程來為新路線的專營權招標？

(f) 署方及巴士公司按照什麼客觀準則及行政流程來評估更改、取消及縮短路線對現有乘客的影響？如有關路線途經醫療或社福設施，如何評估對弱勢人士的影響及如何作出補償？

(g) 勞工及福利局會否就途經醫療或社福設施的巴士路線更改、取消、縮短被署方知會，局方按照什麼行政流程諮詢相關團體？如收集到意見，如何處理？如沒有，原因為何？

4. 載客量的計算

香港法例第 230 章第 16 條“由署長指明各項服務的班次和巴士的載運量及種類”及第 16A 條“應專營公司申請暫時改變路線服務班次及巴士的載運量和種類。”

(a) 巴士“企位”的計算方法如何？根據法例，巴士車廂內哪些地方不會計算？

(b) 現時不同型號巴士的設計載客量和可站立的乘客人數是多少？設計載客量以每平方米多少人為標準？

(c) 現時的載運量是否符合設計載客量的標準？於二零一四年二月的立法會交通事務委員會鐵路事宜小組委員會會議上，港鐵已因應實際載客情況，將新落成鐵路的載客量，由原來的每平方米可站立 6 人，調整為每平方米可站 4 人來計算。巴士公司可否因應實際載客情況，調整站立人數的標準及計算方法？

(d) 承上題，如巴士公司不作出調整，原因何在？

(e) 承上題，乘客站立於巴士司機旁的黃線和通往上層的梯級是否屬於超載？如巴士超載，是否觸犯法例？如是，觸犯了哪條法例？罰則為何？誰會被處罰？由哪個部門執法？

(f) 承上題，當局會否就有關條例制訂修訂草案？如未有計劃，原因為何？

(g) 低地台巴士的輪椅位置佔用多少面積？可供多少人站立及是否計入下層“企位”？

(h) 現時運輸署就專營巴士公司加減班次訂立什麼標準？是否適用於所有巴士路線？

(i) 如未達增加班次的標準，巴士公司是否不能申請增加班次？如是，署方處理乘客投訴的行政流程如何？如否，署方的行政流程如何？

(j) 如巴士公司私下增加班次，沒有向運輸署申請，署方會否處罰巴士公司？如會，罰則為何？請運輸署提供最近三年，所有以沙田區為總站及途經沙田區的巴士路線的處罰記錄及罰款額。

5. 紀錄備存

香港法例第 230 章第 18 條訂明，“專營公司須按署長規定的時間及格式，向署長提供專營公司按照第(1)款備存的紀錄的副本。”

(a) 公共巴士的“紀錄備存”由政府哪個部門的分科負責監督？

(b) 署長可有定期向巴士公司查閱上述條例所提及的一切紀錄的副本，以監察巴士公司的服務水平。

(c) 現根據上述條例，要求運輸署提供最近一年，所有以沙田區為總站及途經沙田區的巴士路線的詳細服務資料。請按以下格式填寫：

各路線使用的巴士數目及載運量

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*		
日期	使用的巴士數目	巴士的載運量（人）
28/10/2014	10	500
29/10/2014	9	468

各路線各輛巴士每天行走的旅程次數及公里總數

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*		
日期	旅程次數（班次）	公里總數
28/10/2014	50	1 140

各路線各輛巴士每天運載的乘客人數及收入

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*		
日期	運載的乘客人數	收入（HKD$）
28/10/2014	400	3,560

各路線每天分別因意外、壞車、及車輛和人手不足而失去的公里總數

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*			
日期	失去的公里總數	原因	脫班數目
28/10/2014	22	壞車、人手不足	2

巴士路線（總站及開出方向） *例：89D（烏溪沙鐵路站→藍田鐵路站）*			

(d) 按照法例，專營巴士公司有責任保存上述資料以“達致署長滿意程度”。如署方未能提供上述資料，請清楚交代原因及如何讓公眾監察其服務水平？

6. 維修

根據香港法例第 230 章第 19 至 21 條，署長或署長授權人可在“任何合理時間”檢查巴士公司的處所、車輛等，而巴士公司亦須按照署長的規定，檢查和維修“與其專營權相關而使用”的所有或任何車輛。

(a) 署方何時檢查和維修巴士公司的處所和車輛？有否定期進行？

(b) 巴士公司每日被抽查多少部車輛？抽查車輛會否影響巴士路線的運作？

7. 票價調整

香港法例第 230 章第 28 條訂明巴士公司在任何一個會計年度可賺取的准許收益及相關規定，而准許收益以專營權所訂的每年固定資產平均淨值的百分率為準則。但據了解，現時政府與巴士公司洽談專營權時，不再就巴士公司的准許收益作出規定，上述條文得到豁免，不再執行。為何政府決定豁免是項條文，而非修訂法例？署方可有監察巴士公司的收益機制？

8. 巴士標誌牌及通告

香港法例第 230A 章第 7 條訂明，巴士司機及售票員須確保巴士妥善展示符合標準的標誌和指示牌，否則有可能觸犯法例而被罰。然而，該等標誌和指示牌由巴士公司負責提供，本人希望知道如何處理下列問題：

(a) 如巴士公司未能提供符合標準的標誌和指示牌予司機展示在巴士的適當位置，引致司機被檢控，有否觸犯法例？如有，觸犯了哪條法例？罰則如何？誰會被處罰？

(b) 如司機會因為巴士公司未能提供符合標準的標誌和指示牌而受罰，在最近三年，勞工處有否接獲司機的求助個案？個案數目為多少？如何處理這種情況？有否違反《僱傭條例》？

(c) 如巴士公司未能提供符合標準的標誌和指示牌予司機展示在巴士的適當位置，司機是否有權根據法例，拒絕駕駛涉事的巴士？

(d) 承上題，可有司機曾因巴士公司未能提供符合標準的標誌和指示牌，而拒絕駕駛涉事的巴士，導致脫班？如有，請巴士公司提供最近一年，因司機拒絕駕駛涉事巴士而導致脫班的數據。

(e) 如發現行駛中的巴士未有妥善展示符合標準的標誌和指示牌，由哪個部門負責執法？希望有關部門提供最近一年的執法數據，包括處理了多少宗個案。”

政府部門及其他機構的回覆

1. 遠期計劃

運輸署的回覆

提問(a) ：
根據香港法例第230章《公共巴士服務條例》第12A條，專營公司須於每年就該條例附表指明的事宜擬備專營公司其後五年的經營計劃，並向運輸署提交。專營公司及署長須採取一切合理步驟，就該計劃達成協議。

提問(b) ：
運輸署一向透過實地調查、車輛檢驗、公司定期提交的資料以及公眾的意見，定期檢視巴士公司的服務表現，一般會考慮服務是否安全可靠、舒適、快捷、容易使用等。另外，巴士公司及運輸署也會透過定期的乘客滿意程度調查來了解市民對巴士服務的看法，如有需要，運輸署會督促巴士公司提升表現未如理想的服務範疇。

就香港法例第230章《公共巴士服務條例》的任何目的而言，專營公司須按照其專營權、該條例、任何根據其專營權或根據該條例作出的指示、要求或規定，以及任何計劃或任何根據該條例第16A條作出的批准而維持和經營服務，否則會被視為沒有維持適當而有效率的公共巴士服務。

提問(c) ：
如專營巴士涉及嚴重交通意外，運輸署會視乎事故情況，可能會要求巴士公司提交報告。根據過往經驗，巴士公司會盡快回覆運輸署。

提問(d) ：
運輸署於大涌橋路交通意外事故翌日上午要求九龍巴士(一九三三)有限公司(九巴)提交報告，運輸署於同日的下午收到九巴的報告。運輸署會因應報告作出跟進。由於警方現正調查意外，請恕不便公開報告內容。

提問(e) ：
有關何謂遠期計劃請參閱 1(a)。

任何一個年度擬備的其後五年專營公司經營計劃須載有：

(i) 巴士路線發展計劃，連同建議對經營的路線、班次及車輛分配作出的更改的詳情，在計劃的首兩年須按月列出，之後則按半年列出；
(ii) 對在每天的服務中需用以應付(i)段提述的路線發展計劃的巴士數目及類型的估計；
(iii) 對需用以應付每天的公共巴士服務的巴士的總數的估計，但須對意外、故障或其他原因以致不可供用作經營該服務的巴士數目的某一合理比例作出估量；
(iv) 廢棄不適合或相當可能不適合用作經營公共巴士服務的巴士，以及購買或建造額外巴士以替換須予廢棄的巴士或以擴充用作經營該服務的巴士隊伍的計劃；
(v) 提供和配備處所的計劃，該等處所是需用以建造、修理和維修該專營公司與其專營權相關而使用的車輛，以及需供所有該等車輛非在使用時停泊的處所；
(vi) 定期維修和檢修專營公司與其專營權相關而使用的所有車輛的計劃；
(vii) 對依循根據第 12A 條擬備的整體計劃所帶來的財政影響的預測，包括對可能需要調整車費的時間及幅度的估計；
(viii) 署長藉給予專營公司書面通知而規定的其他事宜，不論該等事宜是否(i)至(vii)段所指明者。

提問(f) ：
專營巴士公司每年向運輸署提交巴士路線計劃。運輸署在審閱計劃以及與專營巴士公司商議後，會向運輸及房屋局呈交經商議後制訂的計劃。運輸署與專營巴士公司其後會就建議方案諮詢相關區議會轄下的交通及運輸委員會。運輸署會整體考慮收集到的意見及不同持份者的需求，制定最終方案，附諸實施。

提問(g) ：
運輸署與專營巴士公司會透過巴士路線計劃，每年按乘客需求檢討每一區的服務水平。在制訂重組建議時，運輸署與專營巴士公司會參考《巴士路線計劃中有關改善及減少服務的指引》，當中會顧及該地區未來(如一至兩年)人口變化的情況。就

新房屋發展項目而言，署方會在項目入伙前一至兩年開始與巴士公司籌備所須的服務調整，以配合新增人口的需求。

提問(h)：
一般來說，新發展項目所在地區的運輸署分區辦事處負責審核交通影響評估報告。如有需要，分區辦事處會要求其他分科協助或將報告提供給其他分科參考。報告內建議的道路改善工程通常由項目發展者負責落實。

有關公共運輸服務方面，如有需要，運輸署可能會要求項目發展者一併考慮改善公共運輸服務的硬件設施。

提問(i)：
一般來說，交通影響評估報告內建議的道路改善工程須在新發展項目落成前完工，而交通情況通常不會因新發展項目落成而有很大變化。

2. 車費釐定

<u>運輸署的回覆</u>

提問(a)：
專營巴士車費是根據香港法例第230章《公共巴士服務條例》第13條，按照有關車費等級表釐定。運輸署和運輸及房屋局收到專營巴士公司提交的加價申請時，會按照現行的巴士票價調整安排去處理，並會就加價申請諮詢立法會交通事務委員會和交通諮詢委員會的意見，最後交由行政長官會同行政會議審批加幅。

提問(b)：
車費等級表基本上是以各路線組別(如九龍市區及新界線、過海隧道線、旅遊及特別線馬場線等)的路程長短，列明巴士公司可收取的最高成人單程車費。至於個別巴士路線的實際車費，則由專營巴士公司按適用的車費等級，考慮每條路線的營運環境和其他相關因素而釐定，惟不可高於車費等級表的相關水平。每條路線的實質加幅均經運輸署審核，以確保整體加權平均加幅不超逾行政會議批准的水平。

提問(c) ：
根據香港法例第 230 章《公共巴士服務條例》第 13(4)條，專營公司向乘客收取的車費不得超逾適當車費等級表所釐定的車費，除非獲得運輸署署長的批准。

提問(d) ：
乘客攜帶總重量超過香港法例第 230A 章《公共巴士服務規例》第 14(1)條所述重量和體積(但符合《規例》內的其他規定)的物品(即總重量不超逾五公斤和總體積不超逾 0.1 立方米的一件或多件包裹)並非違法。《規例》第 14(2)條主要說明乘客除可攜帶根據第(1)款可攜帶的物品外，亦可在支付根據本條例第 13(1)條釐定的車費等級表指明的適當費用後，攜帶署長准許攜帶的其他物品。直至現時為止，九巴或城巴等主要巴士公司均沒有申請向攜帶重量超逾五公斤和總體積超逾 0.1 立方米的行李和貨品收取額外費用。

提問(e) ：
上述提及的「本條例」所指的是香港法例第 230 章《公共巴士服務條例》。條例並未有「署長准許攜帶的其他物品」的定義，但香港法例第 230A 章《公共巴士服務規例》第 14(3)(b)條列明，乘客不得攜帶厭惡性物品。規例第 14A 條亦規定，任何人均不得將《危險品條例》(第 295 章)所適用的物質或物品帶上巴士。

提問(f) ：
香港法例第 230A 章《公共巴士服務規例》第 14(3)條清楚列明，有關物品不得佔用任何座位，以及不得放置在巴士的通道上或樓梯上。因此，乘客攜帶的物品不可佔用可供乘客站立的位置，故不應對巴士的載客量構成影響。

3. 新增及更改路線

<u>運輸署的回覆</u>

提問(a) ：
香港法例第 230 章《公共巴士服務條例》第 14 條是關於行政長官會同行政會議向專營公司發出書面通知的規定。運輸署署長可根據條例第 15 條，向專營公司發出書面通知，規定專營

公司暫時更改某指明路線。

提問(b)至(d)：
如根據香港法例第230章《公共巴士服務條例》第14條由行政長官會同行政會議向專營公司發出書面通知，條例第14(4)條規定運輸署署長已就有關更改某指明路線的事宜諮詢該專營公司；條例第14(5)條則規定運輸署署長須就所建議的公共巴士服務諮詢該專營公司，以及令其本人信納該專營公司有足夠巴士營運該建議服務，及同時維持所有現有路線適當而有效率的服務。運輸署會根據現行的《巴士路線計劃中有關改善及減少服務的指引》，處理有關巴士服務臨時修訂的事宜。

提問(e)：
在一般情況下，運輸署會為建議新增設的專營巴士路線進行招標安排，以揀選合適的專營巴士營辦商。

提問(f)：
運輸署明白在重組巴士路線會為部分乘客帶來不便，但在善用巴士資源的原則下，運輸署已全面地考慮到各方的意見及平衡各方的需求，盡量將影響減至最低。在平衡整體乘客利益、善用資源、改善道路擠塞及空氣質素等的考慮因素下，希望乘客可理解有關的安排。

提問(g)：
如有專營巴士或專線小巴路線需作出大幅改動，運輸署會向受影響的區議會轄下交通及運輸委員會提交建議，讓有關委員代表相關的不同乘客群組提出意見。運輸署不會就更改、取消、縮短路線的建議知會勞工及福利局。

4. 載客量的計算

<u>運輸署的回覆</u>

提問(a)：
計算單層巴士或雙層巴士下層可以運載的站立乘客總數，是根據《道路交通(車輛構造及保養)規例》第74(1)條，將該層以平方米計可供站立乘客使用的地面總面積除以0.17，而有些面積不會計算在內，例如一般位於梯級井230毫米範圍內，用作通

往緊急出口的過道或通道的部分。

提問(b) ：
根據《道路交通(車輛構造及保養)規例》第 48 條，每輛巴士須清楚及正確地以劃一大小而高度不少於 10 毫米的中英文字體在巴士內(如屬雙層巴士，則在下層)；及在巴士外面的尾部或左側， 標明該巴士每一層提供給乘客的座位數目，以及在行駛時單層巴士或雙層巴士下層可以站立的乘客人數。

現時運輸署在計算專營巴士載客量總數上限的計算方法為座位總數及下層企位以大約平均每平方米站立六人的密度作計算。而有關專營巴士公司已登記的巴士型號及可載客量的資料，可參考運輸署運輸資料年報，有關網址為:
http://www.td.gov.hk/mini_site/atd/2013/tc/section5_5.html

提問(c) 、(d) 及(f) ：
巴士登記時的運載量是巴士結構設計時的最高載客量。

為了專營巴士運作安全，運輸署必須為每種型號的巴士設定載客量總數上限。現時運輸署在計算專營巴士載客量總數上限的計算方法為座位總數及下層企位以大約平均每平方米站立六人的密度作計算。一般而言，一架雙層巴士座位佔總乘客量的七成，企位佔三成。換言之，整體平均而言，當載客率達到七成以上時，乘客上車才須使用企位。這與港鐵列車企位較座位遠遠為多有明顯的差別。

在調整專營巴士班次時，運輸署與巴士公司會參考署方二零一零年經諮詢立法會後修訂及公布的《巴士路線計劃中有關改善及減少服務的指引》(《指引》)。除上述載客率指標外，運輸署及巴士公司亦會考慮人口及乘客需求的轉變和基建發展等其他因素，以決定如何調整專營巴士班次。署方若發現個別巴士路線持續輪候人龍偏長而且等候時間較長，會要求巴士公司在顧及成本效益的情況下適度靈活增加班次。現行的安排既有合理的客觀數據基礎，亦能因應個別情況作適度靈活調配，顧及實情。假若更改有關計算方法及指標，會令加密班次的標準過於寬鬆，而每架巴士的載客量下降，則會令營運成本上漲，除了增加票價壓力外，路面行走的巴士數目增加了，亦必然影響交通流量及路邊空氣質素，故利弊必須小心衡量。

提問(e) ：
根據《公共巴士服務規例》第230A章第13A條第3節，專營巴士公司可於通道上劃上一橫線，以顯示乘客在巴士移動時不可站立的地方。專營巴士公司一般在司機位附近的通道劃上黃線，目的是保障車長駕駛時，視線不受阻礙。車長會確保駕駛安全的情況下，決定候車乘客可否繼續上車。

第230A章第13A條第2節亦規定，巴士移動時，乘客不可於通道以外和巴士上層站立。

提問(g) ：
低地台巴士車廂內，可供輪椅泊位的面積，不少於750毫米 x 1300毫米。如輪椅泊位未有被使用，輪椅泊位約可供五位站立乘客使用。運輸署在計算專營巴士下層企位數目時，會將輪椅泊位作為企位計算。

提問(h) ：
《巴士路線計劃中有關改善及減少服務的指引》適用於所有專營巴士服務。此外，運輸署及巴士公司亦會考慮人口及乘客需求的轉變和基建發展等其他因素。署方若發現個別路線持續輪候人龍偏長而且等候時間較長，會要求巴士公司在顧及成本效益的情況下適度靈活增加班次。

提問(i) 及(j) ：
如乘客需求殷切或遇上突發事故，專營巴士公司會在資源許可下，增加班次疏導乘客。如巴士公司發現服務符合加班標準，會向運輸署申請調整服務，以應乘客需求。

運輸署未有相關記錄。

<u>九巴的回覆</u>

提問(a) ：
現時法例規定計算巴士企位時，以每人佔0.17平方米作計算，九巴是根據有關法例推算巴士的可載客量。

提問(e) ：
乘客若站在黃線外或梯級上是違反《公共巴士服務規例》(第

230A 章) 第 13A(2) 條的規定，但此情況並不一定屬於超載。

5. 紀錄備存

運輸署的回覆

提問(a)：
有關紀錄由運輸署備存。

提問(b)：
運輸署相關職員定期查閱巴士公司就上述條例所提及的一切紀錄的副本，以監察巴士公司的服務水平。署長亦可查閱所有的紀錄。

提問(c) 及(d)：

專營巴士公司會向運輸署提交營運數據和資料，供運輸署監管其運作之用。如委員對個別路線的服務有意見，歡迎委員提供有關資料(例如: 路線、日期、時間、地點、方向和情況等)，讓運輸署作出跟進。

九巴的回覆

提問(c) ：
就涉及巴士數目、乘客量、行車里數及收入等的數據查詢，由於屬於九巴營運及財務資料，因此不便公開。

6. 維修

運輸署的回覆

提問(a) ：

運輸署一向有定期監察專營巴士公司的車輛質素及維修水平，除巴士公司每月進行的例行檢查外，運輸署在每個工作天均會派出驗車主任到專營巴士公司的車廠檢查巴士和作突擊檢查，隨機抽查行駛中的巴士。同時，每輛巴士亦須通過運輸署的每年全面檢驗才可獲續牌。

提問(b)：
運輸署於每個工作天會抽查 14 部巴士。抽查巴士不會影響正常的巴士運作。

7. 票價調整

運輸署的回覆

根據《公共巴士服務條例》，立法會可通過決議使「利潤管制計劃」的條文不適用於巴士專營權，而無須通過修例。自一九九二年起，「利潤管制計劃」已不再適用於巴士專營權，方法是以此方式進行。

與此同時，現時法例及專營權已分別規定專營巴士公司須向運輸署提交遠期計劃及包括每年經核數師審核的財務報表在內的營運及財政資料，以監察專營巴士公司營運及財政狀況。專營權亦規定專營巴士公司每年均須印行「更全面披露公司資料」小冊子，向公眾公布營運及財務資料，資料可在專營巴士公司的網頁下載。

8. 巴士標誌牌及通告

運輸署的回覆

提問(a)：
根據香港法例第 230A 章《公共巴士服務規例》第 25 條，任何人無合理辯解而違反第 7(1)條的條文，即屬犯罪，可處罰款$2000。

提問(c) 至(e)：
根據《公共巴士服務規例》第 230A 章第 7 條，有關條文要求巴士車長需於巴士的前後面展示標誌，以顯示路線號數。另外，條例亦要求車長需於巴士的前面展示目的地指示牌，以中英文顯示該巴士的目的地。

運輸署一向要求專營巴士公司須遵守以上規定。如巴士公司因突發事故而需作臨時調配巴士，或巴士於行駛途中路線牌出現故障或損毀等情況，在駕駛安全及盡量避免影響乘客服務的前

提下，巴士車長會盡量完成服務，並會盡快通知上級安排維修或替換巴士。

根據運輸署職員近期的監察所見，九巴 89D 及 89P 號線的路線牌字體相近，容易令乘客誤會。運輸署已要求九巴方面作出改善。

勞工處的回覆

提問(b)：
在過去三年內，勞工處並沒有接獲有關的求助個案。

香港警務處的回覆

提問(e)：
如發現違反香港法例第230A章《公共巴士服務規例》第7條，警方會作出適當的傳票行動。沙田警區未有收到關於本區巴士路線牌的投訴。

9. 綜合回覆

新世界第一巴士服務有限公司及城巴有限公司(新巴城巴)的回覆

文件中的各項提問，運輸署已作詳細回覆。此外，巴士載客量企位是根據法例去計算。巴士一般在車長駕駛座位後方的通道劃上黃線，巴士移動時乘客不可在黃線外站立，以保障車長駕駛時，視線不受阻礙。

新巴城巴定期向運輸署提交營運數據及資料，而個別路線的收入及載客量等資料屬商業數據，公司不擬透露。

沙田區議會秘書處
STDC 13/70/45

二零一五年三月

負責人

93. 主席指此議題曾於交運會會議上討論，但問題仍未見解決，希望運輸署、路政署等部門積極就解決繁忙及狹窄路段非法泊車問題，研究長遠方案。大圍出現人車爭路情況，食肆及商舖林立，違例泊車問題嚴重，他請警方於下次會議提供大圍的執法數據，以便交運會作恆常監察。 警務處

容溟舟先生提問：沙田區專營巴士在法例下的監管
(文件TT 20/2015)

94. 容溟舟先生的意見綜合如下：

(a) 若巴士公司需要就嚴重交通意外提交報告，需於何時交，如不提交有何罰則；

(b) 運輸署在回覆中指九巴、城巴等主要巴士公司均無申請向攜帶逾五公斤和總體積逾0.1立方米行李和貨品的乘客收取額外費用。若巴士上擺放行李的空間不足，導致載客量因大型物件佔用空間而減少，他認為會影響載客率的計算，令本來達加班標準的巴士線被誤以為未達加班標準，運輸署如何處理這種情況；

(c) 若輪椅佔用巴士上的空間，同樣影響載客率的計算。供輪椅使用的空間若當作“企位”計算，對輪椅使用者不公。再者，以新巴城巴為例，部分巴士上供輪椅使用的空間設有一張椅子，有些乘客坐下後不願讓予有需要的輪椅使用者，造成糾紛。他詢問運輸署為何在計算“企位”數目時不剔除供輪椅使用的位置，若剔除會否影響載客率的計算；

(d) 他認為運輸署是次回覆顯示現行班次加減標準有問題。香港鐵路有限公司的“企位”計算方法已因應實際載客情況更改，巴士的“企位”空間比鐵路車廂小，運輸署有否考慮檢討巴士載客率的

計算方法，甚或調整加減班次的標準，以反映實際情況，而非只倚賴巴士公司的數據；以及

(e) 巴士脫班情況實在嚴重，委員需要更多有效數據，以便監察巴士服務。

95. 邱功遠先生的回應綜合如下：

(a) 如專營巴士涉及嚴重的交通意外，運輸署會要求巴士公司提交報告，巴士公司一向都有配合，相信不用施加罰則；

(b) 運輸署以務實態度處理載客率資料，因應乘客的實際乘車情況作考慮，若車廂內有大型行李或輪椅，他相信相關人員會適當處理。在處理載客統計時，若是巴士上已有輛椅乘客，運輸署不會將輛椅的空間當成仍有企位；以及

(c) 以升降機的標準為例，在計算平均個人體重時以75至80公斤不等作為標準，但一般成人的重量通常達不到上述標準，可見安全設計的標準定得高，未必反映實際使用時的情況。

96. 主席表示，由於法定人數不足，他請秘書處召喚缺席的委員出席會議。

97. 由於15分鐘後仍未有足夠的法定人數，主席於下午七時零九分宣布休會，並決定以傳閱文件方式處理《運輸署進度報告》、《工作小組報告》、《路政署工程進度報告》、《沙田區公共房屋及私人機構參建居屋計劃屋苑人口》及《沙田市中心交通違例檢控數字》。

二零一六年三月八日
討論文件

附件九
文件 TT 9/2016

沙田區議會
交通及運輸委員會

李世鴻先生提問

"(a) 近日接連發生巴士車門意外，請問九龍巴士(一九三三)有限公司(九巴)每部巴士的車門每年檢查多少次？

(b) 九巴會否考慮在車廂內增設安全帶及圍欄，以防乘客跌出車外？

(c) 九巴巴士車門玻璃的硬度是否有規格？知否其產地？

(d) 運輸署有何措施避免類似意外發生？

(e) 運輸署能否提供過去一年巴士及小巴發生上述意外的次數？

(f) 早前大圍交通交匯處的天花剝落，運輸署的檢測及修復工作進展如何？"

九龍巴士(一九三三)有限公司(九巴)的綜合回覆

有關近期涉及九巴車門的意外

九巴近期兩宗涉及乘客撞破車門玻璃的意外，分別於二零一六年二月二日及二月十七日發生。本公司對有關意外高度關注，現正全力配合警方調查，並已在事發後派員慰問傷者。

九巴亦已成立委員會，全面檢討及提升乘客於行車期間在車廂的安全，報告將於三月中前完成，並呈交運輸署。有關在車廂

758-101

內增設安全帶及圍欄的建議，我們已經備悉。

九巴非常重視巴士的保養及檢修，巴士上各項機械裝備(包括車門的操作)、空調系統及車廂設施均會定期進行保養及維修。車長在行車時會留意車門的操作，有問題時會作出報告，維修組員工會按車長的報告進行輕微的維修項目。每部巴士於每晚回廠後亦會進行例行檢查，在定期進行的「月驗」、每半年的「小修」及「年驗」中亦會檢查車門，以確保行車安全。

九巴所有巴士上所使用的車窗及車門玻璃，均屬強化玻璃，符合供應商及歐盟的認證標準及巴士業內的標準規格。

運輸署的回覆

提問(d)及(e)：

本署已成立一個由運輸署、各專營巴士公司及巴士製造商組成的工作小組，以檢視有關巴士車門安全及改善方案。在二零一五年，曾發生兩宗與專營巴士有關的車門玻璃損毀的事件，至於專線小巴方面則未有錄得有關的意外報告記錄。

運輸署及建築署的綜合回覆

提問(f)：

事件發生後建築署隨即安排檢驗大圍站公共運輸交匯處天花及移除在剝落位置附近發現鬆脫的天花吸音批盪，該場地內大部分區域的天花檢驗工作已於農曆新年假期前完成。經初部勘察後，由於餘下區域在日間檢驗會對場地的車流、人流及運作造成嚴重影響，因此相關政府部門建議在晚間進行鎚擊檢驗及移除發現鬆脫的天花吸音批盪等工程。建築署承建商已向環境保護署申請「建築噪音許可證」。運輸署會繼續與建築署保持聯繫，如有需要會協調有關的公共運輸服務，以配合建築署在上述公共運輸交匯處的工程。

沙田區議會秘書處
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辦行走類似路線的專線小巴線。署方備悉委員意見，如有需要會全面檢討水泉澳邨的交通服務。

37. 洪安琪女士的回應綜合如下：

(a) 九巴將盡快向運輸署提交加強 288 號線服務的申請，在此期間九巴作臨時調配，於早上繁忙時段提供加班車，以令班次由九分鐘提高至六至七分鐘。同時，九巴會派員於欣泉樓安排乘客登車；

(b) 由於水泉坳街近升降機塔的位置現正實施臨時交通管理措施，當日因天雨關係交通擠塞了 10 至 15 分鐘，影響巴士服務；以及

(c) 九巴會檢討 83A 及 47X 號線的班次時間，並與相關委員跟進。

38. 張立基先生回應說，九巴在回覆中提供了整體脫班率。二零一一及二零一二年因車長不足，脫班問題較為嚴重，二零一五年的脫班率已降至約 1.3%，情況大為改善。九巴將與相關委員跟進個別路線的脫班問題。

39. 主席請署方及巴士公司與相關委員跟進他們提出的問題。

李世鴻先生提問：九巴巴士安全及大圍交通運輸交匯處天花剝落事件跟進
(文件 TT 9/2016)

40. 李世鴻先生的意見綜合如下：

(a) 他詢問九巴車門意外的調查結果如何，可有任何改善方案。他指部分優先座沒有安全帶及圍欄，對長者構成危險，建議增設安全帶及圍欄；

(b) 他詢問由運輸署、各專營巴士公司及巴士製造商

組成的工作小組是在意外發生之前抑或之後成立，以及該工作小組是否有具體的改善方案；

(c) 運輸署在回覆中提及有兩宗專營巴士車門損毀事件在二零一五年發生，他詢問是否手民之誤；以及

(d) 大圍站公共運輸交匯處(大圍交匯處)的天花吸音批盪的用途以裝飾為主，他詢問會否全面移除現有批盪，以防發生意外；假如剝落是滲漏所致，又會否要求負責人妥善進行防滲工程。

41. 麥潤培先生的意見綜合如下：

(a) 他指烏溪沙站公共運輸交匯處(烏溪沙交匯處)使用同款批盪，於天氣轉變時亦出現同類情況。政府部門或承辦商只於剝落位置噴漆，未能根治問題，他詢問一旦發生意外責任誰屬。他詢問署方或各交通服務營辦商有何方法能把發生意外的可能性減至最低；以及

(b) 他詢問天花吸音批盪的隔音成效，以及為何用途以裝飾為主，如以裝飾為主，會否移除現有批盪。

42. 許銳宇先生的意見綜合如下：

(a) 他詢問大圍交匯處鬆脫的天花吸音批盪從高處墜下會造成多大的傷害；

(b) 他詢問大圍交匯處天花剝落的成因；以及

(c) 他詢問為何大圍交匯處天花剝落的位置仍未修復。

43. 李永成先生詢問何時與銀湖・天峰管理公司再次跟進

滲水問題。

44. 李世鴻先生及容溟舟先生詢問年初大圍站公共運輸交匯處(大圍交匯處)天花剝落事件的勘察及復修進度，以及工程需時多久。

45. 建築署物業事務經理/沙田西胡漢祥先生的回應綜合如下：

(a) 事件發生後建築署隨即派員檢驗大圍交匯處的天花，並移除在剝落位置附近發現鬆脫的吸音批盪。建築署的承建商向環保署申請“建築噪音許可證”後，已在晚間進行全面的鎚擊檢驗，發現有小量天花吸音批盪鬆脫，並即時移除。有關檢驗及移除工作已經完成，現場暫無即時危險情況；

(b) 建築署估計有部分鬆脫的吸音批盪與天花滲水有關，亦不排除是由於正常損耗。有關天花吸音批盪並不屬於大圍交匯處的結構部分，其主要功能相信以吸音為主。建築署與運輸署會密切留意有關情況，如有需要會研究全面移除有關批盪的可行性，以防止同類意外發生；以及

(c) 有關烏溪沙交匯處兩年前發生天花吸音批盪鬆脫情況，建築署當時已指示有關承建商即時移除鬆脫的吸音批盪。由於估計鬆脫的吸音批盪與天花滲水有關，署方已發信要求交匯處上層住宅物業管理公司進行有關維修工程。另外，署方亦已於本年四月檢查天花吸音批盪的狀況，並未發現有即時危險情況。建築署將繼續與住宅物業管理公司跟進有關滲水問題。

46. 廖靜文女士的回應綜合如下：

(a) 運輸署在巴士車門意外發生後成立了一個由運輸

負責人

署、各專營巴士公司及巴士製造商組成的工作小組，以檢視巴士車門的安全及研究加強安全的措施。工作小組經研究後已提出加強安全的措施供專營巴士公司及巴士製造商跟進。運輸署是根據委員在提問中的要求而提供二零一五年的意外數字；以及

(b) 運輸署將與建築署會謹慎研究是否移除隔音批盪。

47. 張立基先生的回應綜合如下：

(a) 有關近期兩宗乘客撞破車門玻璃的意外，九巴全力配合警方的調查，並成立委員會全面檢討事件及研究如何提升乘客在車廂內的安全，報告已於三月提交運輸署；

(b) 九巴檢查肇事巴士的車門後發現一切正常。九巴所有巴士的車窗及車門玻璃均為強化玻璃，符合供應商及歐盟的認證標準和巴士業的標準規格。針對上述意外，九巴將加強訓練車長，提醒車長留意轉彎時的車速，並與巴士供應商研究可否在車門加裝護欄；以及

(c) 在巴士車廂內，前方無遮擋的座位已設有安全帶。

48. 主席建議建築署聯絡大圍交匯處的負責人，以處理滲水問題，並請署方於會後交代移除批盪的可行性。

李永成先生提問：馬鞍山非法賽車事宜
(文件 TT 10/2016)

49. 李永成先生的意見綜合如下：

(a) 他指現時除了週末及假日外，平日亦有汽車超速

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討論文件

附件十一
文件 TT 23/2017

沙田區議會
交通及運輸委員會

招文亮先生提問

“本年一月十四日，本港發生了一宗致命車禍，涉及城巴有限公司一輛由馬鞍山市中心開往香港站的 681 號線巴士。巴士駛至鯉魚門道上斜近藍田巴士總站出口時，失控撞向路中斜台石壆後向左翻側，數十名乘客被拋離座位，造成“人壓人”，多人被困，上層一名乘客更不幸喪生。事件令廣大市民關注到路面設計、巴士車長的健康和工時管理等問題。

為此，本人有下述問題，希望運輸署及巴士公司答覆：

(a) 為何會發生上述車禍？傷者現時的狀況如何？

(b) 巴士公司如何跟進上述車禍？會否向死傷者賠償？跟進工作的詳情如何？

(c) 涉事車長的健康狀況是否符合標準？政府及巴士公司有否規定兼職車長在下班後，能否兼任其他長工時的工作，例如兼任的士或小巴司機？

(d) 現時路面和斜台石壆的設計會否增加巴士發生嚴重意外的機率？當局是否有更理想的設計可降低風險？

(e) 現時在本港行駛的巴士在設計上能否有效保障乘客安全？政府及巴士公司會否研究改善巴士的安全設計，例如加設安全帶、安全氣袋等，以減少傷亡？”

運輸署的綜合回覆

運輸署於交通意外後，已要求巴士公司提交報告，了解事故的情況。由於警方正對意外展開調查，本署不便對成因作出揣測。

運輸署對巴士車長的更份，包括工作、休息及用膳均有指引。就肇事巴士車長於意外當日的更份編排以及上班前的作息時間，均符合本署指引內的要求。

所有新型號的巴士必須通過運輸署的類型評定及登記前的車輛檢驗以符合香港法例第 374 章《道路交通條例》及其附屬規例的要求，才可登記在道路上使用。現時法例亦規定，巴士均須配備保持良好狀態的滅火器，和設有足夠的出口，以在緊急情況下作救援及逃生用途。而現時大部份專營巴士均在沒有遮擋的座椅安裝安全帶。運輸署會不時參考相關國際標準，提升巴士安全。

香港警務處的回覆

提問(a)：

上述車禍現由東九龍總區交通部特別調查隊第二隊調查，導致車禍原因仍在調查中。

傷者現時的狀況：

車禍中的一名女死者為 42 歲。

傷者情況：11 名男性(包括巴士司機)，九名女性，大部分傷者屬擦傷或手腳骨折，經治療後已陸續出院，(只剩餘兩名女傷者仍然留醫分別在將軍澳及廣華醫院、屬頸部骨折受傷)。

路政署及運輸署的綜合回覆

路政署採用的防護設施，均為國際慣常使用。護欄的開端使用傾斜式石壆，可以減低失控車輛撞擊護欄開端時對駕駛者及乘客的傷害。路政署聯同運輸署會繼續檢視現有公共道路的防護設施，並按實際情況和需要為新建及現有公共道路安裝合適的防護設施。

新世界第一巴士服務有限公司及城巴有限公司(新巴城巴)的綜合回覆

公司對早前681號線巴士發生的交通意外表示非常難過，並已全力配合警方，調查是次意外之經過及起因。公司於事發後翌日上午派出多名管理層代表公司分別前往各醫院慰問留院傷者及給予名片方便聯絡索償。公司亦安排承保之保險公司設立熱線，供無留院之傷者查詢索償事宜。公司亦有與死者家屬會面及慰問，並講解索償安排。

新巴城巴的巴士及車廂設計均符合運輸署的規定及安全標準。公司會待警方完成調查後，就有關結果研究是否有改善空間。

新巴城巴一向遵照運輸署向專營巴士公司發出的「巴士車長工作、休息及用膳時間指引」，編定車長工作及休息的時間，以確保車長有充足休息。指引限制車長一個工作日內的駕駛時間不應超逾11小時，一個工作日內最長的工作時間（包括所有休息時間）不應超逾14小時，兩個相連工作日之間的休息時間不應少於10小時。

兼職車長須通過駕駛訓練及考核，才會被安排駕駛工作；車長不論是兼職或全職，入職時均需申報是否有其他工作，公司亦有要求他們每日要有最少10小時休息時間。驗身方面，全職及兼職車長的身體檢查制度、涵蓋範圍及標準完全相同。所有全職及兼職車長必須通過身體檢查，方可執行駕駛工作。

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設電單車停泊位，以解決電單車泊位長期不足的問題，並將結果提交區議會商討。”

潘國山先生和議。

126. 黃宇翰先生支持研究在社區內的空間加設電單車泊位，但建議研究行人天橋及行車天橋下面以外的地方。

127. 潘國山先生指此動議着眼於行人天橋及行車天橋，運輸署已就其他空間作出回應。

128. 容溟舟先生詢問是否只研究電單車泊位，或許有部分行人天橋及行車天橋下的空間適合用作其他車輛的泊位。

129. 丁仕元先生建議將“並將結果提交區議會商討”置於“以解決電單車泊位長期不足的問題”前。

130. 黃冰芬女士表示，是次動議主要環繞電單車。她接納丁仕元先生的建議，修改其臨時動議如下：

“沙田區議會交通及運輸委員會要求運輸署立即全面檢視沙田區內的行人天橋及行車天橋下的空間，研究加設電單車停泊位，並將結果提交區議會商討，以解決電單車泊位長期不足的問題。”

潘國山先生和議。

131. 主席詢問委員是否通過第 130 段的臨時動議。

132. 委員一致通過第 130 段的臨時動議。

招文亮先生提問：有關 681 線巴士發生致命車禍
(文件 TT 23/2017)

133. 招文亮先生的意見綜合如下：

(a) 他認為運輸署及巴士公司應考慮改良巴士設計，以提升巴士的安全性；

(b) 運輸署及路政署應採取措施令分岔的石壆更為顯眼；

(c) 根據運輸署向專營巴士公司發出的“巴士車長工作、休息及用膳時間指引”(指引)，內裏所編訂的車長工作時間太長，休息時間不足，他希望運輸署及巴士公司可作檢討，以減低車長的工作時數至十小時以下；

(d) 鑑於肇事車長為兼職員工，因此他建議巴士公司盡量減少聘請兼職車長。他擔心兼職車長於休息日兼任另一份工作，會導致回任車長時較為疲勞；

(e) 他詢問肇事巴士的闊度及新型巴士最闊的尺寸為多少，以及運輸署就巴士闊度的限制為多少，希望署方於會後在續議事項中給予回覆；以及

(f) 他請部門跟進鯉魚門道的車速限制，並研究改用風琴式防撞欄。

134. 蕭顯航先生的意見綜合如下：

(a) 巴士公司應每年為車長檢查有否睡眠窒息症；以及

(b) 他建議部門為路面加鋪貓眼石。

135. 容溟舟先生的意見綜合如下：

(a) 根據影片記錄，當日肇事巴士入錯行車線，司機因而必須急速扭軚，繼而撞向石壆令車身翻側。他詢問當局會否因應是次意外，而考慮在石壆加

裝防震物料；

(b) 他詢問政府部門設計道路時，有否參考外國較新的標準，例如採用容錯性設計；

(c) 他詢問當局會否檢視舊式設計道路的安全性；

(d) 他表示指引中有關車長的工作時數太長，導致車長的休息時間不足。另外，他詢問車長須駕駛不同型號的巴士，這樣會否增添行車危險；以及

(e) 他詢問肇事巴士有否申請闊度豁免，其闊度是否2.55米。

136. 新世界第一巴士服務有限公司及城巴有限公司(新巴城巴)公眾事務經理李建樂先生的回應綜合如下：

(a) 新巴城巴的巴士及車廂設計均符合運輸署的規定及安全標準，而每款新巴士登記時，亦須經過運輸署的類型評定及檢驗；

(b) 待警方完成調查，新巴城巴會因應結果研究是否有改善空間；

(c) 新巴城巴一向遵照運輸署向專營巴士公司發出的指引，確保車長有足夠時間休息。新巴城巴甚少有指引中 14 小時上限的工作更份，在一般編更下，車長的平均工作時數連休息時間約為 10 小時；

(d) 新巴城巴車長在入職時須通過身體檢查，項目包括肺部X光檢查、驗尿、視力和聽力檢驗、量血壓、抽血驗總膽固醇、心電圖、空腹血糖水平測試。入職後，年滿50歲或以上的車長每年須接受上述之身體檢查(惟心電圖檢查只適用於年齡適

逢 50、54、57 及 60 歲或以上的車長)。患有睡眠窒息症、中風、心臟病(包括曾接受手術)及須定時服藥糖尿病或高血壓車長，不論年齡，亦要每年接受包括心電圖檢查之身體檢查；

(e) 部分車長在一天之內，或須駕駛多於一條路線。新巴城巴沿用此編更制度多年，運作一直保持暢順。他們只會安排車長駕駛其熟悉的路線；

(f) 公司現時約有三千多名全職車長，四百多名兼職車長。根據二零一六年十月至十二月的記錄，兼職車長的平均每月總工時約為 33 000 小時，只佔所有車長工時的 3.7%。他們會提供路線駕駛及車長訓練予所有車長。肇事車長於一九九三年四月入職為兼職車長，一直駕駛 681 號線，熟悉該條路線；以及

(g) 以他所知，意外中的巴士的闊度約為 2.5 米。

(會後補充：新巴城巴車隊中，車身最闊的巴士為 2.55 米，而意外中的巴士車身闊度為 2.51 米。)

137. 邱功遠先生的回應綜合如下：

(a) 意外當天，肇事車長由上班至意外發生期間，工作了共 1 小時 38 分鐘，加上意外前一天為肇事車長的休息日，因此相信意外與工時長短無關。他會向相關組別反映委員關注車長工時過長的意見；以及

(b) 以他理解，肇事巴士的闊度應為 2.55 米。

138. 路政署新界區區域工程師/沙田(2)馮家晉先生回應表示，鯉魚門道的石壆設計為斜台式，目的是減低失控車輛撞擊護欄時，對駕駛者及乘客造成的傷害。在車速限制每

小時 70 公里的高速公路，路政署亦有裝設風琴式防撞欄。由於鯉魚門道不屬該條件，所以現時的石壘設計符合有關標準。路政署會與運輸署按實際情況改善該處的設施。

續議事項

政府部門及有關機構就上次會議所議事項的回覆
(文件 TT 30/2017)

139. 丘文俊先生的意見綜合如下：

(a) 運輸署和巴士公司未有就何時可以增加水泉澳邨 47A、83X 或 83A 號線的班次給予回覆。水泉澳邨交通服務不足，導致沙角、乙明、博康及王屋的交通受到影響。他詢問運輸署和巴士公司何時會加強水泉澳邨的交通服務；

(b) 巴士公司仍未為巴士站地上劃線，以輔居民排隊候車；

(c) 他詢問運輸署可否每日派員往以下地點視察情況，包括沙田市中心的 288 號線、旺角的 287X 號線、沙田圍的 47X 和 80X 號線等。他認為 170 號線減班迅速，但增加水泉澳邨的服務的進展卻十分緩慢；以及

(d) 他詢問運輸署和巴士公司，按照現時繁忙時間的數據所得，288 號線於沙田市中心或 287X 號線於旺角的載客量是否達至增加班次的標準。

140. 陳兆陽先生的意見綜合如下：

(a) 水泉澳邨的交通服務不足，導致沙角、乙明、博康及王屋的交通受到影響，對 80X 號線影響尤深，他詢問九龍巴士(一九三三)有限公司(九巴)

附件十三

二零一八年三月十三日

文件 TT 19/2018

討論文件

沙田區議會

交通及運輸委員會

姚嘉俊先生提問

“二零一八年二月十日於大埔公路發生九巴翻側車禍，傷亡嚴重，備受各界關注。市民期望政府相關部門和巴士公司徹查意外起因，盡快向公眾交代，最重要是探求避免車禍重演的有效方案。就此，巴士公司和政府部門均須重視，引以為鑑，並減少整體巴士服務問題和意外。

就此，提問如下：

(a) 政府有否統計大埔公路的交通意外數字？如有，請提供過去十年大埔公路(沙田嶺段)尤其是徑口路一帶的交通意外統計資料。

(b) 現時大埔公路的彎位分布為何？急速彎位所在的路段有否設車速限制？如有，車速限制為何？

(c) 涉事路段經常發生意外，道路設計顯然存在隱患。大埔公路(沙田段)亦有不少潛在危險位置和彎位，相關部門會否盡快全面檢視上述道路，針對有安全隱患的路段，改善設計，例如擴闊行車路？

(d) 目前政府是否定期檢視巴士車長的批核制度？相關制度是否有改善空間？同時，會否計劃一併檢討巴士營運和監管制度？

(e) 現時巴士公司有否劃一管理和培訓全職和兼職車長？有否確保駕駛特別路線的車長與一般路線的車長接受同等訓練和監督，以同一標準衡量其駕駛質素？此外，巴士公司現時就車長應對危機的培訓為

何？有否提供情緒管理方面的培訓？

(f) 車長的駕駛時數和作息時間亦備受關注，因工時過長使車長在持續疲勞的狀態下駕駛，易生交通意外。現時車長的工時和小休時間為何？會否研究增加車長的小休時間，以及改善車長休息室設施？如會，詳情為何；如否，原因為何？

(g) 政府現時是否定期進行跨部門大型交通意外事故聯合演習？如是，可否簡介演習流程和時間表？"

運輸署的綜合回覆

提問(a)：

大埔公路(沙田嶺段)全長約 3.1km。根據紀錄，過去十年大埔公路(沙田嶺段)，包括近徑口路一帶的交通意外數目如下:

大埔公路(沙田嶺段)	
年份	交通意外數目
2008	31
2009	35
2010	21
2011	19
2012	18
2013	24
2014	20
2015	30
2016	20
2017	36

提問(b)：

大埔公路(沙田嶺段)連接大埔公路(琵琶山段)的車速限制是每小時 70 公里，該路段長約 1.7 公里，有兩個急彎。餘下約 1.4 公里路段近沙田方向，車速限制是每小時 50 公里，有三個急彎。急彎位置如下：

序號	急彎位置	該位置車速限制 (km/hr)
1	九龍水塘停車場出入口	70
2	近九龍水塘停車場	70
3	六合村	50
4	近六合村	50
5	徑口路	50

在大埔公路(沙田嶺段)來回方向的適當位置已豎立多個車速限制的交通標誌，包括車速限制改變的路段。另外，在急彎前已豎立警告性交通標誌及在路面已加設「慢駛」的道路標記，提醒駕駛者在急彎前減速。

提問(c)：

運輸署現行一向有機制檢視各道路的交通情況，例如，本署定期揀選道路作車速限制檢討、就著交通意外率高的道路制定改善措施與及因應地區獨特情況或市民意見而實施改善措施。

就大埔公路(沙田嶺段)而言，在過去十年，除了二零零九年交通意外率略高於全港平均交通意外率外，其餘年份的交通意外率都低於全港平均交通意外率，並未觸及降速要求。惟於近年，本署錄得一個近六合村的意外黑點，而針對這個黑點的改善措施已於二零一七年四月完成。本署現正密切監察上址的交通情況。

在過去數年，為了進一步提高路段安全，本署在有關路段已實施多項改善措施，例如：加設防撞欄、加設偵速攝影機，在路段的一些路口實施適當交通管理措施(例如：禁止車輛由大埔公路(沙田嶺段)右轉入小路)。

提問(d)：

政府非常重視專營巴士公司對車長的管理。運輸署會提出規定，要求專營巴士公司遵從，舉例如下：

- 巴士公司須根據運輸署制定的「巴士車長工作、休息及用膳時間指引」編定車長的更分，以確保巴士車長有足夠作息時間；

- 巴士公司須每月向運輸署提交離職(包括:辭職/退休/以其他原因離職)及入職(包括:新聘用/重新聘用)車長的總數，以便運輸署監察巴士公司對巴士車長的管理；及
- 巴士公司須每年提交培訓車長的數目。

此外，運輸署已於二零一七年年底要求所有專營巴士公司進一步加強內部監察車長安全駕駛及服務的制度，包括整理及定期向運輸署提交抽查黑盒的行車記錄及跟進工作記錄、便衣職員乘車監察記錄及跟進工作記錄、車長違反交通法例及跟進工作記錄，以及車長酒精呼氣測試記錄。

另一方面，行政長官已公布會成立一個由法官領導的獨立委員會，全面檢視專營巴士營運和監管事宜，確保本港的公共巴士服務安全可靠，運輸署會積極配合調查工作。

提問(e)：

根據《道路交通(駕駛執照)規例》(第 374B 章)，所有專營巴士車長不論全職或兼職，均須持有由運輸署發出的有效駕駛執照，方可駕駛專營巴士。專營巴士公司處理新車長(包括全職及兼職車長)入職申請時，會查核該申請人「根據香港法例第 374 章《道路交通條例》第 75(5)條而被定罪」的證明書。巴士公司會按該證明書上的記錄及其他因素，考慮是否接納其申請。

如果專營巴士公司接納申請而申請者未持有有效的執照駕駛巴士，專營巴士公司會安排他們接受訓練以及運輸署的考核，以獲取有效的駕駛執照。專營巴士公司會為新聘車長提供各類型的訓練，包括駕駛技術、事故處理、顧客服務、不同巴士型號及路線的課堂及實地駕駛訓練。

至於已經持有有效執照的現職車長，專營巴士公司亦會為他們定期提供進修訓練，內容包括指定路線及巴士型號訓練、顧客服務、防衛性駕駛重溫等，目的是加強車長的道路安全意識、駕駛技術和態度等。如車長被調派往駕駛新路線或新型號的巴士，專營巴士公司會安排車長先接受有關訓練。此外，個別專營巴士公司亦會為車長提供情緒管理課程。

提問(f)：

為確保巴士車長有足夠休息時間，運輸署已為專營巴士公司制定「巴士車長工作、休息及用膳時間指引」，並要求巴士公司在編更時遵從。運輸署會通過審閱專營巴士公司每季就提交執

行《指引》的報告，監察專營巴士公司在有關方面的表現。此外，運輸署每年都會委聘獨立承辦商，評估專營巴士公司遵照《指引》的情況。

自深水埗巴士意外發生後，巴士車長的作息時間安排備受社會關注。運輸署在過去數個月已多次與各專營巴士公司及工會會面，積極討論及深入探討優化現行《指引》內的安排。在檢討《指引》時，運輸署已仔細考慮巴士工會、巴士公司和社會人士的意見。經全面檢討後，運輸署計劃對《指引》作出修訂，主要的修訂包括：

(i) 最長更次時間及駕駛時間分別由現時不應超逾14小時及11小時，縮減為不應超逾12小時及10小時；

(ii)車長駕駛6小時後的休息時間由現時30分鐘增加至40分鐘；

(iii)考慮到巴士公司有需要維持編排部分車長較長的更次時間，以照顧市民在上下午繁忙時間的乘車需要，運輸署建議增加一項新規定，讓巴士公司可適度安排車長特別更次時間可超逾12小時，惟最長的更次時間仍不應超逾14小時，而駕駛時間上限則須與其他所有更次的車長看齊，即不應超逾10小時。為確保車長有足夠休息，修訂《指引》內新增規定，指定特別更次內應有一段不少於連續三小時的休息時間；及

(iv)為免車長被安排連續工作數日而沒有足夠的休班時間，運輸署亦新增規定，除特別更次外，巴士公司在編排車長在三個相連更次內的總休班時間不應少於22小時。

這個修訂《指引》已在為乘客提供適切的服務、車長的作息時間，以及巴士公司的營運需要之間盡量取一個平衡。有關的《指引》只是工作或休息的上下限時數，運輸署會繼續不時檢視實際情況，鼓勵專營巴士公司積極作出車長編更的有效安排，以在可行情況下盡量減少車長的工作及駕駛時數，務求達致少於相關上限的規定。

就巴士公司為員工提供休息設施事宜，運輸署一向鼓勵巴士公司作為良好僱主，應為員工在巴士總站/車廠提供適當的休息設施。現時，洗手間和休息設施普遍已屬新建巴士總站的基本設施。小部分的巴士總站未能提供車長休息設施或洗手間，原因是環境所限(如巴士總站處於狹窄行人路旁)或因附近居民的意見所致。巴士公司會繼續積極研究克服環境限制的可能性，為現時未能設置車長休息設施的巴士總站設置該類設施。

提問(g)：

本署會不時參與其他機構，例如警方及香港消防處(消防處)舉行的緊急事故演習，讓相關的部門及持份者熟習處理緊急交通及運輸事故的程序。運輸署亦會定期檢討有關處理緊急交通及運輸事故的程序。

<u>香港警務處的回覆</u>

提問(a)：

大埔公路(沙田嶺段)徑口路一帶的交通意外數字近三年顯示資料如下：
二零一五年共有七宗、二零一六年共有三宗、二零一七年共有三宗。

提問(b)：

大埔公路(沙田段)：彎位及車速限制路段如下：

1	大埔道近水塘	彎位		限速70公里
2	大埔道近8623號	彎位		限速70公里
3	大埔道近油站	彎位	偵速攝影機(來回行車線)	限速70公里(出九龍) 限速50公里(入新界)
4	大埔道近六合村	彎位		限速50公里
5	大埔道近徑口路	彎位		限速50公里
6	大埔道近桂園		偵速攝影機	限速50公里
7	大埔道近沙田花園	彎位		限速70公里
8	大埔道近城門隧道支路	彎位		限速80公里
9	大埔道近美林邨	彎位		限速50公里
10	大埔道近安定台			限速80公里
11	大埔道近偉華中心(里程路段5.8) 大埔道近禾輋(里程路段6.2)		偵速攝影機 偵速攝影機	限速70公里(出九龍) 限速80公里(入新界)
12	大埔道近禾輋(里程路		偵速攝影	限速80公里

	段 6.6)		機(來回行車線)	
13	大埔道支路往駿景路			限速 50 公里
14	大埔道馬料水段近麗坪路			限速 70 公里
15	大埔道近中文大學(崇基路)			限速 70 公里
16	大埔道近中文大學(大學道)			限速 70 公里

提問(g)：

沙田警區會舉辦或參與各相關部門舉行的緊急事故演習，但並沒有進行定期跨部門大型交通意外事故聯合演習。如其他相關部門舉行大型交通意外事故聯合演習，本警區定必積極參與。

就運輸署定期檢討緊急交通及運輸事故的程序，警方亦會參與及表達意見。

<u>消防處的回覆</u>

提問(g)：

消防處會定期及有需要時安排在主要隧道或橋樑舉行交通意外事故演習。演習亦可能會聯同其他政府部門或各隧道及橋樑營辦商或管理公司進行。一般而言，演習內容大致為模擬交通意外後有車輛起火及有人被困。

近期於沙田區內舉行的交通意外事故演習如下:
2017 年 10 月 17 日　獅子山隧道
2017 年 12 月 7 日　城門隧道
2017 年 12 月 8 日　尖山隧道
2018 年 1 月 12 日　大老山隧道

九龍巴士(一九三三)有限公司(九巴)的回覆

提問(e)：

九巴對兼職車長與全職車長的駕駛技術、駕駛態度、服務水平等要求一視同仁，兩者同樣專業。顧及社會大眾對專營巴士公司提升監管的意見，九巴早前已停止向每周工作低於十八小時的兼職車長派更，並邀請他們轉任全職車長，每周工作最少十八小時，目前已獲最少一百名兼職車長達成轉任安排。

九巴重視行車安全，對於車長有嚴格的入職要求，會向每位車長安排相關駕駛路線的專業培訓、安全行車指引及公司守則，並須通過運輸署及巴士公司的駕駛測試，在駕駛課程亦包括情緒訓練。

九巴一向嚴格遵守運輸署的《巴士車長工作、休息及用膳時間指引》。過去多月，九巴一直與運輸署、業界及持份者保持聯繫，積極配合運輸署檢討《指引》，對於運輸署早前提出新修訂的《指引》，九巴表示贊同，並會繼續遵守。

九巴樂意探討有關加強道路安全的建議，會和運輸署保持溝通。

沙田區議會秘書處
STDC 13/70/45

二零一八年三月

過地區小型工程處理相關問題。民政處曾先後兩次視察，其後回覆指建議不可行，增加上蓋後會阻擋視線，及後運輸署表示民政處並無就此諮詢他們。隨後，他建議把的士站往後移，但運輸署回覆指地下有不可移除的防撞欄。圖三顯示把站頭向後移約三個車位，但運輸署指的士候車空間不足；

(c) 根據現時運輸署的回應和會前就此事諮詢居民對圖三建議的意見，他認為署方接納了他的建議，但不理解為何需要把問題提交予交運會，署方才採取比較積極的行動。他希望新城市廣場盡社會責任。他相信使用此站的市民不一定為沙田市中心居民，因此希望委員理解此建議是為希望惠及大眾。他詢問現階段有沒有市民反對有關建議；以及

(d) 他詢問如無人反對，有關建議最快何時可落實。他理解署方回應為署內不同官員標準不一所致。

126. 副主席請何銘賢先生積極跟進委員的要求。他理解政府人員須適時調配不同崗位，但希望各官員盡量劃一工作標準，交接時亦應多加溝通。

127. 何銘賢先生回應表示，他相信署方取態轉變或因為溝通不足。他事前不清楚事件背景，收到有關提問後便立即跟進。他與工程師緊密合作，他們亦認為圖三建議較為可取，於是他便嘗試循此方向處理。諮詢暫未完成，待有結果便會與委員溝通。如果無人反對有關工程，運輸署工程部便會發出施工令，讓路政署跟進，改動路面標誌和指示牌，屆時他們會與路政署了解進度，並會與委員溝通。

姚嘉俊先生提問：關注2月10日大埔公路九巴翻側嚴重車禍

(文件 TT 19/2018)

128. 姚嘉俊先生的意見綜合如下：

(a) 他歡迎今天政府正式成立香港專營巴士服務獨立檢討委員會(獨立檢討委員會)，並委任倫明高法官為主席。他希望獨立檢討委員會除了聆聽巴士公司的意見外，亦會廣納不同社會人士包括區議會的意見。他詢問有關事件調查需時多久和何時有報告，希望會後有相關資料；

(b) 他樂見運輸署是次回覆詳細，但九巴的回覆則欠缺誠意、沒有檢討建議、無跟進死傷者情況的工作和事後跟進工作。他詢問九巴有沒有檢視有關車輛是否適合於該路段行駛，有沒有向運輸署反映道路情況和促請運輸署改善；

(c) 大埔公路來往沙田和深水埗段不時發生嚴重交通意外，導致傷亡。他認為整個路段有三個不同車速限制，或會令駕駛者難以適應，他詢問當局會否檢討和增加車速偵測機。他希望署方和巴士公司可於會後補充相關檢討工作，讓委員把訊息轉達居民；以及

(d) 他詢問警方能否提供近五年超速檢控的數字。

129. 黃嘉榮先生的意見綜合如下：

(a) 因應意外的發生，九巴隨即調整員工上班時間。繁忙時段安排特別班次時，經常需要員工加班。他希望署方和九巴研究制定更理想的策略，避免已長時間工作的車長加班；以及

(b) 有傷者的家屬居於他服務的屋苑。有關的傷者先入住廣華醫院，及後遷往沙田醫院。雖然受傷者已收到五萬元慰問金，但當時九巴並無查詢其聯

絡方法，入院至今一個月以來雙方從未有聯絡。他已提醒該名家屬，向醫院索取報告和向九巴了解保險公司會如何賠償。他詢問九巴有沒有專責小組聯絡每名傷者和跟進其賠償，並請保險公司了解傷者情況，以履行巴士公司所說盡力協助傷者家屬，為他們提供支援的承諾。委員認為不能以部分傷者不欲被人打擾為藉口而不聯絡，巴士公司至少應與他們聯絡一次。

130. 程張迎先生的意見綜合如下：

(a) 市民未能見到九巴如何重視安全和作出改善，反而見到九巴辭退車長，及後又要善後。他詢問九巴會如何改善巴士安全問題。他認為九巴必須盡快重建其安全形象；

(b) 他經常於大埔公路(沙田嶺段)駕駛，他認為意外大多是由於車輛越過另一條行車線而造成的。他不認為路面車速限制有問題，因此不建議作出改變，反而部門可研究是否需要修改行車線的劃線。另外，徑口路有一個“手臂彎”，他建議該處鋪設防滑鋼沙，以加強彎位路面的安全並希望署方分析意外發生的原因；以及

(c) 他認為部分道路工程或會增加路面的危險性，希望署方留意。

131. 副主席的意見綜合如下：

(a) 他詢問車速限制和其標準是由誰人決定。他認為私家車跟巴士的重量和重心都有所不同，翻側機會亦不同。雙層巴士的傾側測試標準為不多於 28 度，單層巴士則不超過 35 度；

(b) 據新聞報道，該名肇事車長曾經為全職車長，後

來轉為兼職。他相信該名車長曾通過車長考核，顯然事件為駕駛態度問題。他詢問車長由全職轉為兼職時，九巴會如何評估車長的駕駛安全問題，會否適時進行培訓。另外，九巴已出售其模擬駕駛系統，他問是否會改為實地訓練；

(c) 他詢問有關署方《巴士車長工作、休息及用膳時間指引》(《指引》)的修訂部分，並希望會後署方可把《指引》原文以續議事項形式提交；

(d) 九巴只能提供巴士站休息室予特別更車長，該處未必有足夠地方讓他們休息，他認為有違休息安排；

(e) 他詢問署方會如何避免因修改《指引》而導致大量誤點和脫班的情況；

(f) 九巴應是唯一有自行承保的專營巴士公司。自行承保即若賠償屬指定範圍內，九巴會自行承保，若超出自行承保上限，則會由保險公司負責。他指部分賠償個案或需經由九巴法律部向保險公司申索，但由於九巴是需要賠償的單位之一，因此他詢問會否有利益衝突，令賠償個案的處理未如理想。他問署方有否提供法律支援予有關傷者和死者家屬。他十分關注對乘客提供適切保障的事宜，對於署方竟然不了解自行承保條款，他感到失望，要求署方在會後補充。深水埗城巴車禍和大埔公路車禍中，不少傷者和死者家屬曾表示巴士公司並無關心他們，他認為署方應有效監管巴士公司慰問傷者和死者家屬的工作；

(g) 他詢問部門會否於大眾關注的路段增加車速偵測機，並減少虛置的車速偵測機位置；

(h) 他詢問消防處會否考慮邀請委員參與其演習；以

及

(i) 雖然意外發生的地點並非位於沙田區內，但肇事巴士路線的起點位於沙田，與沙田區息息相關。他希望獨立檢討委員會的調查報告可於稍後提交予委員，並盡快落實所建議的安全措施。

132. 運輸署工程師/沙田一趙崇高先生的回應綜合如下：

(a) 大埔公路(沙田嶺段)的車速和轉速位置已有清晰標誌提示駕駛者。車速限制會因應路段使用車輛的種類、視線、路彎和禁止上落客貨區等而定；

(b) 就大埔公路(沙田嶺段)而言，在過去十年，除了二零零九年交通意外率略高於全港平均交通意外率外，其餘八年的交通意外率都低於全港平均交通意外率，至於二零一七年則暫時未有結論。過去多年來，署方在有關路段已實施多項改善措施，例如加設防撞攔、加設偵速攝影機，並在路段的一些路口實施適當交通管理措施(例如：禁止車輛由大埔公路(沙田嶺段)右轉入小路)等；

(c) 他相信路政署會於會後跟進是否有需要於徑口路加設防滑鋼沙；以及

(d) 警方會就每宗交通意外調查起因，署方會配合相關原因，作出適當的跟進措施。

133. 呂曉暉女士的回應綜合如下：

(a) 《指引》主要的修訂，包括最長更次時間和駕駛時間分別由現時不應超逾14小時和11小時，縮減為不應超逾12小時和10小時；車長駕駛6小時後的休息時間，由現時30分鐘增加至40分鐘；特別更次最長的更次時間仍不應超逾14小 運輸署

負責人

時，而駕駛時間上限則須與其他所有更次看齊，即不應超逾 10 小時，以及特別更次內，應有一段不少於連續三小時的休息時間等。她可於會後把有關的新舊《指引》文本提供予委員參考；

(b) 因應《指引》的實施，巴士公司會按需要增聘車長，以確保服務質素穩定；以及

(c) 她會於會後向交運會提交有關九巴自行承保安排的詳細資料。 運輸署

134. 梁領彥先生的回應綜合如下：

(a) 九巴會積極配合獨立檢討委員會的調查；

(b) 意外後，九巴董事會已有三名成員成立獨立調查委員會，約見多個部門、工會和巴士製造商等，就招聘、培訓、車長工作條件、情緒支援和巴士安全裝置等提出建議，希望提高車輛的安全性。有關報告已於會議前一天提交予運輸署。由於案件已進入司法程序，所以暫時未能把報告給予委員。九巴以行車安全為首要考慮，並會盡快在短期內落實提升安全措施。例如九巴理解 872 號線可以行經比大埔公路更直接的路線，因此在意外發生後，他們開設了 872X 號線特別班次行經吐露港公路。他們會因應報告建議，繼續提升安全措施；

(c) 九巴有專責小組負責聯絡意外的傷者和死傷者家屬。部分傷者和死傷者家屬不欲九巴與其頻繁聯絡，但巴士公司有相關聯絡方法的記錄，他可於會後與相關委員跟進；

(d) 雖然近日九巴暫時停止編排兼職車長出勤，希望他們轉為全職車長，但九巴對全職和兼識車長的

要求和培訓相同。九巴會定期要求兼職車長於車長訓練學校進行培訓，包括情緒訓練等；以及

(e) 他暫無有關自行承保和賠償的資料。

135. 消防處署理新界東區指揮官梁龍璣先生回應表示，由於在道路進行演習會影響道路使用者，所以消防處只會在相關規例要求下或有需要時，安排在主要隧道或公路舉行火警演習和交通意外事故演習。處方會盡量安排於夜間進行及短時間內完成演習，如果增添講解部分，相信會延長演習時間。假如委員有興趣了解消防處如何處理交通意外事故，處方可以為委員安排到消防局講解，並可於局內的廢置車輛進行切割、爆破和實際演習示範。

136. 香港警務處沙田警區交通隊主管林志忠先生回應表示，新界南交通部有團隊專責處理偵速攝影機，並因應交通黑點和地方情況設置偵速攝影機。部分偵速攝影機放置一定時間後，便會調到其他位置，並非所有偵速攝影機的位置皆實體放置偵速攝影機。

報告事項

運輸署進度報告
(文件 TT 20/2018)

137. 程張迎先生表示，他於一星期前曾與運輸署交通工程部聯絡，他指原來秦石邨對開往乙明方向的一段車公廟路的最右線，只准轉往獅子山隧道公路，現時更改為准許前行往乙明邨，但有關劃線與道路設計並不配合，而地面未有劃線指引。他不主張作出相關改動，更不理解為何劃線未有配合行車方向的改變。他詢問署方改動至今發生了多少宗交通意外。改動令車輛未能切線，造成路口擠塞，他詢問是誰建議作出此改動。

138. 副主席建議部門於路政署工程進度報告(TT 22/2018)

工程完成後，巴士公司及本署會實地視察，確保座椅妥善安裝。如視察期間發現問題，本署會要求巴士公司適切跟進(例如移除阻礙候車乘客的可移動排隊欄杆及新增巴士路線及排隊標記)。

6.47 透過資助計劃，大部分備有電力供應的巴士站都會安裝顯示屏。本署要求巴士公司在顧及財政情況下，研究於個別乘客量較多但未有電力供應的巴士站接駁電力及安裝顯示屏。

6.48 首階段資助計劃已於去年十一月展開，並預計於本年完成。就沙田區而言，第一階段工程涉及在約80個巴士站上蓋安裝座椅，及在約50個巴士站上蓋安裝顯示屏。截至四月中，巴士公司已於67個沙田區巴士站上蓋安裝座椅，亦正在有關的巴士站上蓋進行安裝顯示屏的準備工作(例如：接駁管道及電線)。為了盡快讓市民使用有關設施，巴士公司在本署要求下已將原先訂定為五年的安裝工程縮短至三年。本署會密切監察資助計劃的進度。

6.49 就位於個別位置的巴士站安裝顯示屏的方面，將分開三個階段進行。第一階段安裝顯示屏預計於本年底前；第二階段安裝顯示屏預計於二零一九年年中前；而第三階段安裝顯示屏預計於二零二零年年中前。本署現正整理將於第一階段安裝顯示屏的資料，並會盡快提供有關資料予沙田區議會。

7. 有關香港專營巴士服務獨立檢討委員會、《巴士車長工作、休息及用膳時間指引》(《指引》)及九巴自行承保的補充資料(會議記錄第133段)

運輸署的回覆：

香港專營巴士服務獨立檢討委員會

7.1 行政長官於二零一八年三月十三日宣布，成立香港專營巴士服務獨立檢討委員會(獨立檢討委員會)，並委任倫明高法官為獨立檢討委員會的主席、歐陽伯樺及

羅康錦教授為委員。

7.2 獨立檢討委員會將於二零一八年三月下旬正式投入運作，並在約九個月內向行政長官提交報告書。

7.3 政府高度重視近期發生涉及專營巴士的嚴重事故。在二零一八年二月十日於大埔公路發生致命交通意外後，行政長官已於當日表示會成立一個由法官領導的獨立檢討委員會，以全面檢視專營巴士營運和監管事宜，確保本港的公共巴士服務安全可靠。

7.4 獨立檢討委員會的職能範圍為：

從安全角度而言，鑑於香港專營巴士涉及二零一八年二月十日發生的致命意外以及其他近期發生的嚴重事故：

(一)審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

(二)審視現行對專營巴士的監管及監察制度；以及

(三)就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

委員會可邀請有關人士、團體及公眾就上述事宜提交意見書，並盡其所能在九個月內提交報告。關於二零一八年二月十日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

<u>九巴承保安排</u>

7.5 根據《汽車保險(第三者風險)條例》(第 272 章)(下稱"條例")第 4(4)(c)條的規定，擁有車隊的機構如資金充裕而又可靠，可憑藉本身的財務保證，選擇自行承擔因其業務運作而對第三者所負的法律責任。九龍巴士

(1933)有限公司(下稱"九巴")目前是採用這種保險安排。九巴獲准採用這個做法，是因為該公司所作的保險安排，在承擔對第三者的法律責任方面，能為市民提供足夠保障。有關安排包括以下兩部分：

(一) 自行承保－一項金額足以承擔不超出某個上限("自保上限")的潛在法律責任的儲備；

(二) 向外投保－一份用以承擔涉及超出"保上限"的潛在法律責任的保險。

7.6 九巴現時維持一項儲備，用作應付不超出"自保上限"的第三者索償。至於超出這個上限的索償，九巴已向外投購保險。根據專營權條款，九巴必須聘請合資格的精算師審核該項儲備。九巴已按此規定，聘用精算師每年審核該項儲備一次。

7.7 在處理第三者索償方面，九巴會交由律師參考警方調查結果，根據香港法例及過往法庭判決的案例為基礎，對個案作出專業評估。以便索償人能夠避免冗長的法律程序，及早獲得合理賠償。

7.8 至於其他已購買全額保險的專營巴士公司，第三者索償個案會交由保險公司處理。根據市場慣例，保險公司會聘請理賠公司就索償進行評估、調查和審核。索償人如對賠償有任何爭議，可直接與保險公司磋商或向法院提出訴訟。

7.9 由此可見，對索償人而言，九巴和其他專營巴士公司所採取的安排實質上並無分別。

《巴士車長工作、休息及用膳時間指引》
(2010 年 10 月修訂)

指引 A — 車長工作 6 小時後最少應有 30 分鐘休息時間[1]；在 6 小時的更次內應有合共 20 分鐘的小休，其中不少於 12 分鐘應安排在首 4 小時的工作時間內提供。車長在總站準備開出下一班巴士和監察乘客上車的時間，不應視為休息時間。

指引 B — 一個工作日內最長的工作時間(包括所有休息時間)不應超逾 14 小時。

指引 C — 一個工作日內的駕駛時間(即最長的工作時間減去所有每次最少 30 分鐘的休息時間)不應超逾 11 小時。

指引 D — 兩個相連工作日之間的休息時間不應少於 10 小時。

指引 E — 車長一個工作日內的工作時間不少於 8 小時便應獲提供不少於 1 小時的用膳時間。

《巴士車長工作、休息及用膳時間指引》
(2018 年修訂本)

指引(1) (a) 一個最長的更次時間[2]不應超逾 12 小時；而當中的駕駛時間[3]不應超逾 10 小時。

(b) 因應上下午繁忙時間的服務需要而安排的特別更次時間可超逾 12 小時，惟最長的更次時間仍不應超逾 14 小時，而當中的駕駛時間則

[1] 用膳時間亦視為休息時間

[2] 更次時間是指每一個更次由開始至完結的總時數，當中包括所有休息時間。

[3] 駕駛時間是指所有駕車及小休時間，但不包括每次 40 分鐘或以上的休息時間。

不應超逾10小時。在該特別更次內應有一段不少於連續3小時的休息時間。

指引(2) — 兩個相連更次之間的休班時間不應少於10小時。另外，除特別更次外，三個相連更次內的總休班時間不應少於22小時。

指引(3) — 車長駕駛6小時[2]後最少應有40分鐘休息時間[4]；而在該6小時內應有合共不少於20分鐘的小休[5]，其中不少於12分鐘的小休應安排在首4小時內提供。車長在總站準備開出下一班巴士和監察乘客上車的時間，不應視為休息/小休時間。

指引(4) — 車長在一個更次時間達8小時或以上，便應獲提供不少於1小時的用膳時間。

8. 於沙田街市和欣安邨隧道口安裝防止單車違泊的鋼網的補充資料(會議記錄第144段)

路政署的回覆：

8.1 沙田街市更換欄杆工程，運輸署施工通知書編號NE/18/00070已於本年三月中完成。

8.2 至於在欣安邨行人隧道編號NS229之安裝欄杆工程，運輸署施工通知書編號NE/18/00316，現該工程仍在進行中，預算本年六月底完成。

沙田區議會秘書處
STDC 13/65/45

二零一八年四月

[4] 用膳時間亦視為休息時間。
[5] 小休是指少於40分鐘的休息時間。

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

28 June 2018 Document TT 44/2018

Information Document

The Traffic and Transport Committee
under the Shatin District Council

Response from the Government and related organizations in relation to agenda items in the special meeting on 21 May 2018

Part I: Response from the Government and related organizations in relation to the opinions offered by members of the special meeting on 21 May 2018

1. **Problem with Bus Services and Lost Trips**

Members' opinions are consolidated as follows:

(a) Section 16(1)(a) Public Bus Services Ordinance (Chapter 230 of the Laws of Hong Kong) states that "the frequency at and the period on each day during which a public bus service shall be operated on a specified route";
(b) The members consider that the problem of lost bus trips should be recognized and improved;
(c) The questions which members asked the Transport Department such as how can a suitable frequency be calculated, how is lost trips defined, what penalties are in place, are all important topics for evaluation. It will be difficult to regulate effectively without a clear guideline or penalty.
(d) Members enquired if the Transport Department will consider imposing deterrent sanctions on bus companies for lost trips, including how to monitor, the number and time of lost trips and the scale of fines;
(e) Members wish that the Transport Department will provide an accurate and monitoring method with documentation function to deal with the problem of lost trips by buses;
(f) Members consider it appropriate to deal with the problem of buses departing from intermediate stations to pick up passengers in order to "fill the statistics" for lost trips; and

(g) Members consider it necessary to review bus companies' method of calculating vehicle usage and to have clear guidelines.

2. **Examination and Training for Bus Captains**

Members' opinions are consolidated as follows:

(a) Members consider that the Transport Department needs to review the training and licensing mechanisms for bus captains, for example to allow bus captains under training to adapt to more complicated road sections;

(b) Members are of the view that the licensing mechanism of bus captains should be reviewed in order to enhance the driving skills and safety awareness of bus captains;

(c) Those who hold the Driving Licenses for Classes No. 9 and No. 10 can drive franchised buses passing a test for Class No. 17 License. However, driving tests for Classes No. 9 and No. 10 Licenses only examine on driving vehicles not longer than 7 meters, which is different from a usual 12-meter long double-deck bus. Members questioned if there is any difference in operating the vehicles and are of the view that studies should be conducted on whether holders of Classes No. 9 and No. 10 Driving Licenses should retake an exam in order to acquire Class No. 17 License;

(d) Members asked whether the Transport Department or the bus companies have a review or related mechanism to offer guidelines on how long a female bus captain needs to drive before she may drive on a highway or before she may change from driving a single-decker to a double-decker bus; and

(e) Members are of the view that bus companies should review the mechanism for hiring senior bus captains, and whether they should tighten their age limit or health standards for such hiring.

3. **Bus Safety and Accidents**

Members' opinions are consolidated as follows:

(a) Members stated that reports have shown that the accident rate of franchised buses is the highest in all types of vehicles: the proportion has increased from 370 vehicles per 1,000 vehicles in 2011 to 384 vehicles per 1,000 vehicles in 2020, and on average one out of 2.6 vehicles is involved in an accident;

(b) Members questioned why despite the continuous increase in bus safety factor, the accident rates did not fall but rise;

(c) Members consider it necessary to check whether the road design is suitable for double-decker buses;
(d) Members hope that the Police will submit the investigation report on the traffic accident involving franchised buses to the Transport Department to enable the Department to sum up the cause of the traffic accident;
(e) Members suggest that the Police or the Transport Department should submit an investigation report on the traffic accident involving franchised buses to the review committee;
(f) Members are of the view that the Transport Department should educate the public not to board overloaded buses, or buses should strictly enforce the rule that passengers cannot board when the bus capacity is full;
(g) Members suggested adopting the model of public light buses by installing seatbelts on all seats and compelling passengers to wear seatbelts.

4. **Remuneration of Bus Captains**

Members' opinions are consolidated as follows:

(a) Members consider it necessary to review the working hours of bus captains;
(b) Members are of the view that due to the duty scheduling system where bus captains are required to work consecutively for 12 to 13 hours, or even 14 hours for special shifts, bus captains do not have sufficient rests to drive large buses;
(c) Members are of the view that bus captains must have reasonable remuneration and rest time;
(d) Members suggest bus companies to set up rest rooms at bus terminus, in order to allow bus captains to have sufficient rest; and
(e) Members consider that bus companies should raise the bus captains' remuneration, attract young blood, and to enhance training for bus captains.

5. **Operation of Bus Companies**

Members' opinions are consolidated as follows:

(a) Section 12(1) Public Bus Services Ordinance (Chapter 230 of the Laws of Hong Kong) states that "[a] grantee shall, at all times during the franchise period, maintain to the satisfaction of the Commissioner a proper and efficient

public bus service.";

(b) Members consider that the Transport Department has not applied the penalties imposed by the Ordinance so that bus companies may attain services to "the satisfaction of the Commissioner" under the Ordinance. This is not an objective indicator;

(c) Members advised bus companies to set up an electronic system to monitor the operation of buses and to provide special bus trips in the event of traffic congestion or traffic accidents;

(d) Members recommended installing GPS on buses, to monitor the location of the vehicles, and to enable the supervision by the Transport Department;

(e) Members suggested that bus stops should have an electronic system to inform passengers of their waiting time;

(f) Members enquired about the different fee structure by different bus companies, for example, although NWFB and Citybus belong to the same group, NWFB's fee scale is derived from CMB. For trips of the same distance, NWFB's fees are more expensive than those of Citybus, how can this be rationalized.

6. **Management of Bus Companies**

Members' opinions are consolidated as follows:

(a) Members consider it necessary to review whether the ratio between the management level and staff of bus companies is suitable, and whether it will result in management issues"; and Members enquired whether representatives from government departments can be included in the management level of bus companies to participate in the companies' management, or whether representatives of the District Council or Traffic and Transport Committees can attend certain meetings of bus companies to reflect opinions from the district.

7. **Bus Franchises and Transport Policies**

Members' opinions are consolidated as follows:

(a) Members consider that the Government should have a reward and punishment mechanism in processing applications for bus franchises, so as to regulate bus companies;

(b) Members asked whether the Government would withdraw the rights to operate and re-invite tenders depending on the performance of bus services such as lost trip rates, complaint rates or accident rates;

(c) Members consider that the "Priority to Railway" public transport strategy should be reviewed and pointed out that there is a strong demand for the cross-harbor routes beginning with character 9; how the use of express route may ease the situation of railway overcrowding;

(d) Members consider that the District Council's annual discussions on bus route plans are a long-term plan. However, the Transport Department has failed to explain the criteria for the approval of rights to operate routes and there are no objective indicators;

(e) There are currently five franchised bus companies in Hong Kong, i.e. the Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited, the New Lantao Bus Company (1973) Limited, Citybus Limited, and the New World First Bus Services Limited, amongst which Citybus holds the franchises for urban routes and airport routes; KMB is the largest scale company, while the rest are relatively smaller scale companies. Members are of the view that if the tendering process for bus routes could not help small-scale bus companies to bid for some promising routes and to join in the competition, how could bus companies be asked to improve their services; and

(f) Members noticed that some of KMB's luxurious bus policies eventually became the Transport Department's policy. Questions in respect of whether there was any transfer of benefits, or whether any investigations were conducted by independent departments such as the Independent Commission Against Corruption or the Civil Service Bureau, were not answered in the absence of those departments.

Response from Hong Kong Police

Opinion 3: concerning bus safety and accidents

Opinion 3(d): the Traffic Accident Investigation Team of the Police will import the traffic accident investigation report into the police computer database for storage. The computer system of the Transport Department and that of the Police are connected systems. The Transport Department can read information of traffic accidents for reference or research.

Opinion 3(e):

The Police's traffic accident investigation report is prepared upon the conclusion of the Court's prosecution and appeal procedure, the Police is willing to cooperate with each government departments in submitting the relevant investigation report.

Consolidated response from the Transport Department:

Opinion 1 - in relation to problem with bus service and lost trip

The Government has a set of strict and fair statutory mechanism and administrative arrangements to closely monitor how franchised bus companies provide their services. In respect of the statutory mechanism under the Public Bus Services Ordinance (Cap. 230), if s franchised bus company fails to comply with the requirements under the Ordinance or its franchise, or fails to provide proper and efficient services, the Chief Executive in Council may impose a fine on the franchised bus company or revoke its right to operate a specified route or its franchise altogether.

If a franchised bus company fail to provide services in compliance with the requirements of the Transport Department, the Transport Department would usually follow up with the franchised bus company in writing and specify clearly areas for improvement. If the franchised bus company fails to provide reasonable explanation or make improvements, the Department will further remind the franchised bus company in writing to comply with the requirements and implement the measures for improvement within a specified period of time. Depending on the continuous nature and severity of the case, the Transport Department would issue warning letter to the franchised bus company regarding the situation of lost trip of an individual route or the overall routes and request the franchised bus company to make improvements within the specified period of time. If no improvement is shown on the part of the franchised bus company, the Transport Department may consider recommending to the Chief Executive in Council to invoke the statutory sanctioning mechanism. When the Government is processing new franchise applications, it would also consider the situation and frequency where the relevant franchised bus company received warning letters in the past. Past experience shows that the above mechanism has been effective since its implementation. Franchised bus companies normally would follow up actively and seriously upon receipt of reminder letters and warning letters.

In order for the franchised bus companies to adopt remedial measures and improve their services more actively, when the Transport Department issue warning letters to a franchised bus company, it would also notify the board of directors of the franchised bus company. When processing applications for fare increase, whether warning letters had been issued to the franchised bus company and the number involved would be one of the factors to be considered.

Opinion 2 – in relation to examination and training of bus captains

Pursuant to Road Traffic (Driving Licences) Regulations (Cap. 374B), all franchised bus captains, whether they are full time or part-time, must be holders of a valid driving licence issued by the Transport Department before they can drive a franchised bus. When processing new bus captains applications (including full time and part-time bus captains), franchised bus companies would check the applicant's certificate of "conviction under section 75(5) of the Road Traffic Ordinance (Cap. 374 of the Laws of Hong Kong)". The franchised bus company would consider whether to accept the application according to the records on the said certificate and other factors.

If the franchised bus company accepts the application and the applicant is not yet a holder of a valid public bus driving licence, the franchised bus company would arrange training and the assessment of the Transport Department for them for the purpose of obtaining a valid driving licence. Franchised bus companies would provide all types of training, including driving skills, accident management, customer services, classes for different bus models and routes and field driving training.

As for current bus captains who are holders of valid licence, franchised bus companies would provide training to them regularly, contents of which include training for specified routes and bus models, customers services, defensive driving revision etc. The aim is to enhance the road safety awareness, driving skills and attitude etc. of bus captains. If bus captains are assigned to drive a new route or a new bus model, franchised bus companies would arrange relevant training for the bus captains in advance.

From the perspective of training drivers, we agree that there are benefits for allowing learner driver (including driver learner for buses) to learn driving under different road circumstances. However, due to concern over factors such as Hong Kong's traffic condition and road safety, not all roads are suitable for learner driver to enter, for example expressways, road tunnels and certain roads unsuitable for learning driving. As for the arrangement and mechanism of the driving test, we would set appropriate driving test routes and requirements on driving skills in accordance with the relevant requirements in the Road Traffic (Driving Licences) Regulations, and to test, , with a uniform test standard, whether the candidate is competent in the driving and operating of the type of vehicle that he/she applied for, whether the candidate is fully conversant with the traffic signs, road markings and traffic signals, and his/her driving ability to handle various road circumstances.

Franchised bus driving licences (i.e. Code 17 licence) is only open to newly engaged captains under franchised bus companies, the buses used for driving training and test are provided by the franchised bus companies; as for bus driver learners trained by private driving instructor (taking test for Code 9, 10 licence), they would use the vehicles provided by the relevant private driving instructor. As both of them are larger passenger vehicles, the matters of concern in controlling the vehicle are similar. In respect of the examination standard for the driving test, the Transport Department adopt the same standard to public and private bus candidates and franchised bus candidates, so as to ensure candidates passing the test would grasp the driving skills for buses, including the control of the steering wheel, the co-ordination between the accelerator and the brake, proper use of the driving mirror, attention to speed control, driving position and suitable distance maintained with the vehicle in front; control of the vehicle for driving in the correct position with appropriate speed when making turns, ensuring of the steadiness of the vehicle body and safety when picking up and dropping off passengers. The candidate shall also be fully conversant with different types of traffic signs, road markings and traffic signals.

According to the relevant requirements under the Road Traffic (Driving Licences) Regulations, driving examiners of the Transport Department would conduct the test on the bus candidate (including franchised buses and non-franchised buses) with the standard driving test form, the standard for assessment is the same. As mentioned above, driving examiners would assess whether the candidate is competent with regard to bus driving operation. Before conducting the road test, the driving examiner will also ask the candidate to answer safe driving questions relating to the braking system to ensure the driver has sufficient knowledge on safe driving. Hence, the Transport Department is of the view that the current licensing mechanism for bus driver candidates are able to ensure that candidates possess sufficient driving skills and safety awareness to drive safely under different road circumstances.

Franchised buses belong to the road mass transit system. Operators have clear requirements on the age and health conditions of bus captains. Regarding the age, the age of retirement of bus captains is 60 or 65 (depending on the arrangement of different operators). Depending on manpower needs, some operators would extend the employment of retired bus captains flexibly by way of contract, the upper limit of age is 66 or 67 (depending on the arrangement of different operators).

Franchised bus operators also have mechanisms requiring bus captains to conduct body check before joining, and formulate substantive arrangement of annual check for

bus captains of different ages depending on the individual health condition. Specifically, all full time and part-time bus captains shall declare their health condition and pass body check (including lung test, vision test, hearing test, diabetes test, blood pressure test, blood test and urine test) before joining, and have it certified by a doctor that his/her health condition is suitable for driving buses. Regarding the arrangement on checks on current bus captains, at present all franchised bus companies require bus captains of the age of 50 or above to conduct annual body check, test items include lung test, vision test, hearing test, diabetes test, blood pressure test, blood test and urine test. After the joint check conducted by the Transport Department and the franchised bus companies, franchised bus companies have implemented reinforcement measures since August 2013. Bus captains at the age of 50, 54, 57 and upon attaining 60 shall also conduct electrocardiogram examination after their body check. Further, any bus captains with stroke, cardiovascular diseases, receiving medication for reason of diabetes or high blood pressure, shall also declare such diseases and have annual body check including electrocardiogram examination. Franchised bus companies have also issued guidelines in respect of bus captains feeling sick while on duty, reminding bus captains not to force themselves to continue driving if they feel unwell and shall consult doctors as soon as possible. Franchised bus operators will also monitor the mental condition of bus captains, and will immediately stop the bus captain on duty from carrying out driving work if he/she is found mentally unfit.

Opinion 3 – in relation to bus safety and accidents

Generally speaking, franchised bus companies would arrange different buses to serve different routes depending on the passenger demand. According to the relevant guideline on improvement or reduction of service in the bus route plan, if the average passenger load of an individual route in the busiest half hour during rush hours is lower than 85%; or the average passenger load during non-peak hours is less than 30%, the Transport Department would consider reducing the number of buses for the relevant route. However, routes connecting with the railway, meeting public demand (for example bus routes serving remote areas or with mainly elderly passengers) with no replaceable services available, or bus routes which have set a frequency of 15 minutes or more during rush hours, would be considered depending on the specific circumstances, including the assignment of single decker buses to replace the double decker buses serving the route, so that bus vehicles resources could be utilized more efficiently and the overall efficiency of the bus network could be improved. Apart from the said considerations, currently single decker buses must be used for some bus

routes as they serve sections of road with height restriction.

Overloading is an offence, the public shall not board buses which are fully loaded. The Transport Department noted the Council's opinions on the behavior of passengers using public transport services.

The meeting between the Transport Department and the working group of bus companies are currently studying the recommendation on installation of seatbelts on buses newly purchased.

Opinion 4 – in relation to treatment of bus captains

To ensure bus captains have sufficient rest time, the Transport Department has formulated the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" (the "Guidelines") and require the franchised bus companies to comply with it when scheduling work. The Transport Department would supervise the franchised bus company's performance in the relevant area through reviewing the quarterly report submitted by franchised bus companies according to their enforcement of the Guidelines. In addition, the Transport Department would engage independent contractors every year to assess compliance of the Guidelines by franchised bus companies.

After the Sham Shui Po bus accident, the arrangement of rest time of bus captains has aroused community concern. The Transport Department has met with various franchised bus companies and trade unions multiple times in the past few months, to actively discuss and thoroughly study ways to improve the arrangement under the current Guidelines. When reviewing the Guidelines, the Transport Department had already carefully considered the opinions of the bus trade unions, franchised bus companies and the public. After comprehensive review, the Transport Department plans to amend the Guidelines, the major amendments include:

(a) Reducing the current maximum duty hours and driving hours from not exceeding 14 hours and 11 hours respectively to not exceeding 12 hours and 10 hours respectively;
(b) Increasing the rest break of bus captains after 6 driving hours from the current 30 minutes to 40 minutes;
(c) Considering that the bus companies have to maintain and arrange for certain number of bus captains to have longer shift hours to accommodate for the

demands of the citizens for transportation during peak hours in the morning and afternoon, the Transport Department suggests to add one new rule to allow the bus companies to arrange for special shift bus captains to be able to have shift exceeding 12 hours, but the longest shift shall not exceed 14 ours. Also, the amount of maximum driving time shall be the same as bus captains of all other shifts, that is not exceeding 10 hours. To ensure adequate rest of the bus captains, there is to be a new requirement under the amended Guidelines requiring that within one special shift, there shall be not less than one continuous break time of not less than 3 hours; and

(d) To avoid bus captains being arranged for consecutive work days without adequate rest time, the Transport Department will also add a new requirement that, other than special shits, franchised bus companies when arranging for shifts, shall not arrange bus captains to have a total rest time of less than 22 hours during the period of 3 consecutive shifts.

This amended Guidelines endeavors to strike a balance between providing appropriate service for passengers, bus captains' rest time, and the operational needs of the franchised bus companies. The relevant Guidelines is only an upper and lower time limit for the working or rest hours. The Transport Department will continuously inspect the actual situation from time to time and encourage the franchised bus companies to proactively make more effective shift arrangement for the bus captains to try to lower the working and driving hours of the bus captains as much as possible within practicable limits and to aim to at least meet the upper limit of the above requirement.

In relation to the franchised bus companies providing rest facilities for their employees, the Transport Department has always encouraged franchised bus companies to be good employers and shall provide appropriate rest facilities for their employees within the bus terminus / depots. Currently, toilets and rest facilities are generally considered as basic facilities for newly-built bus terminus. The reasons why a small portion of bus terminus have not been able to provide rest facilities or toilets for bus captains are due to environmental limitation (e.g. where the bus terminus is located near a narrow pedestrian walk) or due to the opinions of nearby residents. Franchised bus companies will continue to proactively research for possibilities to overcome the limitations of the environment in order to provide for those type of facilities in those bus terminus that do not have rest facilities installed for the bus captains.

The Transport Department is very concerned about the issue of the salary and benefits of the bus captains and knows that each franchised bus company has commenced the salary adjustment discussion for the year of 2018. The Transport Department hoped that the employees can continue to discuss with the bus companies and can reach consensus as soon as possible.

Opinion 5 – in relation the operation of bus companies

The Transport Department noted the suggestions of the Committee to monitor bus service. In relation to penalty mechanism of the franchised bus services, please refer to response to item 1.

In terms of real-time arrival display screen, the Government will subsidize franchised bus companies on a matching basis to install display screens in 1,300 covered bus terminus with electricity supply.

According to section 13(1) of the Public Bus Services Ordinance (Cap. 230 of the laws of Hong Kong), the Chief Executive will set the relevant standards of bus fares of franchised buses with the Legislative Council, to determine the scale of fares which may be charged for the carriage of passengers, baggage and goods on any specified route or group of specified routes. Generally speaking, the scale of fares is listed in terms of the maximum bus fare that can be charged by bus companies per adult per single trip based on the length of each class of route (e.g. Kowloon City District and New Territories routes, tunnel routes, tour and special routes, racecourse routes, etc.). As to the actual bus fares set by individual bus company, it is determined by the franchised bus company based on relevant applicable scale of fares with consideration to the operational environment of each route and other relevant factors, given that it shall not be higher than the relevant standard within that fare scale.

Opinion 6 – in relation to the management of bus companies

Currently, representatives from the Transport and Housing Bureau and Transport Department participate in the board of directors' meetings of the franchised bus companies. The District Council or the Traffic and Transport Committee, where necessary, will invite representative(s) from the franchised bus companies to attend for meetings, to listen to the opinions that the Council and / or other members of the district have on public bus service.

Opinion 7 – in relation to bus franchise and traffic policy

In relation to penalty mechanism of franchised buses in terms of the franchise, please refer to response under item 1. According to the guideline under the bus route plans to improve and lower service, franchised bus companies will review the demand for individual routes based on passenger load.

In relation to arrangement of bus service for long-distance routes by new bus models, the Government has requested earlier that each franchised bus company shall study for the feasibility of opening new bus service for long-distance routes by new bus model(s) and to provide detailed proposal. Other than Kowloon Bus, the Transport Department has not received any other proposals to start this type of new service.

Consolidated response from Kowloon Bus and Long Win Bus:

The consolidated response from Kowloon Bus and Long Win Bus is contained in the Annex.

Consolidated response from New World First Bus and Citybus:

Opinion 1 – in relation to problem with bus service and lost trip

Bus service is often affected by various sudden events which cause road surface congestions and lead to inaccurate frequencies. Where bus frequency is affected and deviated from the scheduled time of departure, the two bus companies will endeavor to adjust the vehicles and frequency and arrange for certain buses to directly go to pick up passengers at the bus stops along the route where there are more passengers awaiting based on the time, location and severity of the sudden event that has caused the traffic congestion and based on actual needs. This arrangement, other than can ease congestion as soon as possible, can bring the relevant frequency back to normal as soon as possible, avoiding multiple buses of the same route to arrive at the bus stop at the same time and lower the effect caused to passengers due to traffic congestions.

Opinion 2 – in relation to examination and training of bus captains

The companies provide training to bus captains that have not obtained a bus [driver] license. After completion of the training, [the bus captains] are only hired if they pass the bus driving examination held by driving examiners from the Transport

Department and obtain a bus [driver] license. Newly-recruited bus captains that have obtained bus [driver] license shall receive entrance training, including operating different types of bus and route training and classroom training (including quality customer service, techniques of handling passenger complaints and emotional management, etc.). The training received by female bus captains is the same as that received by male bus captains.

All newly-recruited New World First Bus / Citybus bus captains (full-time and part-time) must be able to pass body checks, items include: blood test, lung x-rays, urine test, blood pressure, diabetes test and overall cholesterol test; at the same time, they are also required to receive electrocardiography check. The companies will arrange bus captains who are 50 year-old or above to receive annual body check; at age 50, 54 and 57 of those bus captains ranging in between 50 and 59 year-old, they are arranged to receive electrocardiography check; for bus captains who are 60 year-old or above, they are required to receive electrocardiography check annually; for bus captains at the age of 66 to 68 year-old, they are required to receive body check biannually. Bus captains who suffer from sleep apnea, stroke, high blood pressure, heart disease (including having received surgery before) and diabetes requiring regular medication, they need to receive body check including electrocardiography check annually irrespective of age. All newly-recruited bus captains must be able to pass body check and have to report their health history, including mental health situation and are evaluated by designated doctors. The companies will consider whether to hire them based on the doctor's recommendation.

Opinion 3 – in relation to bus safety and accidents

The two bus [companies] have prescribed a series of measures to increase safety, including increasing the functionality of the tachograph to monitor real-time vehicle speed, study for introducing new technologies on new buses, strengthening bus safety, and to install seatbelts on all bus seats on new buses starting from the year of 2019.

Opinion 4 – in relation to treatment of the bus captains

The companies will start to implement the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" as amended by the Transport Department in February of 2018 in the third quarter of 2018 on a rolling basis. Although the Guidelines as amended has added "special shifts" with upper limit of 14 hours, but of which there is a rest time of no less than 3 hours, and that the driving time shall not

exceed 10 hours. Because the new Guidelines adjusted the limit for work and rest times of bus captains, there are needs for New World First Bus and Citybus to introduce special shift system to accommodate for passengers' demand during the peak hours in the morning and evening, to lower the needs to recruit a large number of additional bus captains and lower the effect caused to the current bus captains' salary. The target of the companies is to first fully comply with the new Guidelines and to limit the number of working hours of special shifts to within 13.5 hours by the beginning of 2019, and then before the beginning of 2020, to progressively lower the working hours of special shifts to within 13 hours. The companies will add and improve the rest facilities in each depot and parking lot to accommodate for the above arrangement.

In recent years, the two bus [companies] have proactively draw new comers to join the industry and improve the salary and benefits of their current employees, to attract new joiner to join the bus captain team of New World First Bus / Citybus to ease the lack of manpower. There is increase in salary in the past years, and the increase in 2016 is 4.1% and the increase in 2017 is 3.55%, which is higher than inflation rate. In the past few years, the companies have given special adjustments on salary and benefits to newly-recruited bus captains according to market situation. The companies have adjusted the salary structure for frontline employees starting from March of 2018. Other than bringing the service performance award, safety award and good attendance award of bus captains to be included as part of the basic salary, the basic salary for bus captains under new and old systems will be increased by $500 and $300 to answer to the employees' request and provide market-competitive salary. Because of the increase in basic salary, subsidies (e.g. overtime subsidy) calculated based on basic salary will also increase. Besides, the companies are in discussion with all unions and Joint Consultative Committees about salary adjustment matter for the year of 2018.

<u>Opinion 5 – in relation to the operation of bus companies</u>

The bus compartment of the buses of the two bus [companies] is installed with Global Satellite System, new Octopus payment reader, automatic stop reporting system, moveable bus stops display screen and tachograph, etc. Real-time arrival time service has extended to all franchised routes of Citybus, and will be extended to all routes of New World First Bus on or before the third quarter of 2018.

The companies are researching for a new bus operation management system, and it is estimated that it will be launched in the second half of 2018. The bus operation

control centre and bus regulators of the companies will then be able to know the real-time location of each bus. If there is delay, arrangement can be made in advance to adjust bus operation and can notify the bus captains through the system to further strengthen the flexibility of bus operation adjustment.

Besides, bus fare of every route of New World First Bus / Citybus is set in accordance with the scale of fare approved by the Government. In setting the fare, various factors need to be considered, including mileage of the route, passenger demand, operational environment and nature of service, etc.

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Enclosure

The Integrated Reply In Respect Of The Items Discussed In The Special Meeting Convened On 21 May 2018 By The Kowloon Motor Bus Co. (1933) Ltd And Long Win Bus Company Limited

We respect the independence of Shatin District Council and the various stakeholders in making written submissions to the Independent Review Committee on Hong Kong's Franchised Bus Service (hereinafter the "Committee")

KMB and Long Win have earlier submitted written submissions to the Committee. Should we provide further information to other stakeholders during the hearing, it may be considered inappropriate and may affect the credibility of the relevant written submissions. Considering the above reasons and procedural justice, we consider the appropriate way is for the District Council to make its own written submissions.

Part II – The Updated Reply on the relevant documents and records (Enclosures 11 – 15) of the relevant meetings of District Council submitted by the government departments and relevant organisations to the Independent Review Committee on Hong Kong's Franchised Bus Service.

Enclosure 1: Document TT 26/2012	Mr. YEUNG Cheung-Lee's requisition: Accident at A Kung Kok Street
Enclosure 2: Meeting minutes TT 3/2012	Minutes of the 3rd Meeting of the year of 2012 (extract)
Enclosure 3: Document TT 36/2012	Madam YEUNG Sin-Hung's requisition: Bus seat belts
Enclosure 4: Meeting Minutes TT 4/2012	Minutes of the 4th Meeting of the year of 2012 (extract)
Enclosure 5: Meeting Minutes TT 5/2013	Madam YEUNG Sin-Hung's requisition: the working hours of bus captains and the body check mechanism
Enclosure 6: Meeting Minutes TT 1/2013	Minutes of the 1st Meeting of the year of 2013 (extract)
Enclosure 7: Document TT 20/2015	Mr. YUNG Ming-Chow's requisition: Regulation of franchised buses in Shatin District under the laws
Enclosure 8: Meeting Minutes TT/2015	Minutes of the 2nd Expanded Meeting of the year of 2015 (extract)
Enclosure 9: Document TT 9/2016	Requisition of Mr. LEE Sai-Hung: KMB's bus safety and the falling off of ceiling at the Tai Wai Station Transport Interchange
Enclosure 10: Meeting Minutes TT 4/2016	Minutes of the 3rd Meeting of the year of 2016 (extract)
Enclosure 11: Document TT 23/2017	Mr. CHIU Man-Leung's requisition: In relation to the fatal accident of bus route 681
Enclosure 12: Meeting Minutes TT	Minutes of the 3rd Meeting of the year of 2017 (extract)

3/2017	
Enclosure 13: Document TT 19/2018	Mr. YIU Ka-Chun's requisition: Concern about the serious KMB bus turnover accident on 10 February in Tai Po
Enclosure 14: Document TT 2/2018	Minutes of the 2nd Meeting of the year of 2018 (extract)
Enclosure 15: Document TT 27/2018	Reply from the government departments and relevant organisations in respect of items discussed in the last meeting (extract)

Updated Reply from the Transport Department:

Requisition (d) in Document TT 26/2012 (Enclosure 1):

The Transport Department had issued work order to the Highways Department in September 2012 in respect of the design and extension of the bus laybys in front of Shatin Hospital, in order to improve the situations of buses queuing up to get to the bus stops during peak hours. The improvement work was completed in September 2014. According to the observations made by the Department, the situations of buses approaching the stops during peak hours are generally normal.

Updated reply from the Labour Department:

Requisition 8(b) in Document TT 20/2015 (Enclosure 7):

Since the last meeting to late April 2018, the Labour Department has not received cases requesting for assistance.

Updated reply from the Architectural Services Department:

Requisition (f) in Document TT/2016 (Enclosure 9):

Inspection and removal of loosened sound absorption cotton plaster completed in 2016. The Department will arrange for another inspection in 2018 after obtaining the assistance and consent of the relevant management department.

Updated integrated replied from KMB and Long Win:

Document TT 36/2012 (Enclosure 3):

Since March 2018, KMB has installed seat belts with all bus seats of all newly purchased buses, which will arrive in Hong Kong in the 4th quarter in 2018 earliest.

Long Win is committed to safe services and has installed seat belts with all bus seats "without protection" in its crew. There are notices posted on the buses reminding passengers to wear seat belts.

Document TT 5/2013 (Enclosure 5):

KMB and Long Win require bus captains who are aged 50 or above to undergo health checks every year. The inspection items generally include checks on lung, eyesight, hearing, diabetes, blood pressure, etc. Bus captains who reach the age of 50, 54, 57 and after 60 are also required to conduct ECG when undergoing health checks.

All bus captains, irrespective of age, if they have the following medical history, are required to declare to the Company relevant illnesses and undergo health checks including ECG:-

(1) stroke;

(2) cardiovascular diseases;

(3) drug treatments due to diabetes; and

(4) drug treatments due to high blood pressure.

The working hours and rest times of Long Win bus captains all comply with the "Guidelines on Working Hours, Rest Times and Meal Breaks" issued by the Transport Department.

Updated integrated replied from New World First Bus and CityBus:

Document TT 36/2012 (Enclosure 3):

New World First Bus and CityBus will install seat belts of all bus seats for new buses which will arrive in Hong Kong in 2019 and onwards.

Document TT 5/2013 (Enclosure 5):

The Companies will gradually execute the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" amended by the Transport Department in February 2018 since the 3rd quarter of 2018. Although there is a new special shift of a maximum of 14 hours in the amended Guidelines, there would be rest times of not less than 3 hours and driving hours of not more than 10 hours in the shift. Since the new Guidelines have adjusted the restraints on the work and rest times of bus captains, New World First Bus and CityBus have to introduce the special shift system to accommodate the passenger load during the morning and evening peak hours, reduce the need of hiring additional bus captains and the impact on the earnings of the existing bus captains. The Companies' target is to fully comply with the requirements of the new guidelines by early 2019 and limit the work hours within 13.5 hours of the special shift. Then before early 2020, they will gradually reduce the work hours of

the special shift to within 13 hours. The Companies will also increase and improve rest facilities at the respective bus depot and parking lot, in order to complement with the above arrangements.

In addition, all new recruited bus captains (full time and part time) of New World First Bus and CityBus must pass the health checks, items of which include: blood test, lung X-ray, urine test, blood pressure, diabetes test and total cholesterol level; at the same time undergoing ECG. The Companies will arrange bus captains aged 50 or above to receive annual health checks; for bus captains aged 50 to 59, they have to undergo ECG when they reach 50, 54 and 57; for bus captains aged 60 or above, they should receive annual health checks including ECG; for bus captains aged 66 to 68, they have to receive health checks every half year. For bus captains who suffer from sleep apnea, stroke, blood pressure, heart deceases (including those who have undergone surgery) and diabetes (who are on drug treatments), irrespective of age, they have to undergo health checks including ECG. All new recruits of bus captains must pass the health checks and declare their medical history, including their mental conditions, etc. and be assessed by designated doctors. The Companies will decide whether to hire based on the doctors' advice.

Document TT 23/2017 (Enclosure 11):
The health check system, scope of services and standards for all full-time and part-time bus captains are the same. The Companies also impose the same requirements on their driving skills and safety awareness. Part-time bus captains have to pass the assessments and training before joining and their driving skills are no different from those of full-time bus captains.

The Secretariat of Sha Tin District Council
STDC 13/65/45

June 2018

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Annex 1

May 8, 2012
26/2012

Document TT

For discussion

Sha Tin District Council

Traffic & Transportation Committee

Questions from Mr. YEUNG Cheung-li:

A Kung Kok Street is Ma On Shan's main route to and from the outside. This route for vehicles is narrow and long. It is a road that must be taken for over 90% of bus and van routes to and from Ma On Shan. Over 30 bus routes go through this street. If there is any accident on A Kung Kok Street, it will result in severe traffic congestion and all bus services to and from Ma On Shan will be delayed or paralyzed, thereby affecting the livelihoods of Ma On Shan's 200,000 people.

Many serious traffic accidents have taken place in recent years on A Kung Kok Street. During the eight months from September of last year until April of this year, there have already been three instances of serious traffic accidents, which caused many people's injuries or deaths.

I have received many complaints from residents saying that on this stretch of road, frequently, there are vehicles speeding, crossing lines and "making illegal passes". Public transit vans are particularly prone to speeding. I have also seen with my own eyes vehicles going across lines and "making an illegal pass". Therefore, I have the following questions:

(a) How many deaths and injuries from traffic accidents have there been at A Kung Kok Street during the past five years?

(b) How many traffic stops of ordinance breaching vehicles have police made at A Kung Kok Street during the past five years?

(c) Do the police have any plan that can thoroughly eliminate the speeding and dangerous driving problems?

(d) Does the Transport Department have any short-term or long-term plans to resolve the above-mentioned problems?

(e) Will the police and the Transport Department list A Kung Kok Street as a "traffic accident blackspot"?

Response from the Hong Kong Police Force:

Question (a):
The numbers of deaths and injuries from traffic accidents at A Kung Kok Street during the past five years are as follows:

Year	**2007**	**2008**	**2009**	**2010**	**2011**
Fatality	-	-	-	-	1
Injury	8	11	15	12	18
Property damage	3	4	4	10	2
Total	**11**	**15**	**19**	**22**	**21**

Question (b):
The numbers of traffic stops of ordinance breaching vehicles that police have made at A Kung Kok Street during the past five years are as follows:

Year	**2010**	**2011**
Stopped number	59	37

Question (c):
The Roads and Traffic Division of New Territories South Traffic Authorities host traffic safety lectures from time to time with the drivers of the bus company as well as promote road safety awareness among A Kung Kok Street's pedestrians and cyclists. New Territories South Traffic Authorities enforcement staff have always carried out observation, patrol and speed checking missions in this area, including the use of laser [radar?] guns and unmarked vehicles. At the same time, staff from our department will continue to pay attention to and take proactive actions against situations of vehicles breaching the ordinance.

Response from the Transport Department:

Question (d):
Currently, A Kung Kok Street is a dual two lane road with a speed limit of 50 kilometers per hour. Although there is a slight bend to the road, there is no obstruction to a driver's line of sight.

The design of the road conforms to the present road design standards. There is a bus passing place in front of Shatin Hospital. Presently, the section of road has pedestrian crosswalks controlled by traffic lights to make it convenient for pedestrians to cross the road. In front of the pedestrian crosswalk, there is a "slow down" traffic sign and a "traffic lights ahead" traffic sign to remind drivers to drive slowly and watch for pedestrians.

Regarding the situation where some cars cross the line and "make illegal passes", the Transport Department is now considering whether to enhance the traffic control over this section of road. In other words, to add a double white line to the section of A Kung Kok Street before Shatin Hospital in order to prevent cars from crossing the line and "making illegal passes" in this section of road.

Regarding the traffic accident on April 16, the Transport Department has reminded bus companies to enhance the training of drivers and remind drivers to pay attention to safety and traffic patterns in order to maintain the correct and safe driving attitude and thereby protect the safety of passengers and other users of the road. Moreover, the Transport Department is presently researching the feasibility of extending the bus passing place in front of Shatin Hospital in order to improve the situation where buses queue up to enter the station during busy hours.

The police are still investigating the causes of the accident. If there is a need, the Transport Department will make further improvements depending on the findings of the investigation.

Question (e):

Based on the statistical data of traffic accident deaths and injuries for the fourth quarter of 2011, A Kung Kok Street has not been listed as a "traffic accident blackspot".

Secretary Office, Sha Tin District Council

STDC 13/70/45

May 2012

64. Ms. PONG Scarlett Oi-lan make a provisional motion:

"Considering that cyclists are increasing daily and support facilities such as the relevant bicycle parking spots, bicycle paths and safety measures are not yet all in place, the Traffic and Transportation Committee of the Sha Tin District Council strongly requests the Transport Department to review the present bicycle related policies and planning. We also request the Transport Department to increase bicycle parking spots, improve bicycle paths and educate residents about safety in order to resolve the problems arising from a sharp increase in bicycles and their users."

Mr. TANG Wing-cheong seconded the motion.

65. Committee members unanimously passed the above provisional motion with 24 votes.

Mr. YEUNG Cheung-li raised a question about the A Kung Kok Street traffic accident
(Document TT 26/2012)

66. Mr. YEUNG Cheung-li pointed out that A Kung Kok Street is Ma On Shan's main route to the outside but traffic accidents are common. He urges the police to enhance law enforcement at this location and review the design of the road.

67. Mr. YUNG Ming-chau, Michael's opinions are combined as follows:

(a) A Kung Kok Street is very busy, causing the road surface to be uneven, which makes traffic accidents more likely. Although the Transport Department often maintains the road surface, however, the results are not ideal. After the sewage plant was relocated there are 20 heavy concrete trucks passing A Kung Kok Street on a daily basis. He expresses concern over this.

(b) In recent years, there have been many serious traffic accidents near A Kung Kok Street, causing many deaths and injuries. A Kung Kok Street is on the way for the majority of bus routes to Ma On Shan. During the morning rush hour, there are many passengers on the buses. Some passengers stand right next to the door. In the event of an accident, there would be serious injuries and deaths. He requests the Transport Department increase the frequency of 89D and 89P line buses during busy periods in order to divert passenger flow and thereby reduce the risk of deaths and injuries from accidents.

(c) Adding double white lines to the stretch of A Kung Kok Street in front of Shatin Hospital will not have much effect on preventing vehicles from cross the line and "making illegal passes". He suggests affixing plastic traffic pylons; and

(d) He asks the police the frequency of their using laser [radar?] guns and unmarked vehicles during the past year at A Kung Kok Street and asks them to provide the surveillance data.

68. Mr. CHENG Cho-kwong supports the recommendation raised by the Transport Department, including extending the bus passing place in front of Shatin Hospital and adding double white lines to the stretch of A Kung Kok Street in front of Shatin Hospital. He believes that this could improve situation during busy periods when buses queue up to enter the station and can also prevent vehicles from crossing the line and "making illegal passes" in this section of the road. He complimented the frequent presence of the police in this location and has seen police use laser [radar?] guns in this location. He believes it has a deterrence effect and the attitude of the drivers is very important. If the attitude of the drivers are correct, it would ensure the safety of the passengers and other users of the road.

69. Mr. HO Ming-Hoi's replies are combined as follows:

(a) After the accident, the Traffic Department did a review of the design of A Kung Kok Street. A Kung Kok Street is a dual two lane road with a speed limit of 50 kilometers per hour, presently. There are, presently, pedestrian crosswalks controlled by traffic lights on the section of road in front of Shatin Hospital. There are also traffic signs in front of the pedestrian crosswalk reminding drivers to drive slowly and watch for pedestrians. He expressed that the design of the road conforms to present standards.

(b) The Transport Department is presently considering whether to enhance the traffic control over the section of A Kung Kok Street in front of Shatin Hospital, including adding a double white line at that location in order to prevent vehicles from crossing the line and "making illegal passes" at that section of road; and

(c) The Transport Department is currently researching the feasibility of extending the bus passing place in front of Shatin Hospital in order to improve the situation where buses queue up to enter the station during busy periods.

70. Ms. Chiang Shui-ching expressed that the police pays great attention to traffic safety and notes that some drivers do not obey traffic rules. Aside from enhancing traffic enforcement, the police will also enhance education and propaganda work to educate drivers about obeying the traffic rules and maintaining the proper driving attitude. The police will provide the frequency of the use of laser [radar?] guns and unmarked vehicles during the past year at A Kung Kok Street as well as provide the relevant surveillance data.

71. The Chairman expressed that he has received the provisional motion raised by Mr. YEUNG Cheung-li.

72. The committee members unanimously passed and discussed the provisional motion raised by Mr. YEUNG Cheung-li.

73. Mr. YEUNG Cheung-li raised the provisional motion below:

"Considering the dramatic rise in traffic accidents and numbers of dead and injured on A Kung Kok Street in recent years, the data provided by the police shows that the number of dead and injured from traffic accidents on A Kung Kok Street during the past five years (2007 to 2011) have risen year after year but, in a contrary manner, the number of traffic stops of vehicles breaching traffic rules made by police at A Kung Kok Street have declined.

For this purpose, the Traffic and Transportation Committee of the Sha Tin District Council strongly requests:

(1) Police enhance law enforcement patrols and checks for speeding vehicles on A Kung Kok Street.

(2) The Transport Department shall comprehensively review the road design of A Kung Kok Street, including making A Kung Kok Street wider and installing additional speeding cameras."

Dr. QUAT Elizabeth seconded the motion.

74. The committee members unanimously passed the above provisional motion with 25 votes.

Report Matters

Transport Department Progress Report
(Document TT 27/2012)

75. Mr. CHING Cheung-ying pointed out: in the past two months many van routes increased their fees but the service quality did not improve. He gave the example of line 68K van. Many residents complained that the frequency is insufficient on holidays from 9:00 PM to 12:00 AM, causing residents to wait for two to three vans before they can have a seat. The queue is up to 30 meters long. He urges the Transport Department to supervise the service quality of vans. Moreover, he asks whether the licenses for the special line vans are perpetual.

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Annex 3

July 3, 2012
For discussion

Document TT 36/2012

Sha Tin District Council
Traffic & Transportation Committee

Question from Ms. YEUNG Sin-hung:

From 1997 to 2009, professional bus companies such as KMB, LWB, Citybus & NWFB, one-by-one, installed three point safety belts in dangerous seats (i.e, seats without any other seat in front of them) of their newly purchased vehicles, in order to protect passenger safety. On November 9, 2009, a serious accident took place in Tseung Kwan O where a bus tipped over causing the death of two passengers and many more passengers to be injured. The issue of bus safety attracted much public attention. The bureau chief of the transportation and housing bureau emphasized to the legislative assembly that the administration continues to follow up on the issue of seat belts in buses. (Press release issued by the legislative assembly on November 9, 2009.)

Shatin is an important satellite city and has incrementally developed to become the public transportation hub of New Territories. Would the Transport Department and each bus company please answer the following questions:

(a) According to our understanding, the newest buses of each bus company do not have seat belts installed on seats other than "dangerous seats". Although there is no law against this, it is clearly a backward practice. Would the bus companies please offer an explanation?

(b) Would the bus companies please provide the following data regarding buses passing through Shatin:

  (i) The number and ratio of buses that have seat belts installed on all seats;

  (ii) The number and ratio of buses that have seat belts installed on only "dangerous seats"; and

  (iii) The number and ratio of buses that do not have any seat belts installed on any seat.

(c) In 2009, Bureau Chief Zheng emphasized in an address to the legislative assembly that "there is room for improvement in regards to seat belt safety on buses." What are the specific measures intended by the Transport Department? Will the administration consider creating a rule requiring all seats in buses to have seat belts in order to better protect passenger safety? Please provide the relevant motivation.

Response from the Transport Department

As of now, for buses purchased after 2003, there are seat belts on all seats which are not blocked. Moreover, the Transport Department has also asked bus companies to install seat belts on the front row (four seats) of the top level for buses purchased between 1997 and 2003. The relevant installation work has been completed. For buses designed before 1997 and used today, due to the design limitations, it is not possible to install seat belts but the Transport Department also asked bus companies to install an additional horizontal railing behind the front windshield on the top level. The relevant work has been completed.

The Transport Department will continue to encourage bus companies, provided that the technique is feasible, to install seat belts on bus seats in order to better protect passenger safety to the extent possible.

Response from Kowloon Motor Bus Company (1933) Limited (KMB)

KMB always considers passenger safety the top priority and bears a duty to always let passengers enjoy a safe and comfortable bus journey. Although there is currently no law requiring seat belts on bus seats, KMB, to enhance operational safety and to cooperate with the requests from individual passengers, has already installed seat belts on "unobstructed seats" on buses that have entered service after 1997. "Unobstructed seats" include those facing the front of the vehicle but there is no other seat, railing or any other obstruction in front.

Within KMB's bus fleet, over 60% has seat belts installed on "unobstructed seats" and, among the buses servicing Shatin District, over half of them have the relevant equipment. Moreover, we also affix reminders close to those seats encouraging passengers to buckle up and improve passenger safety.

Response from Citybus Limited & New World First Bus Services Limited

Citybus Limited & New World First Bus Services Limited (Citybus & NWFB) has learned the relevant opinions due to the accident in 2009 where a KMB bus tipped over. After discussion with the Transport Department, NWFB has already installed horizontal railings behind the front windshield on the top level for buses designed before 1997. For buses designed after 1997, we installed seat belts on the front row (four seats) on the top level. Moreover, for new buses that we purchased in recent years, they all have seat belts installed on "unobstructed seats".

Before we had fixed vehicles servicing the Shatin routes, we are unable to provide the number of buses for each type of seat belt configuration.

Response from Long Win Bus Company Limited

Long Win Bus Company Limited (LWB) always considers passenger safety the top priority and bears a duty to always let passengers enjoy a safe and comfortable bus journey. Although there is currently no law requiring seat belts on bus seats, LWB, to enhance operational safety and to cooperate with the requests from individual passengers, within LWB's bus fleet, over 50% have seat belts installed on all seats. As for the remainder, they all have seat belts installed on "unobstructed seats". "Unobstructed seats" include those facing the front of the vehicle but there is no other seat, railing or any other obstruction in front. Moreover, we also affix reminders close to those seats encouraging passengers to buckle up and improve passenger safety.

Secretary Office, Sha Tin District Council

STDC 13/70/45

June 2012

Questions

Ms. YEUNG Sin-hung has the following questions about bus seat belts

(Document TT 36/2012)

32. The Chairman welcomes the participation of LWB bus affairs chief Mr. LEUNG Kai-ming at the meeting.

33. Ms. YEUNG Sin-hung's opinions and follow up questions are combined as follows:

(a) She asks why, aside from "dangerous seats", there are no seat belts on other seats and why even on newly purchased buses not all of them have seat belts on all seats. Moreover, she believes that there should be no great difficulty installing seat belts on buses purchased before 1997. She urges the Transport Department and the bus companies to put passenger safety first; and

(b) Many passengers will take a nap on buses. She urges bus companies to install seat belts on all buses going to and from the airport and create a rule requiring passengers to buckle up.

34. Mr. TANG Wing-cheong's opinions and follow up questions are combined as follows:

(a) He asks the Transport Department why there is a mandatory requirement for van seats to have seat belts but there is no equivalent requirement for larger buses. He does not understand what is the difficulty in installing seat belts on buses; and

(b) He requests the Transport Department to provide the data for passengers who die or are injured in an accident as a result of not wearing a seat belt.

35. Mr. LEE Kam-ming believes that passenger safety should come first. There should not be much difficulty in installing seat belts on seats of buses purchased before 1997 and doing so protects passenger safety. The Transport Department and bus companies should not use this as an excuse. He requests bus companies to provide the number of buses purchased before 1997.

36. Senior Transportation Director (Ma On Shan) of the Transport Department, Ms. WONG Yee Fang, Eva's responses are combined as follows:

(a) The Transport Department agrees that safety belts can provide some degree of protection to passengers. The Transport Department will, under the necessary circumstances, create the relevant rules specific to particular vehicle types. The Transport Department will continue to encourage the bus company to, under the condition that it is technically feasible, install seat belts on bus seats to the extent possible. Bus companies have already installed seat belts on "unobstructed seats" on the top level of all double deck buses purchased after 1997 in order to enhance passenger protection. The Transport Department continues to encourage bus companies to study the feasibility of installing seat belts on buses; and

(b) As for the data on passengers who die or are injured in an accident as a result of not buckling up, if there is relevant information, she will provide it later. — Transport Department

37. KMB External Affairs Ms. YAU Miu-yee expressed, although there is no requirement for bus seats to have seat belts, KMB already installed seat belts on "unobstructed seats" on buses entering service after 1997 to enhance operational safety and to cooperate with the requests from individual passengers. Within the KMB bus fleet, over 60% already have seat belts installed on "unobstructed seats". "Unobstructed seats" include those facing the front of the vehicle but there is no other seat, railing or any other obstruction in front.

38. NWFB Public Affairs Chief Ms. CHUNG Pui-yi expressed, Citybus Limited & New World First Bus Services Limited (NWFB & Citybus) have already installed horizontal railings behind the front windshield on the top level for buses designed before 1997. For buses designed after 1997, we installed seat belts on the front row (four seats) on the top level. Moreover, for new buses that we purchased in recent years, they all have seat belts installed on "unobstructed seats". Typically, each bus has 14 "unobstructed seats" which all have seat belts. Specifically, it depends on the type of bus.

39. Mr. LEUNG Kai-ming expressed, LWB always considers passenger safety the top priority. Within LWB's present bus fleet, over 50% have seat belts installed on all seats. As for the remainder, they all have seat belts installed on "unobstructed seats". Moreover, we also affix reminders on the buses to remind passengers to buckle up.

40. The Chairman expressed that he has received the provisional motion raised by Ms. YEUNG Sin-hung.

41. The Chairman and the committee members unanimously passed and discussed the provisional motion made by Ms. YEUNG Sin-hung.

42. Ms. YEUNG Sin-hung raised the following provisional motion:

"The Traffic and Transportation Committee of the Sha Tin District Council urges the Transport Department and bus companies to research; all buses should have seat belts installed in order to protect passenger safety."

Ms. PONG Scarlett Oi-lan seconded the motion.

43. The committee members unanimously passed the abovementioned provisional motion.

Ms. PONG Scarlett Oi-lan raised a question about the fee charging system and segmented fee charging system of KMB
(Document TT 37/2012)

44. Ms. PONG Scarlett Oi-lan's opinions and follow up questions are combined as follows:

(a) The present fee charging system lacks transparency. The "basket" is not specified, including the weight of each element. The public does not know how bus companies calculate operational data; and

(b) She entrusted the Hong Kong City University to investigate the situation of buses not running on time. The result was that 10% to 50% of buses are not on time. She is not satisfied by the fact that bus companies apply for increase of fees at the same time that the service quality is continuously falling. She asks the Transport Department how to supervise the issue of buses not running on time.

45. Ms. YUE Shin-man recommends that Hong Kong adopt the segmented fee charging system used by Singapore. She will provide later to KMB information about the segmented fee charging system used by Singapore.

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Annex 5

January 8, 2013
For discussion

Document TT 5/2013

Sha Tin District Council
Traffic & Transportation Committee

Question from Ms. YEUNG Sin-hung:

"On November 19, 2012, a rare serious traffic accident happened at Chai Wan. An NWFB driver suddenly passed out while driving a double deck bus. The bus went out of control and crashed along the road, causing a tragedy with at least three dead and 56 injured. The event showed that there are health concerns with the bus drivers. Shatin District is the traffic hub of the New Territories. There are many buses coming and going to Hong Kong Island, Kowloon, New Territories and the airport. I have the follow questions. Would the Transport Department and each chartered bus company please answer:

(a) According to media disclosure, presently, the working hours of bus drivers can be as high as 14 hours per day. It easily causes fatigued driving and influences traffic safety. Many residents have raised concerns to this office. Many bus routes are not running on time during busy periods. Based on my own observations some long-distance bus routes such as E42 often combine two bus instances as one. As soon as the bus driver arrives at the main station, he immediately departs again without any time to rest. Would KMB, NWFB, Citybus and LWB provide the total number of bus drivers, bus routes and buses driving in Shatin District and the average working hours of drivers during the past year.

(b) Currently, the physical checks of drivers provided by the bus companies do not include heart disease, stroke, etc. Using this event as an example, the driver causing the accident already passed the physical check but suddenly passed out while driving. We can see that the physical check system should be improved or else would cause major disasters. Would each bus company amend and improve their physical check system to include checks of heart disease, stroke and similar diseases? If not, please explain why not.

(c) Presently, is there any law supervising the working hours and physical check system of bus drivers? After this accident, will the Transport Department establish rules on working hours and physical checks of bus drivers and enhance supervision?"

Combined response from the Transport Department

Around 11:00 AM of November 19 this year, an NWFB line 8 bus lost control while driving westbound along Chai Wan Road towards the Shau Kei Wan direction and collided with an eastbound taxi and a KMB line 118 on Chai Wan Road towards the Chai Wan direction. The police are now investigating from three directions, including whether there was a mechanical failure, human error or any breach of traffic rules. The investigation is expected to take five months.

Working hour rules for chartered bus drivers

Presently, there is no rule in Hong Kong covering the working hours of normal employees in commercial driver roles (including bus drivers). Nonetheless, to ensure drivers of chartered buses have sufficient rest the Transport Department has drafted "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks". Bus drivers should comply with these rules when arranging the working hours of drivers. The Transport Department also discusses with the chartered bus companies about the relevant guidelines from time to time. In October 2010, the Transport Department amended the guideline. A driver who works for two consecutive days should not rest for less than 10 hours. During one workday, the working hours should not exceed 14 hours and actual driving hours should not exceed 11 hours. After working for 6 hours, the driver should have 30 minutes of rest. Within 6 hours of work, there should be breaks totaling at least 20 minutes. If there are at least 8 hours of work within one workday, the driver should be provided with one hour of meal break. Presently, the daily average work hours and driving hours of drivers are all lower than the limit set by the guideline of 14 hours and 11 hours respectively.

The above-mentioned guidelines should conform to the rest requirements of drivers and the operational needs of chartered bus companies. When the Transport Department creates the relevant guidelines, other than consider whether drivers have sufficient rest, we also consider the operational arrangements of chartered bus services and drivers' suggestions as well as standards set in other overseas cities. During this process, we also consult with the chartered bus companies and drivers' unions.

Chartered bus companies must deliver a report every three months to the Transport Department, explaining the implementation of the guidelines. Moreover, the Transport Department also engages an independent organization to investigate the working hours of bus drivers as an audit. The investigation report dated 2011 shows the chartered bus companies are properly implementing the guidelines.

Chartered bus company driver physical check arrangement

According to present laws, drivers have the duty to drive only when healthy. According to article 9(1) of "Road Traffic (Driving Licences) Regulations" (Chapter 374B) (the "Ordinance"), drivers who apply for a new license, re-issue or renew the license (including bus drivers) should make a declaration within the application form if the driver is afflicted with any disease or condition listed in exhibit 1 of the Ordinance (**Exhibit 1**) or has any other disease or condition that may be a danger to the public while driving. Once the declaration is made, the Transport Department chief must reject the application. According to article 9(2A) of the Ordinance, even if the driver is not afflicted with any such disease or condition while carrying out the abovementioned procedures, the driver shall inform the Transport Department chief in writing if he or she becomes affiliated with such disease or condition later. The Transport Department chief may suspend the driver's license for a necessary check if the driver is considered not suitable for driving.

Starting from 2007, based on the requirements of the Transport Department, all chartered bus drivers aged 50 or above must undergo a physical check annually. The checked items presently are subject to the discretion of each company but the scope is quite similar, including lung check, vision check, hearing check, diabetes check, blood pressure check, blood check and urine check. Drivers aged 60 or above must also undergo an electrocardiogram check. Chartered bus companies also require drivers to declare to the company any disease or physical inability listed in exhibit 1 of the Ordinance (**Exhibit 1**) in order to ensure that the driver is suitable for driving buses.

Moreover, chartered bus companies have issued a guideline regarding drivers feeling unwell during work periods, reminding the drivers to stop driving if they feel unwell. The driver's manuals issued by companies also remind drivers to ensure personal health and good mental state. If there is any unwell feeling, the driver should immediately seek diagnosis. We greatly focus on public traffic safety. The Transport Department will jointly with chartered bus companies and each major driver union to discuss arrangements for physical check of drivers to further enhance the safety of chartered buses.

Combined response of Citybus Limited & New World First Bus Services Limited (NWFB & Citybus)

In regards to the November 19 accident, Citybus & NWFB already submitted the relevant materials to the police and will continue to assist police investigation. NWFB feels awful about this traffic accident and expresses condolences to the victims and their families. Citybus & NWFB will continue to pay attention to the newest status of victims and provide them appropriate assistance.

Citybus & NWFB has 3,900 drivers and 1,700 buses servicing 200 bus routes. Citybus & NWFB conforms to the Transport Department's "Chartered Bus Driver Assignment Guidelines" in assigning working and resting hours to drivers. The average daily work hours of NWFB drivers last year was 10 hours.

All Citybus & NWFB drivers must pass the physical check before working. Drivers aged 50 and above undergo annual physical checks to ensure their health satisfies work requirements. As for whether drivers aged 50 to 59 must undergo an electrocardiogram, the company has an open attitude and will quickly consult with doctors for an opinion on physical check items presently provided to drivers and raise it for discussion.

Response from Kowloon Motor Bus Company (1933) Limited

Question (a):
KMB currently has around 400 routes. There are roughly 70 routes that pass through Shatin District (including Ma On Shan). The number of drivers is around 1,200. The work hours of KMB drivers are around 9 to 10 hours per day.

Question (b):
KMB provides one free physical check for drivers aged 50 and above. The check include physical examination and measurements, blood pressure, blood test, urine test, chest and lung X-ray, etc. For drivers aged 60 and above, it includes an electrocardiogram. The doctor will make a decision on whether the employee is fit to continue to drive based on his or her professional judgment. The company will listen to the doctor. If the driver cannot continue to drive, we will make other replacement arrangements or arrange for the driver to retire early. As for the discussion about drivers' physical checks, we adopt an open attitude.

Question (c):
KMB is always concerned with employee health. All KMB work and rest time arrangements conform to the law and relevant guidelines of the Transport Department.

Response from Long Win Bus Company Limited

Question (a):
LWS currently has 19 routes. Route A41, A41P, E42 and N42 pass through Shatin and Ma On Shan areas. There are 79 drivers in the Shatin District. The average daily work hours of LWS drivers is 10 hours.

Question (b):

LWS provides one free physical check for drivers aged 50 and above. The check includes physical examination and measurements, blood pressure, blood test, urine test, chest and lung X-ray, etc. For drivers aged 60 and above, it includes an electrocardiogram. The doctor will make a decision on whether the employee is fit to continue to drive based on his or her professional judgment. The company will listen to the doctor. If the driver cannot continue to drive, we will make other replacement arrangements or arrange for the driver to retire early. As for the discussion about drivers' physical checks, we adopt an open attitude.

Question (c):

All LWS work and rest time arrangements conform to the law and relevant guidelines of the Transport Department.

Secretary Office, Sha Tin District Council

STDC 13/70/45

December 2012

Exhibit I

Diseases or Physical Disabilities Set out in Schedule 1 to the Road Traffic (Driving Licences) Regulations (Cap. 374B)

1. Epilepsy.

2. With high blood pressure or other causes, one may suddenly become dizzy or fainted to be incapacitated.

3. Mental disorder, such that the license applicant or holder, as the case may be, may be detained under the Mental Health Ordinance (Cap. 136) or be admitted as an inpatient in a mental hospital referred therein.

4. Any condition which results in uncontrolled muscle reactions.

5. Uncontrolled diabetes.

6. The registration number 23 meters away from cannot be read in ample light during the day (fail to read under the aid of glasses or other corrective lenses when necessary).

7. Any other disease or disability that is likely to render the applicant or holder incapable of effectively driving or controlling the car to which the license refers, or an appropriately adapted car, without endangering public safety; but deafness itself does not fall into the scope of the foregoing disability.

Principal

9. Mr. YEUNG Man-yui explained that the plan is to promote bicycle as a means of transport. After referring to the experience of other countries, the Bicycle Network Development Group (the "Group") believes that consultants invited to investigate the possibilities and make suggestions with respect to the supporting facilities, operation modes and other aspects regarding the Self-service Bicycle Rental Network, will make the plan more perfect. The Group has also contacted the Civil Engineering and Development Department and the Hong Kong Science Park about the pilot scheme of the above system at the university station.

10. Committee members unanimously approved the funding application submitted by the Bicycle Network Development Group and the Working Group on Sha Tin Large-Scale Traffic Construction and Development.

Questions

Ms. YEUNG Sin-hung: Working Hours and Physical Examination Mechanism of Bus Drivers

(Document TT 5/2013)

11. Questions and comments of Ms. YEUNG Sin-hung are as follows:

(a) Some members of the public have indicated that there is a missed shift on the E42 line. She had witnessed the bus and bus drivers of the route preparing for driving at the main station, but the frequency was still extended from the original 15 minutes to 25 minutes. She asked if this was different from the original arrangement. In addition, she found that the driver of the E42 line was under pressure from reduced meal breaks and rest time, as well as the work in a shift. She believed that lack of rest will affect the physical and mental health of the driver; and

(b) Because of the youthful tendency of heart disease, she suggested that bus companies consider arranging electrocardiographic examination for drivers aged 50 or above.

12. Questions and comments of Mr. YUNG Ming-chau, Michael are as follows:

(a) According to the Transport Department's guidelines, the bus drivers' working hours for each working day can be as long as 14 hours and the rest time is insufficient. Particularly for those who are living in Sha Tin, they must go to areas far away from their homes, such as Tsing Yi and Lantau, to pick up bus;

(b) He indicated that according to a bus driver, his overall work, including the number of working hours, did not improve since the breaks between shifts were shortened although the meal break was extended from 30 minutes to one hour;

(c) Affected by the traffic conditions on the road, the actual journey time may be longer than that estimated by bus companies. As a result, the bus companies need to adjust the shifts, causing some passengers to lose budget. He asked the Transport Department if it had verified bus companies' frequency and travel time; and

(d) Diseases such as heart disease and diabetes are more common among professional drivers. At present, when a professional driver reaches a certain age, he or she must undergo a physical examination every year. He thinks this arrangement is not satisfactory.

13. Mr. LEE Kam-ming asked if bus companies have any handling methods if a bus driver feels uncomfortable while performing his duties. The poor health of a bus driver may affect the road safety and a bus company is obliged to provide bus drivers with a physical examination including the ECG item.

14. Ms. YAU Miu-yee, the KMB officer (external affairs), stated that KMB will arrange a free medical examination for bus drivers aged 50 or above. The items include blood pressure, blood tests, urine tests, etc., in addition to which, those aged 60 or above will have ECG item. KMB has an open attitude towards the review of the medical examination system. Some committee members thought that the ECG item could be considered for the physical examination of 50-year-old or older bus drivers. KMB is aware of this suggestion.

15. Mr. Tse Chi-ho, KMB's Senior Director of Transport responded as follows:

(a) KMB will try its best to arrange bus drivers to work in a depot close to their homes and provide them with an employee shuttle bus for work;

(b) KMB will comply with the guidelines issued by the Transport Department to ensure that all bus drivers have sufficient time to rest and that the rest time between shifts will not be affected by the extended meal breaks; and

(c) If any bus driver feels unwell, KMB will make provisional manpower deployments, such as arranging the reserve to take over the remainder of his work and arranging the bus passengers to continue their journey with another bus.

16. Ms. Liu Ka Yan, Public Affairs Manager of Citybus Limited & New World First Bus Services Limited (NWFB & Citybus) responded as follows:

(a) The Police are still investigating the traffic accident on November 19 and NWFB & Citybus expressed sadness over the incident;

(b) NWFB & Citybus currently arranges physical examination for bus drivers aged 50 or above. Apart from blood tests and urine tests, the inspection items also include checks on diabetes. As regards the arrangements for the physical examination of bus drivers, NWFB & Citybus are currently conducting reviews and seeking medical advice. NWFB & Citybus are open to the suggestion from some committee members on including the ECG item into the physical examination of 50-year-old or older bus drivers.

(c) According to current practice, if any bus driver feels unwell, NWFB & Citybus will make provisional manpower deployments, such as arranging the reserve to take over the remainder of his work; and

(d) NWFB & Citybus will strictly abide by the guidelines issued by the Transport Department to ensure that they do not violate them in terms of working hours and rest.

17. The responses of Mr. Law Yiu Wah, Chief of Planning and Support of Long Win Bus Company Limited (LWB) are summarized as follows:

(a) The working hours and rest periods of Long Win bus drivers are in line with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks ("the Guidance") set by the Transport Department;

(b) Based on the condition of the traffic section of Route E42, the current schedule of journey time and shifts are all approved by the Transport Department. Long Win will adjust the shifts based on the actual traffic conditions of the road and strike a balance between the service and bus drivers' rest time; and

(c) LWB has an open attitude towards the review of the medical examination system in effect.

18. The Senior Transport Officer of Transport Department/ Ms. LIU Ching-man, Sha Tin believes:

(a) There is no legislation in Hong Kong regulating the working hours of employees (including bus drivers). Despite this, Transport Department has drawn up the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks with reference to overseas experience in order to strike a balance between the operational needs of the bus and bus drivers' rest time. The bus company must follow the Guidance when changing bus drivers;

(b) The bus company shall submit a report to the Transport Department every three months. It shall include the number of working hours of bus drivers. According to the report submitted, all bus companies comply with the Guidance;

(c) The Transport Department will review with the bus companies the health check arrangements for bus drivers to further enhance traffic safety; and

(d) The Transport Department will also work with the bus companies in reviewing bus drivers' rest time, driving route, frequency, journey time, etc. with a view to better meeting actual needs.

Mr. YAU Man-chun: Pedestrian Bridge Adds Accessible Facilities

(Document TT 6/2013)

19. Questions and comments of Mr. YAU Man-chun are as follows:

(a) He asked how the "Barrier-free Travel" scheme would be implemented; and

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Annex 7

March 10, 2012

Document TT 20/2015

For discussion

Sha Tin District Council

Traffic & Transportation Committee

Mr. YUNG Ming-chau, Michael asked

"Most of the franchised bus routes in Sha Tin District are operated by Kowloon Motor Bus Company (1933) Limited. Franchised buses are governed by the Laws of Hong Kong and Public Bus Services Ordinance (Cap. 230) and Public Bus Services Regulations (Cap. 230A).I am concerned that whether franchised bus companies are operating in compliance with the above-mentioned laws and therefore raise the following questions.

1. Long-term plans

Part III of the Laws of Hong Kong (Cap. 230) "Operation and Control of Services (Public Bus)"

(a) Which branch of the governmental department is responsible for the approval of the long-term plan for public buses?

(b) Section 12(1) provides that "a franchised company shall, at all times during the franchise period, maintain appropriate and efficient public bus service to the satisfaction of the Director-general". How to define "to the satisfaction of the Director-general" and "maintaining appropriate and efficient public bus service"? Are there any objective indicators for both? If yes, what are the specific indicators? If no, how to assess?

(c) If the buses of the bus companies are involved in serious traffic accidents, can the Director-general ask the bus companies to submit reports in accordance with Section 12(1)? If yes, what is the duration? What is the penalty if no report is submitted?

(d) Regarding traffic accidents on Tai Chung Kiu Road on January 19, 2015, did Transport Department require the bus company to submit a report? If yes, when? When did it receive the report? Will the report be reported to the Sha Tin District Council? If yes, when and how to report? If no, what are the reasons?

(e) What is a long-term plan? What are the issues involved in the long-term plan? When will it be submitted to the department for approval?

(f) According to Article 12A.4 "Long-term plans", "If a franchised company and the Director-general do not agree on a matter for the plan in accordance with subsection (1) in any year, or no agreement has been obtained on the changes made under subsection (3), the franchised company and the Director-general must submit the details of the objections to the Director-general of the Transport and Housing Bureau. The Director-general of the Transport and Housing Bureau has to take a decision on this matter after he has taken into account the opinions of the franchised company and the Director-general. Except as otherwise provided in Article 33, the decision of the Director-general of the Transport and Housing Bureau shall be final and must be incorporated into the plan. It is a finalized plan." According to the above provisions, a long-term plan includes a route development plan, which shall be finally decided by the Transport and Housing Bureau. What are the administrative procedures for the route development plan? What is the role of district councils? How do district councils deal with objections during the consultation? How does the Department deal with objections?

(g) The Transport and Housing Bureau is the policy-making bureau that governs transport and housing. If the district has public housing development in recent five years, will it allow bus companies to reduce bus services? What are the reasons for the reduction?

(h) In new development projects, project developers are required to submit various types of assessment reports, one of which is a traffic impact assessment report. Which branch of the governmental department is responsible for the assessment and approval of the report? How to carry out the road improvement and public transport diversions as well as other recommendations in the report?

(i) How to handle if the traffic impact assessment report is inconsistent with reality? Which department is responsible for it?

2. Determination of fares

(a) Which branch of the governmental department is responsible for the approval of the determination of fares of public buses?

(b) On which basis the franchised bus companies will fix the fare levels?

(c) Under what circumstances can the bus companies determine the fare not according to the fare basis?

(d) Section 14(1) of the Laws of Hong Kong (Cap. 230A) provides for that "passengers on a bus may carry one or more packages of a gross weight not exceeding 5 kilograms and a total volume not exceeding 0.1 cubic meter without paying an additional fee, provided that the package or packages are safe and convenient to carry." If the prescribed limits are exceeded, how to calculate the fares?

(e) Section 14(2) of the Laws of Hong Kong (Cap. 230A) provides for that "In the bus allowed to carry additional items as permitted by the Director-general, passengers may carry, in addition to items under subsection (1), carry such other items as the Director-general may permit at appropriate expenses specified in fare basis determined under section 13(1) hereof." Which regulation is meant by "the Ordinance"? What is "such other items as the Director-general may permit"?

(f) Section 14(3) of the Laws of Hong Kong (Cap. 230A) stipulates that "the carriage of articles under subsections (1) and (2) is subject to the following conditions -

(a) the articles may not be put on any seats or be placed on the passage of a bus or on stairs; and

(b) No offensive items may be carried. "

Since the articles "may not be put on any seats or be placed on the passage of a bus or on stairs", where can they be placed on a bus without luggage carriers? Will the baggage affect the capacity of "standing places"? If yes, how to handle? Will too much baggage occupy the floor area of the lower floors, rendering the failure to meet the objective criteria of increasing the number of shifts or reducing the same due to insufficient number of "standing places"? If yes, how to handle?

3. Add and change routes

Section 14 "Change and Add New Routes" and Section 15 "Temporarily Change and Add New Routes" of the Laws of Hong Kong (Cap. 230)

(a) Which branch of the governmental department is responsible for the approval of the changes of routes of public buses?

(b) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to handle changes, additions, cancellations and shortening of routes?

(c) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to handle temporary changes, additions, cancellations and shortening of routes?

(d) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to handle permanent and temporary changes of routes?

(e) What are the objective criteria and administrative procedures adopted by the Department to invite for bids for franchise of new routes?

(f) What are the objective criteria and administrative procedures adopted by the Department and the bus companies to assess the effects of changes, cancellations and shortening of routes on existing passengers? If the routes are passing through medical or social welfare facilities, how to assess the impact on the disadvantaged and how can compensation be made?

(g) Will the Department notify the Labour and Welfare Bureau of any change, cancellation and shortening of bus routes passing through medical or welfare facilities? What administrative procedures will be adopted to take advises from related organizations? How to handle the opinions collected, if any? If no, why?

4. Calculation of capacity

Section 16, "the Director-general will specify the frequency and the capacity and types of buses" and Section 16A "Temporary changes in the frequency and the capacity and types of buses as applied by the franchised company" of the Laws of Hong Kong (Cap. 230).

(a) How to calculate the "standing places" of a bus? According to the Ordinance, which places in the bus compartment will not be calculated?

(b) What are the current design passenger capacity and the number of allowed standing passengers of different types of buses? What is the designed capacity per square meter?

(c) Does the current capacity meet the designed capacity standards? At the LegCo Railway Sub-Committee Meeting in February 2014, the MTR had already adjusted the capacity from six passengers per square meter to four ones for the newly completed railway in response to actual passenger loading. Is it possible that the bus company will adjust the standards and calculation methods for standing passengers based on actual passenger loading?

(d) As above, if the bus company does not make adjustments, what are the reasons?

(e) As above, will the passengers standing on the yellow lines and steps next to the bus driver be calculated for overloading? If the bus is overloaded, does it breach the law? If yes, which regulation does it breach? What is the penalty? Who will be punished? Which department is responsible for it?

(f) As above, will the competent authority make a revised draft for the relevant ordinance? If no, why?

(g) How much area is occupied by wheelchairs on low ground buses? How many people can stand and whether they are counted in the lower level "standing places"?

(h) What standards are currently set by the Transport Department on shift additions and reductions of franchised bus? Do they apply to all bus routes?

(i) If the criteria for increasing the number of shifts have not been reached, can the bus company apply for additional shifts? If yes, what is the administrative procedure for handling complaints from passengers? If no, what is the administrative procedure of the Department?

(j) If the bus companies increase their frequency in private and do not apply to the Transport Department, will the Department punish the bus companies? If yes, what is the penalty? The Transport Department is requested to provide the penalty records and fines for all bus routes using Sha Tin as the main station and passing by Sha Tin District in the latest three years.

5. Record keeping

Section 18 of the Laws of Hong Kong (Cap. 230) stipulates that "A franchised company shall provide the Director-general with a copy of the record kept by it based on Subsection (1) within the time and in the format stipulated by the Director-general."

(a) Which branch of the governmental department is responsible for supervising the "record keeping" of public buses?

(b) Whether the Director-general has regularly consulted the bus company for all the records mentioned in the above-mentioned Ordinance to monitor the service level of the bus company.

(c) according to the above ordinance, the Transport Department is requested to provide the details of services of all bus routes using Sha Tin as the main station and passing by Sha Tin District in the latest one year. Please fill in the following format:

Number of buses serving each route and their capacity

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*		
Date	Number of buses	Capacity (person)
28/10/2014	10	500
29/10/2014	9	468

Daily number of trips and total kilometers traveled by each bus on each route

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*		
Date	Trips (shifts)	Total kilometers
28/10/2014	50	1 140

Daily number of passengers and income of each bus on each route

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*		
Date	Number of passengers	Income (HKD$)
28/10/2014	400	3,560

Total kilometers missed each day due to accidents, broken cars, and lack of vehicles and manpower

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*			
Date	Total kilometers missed	Reasons	Number of missed shifts
28/10/2014	22	Broken car and lack of manpower	2

Bus routes (main stations and directions) *Example: 89D (Wu Kai Sha Station → Lam Tin Station)*			

(d) According to the Ordinance, franchised bus companies are responsible for maintaining the above information to "the satisfaction of the Director-general". If the Department fails to provide the above information, please explain clearly the reasons and how to let the public monitor its service level?

6. Maintenance

Pursuant to Sections 19 to 21 of Chapter 230 of the Laws of Hong Kong, the Director or the person authorized by the Director may inspect the premises and vehicles etc. of bus companies "at any reasonable time" and bus companies shall also carry out inspection and maintenance on all or any vehicle "related to and used for the franchise" in accordance with the requirements of the Director.

(a) When will the Department inspect and maintain bus companies' premises and vehicles? Will it be carried out regularly?

(b) How many vehicles of bus companies are inspected per day? Does the random inspection on the vehicles affect the operation of the bus routes?

7. Fare Adjustment

Section 28 of Cap. 230 of the Laws of Hong Kong stipulates the permissible revenue earned by a bus company in any fiscal year and the related regulations, while the permissible revenue shall be determined by the percentage of the average net fixed assets per year for a franchise. However, it is understood that when the current Government and bus companies negotiate the franchise, it will no longer make any provision about the permissible revenue of bus companies, and the above provisions are exempted and will not be implemented. Why is the Government deciding on the exemption a provision instead of amendment of laws? Does the Department implement a mechanism to monitor the revenue of bus companies?

8. Bus Signboards and Notices

Section 7 of Chapter 230A of the Laws of Hong Kong stipulates that bus drivers and ticket sellers shall ensure that the buses properly display marks and signboards that meet the standards. Otherwise, they may be punished for breaking the law. However, such marks and signboards shall be provided by bus companies. I would like to know how to deal with the following issues:

(a) If the bus company fails to provide the marks and signboards meeting the standards, which results in that the bus driver is prosecuted as the marks or signboards are not displayed at proper positions, is the law violated in this case? If yes, which law is violated? What is the penalty? And, who will be punished?

(b) If a driver is punished because the bus company fails to provide marks and signboards that meet the standards, has the Labour Department received cases about driver seeking-assistance in the most recent three years? And what is the number of this kind of cases and how were they handled? Has it violated the *Employment Ordinance*?

(c) If the bus company fails to provide the marks and signboards meeting the standards so that the bus driver displays them at proper positions, does the driver have the rights to refuse the involved bus according to the relevant laws?

(d) On the previous question, is there a case that a driver is behind schedule as he/she refused to drive an involved bus because the bus company fails to provide marks and signboards meeting the standards? If yes, please provide the data about that bus drivers are behind schedule as they refused to drive the involved buses."

(e) If it is found that a running bus has not displayed marks and signboards meeting the standards in a proper way, which department shall be responsible for the law enforcement? I hope that the relevant department will provide the law enforcement data for the most recent one year, including the number of cases that have been handled. "

Reply from Governmental Departments and Other Agencies

1. Forward Plan

Reply from the Transport Department

Question (a):

Pursuant to Section 12A of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, the bus franchisee shall prepare the operational plan for the following five years in terms of the matters specified in the Schedule to the Ordinance and submit it to the Transport Department. The bus franchisee and the Director shall take all reasonable measures to reach an agreement on the plan.

Question (b):

The Transport Department has been regularly reviewing the performance of bus companies through field surveys, vehicle inspections, data submitted regularly by the company and public comments. It generally considers whether the services are safe, reliable, fast, and easy to use. In addition, the bus companies and the Transport Department will also use regular surveys on passenger satisfaction to understand the views of the public on the bus services. If necessary, the Transport Department will urge bus companies to upgrade their unsatisfactory performance.

For any purpose of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, the bus franchisee must maintain and operate the service business according to its franchise, the Ordinance, any instructions, requirements or regulations made under or in accordance with its franchise or the Ordinance as well as any plan or approval made under Section 16A of the Ordinance. Otherwise it will be deemed as failure to maintain the proper and efficient public bus services.

Question (c):

If a franchised bus is involved in a serious traffic accident, the Transport Department may request the bus company to submit a report, depending on the circumstances of the accident. According to the previous experience, the bus company will reply to the Transport Department as soon as possible.

Question (d):

The Transport Department requested the Kowloon Motor Bus Company (1933) Limited (KMB) to submit a report on the next morning after the traffic accident occurred on Tai Chung Kiu Road. The Transport Department received the KMB report on the afternoon of the same day. The Transport Department will follow up the case based on the report. As the police are investigating the accident, we cannot disclose the contents of the report.

Question (e):

Refer to Section 1 (a) for the definition of Forward Plan.

Any year's following five-year plan for the operation of the bus franchisee shall include:

(i) The details of the bus route development plan, together with the proposed changes to the operating routes, schedules and allocation of vehicles, shall be listed on a monthly basis for the first two years of the plan, followed by six months thereafter;

(ii) An estimate of the number and types of the buses required to meet the route development plan referred to in Paragraph (i) in the daily services;

(iii) An estimate of the total number of the buses that are to be used to cope with daily public bus services, and an estimate of a reasonable proportion of the number of the buses that are not available for use in operating the service business due to accident, breakdown or other reasons;

(iv) A plan about abandoning a bus that is not suitable or likely to be suitable for use in operating the public bus services, and about purchasing or building an additional bus to replace the bus to be abandoned or to expand the bus fleet used to operate the bus services;

(v) A plan about providing and allocating premises for manufacture, repair and maintenance of vehicles used by the bus franchisee in connection with its franchise, and premises for parking all the vehicles that are not in use.

(vi) A plan about regular repair and maintenance on all of the vehicles used by the bus franchisee in relation to its franchise;

(vii) Forecasts on the financial implications of following the overall plan prepared under Section 12A, including estimates of the time and magnitude of the possible adjustment of fare;

(viii) Any other matters required by the Director through the written notice to the bus franchisee, regardless whether such matters are specified in paragraphs (i) to (vii).

Question (f):

The bus franchisee submits bus route plans to the Transport Department every year. After reviewing the plan and negotiating with the bus franchisee, the Transport Department will submit the plan made after negotiation to the Transport Department and the Housing Bureau. The Transport Department and the bus franchisee will then consult the relevant Traffic and Transport Committee under the jurisdiction of the District Council on the proposed scheme. The Transport Department will consider the collected opinions and the needs of different stakeholders as a whole, formulate the final plan and put it into practice.

Question (g):

The Transport Department and the bus franchisee will review the service level of each district on a daily basis based on passenger demands through the bus route plan. In formulating the reorganization proposal, the Transport Department and the bus franchisee will participate in the *Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes*, which will take into account the future population changes (e.g. one to two years) in the local region.

For the new housing development projects, the Department will start the preparation of necessary service adjustments for bus companies one to two years prior to the projects' entry to meet the needs of the added population.

Question (h):

In general, the Transport Department's branch offices in the region where the new development projects are located are responsible for reviewing the traffic impact assessment report. If necessary, the branch offices will request the assistance of other sub-divisions or provide the report to other sub-divisions for reference. The road improvements proposed in the report are usually implemented by project developers.

Regarding public transport services, the Transport Department may request project developers to consider improving the hardware facilities of public transport services if necessary.

Question (i):

In general, the proposed road improvement works in the traffic impact assessment report must be completed before the completion of the new development projects, and the traffic conditions will generally not change a lot due to the completion of new development projects.

2. Determination of Fares

Reply from the Transport Department

Question (a):

The fares of franchised buses shall be determined in accordance with Section 13 of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong. When the Transport Department and the Transport and Housing Bureau receive a fare increase application submitted by a bus franchisee, they will follow the existing bus fare adjustment arrangements and consult the Legislative Council Panel on Transport and the Transport Advisory Committee in terms of the fare increase application. Finally, The Chief Executive, along with the Executive Council will review and approve the increase magnitude.

Question (b):

The fare rating table is basically made according to the length of each route group (such as Kowloon City and the New Territories routes, Harbour Crossing routes, tourism routes and special racecourse routes etc.), which stipulates the maximum adult one-way fare that bus companies can charge. As regards the actual fare for individual bus routes, the bus franchisee will determine it following the applicable fare rate, with consideration of the operating environment and other relevant factors of each route, but it shall not be higher than the relevant level listed in the fare rating table. The actual increase magnitude of the fare of each route shall be reviewed by the Transport Department to ensure that the overall weighted average increase magnitude does not exceed the rate approved by the Executive Council.

Question (c):

According to Article 13(4) of Chapter 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, the fare charged by a franchised bus company may not exceed the fare determined in accordance with the appropriate fare class schedule, except with the prior permission of the Commissioner for Transport.

Question (d):

Passengers carrying goods that weigh more than the weight and volume provided in Article 14(1) of Chapter 230A "Public Bus Services Regulations" (but in compliance with other provisions of the "Regulations") (i.e. one or more packages whose total weight does not exceed 5 kilogram or whose total volume does not exceed 0.1 cubic meters) does not constitute a violation of the law. Article 14(2) of the "Regulations" mainly states that other than the goods that may be carried in accordance with Subsection (1), passengers may also carry other items as permitted by the Commissioner for Transport after paying the appropriate charges provided in the fare class schedule as determined under Article 13(1) of this Chapter. As of now, no major bus companies such as KMB or Citybus have applied to charge for the carrying of any luggage or goods whose weight exceeds 5 kilogram or whose volume exceeds 0.1 cubic meters.

Question (e):

The "Ordinance" mentioned above refers to Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong. The Ordinance does not define "other items permitted by the Director". However, Section 14(3)(b) of Chapter 230A "Public Bus Services Ordinance" of the Laws of Hong Kong states that passengers may not carry offensive items. Section 14A of the Ordinance also stipulates that no person shall bring any substance or article used in the Dangerous Goods Ordinance (Cap. 295) onto a bus.

Question (f)：

It is clearly stated in Section 14(3) of Cap. 230A "Public Bus Services Ordinance" of the Laws of Hong Kong that the articles shall not occupy any seat and shall not be placed on the passages or stairs of a bus. Therefore, the items carried by the passengers cannot occupy the positions where the passengers can stand. Therefore, the passenger capacity of the buses shall not be affected.

3. Adding and Change of Routes

Reply from the Transport Department

Question (a):

Section 14 of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong is a provision about the written notice given by the Chief Executive jointly with the Executive Council to a bus franchisee. The Director of the Transport Department may issue a written notice to the bus franchisee in accordance with Section 15 of the Ordinance, to require the bus franchisee to temporarily change a specified route.

Question (b) to (d):

As specified Section 14 of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong, a written notice shall be given to the bus franchisee by the Chief Executive along with the Executive Council, Section 14(4) of the Ordinance stipulates that the Director of the Transport Department shall consult the bus franchisee in terms of changing the specified routes; and Section 14(5) [of Cap. 230 "Public Bus Services Ordinance" of the Laws of Hong Kong] stipulates that the Director of the Transport Department shall consult the bus franchisee in terms of the proposed public bus services, and shall maintain the appropriate and efficient services of all existing routes. The Transport Department will handle the temporary revision to the bus services in accordance with the existing *Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes*.

Question (e):

Under normal circumstances, the Transport Department will propose to arrange bidding invitation for the proposed new franchised bus routes and select suitable bus operators.

Question (f):

The Transport Department understands that reorganizing the bus route will cause inconvenience to some passengers. However, under the principle of making good use of bus resources, the Transport Department has fully considered the views of various parties and balanced the needs of all parties to minimize the impact. With the consideration of balancing the overall passenger interests, making good use of resources, improving road congestion and air quality, we hope that passengers can understand the relevant arrangements.

Question (g):

If any major change is required to a franchised bus or a special minibus route, the Transport Department will submit proposals to the affected Traffic and Transport Committee under the jurisdiction of the District Council to allow the relevant representatives of the Committee to express their opinions on behalf of various passenger groups concerned. The Transport Department will not inform the Labor and Welfare Bureau of any proposal to change, cancel or shorten the routes.

4. Calculation of capacity

Reply from the Transport Department:

Question (a):

In accordance with paragraph (1) of Section 74 of the *Road Traffic (Construction and Maintenance of Vehicles) Regulations*, the total number of standing passengers that may be carried on a single-decked bus or on the lower deck of a double-decked bus is calculated by dividing the total floor area of that deck, in square meters, available to standing passengers, by 0.17; such total floor area shall not include certain areas like that part of any gangway or any passage to an emergency exit which is within 230 millimeters of any step-well.

Question (b):

In accordance with Section 48 of the *Road Traffic (Construction and Maintenance of Vehicles) Regulations*, every bus shall be marked plainly and correctly in English and Chinese writing of uniform size, not less than 10 millimeters in height, inside the bus (on the lower deck if it is a double-decked bus); and outside the bus at the rear or on the near side, with the number of passengers for whom seats are provided on each deck of the bus and the number of standing passengers who may be carried in a single-decked bus or on the lower deck of a double-decked bus while it is in motion.

The Transport Department currently calculates the upper limit of total number of passengers that may be carried on a franchised bus on the basis of total number of seats and approximate average six passengers standing across one square meter on the lower deck. For model and capacity of buses that have been registered by franchised bus companies, refer to the Annual Transport Digest of the Transport Department via the following link:

http://www.td.gov.hk/mini_site/atd/2013/tc/section5_5.html

Questions (c), (d) and (f):

The capacity specified for registration of a bus represents the maximum capacity for structural design of such bus.

To ensure safe operation of the franchised bus, the Transport Department must set the upper limit of capacity for each model of bus. The Transport Department currently calculates the upper limit of total number of passengers that may be carried on a franchised bus on the basis of total number of seats and approximate average six passengers standing across one square meter on the lower deck. As a general rule, capacity of a double-decked bus consists of seating capacity (70%) and standing capacity (30%). In other words, a passenger would have to stand only if overall average passenger load factor is 0.7 and more, which is dramatically different from the fact that seating capacity of MTR Hong Kong is much higher than its standing capacity.

If the Transport Department intends to adjust the franchised bus schedule, it would refer to the *Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes* ("Guidelines") as amended and published upon consultations in the Legislative Council in 2010. In addition to the above passenger load factor, the department and bus companies will also consider such other factors as population, changes in demands of passengers, and infrastructure development to determine how to adjust the schedule. If the department identifies sustained long queuing and extended waiting time of a bus routine, it would instruct the bus company to increase bus shifts in an appropriate and flexible manner while considering the cost effectiveness. Current arrangements are made on the basis of actual situation and reasonable and objective data, and they can be also be properly and freely adjusted on a case-by-case basis. If the relevant calculation method and index are modified, the criteria for increasing bus shifts would become too loose. The decrease in capacity of each bus would lead to higher operational cost. In addition to the pressure of raising the price, there would be more buses on the road, which would surely influence traffic flow and roadside air quality. Therefore, merits and demerits of increasing the bus shifts must be carefully considered.

Question (e):

In accordance with paragraph 3 of Section 13A of *Cap 230A Public Bus Services Ordinance*, the grantee may mark a line transversely on the gangway to indicate the area in which passengers may not stand while the bus is moving. The grantee generally marks a yellow line on the gangway nearby the driver's seat to ensure view of the driver is not obstructed while the bus is moving. The driver will determine whether the bus continues taking up passengers who are waiting for the bus, provided that the driving safety is ensured.

Paragraph 2 of Section 13A of Cap 230A also provides that no passenger shall stand on any part of a bus other than the gangway while the bus is moving.

Question (g):

Within the compartment of a low-floor bus, area available for wheelchair parking space shall not be smaller than 750 mm x 1300 mm. If the wheelchair parking space is not occupied, approximate five passengers may stand on such space. The Transport Department counts the wheelchair parking space as the standing to calculate the number of standing on the low deck of a franchised bus.

Question (h):

Guideline for Relevant Improvement and Reduction of Bus Services in the Bus Routes Schemes is applicable to all franchised bus services. The Transport Department and bus companies will also consider population, changes in demands of passengers, infrastructure development and other factors. If the department identifies sustained long queuing and extended waiting time of a bus routine, it would instruct the bus company to increase bus shifts in an appropriate and flexible manner while considering the cost effectiveness.

Questions (i) and (j):

In case of urgent demands of passengers or in case of emergency, the grantee would increase the bus shifts to direct passenger flow. If the grantee identifies that the service complies with criteria for increasing bus shifts, it would apply to the Transport Department for adjusting the service in order to respond to demands of passengers.

The Transport Department has not received any such application.

Reply from KMB

Question (a):

Laws currently in force provide that standing capacity of a bus shall be calculated on the basis that a passenger occupies a space of 0.17 square meters. KMB estimated the capacity of bus in accordance with the relevant laws.

Question (e):

A passenger violates the subsection (2) of Section 13A of *Public Bus Services Ordinance*

(Cap 230A) if such passenger stands outside the yellow line or step, but in this case, it doesn't mean that capacity of the bus is exceeded.

5. Keeping of records

Reply from the Transport Department

Question (a):

The relevant records are kept by the Transport Department.

Question (b):

Relevant staff of the Transport Department regularly consults copies of any and all records mentioned by bus companies in connection with the above ordinance in order to monitor service level of bus companies. The Commissioner is also entitled to access any and all such records.

Questions (c) and (d):

The grantee will submit operational data and information to the Transport Department for its supervision of operation of the grantee. If a commission member is not satisfied with services of some routine, he or she is kindly requested to provide the relevant information (such as routine, date, time, place, direction and details) so that the department can follow up such service.

Reply from KMB

Question (c):

With regard to inquiry about such data as number of bus, volume of passenger, kilometers and income, those data are not allowed to be disclosed since they are operational and financial information of KMB.

6. Repair

Reply from the Transport Department:

Question (a):

The Transport Department has established a system for regularly monitoring quality and repair level of buses of grantees. In addition to monthly routine inspection, which is conducted by bus companies, the Transport Department sends Motor Vehicle Examiner to the bus companies' depots to check the bus and also randomly check buses while they are moving, in each working day. Moreover, each bus shall not be licensed unless it passes annual comprehensive inspections conducted by the department.

Question (b):

The Transport Department randomly checks 14 buses each working day without influencing their normal operation.

7. Adjustment of fares

Reply from the Transport Department

Pursuant to the *Public Bus Service Ordinance*, the Legislative Council may disqualify applicability of provisions of the "Profit Control Scheme" for the bus franchise by way of resolutions in lien of any ordinance. The "Profit Control Scheme" has been no longer applicable for the bus franchise since 1992 by way of resolutions of the council.

In the meanwhile, current laws and the franchise provide that each grantee shall submit its long-term plan to the Transport Department and operational and financial information including financial statements for each fiscal year audited by the auditors so that the department can monitor operational and financial position of the grantee. The franchise also provides that each grantee shall annually print the "More Comprehensive Disclosure of Company Information" Brochure to make operational and financial information available to the public, and such brochure is accessible on website of the grantee.

8. Bus signboards and notices

Reply from the Transport Department:

Question (a):

In accordance with Section 25 of the Cap 230A *Public Bus Service Ordinance*, any person who violates provisions of paragraph (1) of Section 7 without reasonable excuse shall be guilty of an offence and shall be liable to a fine of $2,000.

Questions (c)–(e):

In accordance with Section 7 of the Cap 230A *Public Bus Service Ordinance*, bus drivers are required by the relevant provisions to exhibit marks in front and back of the bus to show the route number. In addition, the ordinance also requires the driver to exhibit the destination signboard in front of the bus, which shall show the destination of the bus both in Chinese and English.

The Transport Department always requires grantees to comply with the above provisions. If a bus company has to temporarily deploy buses as a result of an accident, or if the signboard of an operating bus fails or is damaged, the driver shall, on the premise that the driving safety is ensured and influence on services for passengers is minimized,

do its best efforts to accomplish performance of the service, and shall notify his or her supervisor of arranging repair or replacement of his or her bus as soon as practicable.

Based on findings of the recent supervision conducted by staff of the Transport Department, buses 89D and 89P of KMB are similar in fonts on the route signboards, which may lead to misunderstanding of passengers. The Transport Department has instructed KMB to make improvements.

Reply from the Labour Department

Question (b):

Over the past 3 years, the Labour Department has not received the relevant request for help.

Reply from the Hong Kong Police Force

Question (e):

The police force would take appropriate monition action against any violation of Section 7 of Cap 230A *Public Bus Service Ordinance*. Sha Tin Police District has not received any complaint about bus route signboard within Sha Tin District.

9. General response

Reply from the New World First Bus Services Limited and Citybus Limited (NWFB & Citybus)

The Transport Department responded to each question raised in the document in details. Further, standing capacity of bus shall be calculated under the laws. A yellow line is generally marked on the gangway at rear of the driver's seat of the bus, and no passenger shall stand outside the yellow line while the bus is moving to ensure that views of the driver are not obstructed when he or she is operating the bus.

First Bus & Citybus regularly submit operational data and financial information to the Transport Department, while the companies are not allowed to disclose business data such as income and capacity of some route.

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93. The Chairman said this topic has been discussed in the TTC meeting, but the problem remains unresolved. He hoped departments such as Transport Department and Highways Department actively work out a long-term plan for eliminating unlawful parking on busy and narrow sections. Considering the vehicle-pedestrian conflicts, a wide range of food premises and shops, and serious parking problem in Tai Wai, the chairman requests the police force to submit data relating to law enforcement in Tai Wai for constant supervision of TTC.

The Police Force

Question raised by Mr. YUNG Ming-chau, Michael: Supervision of franchised bus under laws in Sha Tin District

(Document TT/20/2015)

94. Questions raised by Mr. YUNG Ming-chau, Michael are summarized as follows:

(a) If bus companies are required to submit reports with respect to serious traffic accident, when such report shall be submitted, and what penalties would be imposed onto bus companies if they fail to submit such report?

(b) In its response, the Transport Department clarified that major bus companies such as KMB and Citybus have not applied for collecting extra charge from passengers who carry luggage and goods of weight more than five kilograms and total volume more than 0.1 cubic meters. Mr. YUNG Ming-chau, Michael considers that if space available for luggage is insufficient in the bus, consequentially decreasing capacity as a result of spaces being occupied by large articles, then calculation of capacity would be influenced, in which case the bus routes that should have satisfied the criteria for increasing bus shifts are considered not to satisfy such criteria. How would the Transport Department deal with such circumstance;

(c) If wheelchair occupies space in the bus, calculation of capacity would be also influenced. If space for wheelchair is counted as "standing", it is unfair for wheelchair users. Furthermore, a chair is installed in the space for wheelchair in certain buses, of which the example is First Bus, and some passengers sitting on that chair are reluctant to offer the seat to wheelchair user who needs the chair, resulting in occurrence of dispute. He asked the Transport Department why does it not exclude space for wheelchairs when it calculates the standing number, and if the space for wheelchair is excluded, calculation of capacity is influenced or not;

(d) He considers that the present response of the Transport Department has demonstrated that the current criteria for increasing bus shifts are defective. MTR Corporation Limited has altered its calculation method of "standing" number in a response to the actual passenger volume. Standing space in bus is smaller than that in metro compartment. Has the Transport Department reviewed its method of calculation of bus passenger load factor, or even adjust the criteria for increasing or decreasing the shifts to reflect actual situation, instead of relying on data from bus companies; and

(e) Loss of bus trips are indeed serious. Commission members need more valid data for supervision of bus services.

95. Responses of Mr. YAU Kung Yuen, Corwin are summarized as follows:

(a) If a franchised bus is involve in a serious traffic accident, the Transport Department would instruct the relevant bus company to submit a report, and bus companies have been coordinating with the department in respect to such instructions, so I believe no penalties need to be imposed;

(b) The Transport Department has been processing passenger load factor information pragmatically. If there is large luggage or a wheelchair in the compartment, he believes that the relevant personnel would properly handle it considering actual loading of passengers. For processing of passenger loading statistics, if there is any wheelchair passenger on the bus, the department would not count space occupied by such wheelchair as standing capacity; and

(c) Take criteria for lift as an example. Standard average individual weight ranges from 75 kg to 80 kg, which is usually higher than weight of an ordinary adult. Therefore, criteria for safety design are high, which might not reflect situation during actual use.

96. The Chairman said he asks the Secretariat to call the absent commission members to attend the meeting because the number of current participants do not comply with the quorum.

97. The number of participants in the meeting was still lower than the quorum after 15 minutes lapsed. The Chairman declared adjournment at 07:09 p.m., and also resolved to deal with *Progress Report of Transport Department*, *Taskforce Report, Engineering Progress Report of Highways Department*, *Population under Public Rental Housing Private Sector Participation Scheme of Sha Tin District* and *Statistics of Traffic Contravention in Downtown of Sha Tin District.*

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Annex 9

March 8, 2016

Document No.: TT 9/2016

Discussion Document

Sha Tin District Council

Traffic and Transport Committee

Questions from Mr. LI Sai-hung:

(a) Recently, bus door related accidents have occurred. Kowloon Motor Bus Co. (1933) Ltd. (KMB), could you tell me how often do you have the doors of each bus checked?

(b) Would you consider adding safety belts and fence railings to each bus carriage so as to prevent passengers from being thrown out of the bus?

(c) Are there any specification requirements for the hardness of KMB bus door glass? How about the origin of the glass?

(d) Does the Transport Department of the Government of Hong Kong have any measures to avoid similar accidents?

(e) Could the Transport Department provide the number of bus and minibus accidents, similar to those mentioned above, in the previous year?

(f) In the early time, the ceiling at the Tai Wai Interchange peeled off. How about the progress of detection and repairs work by the Transport Department?"

Reply from Kowloon Motor Bus Co. (1933) Ltd. (KMB)

About recent KMB bus door related accidents

Two accidents happened recently on February 2 and 17, 2016, when passengers bumped into the glass of our bus doors. We have paid great attention to both accidents. We are now cooperating with the police in investigations and have sent our staff to comfort the injured after the accidents.

We have set up a committee to make a comprehensive review and improve the safety of passengers on bus when our buses run. A report will be finalized by the middle March and be submitted to the Transport Department.

We have been aware of the suggestion on adding safety belts and fences to carriages.

We have been attaching great importance to bus repairs and maintenance. All mechanical equipment (including door operation equipment), air-conditioning systems and carriage facilities on our buses are subject to regular repairs and maintenance. Our drivers would take notice of door operations when driving and report to us if there are any problems. Our maintenance team members would report the items requiring minor repairs according to the reports from the drivers. Each bus is examined on a daily basis after it returns to the depot every night. Car doors are also checked in regular monthly inspections, semi-annual minor repairs and annual inspections are made so as to ensure driving safety.

The doors and windows of all our buses are made of tempered glass, which conforms to the certification standards of suppliers and EU and standard specifications in the bus industry.

Reply from the Transport Department

Questions (d) and (e):

We have established a working group, composed of the Transport Department, franchised bus companies and bus manufacturers, to check bus door safety and improvement plans. In 2015, two door glass damage accidents relating to franchised buses happened. As for special-line minibuses, there is no report or record about similar accidents.

Reply from the Transport Department and the Architectural Services Department

Question (f):

After the accident, the Architectural Services Department immediately arranged an inspection on the ceiling of the Tai Wai Station Public Transport Interchange and removed the acoustic ceiling finish, which was found loose near the ceiling peel-off position. The ceiling inspection work of most areas on site has been finished by the beginning of the Chinese Lunar New Year holiday. After our preliminary investigations, the competent authorities suggested that we conduct hammer test and remove the acoustic ceiling finish at night due to the fact that the daytime inspections of the remaining areas would cause serious impact on the vehicle flow, personnel flow and operation of the site. The Contractor of the Architectural Services Department has requested the Construction Noise Permit from the local Environmental Protection Administration. The Transport Department will continue to maintain close contact with the Architectural Services Department. If necessary, the former will coordinate relevant public transport services so as to cooperate with the Architectural Services Department in implementing the works of the Public Transport Interchange.

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[…] special line mini-bus running on similar routes. The Transport Department has listened to the comments from committee members and will, if necessary, make a comprehensive review of the transport service of Shui Chuen O Estate.

37. The reply from Ms. HUNG On-Ki is as follows:

(a) KMB will, as soon as possible, submit its application to the Department of Transport for improving No. 288 line service. When the application is pending, KMB will temporarily deploy extra buses at peak hours in the morning and arrange the interval between buses to change from the original nine minutes to about six or seven minutes. Also, KMB will send its staff to arrange passengers to get on buses at the Yan Chuen House;

(b) As temporary traffic control measures on Shui Chuen Au St are being taken in the place near the elevator tower on the street, traffic jam lasted 10 to 15 minutes due to bad weather on that day of accident, which affected bus service; and

(c) KMB will make a review of the schedule of No. 83A and 47X lines and follow up the schedule together with relevant committee members.

38. Mr. CHEUNG Lap-Kei responded, KMB provided its behind-schedule rate in its reply. The behind-schedule issue appeared serious due to insufficient number of drivers in 2011 and 2012. Later, the rate was reduced by around 1.3% in 2015, with a major improvement. KMB will follow up the behind-schedule issue together with relevant committee members.

39. The Chairman requested the Transport Department, bus companies and relevant committee members to follow up the questions they proposed.

Questions from Mr. LI Sai-hung: Follow-up on KMB bus safety and ceiling peel-off of Tai Wai Public Transport Interchange

(Document No.: TT 9/2016)

40. Comments from Mr. LI Sai-hung:

(a) He asked the investigation result of KMB bus door accidents and if any improvement plans have been formulated. He pointed out that some priority seats had no safety belts and fences, which was a potential hazard for the elderly. He suggested adding safety belts and fences there;

(b) He asked if the working group composed of the Transport Department, franchised bus

companies and bus manufacturers had been established before or after the accidents and if the group had formulated specific improvement plans;

(c) The Transport Department mentioned in its reply that two franchised bus door damage accidents happened in 2015. Mr. LI asked if there was any misprint in the reply; and

(d) The acoustic ceiling finish at the Public Transport Interchange of Tai Wai Station (Tai Wai Interchange) was mainly used for decoration purposes. He asked if all finish could be removed so as to avoid any accidents; and if the head could be ordered to properly carry out the anti-seepage project if the peel-off was caused by leakage.

41. The reply from Mr. MAK Yun-pui is summarized as follows:

(a) He indicated that the same type of finish was used at the Public Transport Interchange of Wu Kai Sha Station (Wu Kai Sha Interchange) and the same accident occurred to the interchange in case of bad weather. Government authorities or the Contractor only painted the peel-off position and failed to eliminate the issue. He asked who would be responsible for the accidents if any. He also asked what measures the Transport Department and traffic service operators would take to minimize the possibility of accidents; and

(b) He asked about the isolation performance of the acoustic ceiling finish, why it was mainly used for decoration purposes, and if the finish can be removed if it was only used for such purpose.

42. The comments from Mr. HUI Yui-yu are summarized as follows:

(a) He asked how serious the damage would be if the acoustic ceiling finish peeled off at a high attitude of Tai Wai Interchange;

(b) He asked about the cause for ceiling peel-off of Tai Wai Interchange; and

(c) He asked why no repairs were conducted on the place where the ceiling peeled off at the Tai Wai Interchange.

43. Mr. LI Wing-shing asked when to follow up the issue of seepage together with Silver Lake Management L.L.C. again.

Principal

44. Mr. LI Sai-hung and Mr. YUNG Ming-chau, Michael asked about the investigation and recovery progress after the ceiling peel-off accident at the Public Transport Interchange of Tai Wai Station (Tai Wai Interchange) and how long the project would last.

45. The reply from Mr. WU Hon-cheung, Real Estate Property Affairs Manager/Sha Tin West of The Architectural Services Department is as follows:

(a) After the accident, the Architectural Services Department immediately sent its staff to inspect the ceiling at the Tai Wai Interchange and removed the loosened acoustic finish near the peel-off position. The Contractor of the Architectural Services Department has requested the Construction Noise Permit from the local Environmental Protection Administration and conducted comprehensive hammer test at night. It was found that a small amount of acoustic ceiling finish peeled off and was removed. Related inspection and removal work has been finished. There is no immediate hazard on site;

(b) According to the estimate of the Architectural Services Department, some loosened acoustic finish relates to ceiling seepage and may be possibly within the scope of normal wearing. The acoustic ceiling finish does not fall within the scope of the structure of Tai Wai Interchange and mainly functions as acoustic structure. The Architectural Services Department would, together with the Transport Department, pay close attention to relevant conditions. If necessary, it will study the feasibility of removing all relevant finish so as to prevent the occurrence of similar accidents; and

(c) As for the peel-off of acoustic ceiling finish that happened two years ago at the Wu Kai Sha Interchange, the Architectural Services Department has ordered the Contractor to immediately remove all loosened acoustic finish. As it is estimated that the loosened acoustic ceiling related to ceiling seepage, the Transport Department has written a letter to request the real estate property management company for the houses of the upper floors of the Interchange to carry out maintenance work. Additionally, the Transport Department also checked the conditions of acoustic ceiling finish in the April of this year but failed to find any immediate hazard. The Architectural Services Department will continue to follow up the seepage issue together with the real estate property management company.

46. The reply from Ms. LIU Ching-man is summarized as follows:

(a) After the bus door accidents, the Transport Department established a working group composed

of Transport Department, franchised bus companies and bus manufacturers to check the safety of bus doors and study the measures on safety enhancement. Through research, the working group has proposed the measures on safety enhancement for follow-up by the franchised bus companies and bus manufacturers. The Transport Department provides the accident information of the year 2015 according to the requirements proposed by committee members in their questions; and

(b) The Transport Department will, together with the Architectural Services Department, carefully study whether to remove the acoustic finish.

47. The reply from Mr. CHEUNG Lap-Kei is as follows:

(a) As for two recent accidents when passengers bumped into door glass, KMB is cooperating with the police in investigations. Also, a committee has been set up to make a comprehensive review of the accidents and study how to improve passenger safety in carriages. A report has been submitted to the Transport Department in March;

(b) Through inspections by KMB, the doors of all buses in the accidents prove to be in good condition. The doors and windows of all KMB buses are made of tempered glass, which conforms to the certification standards of suppliers and EU and standard specifications in the bus industry. In response to the accidents mentioned, KMB will make more efforts to train drivers and remind drivers to take notice of the bus speed when turning. Also, KMB will, together with bus suppliers, study whether to add fences to bus doors; and

(c) In bus carriages, the front barrier-free seats have been provided with safety belts.

48. The Chairman suggested the head of the Tai Wai Interchange to deal with the seepage issue and requested the Transport Department to describe the feasibility of removing the finish after the meeting was concluded:

Questions from Mr. LI Wing-shing: On illegal racing at Ma On Shan

(Document No.: TT 10/2016)

49. Comments from Mr. LI Wing-shing:

(a) He pointed out that in addition to weekends and holidays, car racing is common on business days

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Annex 11

March 8, 2017

Document No.:

TT 23/2017

Discussion Document

Sha Tin District Council

Traffic and Transport Committee

Questions from Mr. CHIU Man-leong:

"A deadly vehicle accident occurred in Hong Kong on January 14 of this year. A No. 681 bus of KMB was driven from the center of Ma On Shan to Hong Kong Station then. When the bus travelled to Lei Yue Mun Road and approached the Lam Tin Bus Station, it bumped into the ramp stone crack in the middle of the road and turned over towards left as it was out of control. Tens of passengers were thrown out of their seats. Passengers were pressed down on each other. Several people were trapped in the bus. Unfortunately, a passenger on the upper deck lost her life. Since the accident, the public has paid attention to pavement design, health and working hours managements for bus drivers, etc.

Regarding the accident, I have the following questions and expect the Transport Department and the bus company to give a reply:

(a) Why could the above accident happen? What about the conditions of passengers on scene?

(b) How did the bus company follow up the accident? Would it make compensation to the dead? How about the details of follow-up?

(c) Does the health conditions of the driver involved conform to standards? Do the government and bus companies allow drivers to work part-time for long hours after their normal work, as part-time bus or minibus drivers, for example?

(d) Will the existing design of pavement and ramp stone crack increase the probability of serious bus accidents? Do the authorities have more effective design to reduce such risk?

(e) Can the current design of the bus running in Hong Kong effectively guarantee passenger safety? Will the government and the bus companies study how to improve the safety design of buses, adding safety belts and safety bags, etc. so as to reduce casualties?"

Reply from the Transport Department

After the accident, the Transport Department has ordered the bus company to submit a report in order to understand about the accident. We are not in a position to make a guess as the police are investigating the accident.

We have formulated guidance on the shifts of bus drivers, including working, rest and meal time. The shift arrangement of the driver involved as well as his schedule before work conforms to the requirements specified in our guidance.

All new buses must pass the type assessment and pre-registration vehicle inspection by the Transport Department so as to conform to the *Road Traffic Ordinance* (Cap. 374) of Hong Kong and other affiliated regulations so that they can run on roads after registration. There are also such provisions in the existing regulations. All buses shall be provided with fire extinguishers that are in good condition and be reserved with sufficient exits for rescue and lifesaving purposes under emergency. However, most of the current franchised buses are not installed with safety belts on the barrier-free seats. The Transport Department will refer to relevant international standards from time to time so as to improve bus safety.

Reply from the Hong Kong Police Force

Question (a):

The above accident is now investigated by the Special Investigating Team of Kowloon East Police Department. The cause for the accident is being investigated.

Casualties:

A female passenger, aged 42, died in the accident.

Conditions of the injured then: The injured include 11 males (including the bus driver) and nine females. Most injured suffered from scratches or fractures in hands or legs in the accident and have left hospital after being treated (But two female injured remained to stay at the Junk Bay Hospital and Kwong Wah Hospital, with neck bone fractures).

Reply from the Highways Department and the Transport Department

The protection facilities adopted by the Highways Department are international standard practice. The open end of the fence railing uses an inclined stone crack, which can reduce injury to drivers and passengers when any vehicle runs into the fence railing if it is out of control. The Highways Department, together with the Transport Department, continue to inspect the protection facilities on the existing public roads and install appropriate protection facilities on new and existing public roads according to the actual conditions and needs.

Reply from New World First Bus Services Limited/Citybus Limited (NWFB & Citybus)

We are quite sad about the early traffic accident of No. 681 bus and have cooperated with the police to investigate on the process and cause of the accident. After the accident, we sent several management representatives on the morning of the next day to hospitals to comfort the injured in hospital and leave their name cards for ease of contacts and claims. We have arranged that the insurer provide hotlines so that the injured in hospital can inquire about claims. We have also met and comforted the family of the dead and introduced claims arrangements to them.

All buses and their carriage design of NWFB & Citybus conform to the regulations and safety design of the Transport Department. The Company will investigate if there is any space for improvement on relevant results after the police complete the investigation.

NWFB & Citybus has always observed the *Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks* ("the Guidance"), issued by the Transport Department to the franchised bus companies and arranged drivers' working and rest time so that drivers have enough time to rest. According to the Guidance, the driving hours of a bus driver on a business day shall not exceed 11; the maximum working hours on a business day (including all rest time) shall not exceed 14; and the rest time between two connecting business days shall not be less than 10 hours.

A part-time bus driver shall pass driving training and assessment before they are allowed to drive a bus. A bus driver, either full-time or part-time, shall declare if he/she has any other job when he is enrolled. We also request them to have at least 10 hours rest time every day. In terms of physical examination, full-time and part-time drivers share the same physical examination system, scope and standards of examination. All full-time and part-time drivers must pass physical examination before driving buses.

Secretariat of the Sha Tin District Council

STDC 13/70/45

March 2017

[…] E-bike parking places will be provided so as to solve the problem of insufficient space for e-bikes. The result will be submitted to the District Council for discussion.

Mr. PUN Kwok-shan agreed to the idea.

126. Mr. WONG Yue-hon agreed to add e-bike parking places in the space of the community but suggested not arranging the spaces below pedestrian bridges and flyovers.

127. Mr. PUN Kwok-shan pointed out the motion highlighted pedestrian bridges and flyovers and that the Transport Department had responded to other spaces.

128. Mr. YUNG Ming-chau asked if only e-bike parking places were studied and maybe some spaces below pedestrian bridges and flyovers were more suitable for parking of other vehicles.

129. Mr. TING Tsz-yuen suggested putting the sentence "The result will be submitted to the District Council for discussion" before "so as to solve the problem of insufficient space for e-bikes".

130. Ms. WONG Ping-fan indicated the motion mainly focused on e-bikes. She accepted the suggestion from Mr. TING Tsz-yuen and revised the interim motion as follows:

"The Traffic and Transport Committee of the Sha Tin District Council requested the Transport Department to immediately make a comprehensive review of the spaces below pedestrian bridges and flyovers in Sha Tin District, consider adding e-bike parking places and submit the result to the District Council for discussion so as to solve the problem of insufficient spaces for e-bikes."

Mr. PUN Kwok-shan agreed to the idea.

131. The Chairman asked if committee members adopted the interim motion in Paragraph 130.

132. All committee members reached a consensus on adopting the interim motion in Paragraph 130.

Questions from Mr. CHIU Man-leong: On deadly No. 681 bus accident

(Document No.: TT 23/2017)

133. The comments from Mr. CHIU Man-leong are as follows:

(a) He believed that the Transport Department and bus companies should consider improving bus design so as to improve bus safety;

(b) The Transport Department and the Highways Department should take measures to make the stone crack of the road fork more eye-catching;

(c) In accordance with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (the "Guidance"), the working hours for drivers specified are too long and drivers do not have enough time for rest. He expected the Transport Department and bus companies to make a review so as to reduce the maximum working hours of drivers to ten hours;

(d) As the driver involved is a part-time staff, he suggested bus companies to reduce part-time drivers as practically as possible. He felt worried that part-time drivers would assume another job when they were at his rest time and then they would be tired when they returned to their normal work;

(e) He asked about the width of the bus involved, maximum width of new buses, as well as limitation of the Transport Department on bus width. The police are expected to give a reply in the suggested matters to be discussed; and

(f) He requested relevant departments to study the maximum vehicle speed on Lei Yue Mun Road and to consider adopting organ type safety fences.

134. Comments from Mr. SIU Hin-hong:

(a) Bus companies should examine if drivers suffer from sleep apnea on an annual basis; and

(b) He suggested relevant departments to pave cat's eyes on pavement.

135. Comments from Mr. YUNG Ming-chau:

(a) According to video records, the bus involved ran on a wrong lane. Thus, the driver had to correct his mistake at high speed. Unfortunately, the bus bumped into the stone crack and turned over. He asked if the authorities could consider adding shockproof materials to stone cracks in view of such accident;

(b) He asked if the government authorities had referred to new international standards when designing roads, such as adoption of fault tolerant designs.

(c) He asked if the authorities could check the safety of the old road design;

(d) He said, in the guidance issued, drivers work too long and do not have enough time to have a rest. Additionally, he asked if the regulation that bus drivers should drive buses of different models would increase driving risks; and

(e) He asked if the bus involved had requested exemption of width and if its width was 2.55 m.

136. The reply from Mr. LEE Kin-lok, Manager of Public Affairs Manager of New World First Bus Services Limited/Citybus Limited (NWFB & Citybus), is as follows:

(a) The bus and carriage design of NWFB & Citybus conforms to the regulations and safety standards of the Transport Department. When each new bus is registered, it shall be subject to the type assessment and inspection by the Transport Department.

(b) After the police complete investigation, NWFB & Citybus will explore if there is any space for improvement according to the investigation result.

(c) NWFB & Citybus has always observed the guidance issued by the Transport Department to franchised bus companies so that drivers had enough time for rest. NWFB & Citybus rarely arranged a shift of near 14h, maximum working hours specified in the Guidance. As common shift, the average working hours of a driver, plus rest time, are about 10.

(d) NWFB & Citybus makes a physical examination on each driver when he/she is enrolled. Examinations include chest X-ray, urine test, visual and hearing tests, blood pressure measurement, cholesterol analysis by drawing blood, electrocardiogram, fasting blood sugar measurement. After enrollment, a driver aged 50 or above must accept the above physical examination each year (electrocardiogram is only applicable to the drivers aged 50, 54, 57, 60 or above). The drivers who suffer from sleep apnea, stroke, heart disease (also for those who have received operations) and who have diabetes mellitus or hypertension and have to take medicine, regardless of age, shall receive physical examinations including electrocardiograms each year.

(e) Some drivers may drive on more than one route in a day. NWFB & Citybus has followed the system for years, which works well all the time. The Company will only arrange drivers to drive on their familiar routes;

(f) There are more than 3,000 full-time and 400 part-time drivers in the Company. According to the records for October to December 2016, the monthly average total working hours of a part-time driver are about 33,000 hours, only 3.7% of those of all drivers. The Company would provide route driving and driver training to all drivers. The driver in the accident was enrolled as part-time driver in April 1993. He has driven No. 681 all the time and gotten familiar with the route; and

(g) To his knowledge, the width of the bus in the accident is about 2.5 m.

(Supplement after the accident: In the bus fleet of NWFB & Citybus, the widest bus is 2.55 m and the bus in the accident is 2.51 m.)

137. Reply from Mr. YAU Kung Yuen, Corwin is summarized as follows:

(a) On the day of the accident, the driver involved had worked 1h and 38 minutes together since he started work till the accident happened. Before the accident, the driver had a rest. Thus, it is believed that the accident has nothing to do with the duration of working hours. He would report the comments from committee members on long working hours of drivers to relevant groups; and

(b) To his understanding, the width of the bus in the accident is 2.55 m.

138. Mr. FUNG Ka-Chun, Regional Engineer of New Territories District of the Highways Department/Sha Tin (2), indicated in his reply that the Lei Yue Mun Road is designed as ramp type, aiming to reduce the injury to drivers and passengers when any vehicle bumps into the fence as it is out of control.

On the highways with maximum vehicle speed of 70 km/h, the Highways Department also installs organ type safety fences. As the Lei Yue Mun Road does not satisfy the condition, the existing stone crack design conforms to relevant standards. The Highways Department will improve the facilities here according to actual conditions.

Continued matters

Reply from government authorities and relevant institutions on the matters discussed at the previous meeting

(Document No. TT 30/2017)

139. The comments from Mr. YAU Man-chun are summarized as follows:

(a) The Transport Department and bus companies did not make a reply on whether to increase the shifts of Shui Chuen O Estate 47A, 83X or 83A. Due to insufficient traffic service of Shui Chuen O Estate, the traffic of Sha Kok, Jat Min, Pok Hong [Estates] and Wong Uk was affected. He inquired when the Transport Department and bus companies would intensify traffic service of Shui Chuen O Estate;

(b) Bus companies have not drawn lines on bus stations. The lines could help residents to queue on line;

(c) He asked if the Transport Department could send staff to inspect the following sites, including No. 288 line at the center of Sha Tin, No. 287X line of Mong Kok as well as 47X and 80X lines of Sha Tin Wai. He believed that the shifts of No. 170 were reduced fast but the provision of additional service to Shui Chuen O Estate was rather slow;

(d) He asked the Transport Department and bus companies if the capacity of the No. 288 line at the center of Sha Tin or No. 287X line of Mong Kok could reach the standard for extra shifts according to the data for the current peak hours.

140. The comments from Mr. CHAN Siu-Yeung are summarized as follows:

(a) Due to insufficient traffic service of Shui Chuen O Estate, the traffic of Sha Kok, Jat Min, Pok Hong [Estates] and Wong Uk was affected, especially No. 80X line. He asked Kowloon Motor Bus Co. (1933) Ltd. (KMB) […]

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Annex 13

March 13, 2018

Document TT 19/2018

Discussion document

Sha Tin District Council

Traffic and Transport Committee

Questions by Mr. YIU Ka-chun

"The KMB bus overturn accident occurred on the Tai Po Road on February 10, 2018 has caused heavy casualties and aroused widespread concern. The relevant government departments and the bus company are expected to investigate the causes of the accident thoroughly and explain them to the public as soon as possible, and more importantly, seek the effective solutions to avoid recurrence of automobile accidents. In this regard, both bus company and government departments must attach importance to it and draw lessons from it, and reduce the bus service problems and accidents as a whole.

Thus, the questions are as follows:

(a) Has the government counted the traffic accidents on the Tai Po Road? If yes, please provide the statistical data on the traffic accidents along the Tai Po Road (Sha Tin Heights Section) over the past ten years, especially the Keng Hau Road area.

(b) At present, what is the distribution of the bends on the Tai Po Road? Is there a speed limit specified for the sections where the rapid bend is located? If any, what is the speed limit?

(c) Frequent accidents have occurred on the road section involved, and the road design clearly has hidden dangers, and Tai Po Road (Sha Tin Section) also has a number of potentially dangerous locations and bends. Will the relevant departments thoroughly investigate the above roads as soon as possible, and improve the design for road sections with potential hidden hazards, such as expanding the roadway?

(d) Is the government regularly reviewing the approval system of bus drivers and is there room for improvement in the relevant systems? Meanwhile, whether it plans to review the bus operation and supervision system together?

(e) Is the bus company now implementing the unified management and training of full-time and part-time drivers? Has it ensured that the drivers who drive on the special routes shall receive the same training and supervision as the drivers driving on the regular routes, and the quality of their driving are measured by the same criteria? In addition, what is the current training of the bus company provided for the drivers in dealing with the crisis and has the training relating to the emotional management been provided?

(f) The work-and-rest hours of the drivers have also attracted much attention. Where the man-hour is too long, the driver is driving under constant fatigue and is prone to traffic accidents. What are the current work-and-rest hours of the drivers? Will it study how to increase the length of the drivers' break and improve the drivers' lounge facilities? If yes, what are the details? If no, what are the reasons?

(g) Is the government currently conducting the large-scale cross-departmental traffic accident joint drills? If yes, can you introduce the drill process and timetable?"

Comprehensive reply from the Transport Department

Question (a):

Tai Po Road (Sha Tin Heights Section) has a total length of approximately 3.1 km. According to the record, the number of traffic accidents occurred along the Tai Po Road (Sha Tin Heights Section), including the Keng Hau Road area, over the past ten years was as follows:

Tai Po Road (Sha Tin Heights Section)	
Year	Number of traffic accidents
2008	31
2009	35
2010	21
2011	19
2012	18
2013	24
2014	20
2015	30
2016	20
2017	36

Question (b):

The speed limit from Tai Po Road (Sha Tin Heights Section) to Tai Po Road (Piper's Hill Section) is 70 km/h, and the section is about 1.7 km long with two sharp turns. The remaining 1.4 km section is close to Sha Tin and the speed limit is 50 km/h with three sharp turns. The location of sharp turns is as follows:

SN	Location of sharp turns	Speed limit (km/hr)
1	Kowloon Reservoir Parking Lot Entrance/Exit	70
2	Near Kowloon Reservoir Parking Lot	70
3	Luk Hop Village	50
4	Near Luk Hop Village	50
5	Keng Hau Road	50

A number of traffic signs on speed limit have been erected in the proper location on the Tai Po Road (Sha Tin Heights Section) to and from, including road sections where the speed limits have been changed. Furthermore, the warning traffic signs have been erected in front of sharp turns and the "Slow down" road markings have been added on the road to remind the driver to decelerate before the sharp turns.

Question (c):

Transport Department has always had a mechanism to examine the traffic conditions of various roads, for example, the Department regularly selects roads for review of speed limits, formulates the improvement measures for roads with high rates of traffic accidents and implements the improvement measures in response to unique district conditions or public opinions.

Regarding the Tai Po Road (Sha Tin Heights Section), the traffic accident rate in the past ten years was lower than the average traffic accident rate in Hong Kong, apart from the traffic accident rate in 2009 that is slightly higher than the average rate, and the speed reduction demand is not involved. However, in recent years, the Department has recorded an accident black spot near Luk Hop Village, and the improvement measures for this black spot were completed in April 2017. The Department is now closely monitoring the traffic conditions at the above site.

In the past few years, the Department has implemented a number of improvement measures on the relevant road sections to further improve road safety, for example, the Department has added crash barriers and speed enforcement cameras, and has implemented the appropriate traffic management measures at some intersections (such as, prohibiting vehicles from Tai Po Road (Sha Tin Heights Section) to turn right into the sideway).

Question (d):

The government attaches great importance to the management of the drivers of the franchised bus companies and the Transport Department will propose the regulations to be followed by the franchised bus companies, with examples as follows:

- The bus companies are required to formulate the work-and-rest time of the drivers according to the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" established by the Transport Department to ensure that bus drivers have enough work-and-rest time.

- The bus companies shall submit to the Transport Department monthly the total number of dismissed drivers (including: resignation/retirement/demission due to other reasons) and employed drivers (including: new hire/re-employment) for the Transport Department to monitor the management of bus drivers by the bus companies; and
- The bus companies must submit the number of drivers receiving training every year.

In addition, the Transport Department has requested all franchised bus companies to further strengthen the internal supervision of the drivers' driving and service system at the end of 2017, including sorting and regular submission of randomly selected black box driving records and follow-up work records to the Transport Department, bus-taking monitoring records and follow-up work records of plain-clothes staff, violations of traffic regulations by drivers and follow-up work records, and driver alcohol breath testing records.

For another, the Chief Executive has announced that an independent committee headed by the judges will be set up to conduct the comprehensive review of the operation and supervision of franchised buses, in a bid to ensure the safety and reliability of public bus services in Hong Kong, and the Transport Department will actively cooperate with the investigations.

Question (e):
As per the Road Traffic (Driving Licences) Regulations (Cap. 374B), all franchised bus drivers, whether full-time or part-time, must hold a valid driving license issued by the Transport Department before driving a franchised bus. When the franchised bus companies handles the entry application from new drivers (including full-time and part-time drivers), they will check the applicant's testimonial of "conviction" under Section 75(5) of the Road Traffic Ordinance (Cap. 374, Laws of Hong Kong). The bus companies will consider whether to accept the application based on the record in the testimonial and other factors.

If the franchised bus companies accept the application, but the applicant does not hold a valid bus driving license, the franchised bus companies will arrange for them to receive training and assessment by the Transport Department, in order to obtain a valid driving license. The franchised bus companies will provide various types of training for newly hired drivers, including driving skills, accident handling, customer service, classroom and on-site driving training relating to different bus models and routes.

For current drivers who already hold a valid license, the franchised bus companies will also provide them with regular training, including training of designated routes and bus models, customer service, and defensive driving review, in a bid to strengthen the drivers' road safety awareness, driving skills and attitude etc. If the drivers are transferred to a new route or a new bus model, the franchised bus companies will arrange the relevant training for the drivers first. Besides, the individual franchised bus companies will also provide the emotion management courses for the drivers.

Question (f):
To ensure that bus drivers have enough rest time, the Transport Department has established the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" for the franchised bus companies and requests that the bus companies shall comply with the Guidance while making the schedule.

The Transport Department will monitor the performance of the franchised bus companies in the relevant aspects by reviewing the reports submitted by them on a quarterly basis with regard to the implementation of the Guideline. In addition, the Transport Department will appoint the independent contractors yearly to evaluate the situation of the franchised bus companies in compliance with the Guideline.

After the bus accident in Sham Shui Po, the schedule arrangement of the bus drivers is receiving more and more attention from society. In the past few months, the Transport Department has met with various franchised bus companies and the Labour Union several times to actively discuss and explore in-depth the arrangements in the existing Guideline. In reviewing the Guideline, the Transport Department has carefully considered the opinions from the Bus Labour Union, bus companies and members of the community. After a comprehensive review, the Transport Department plans to revise the Guideline, with major revisions including:

(i) The maximum duty hours and driving hours are reduced from less than 14 hours and 11 hours to less than 12 hours and 10 hours respectively;
(ii) The rest time of the drivers after 6 hours of driving is increased from 30 minutes to 40 minutes;
(ii) Given that the bus companies are required to maintain a longer duty time for some drivers in the schedule to cater for the driving needs of the public in the morning and afternoon rush hours, the Transport Department has proposed to add a new regulation, allowing the bus companies to perform the appropriate arrangements, that is, the special duty time of the drivers may exceed 12 hours and the longest duty time shall not exceed 14 hours, and the upper limit of driving time must be the same as that of all other drivers, i.e. not more than 10 hours. To ensure that the drivers can rest enough, the new provisions in the revised "Guideline" specify that a rest time of not less than 3 hours in a row shall be provided during the special duty time; and
(iv) To prevent the drivers from being arranged to work for several days without sufficient rest time, the Transport Department also newly stipulates that the total rest time of the drivers within three consecutive duties arranged by the bus companies shall not be less than 22 hours, except for special duties.

The revised "Guideline" has tried to strike a balance between providing appropriate services to passengers, work-and-rest time of drivers and operational needs of the bus companies. The relevant Guideline only provides the upper limit and lower limit of work or rest time. The Transport Department will continue to review the actual situation from time to time and encourage the franchised bus companies to actively make effective arrangements for the drivers' schedule, to minimize the work and driving hours of the drivers wherever practicable, so as to strive for at least satisfying the regulations of the relevant upper limits.

Regarding the provision of rest facilities by the bus companies for their employees, the Transport Department has always encouraged the bus companies, as good employers, to provide employees with proper rest facilities at the bus terminal/depot. At present, toilets and rest facilities are generally the basic facilities of the newly built bus terminals. A small number of the bus terminus failed to provide the drivers with rest facilities or toilets due to environmental restrictions (for example, the bus terminals are located near a narrow sidewalk) or the opinions of nearby residents. The bus companies will continue to actively study the possibility of overcoming environmental restrictions and install such facilities for bus terminals that currently fail to set up the driver rest facilities.

Question (g):
The Department will participate in the emergency accident drills held by other agencies, such as the police and the Hong Kong Fire Services Department (Fire Services Department), so that the relevant departments and stakeholders can familiarize with the procedures for handling the emergency traffic and transport accidents. The Transport Department will also regularly review the procedures for handling the emergency traffic and transport accidents.

Reply from Hong Kong Police Force

Question (a):
The number of traffic accidents of Keng Hau Road area of Tai Po Road (Sha Tin Heights Section) over the past three years is as follows:
There were seven traffic accidents in 2015, three traffic accidents in 2016 and three traffic accidents in 2017

Question (b):
Tai Po Road (Sha Tin Section): bends and speed limit sections are shown as follows;

1	Tai Po Road, near Reservoir	Bend		Up to 70 km/hr
2	Tai Po Road, near No. 8623	Bend		Up to 70 km/hr
3	Tai Po Road, near petrol station	Bend	Speed enforcement cameras (round-trip lane)	Up to 70 km/hr (exit from Kowloon) Up to 50 km/hr (enter into New Territories)
4	Tai Po Road, near Luk Hop Village	Bend		Up to 50 km/hr
5	Tai Po Road, near Keng Hau Road	Bend		Up to 50 km/hr
6	Tai Po Road, near Laurel Garden		Speed enforcement cameras	Up to 50 km/hr
7	Tai Po Road, near Sha Tin Garden	Bend		Up to 70 km/hr
8	Tai Po Road, near Shing Mun Tunnels access road	Bend		Up to 80 km/hr
9	Tai Po Road, near Mei Lam Estate	Bend		Up to 50 km/hr
10	Tai Po Road, near On Ting Terrace			Up to 80 km/hr
11	Tai Po Road, near Wai Wah Centre (road section mileage 5.8) Tai Po Road, near Wo Che (road section mileage 6.2)		Speed enforcement cameras Speed enforcement cameras	Up to 70 km/hr (exit from Kowloon) Up to 80 km/hr (enter into New Territories)

12	Tai Po Road, near Wo Che (road section mileage 6.6)		Speed enforcement cameras (round-trip lane)	Up to 80 km/hr
13	Tai Po Road, access road, to Tsun King Road			Up to 50 km/hr
14	Tai Po Road, Ma Liu Shui Section, near Lai Ping Road			Up to 70 km/hr
15	Tai Po Road, near Chinese University of Hong Kong (Chung Chi Road)			Up to 70 km/hr
16	Tai Po Road, near Chinese University of Hong Kong (University Road)			Up to 70 km/hr

Question (g):

The Sha Tin Police District will organize or participate in the emergency accident drills held by various relevant departments, but it has not conducted the regular large-scale cross-departmental traffic accident joint drills. If other relevant departments conduct the large-scale traffic accident joint drills, the Police District will definitely participate actively.

For the procedures relating to the regular review of emergency traffic and transport accidents by the Transport Department, the Police will also participate in and express their opinions.

Reply from the Fire Services Department

Question (g):

The Fire Services Department has arranged the traffic accident drills at major tunnels or bridges regularly and when necessary. The drills may also be conducted together with other government departments or the operators or management companies of each tunnel and bridge. Generally, the drills will simulate the traffic accidents where the vehicle catches fire and someone is trapped.

The recent traffic accident drills held in Sha Tin District are as follows:

October 17, 2017	Lion Rock Tunnel
December 7, 2017	Shing Mun Tunnel
December 8, 2017	Eagle's Nest Tunnel
January 12, 2018	Tate's Cairn Tunnel

Reply from The Kowloon Motor Bus Company (1933) Limited (KMB)

Question (e):

KMB treat equally the driving skills, driving attitude and service level of part-time and full-time drivers and both drivers shall be equally professional. Taking into account the opinions of the general public on the promotion of supervision by the franchised bus companies, KMB has already stopped dispatching the duty for the part-time drivers with weekly working hours of less than 18 hours and invited them to be transferred as full-time drivers with weekly working hours of at least 18 hours. At present, the transfer of at least 100 part-time drivers has been completed.

KMB attaches great importance to driving safety and has strict entry requirements for the drivers. It will arrange the professional training relating to the relevant driving routes, guidelines for safe driving and corporate codes of conduct to each driver, and the drivers must pass the driving test by the Transport Department and the bus companies. The driving courses also include the emotional training.

KMB has always strictly complied with the "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" issued by the Transport Department. In the past few months, KMB has been in contact with the Transport Department, the industry and stakeholders, and has actively cooperated with the Transport Department in reviewing the Guideline. KMB agrees with the revised Guideline proposed by the Transport Department in the early time and will continue to comply with the Guideline.

KMB is willing to explore the proposals for strengthening road safety and will keep in touch with the Transport Department.

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[…] dealing with issues related to minor projects in the region. The District Office has conducted two inspections in succession and later responded that the proposal was not feasible and that the addition of upper cover would block the line of sight, and the Transport Department stated that the District Office had not consulted them in this regard. Later, he proposed to move the taxicab stand back, but the Transport Department replied that there were non-removable crash barriers under the ground. Figure 3 showed the station end was moved back by about three parking spaces, but the Transport Department meant that the waiting space was insufficient;

(c) According to the current response of the Transport Department and the opinions collected from residents relating to the proposal in Figure 3 before the meeting, he believed that the Department accepted his proposal, but did not understand why it was necessary to submit the issue to the Traffic and Transport Committee, and till then the Department would take more active actions. He hopes that New Town Plaza will fulfill its social responsibilities. He believes that the people served by this station are not necessarily residents at Sha Tin City Centre. Therefore, he hopes that members understand that this proposal is for the benefit of the public. He asked if there is any public objection to the proposal at this stage; and

(d) He asked when the relevant proposal could be implemented if nobody objects to it. He understands that the response from the Department is due to the different standards among different officials.

126. The Vice Chairman requested Mr. HO Ming-Hsien to actively follow up the demand from the members. He understands that the government personnel must be transferred to the different positions in due time, however, the officials are expected to unify the work standards to the greatest extent and communicate sufficiently during hand-over.

127. Mr. HO Ming-Hsien responded that the attitude change of the Department may be due to a lack of communication. He was not clear with the background of the incident beforehand, but he immediately followed up it after receiving relevant questions. He worked closely with the engineers, and they also believed that the proposal in Figure 3 was more desirable, and he tried to deal with it in this direction. The consulting is not yet finished, and the results will be communicated to the Committee as soon as they come out. If nobody objects the relevant project, the Engineering Division of the Transport Department will issue a works order for the Highways Department to follow up and change the road markings and signs. Then, they will learn about the progress through the Highways Department and will communicate with the members.

Question from Mr. YIU Ka-chun: Concern about the serious overturn accident of KMB bus on the Tai Po Road on February 10
(Document TT 19/2018)

Principal

128. The comments made by Mr. YIU Ka-chun are summarized as below:

(a) He greets the Independent Review Committee on Hong Kong's Franchised Bus Service (the Independent Review Committee), and appoint Judge Michael Lunn as the chairman. He hopes that the Independent Review Committee can accept the opinions of the public figures from different levels, including the Parliament, besides listening to the opinions of the bus companies. He asked how long would take to investigate the relevant incident and when the report would come out, and hopes that the relevant information will be available after the meeting.

(b) He is pleased to see that the Transport Department has made detailed reply, but the reply from the Kowloon Motor Bus Co., Ltd. is lack of sincerity, doesn't provide its suggestions on review, and doesn't specify the activities to follow the aftermath for the casualties and aftermath follow-up activities. He asked whether the Kowloon Motor Bus Co., Ltd. had checked the wheels for suitability for traveling on this highway section, and had reported the highway conditions to the Transport Department, and urged the Transport Department to make improvement;

(c) Severe traffic accidents happen on Sha Tin-Sham Shui Po section of Tai Po Road from time to time, leading to casualties. He thinks that three different speed limits are provided on the total section, which makes it harder for the drivers to adapt. He asked the authority whether this situation will be reviewed and additional speed monitors mounted. He hopes that both the Traffic Department and bus companies can make some additional review after the meeting, and ask the committee members to forward the information to the residents; and

(d) He asked the police whether the data of over-speed detection and control in the latest five years can be provided.

129. The comments made by Mr. WONG Ka-wing are summarized as below:

(a) In order to deal with occurrence of the accident, the Kowloon Motor Bus Co., Ltd. adjusted the working hours for its employees immediately. The employees are always required to work overtime when special shifts are arranged at peak hours. He hopes that both the Traffic Department and the Kowloon Motor Bus Co., Ltd. study and develop a more ideal strategy so as not to have the bus driver who has worked for a long time work overtime; and

(b) The family members of some injured reside in the housing estate served by him. The injured were hospitalized in Kwong Wah Hospital, and thereafter, moved to Sha Tin Hospital. Every injured has received 50,000 HKD consolation money, but at that time, the Kowloon Motor Bus Co., Ltd. didn't ask

for his/her contact information, so both sides have not communicated for one month since hospitalization. He has reminded the family member of this injured to get the report from the hospital and know how the insurer may settle the claims through the Kowloon Motor Bus Co., Ltd. He asked whether the Kowloon Motor Bus Co., Ltd. has established a panel to communicate with each injured and follow up the compensation, and requested the insurer to know the conditions of the injured so as to fulfill the commitment to assist the family members of the injured with all efforts and provide them with supports which has been made by the bus companies. The committee members hold that the injured shall be communicated, although some of them don't want to be bothered, and the bus companies shall communicate with them at least once.

130. The comments made by Mr. CHING Cheung-ying are summarized as below:

(a) The public have not seen how the Kowloon Motor Bus Co., Ltd. attaches attention to safety and make improvements, rather the Kowloon Motor Bus Co., Ltd. has dismissed the bus driver, thereafter, the Kowloon Motor Bus Co., Ltd. wants to deal with the aftermath. He asked how the Kowloon Motor Bus Co., Ltd. wants to improve its issue on bus safety. He thinks that the Kowloon Motor Bus Co., Ltd. must reshape its safety image as soon as possible.

(b) He often drives on Tai Po Road (Sha Tin Heights Section), and thinks that an accident is mostly caused by a vehicle's crossing another lane. He thinks that the problem is not the road speed limit, therefore, he suggests not to change it, and instead, the department shall study whether it is necessary to modify lineation for the lanes. Moreover, there is a "arm-shaped bend" at the entrance, he suggests to pave anti-skid dressing on this section so as to improve the pavement safety at the bend, and hopes that the Transport Department will analyze the causes to the accident; and

(c) He holds that some road works may likely increase danger of the pavement, and hopes that the Transport Department may pay attention to this issue.

131. The comments made by the Vice Chairman are summarized as below:

(a) He asked who decided the speed limit and its criteria. He thinks that the weight and gravity center of a bus are different from those of a car, so the tilting chance is also different. The tilting test standard for the double-deck bus is no more than 28 degrees, and that for the single-deck bus does not exceed 35 degrees;

(b) According to the news reports, this driver of the bus who caused the accident was a full-time driver,

but he changed to part-time later. He asked how the Kowloon Motor Bus Co., Ltd. evaluates the driver's driving safety when changing from a full-time position to a part-time position, and whether how the Kowloon Motor Bus Co., Ltd. may provide training at proper time. In addition, the Kowloon Motor Bus Co., Ltd. has sold its driving simulation system, he asked the Kowloon Motor Bus Co., Ltd. whether it will change to field training;

(c) He asked the departments concerned about the amendments to "the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" (the "Guidance"), and hopes that the department will submit the original text of the Guidance in the form of matters arising after this meeting;

(d) The Kowloon Motor Bus Co., Ltd. only makes the lounge at the bus stop available to be used by the drivers working in special shifts, and this place may not have sufficient space for them to have a rest. He thinks that this is in violation with the rest arrangement;

(e) He asked the department how it can avoid a number of delay and lateness incidents due to modification to "the Guidance";

(f) The Kowloon Motor Bus Co., Ltd. should be the only franchised bus companies which covers insurance by itself. To cover insurance by itself means that The Kowloon Motor Bus Co., Ltd. will settle the claims by itself if the compensation is below the specified limit, and the insurer will take the responsibility if exceeding the limit. He pointed out that for some cases, claims are filed to the insurer through Legal Affairs Division of The Kowloon Motor Bus Co., Ltd., but The Kowloon Motor Bus Co., Ltd. is one of the insured to receive compensation, therefore, he asked whether any conflict of interest exists, which has made settlement of the individual cases not up to the expectation. He asked the department whether it will provide legal aid to the family members of the injured and deceased. He cares most about providing appropriate guarantee to the passengers, and feels disappointed as the department doesn't know the clauses of self-insurance coverage at all, and requested the department to know these clauses after the meeting. As for Sham Shui Po inter-city bus accident and Tai Po Road accident, many family members of the injured and deceased ever said that the bus companies had not cared for them. He thinks that the department shall effectively supervise the bus companies to comfort the family members of the injured and deceased;

(g) He asked the department whether it would provide additional speed monitor on the sections receiving concerns from the public, and reduce the locations where speed monitor have been mounted as dummy;

(h) He asked whether the fire services division would consider to invite the committee members to participate in the drilling; and

(i) The accident scene was not in Sha Tin District, but the route of the bus caused the accident started from and is closely linked with Sha Tin District. He hopes that the investigation report prepared by the Independent Review Committee would be submitted to the members later on, and the safety measures recommended would be put into place as soon as possible.

132. The responses made by engineer of the Transport Department/Shatin 1 – Mr. CHIU Sung Ko are summarized as below:

(a) Tai Po Road (Sha Tin Heights Section) has been provided with clear signs for speed limit and turns to alert drivers. The speed limit is determined based on the types of vehicles, sight line, road bend and no passenger/freight loading/unloading zones;

(b) As for Tai Po Road (Sha Tin Heights Section), in the past ten years, except 2009 in which the traffic accident rate on this section was slightly higher than the average accident rate throughout Hong Kong, no conclusion has been made for 2017. Over the years, the department has taken a number of improvement measures on the relevant sections, for example, providing additional crash barriers, mounting additional speed cameras, and taking appropriate traffic control measures at some crossings along this section (such as, to prohibit vehicles from turning right to the side road from Sha Tin Heights Section), and so on;

(c) He believes that the road administration will follow whether it is necessary to pave anti-skid dressing at the entrance; and

(d) The police will investigate the causes to each traffic accident, and the department will provide coordination and take appropriate follow-up measures.

133. The responses made by Ms. LUI Hiu Fai, Monica are summarized as below:

(a) As for the main amendments to "the Guidance", including the maximum shift hours and driving hours are respectively reduced to "not exceeding 12 hours and 10 hours" from the current provisions "not exceeding 14 hours and 11 hours"; the rest time for the bus driver after continuous driving for 6 hours is increased to 40 minutes from the current 30 minutes; and the maximum shift hours of special shift remains unchanged, namely, "not exceeding 14 hours",

with the upper limit of driving time being the same as all other shifts, i.e. not exceeding 10 hours. Furthermore, it specifies that in any special shift, the driver shall take a continuous break no less than three hours. She may give the original and revised texts of the Guidance to the members for reference after the meeting;

(b) Conforming to implementation of the Guidance, the bus companies may employ additional drivers based on the needs so as to ensure stable service quality; and

(c) She will submit the detailed information about self-insurance coverage arrangement of the Kowloon Motor Bus Co., Ltd. to the Transport and Communications Committee after the meeting.

134. Mr. LEUNG Ling-Yin, Gary's response is summarized as follows:

(a) KMB will actively cooperate with the Independent Review Committee's investigation;

(b) After the accident, three members of the KMB Board have set up an independent investigation committee to meet with various departments, trade unions and bus manufacturers and make recommendations on recruitment, training, working conditions of drivers, emotional support to drivers and bus safety devices, so as to improve vehicle safety. The relevant report was submitted to the Transport Department one day before the meeting. As the case has entered the judicial process, the report has not yet been handed over to the committee members. KMB takes traffic safety as priority and the safety measures will soon be implemented to improve safety. For example, KMB understands that No. 872 Bus can go through a more direct route than the Tai Po Road. Therefore, after the accident, they set up a special route No. 872X to go through the Tolo Highway. They will continue to improve safety measures in accordance with the recommendations of the report;

(c) KMB has established a task force responsible for liaising with the injured and the family members of the deceased and the injured. Some families of the deceased and the injured do not want KMB to contact them frequently. However, KMB has recorded the relevant contact means. He can follow up together with the relevant members after the meeting.

(d) Despite KMB's recent suspension of arranging part-time drivers for driving buses, hoping that they can be converted into full-time drivers, the requirements and training for full-time and part-time drivers of KMB

are the same. KMB regularly requests part-time drivers to go to the Drivers' Training School for training, including emotional training; and

(e) He has no information on self-insurance and compensation.

135. The Acting Commander of the New Territories East Command of the Fire Services Department, Mr. LEUNG Lung Kei, responded by saying that since conducting exercises on roads would affect road users, the Fire Services Department will only arrange fire drills and traffic accident drills on major tunnels or roads as required by relevant regulations. The Department will try to complete the exercises at night and within a short time. If additional explanations are to be given, it is believed that the exercise will be extended. If committee members are interested in knowing how the Fire Services Department handles traffic accidents, we can invite the members to the Fire Services Department for explanation and demonstration of actual drills on the cutting, blasting of the abandoned vehicles.

136. Mr. LAM Chi Chung, the head of the Hong Kong Police Force's Sha Tin District Traffic Team, responded that a team from the New Territories South Transport Department was responsible for handling the speed-enforcement camera and setting cameras according to traffic blind spots and local conditions. Some speed-enforcement cameras will be placed in other locations after a certain period of time. Not all speed-enforcement cameras are physically placed at places required for speed-enforcement cameras.

Report Items
TD Progress Report
(Document TT 20/2018)

137. Mr. CHING Cheung-ying stated that he had contacted the Traffic Engineering Department of the Transport Department (TD) a week ago. He said that the rightmost line of the section of Che Kung Miu Road, which was originally bound from Chun Shek Estate to Jat Min Estate and had been allowed only to travel by way of the Lion Rock Tunnel Road, is now permitted to travel to Jat Min Estate directly. However, the ground lines are not consistent with the design of the roads and there are no clear lines on the ground for the purpose of guiding traffic. He does not advocate making relevant changes, and can't understand why the lines have not been changed to become consistent with the driving direction. He asked the Department how many traffic accidents have occurred since the change. Because of the change, the vehicles fail to switch lane, causing congestion at the intersection. He asked who suggested the change.

138. Vice-President's Suggestions on the Progress Report by the Transport Department (TT 22/2018)

After the completion of the project, KMB and the Department will conduct on-site inspections to ensure that the seats are properly installed. If problems are found during the inspections, the Department will request the bus companies to follow up properly (e.g. removing the movable queuing railings that obstruct the waiting passengers and adding bus routes and queue markings).

6.47 Through the subsidy program, most bus stations equipped with electricity supply will install display screens. The Department requires the bus companies to study the possibility of power connections and installation of display screens at bus stops where there are a large number of passengers but no power supply, taking into account the budget.

6.48 The first-phase of the subsidy program was launched in November last year and is expected to be completed this year. In the case of Sha Tin District, the first phase of the project involved installing seats at about 80 bus stops and installing display screens at about 50 bus stops. As of mid-April, the bus companies have installed seats in 67 bus stops of Sha Tin District and preparation work for installation of display screens are also being carried out at the relevant bus stops (e.g. connecting pipes and wires). In order to allow the public to use the facilities as soon as possible, the bus companies, at the request of the Department, have shortened the period of installation originally set as five years to three years. The Department will closely monitor the progress of the subsidy program.

6.49 The installation of display screens at bus stops of individual locations will be carried out in three phases. The first phase of the installation of display screens is scheduled to complete before the end of this year; the second phase of the installation of screens is expected to be completed before mid-2019; and the third phase of the installation of screens is expected to be completed before mid-2020. The Department is now collating information on the installation of display screens in the first phase and will provide relevant information to the Sha Tin District Council as soon as possible.

7. Supplementary Information on the Independent Review Committee of Hong Kong Franchised Bus Services, Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (the "Guidance") and self-insurance of arrangements of KMB (Paragraph 133 of the minutes of the meeting)

Reply from the Transport Department:

Independent Review Committee of Hong Kong Franchised Bus Services

7.1 The Chief Executive announced on March 13, 2018 that the Independent Review Committee of Hong Kong Franchised Bus Services (IRC) was established and appointed Justice Michael Lunn as Chairman of the IRC, Prof. Auyeung Pak-kuen and

Prof. LO Hong Kam as members.

7.2 The IRC would be officially put into operation in late March 2018 and submit its report to the Chief Executive within about nine months.

7.3 The Government attaches great importance to the recent serious incident involving franchised buses. After the fatal traffic accident occurred on the Tai Po Road on February 10, 2018, the Chief Executive stated on that day that an IRC headed by a judge would be set up to take a comprehensive review of the operations and supervisions of the franchised buses, so as to ensure the safety and reliability of public bus services in Hong Kong.

7.4 The terms of reference of the IRC is as follows:

From a safety perspective, considering the fatal accidents on February 10, 2018 and other recent serious accidents occurred to the franchised buses in Hong Kong:

(a) To review the operation and management of the franchised buses under existing laws, franchise agreements and other contract provisions;

(b) To examine the current supervision and monitoring system of franchised buses; and

(c) To make safety-related recommendations to the Chief Executive on the above matters, so as to maintain the safety and reliability of franchised bus services in Hong Kong.

The committee may invite relevant persons, groups and the public to submit opinions on the above matters and issue all reports within nine months. As regards the causes of the fatal accident that occurred on February 10, 2018 and the legal responsibilities of the persons involved, the police conducted an investigation and these matters are outside the scope of the committee's terms of reference.

Insurance Arrangement of Kowloon Motor Bus Company

7.5 Pursuant to section 4(4)(c) of the Motor Vehicles Insurance (Third Party Risks) Ordinance (Cap. 272) (hereinafter referred to as the "Ordinance"), an organization with a fleet of vehicles can use its own funds (if these funds are abundant and reliable) to bear the legal responsibility for third parties based on its own financial capabilities during its business operations. This type of insurance arrangement is currently adopted by Kowloon Motor Bus

(1933) Co., Ltd (hereafter referred to as "KMB"). KMB is allowed to adopt this approach because the insurance arrangements made by the company can provide sufficient protection for the public in terms of assuming legal responsibility for third parties. The arrangement includes the following two parts:

(i) Self-insurance - a reserve of an amount that is sufficient to meet the potential liability not exceeding a certain ceiling (the "cap of self-insurance");

(ii) External insurance - an insurance that covers potential liability beyond the "cap of self-insurance.

7.6 KMB currently maintains a reserve for third-party claims that do not exceed the "cap of self-insurance". For claims exceeding the cap, KMB has bought insurance. Under the terms of the franchise agreement, KMB must engage a qualified actuary to review the reserve. KMB has already appointed an actuary to review the reserve once a year based on this provision.

7.7 In handling third-party claims, KMB will refer the claims to a lawyer with the police investigation results as reference. Based on the laws of Hong Kong and the cases of past court decisions, the cases are evaluated in a professional manner, which allows the claimant to obtain reasonable compensation early without undergoing lengthy legal procedures.

7.8 As for other franchised bus companies that have purchased full insurance, third-party claims will be handled by the insurance company. According to market practice, insurance companies hire claim-handling firms to assess, investigate, and review claims. If the claimant has any dispute over compensation, he may negotiate directly with the insurance company or file a dismissal with the court.

7.9 It can be seen from this that, for the claimants, the arrangements adopted by KMB and other franchised bus companies are virtually the same.

Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks

(Revised in October 2010)

Guideline A - A driver should have a minimum of 30 minutes of rest after working for 6 hours[1]; a total of 20 minutes of break should be taken within 6 hours, and not less than 12 minutes should be arranged during the first 4 working hours. The time for the driver to prepare to drive the next bus at the main station and check the passenger's boarding should not be considered as a break.

Guideline B - The longest working hours (including all break periods) within one working day should not exceed 14 hours.

Guideline C - Driving time during a working day (i.e. the longest working hours minus all break periods of at least 30 minutes each) should not exceed 11 hours.

Guideline D - The break periods between two connected working days should not be less than 10 hours.

Guideline E - A driver shall be provided with not less than one hour of meal time for not less than 8 hours of working time within one working day.

Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks

(2018 Revised Version)

Guideline (1) (a) The longest time period for a session[2] should not exceed 12 hours, among which the driving time[3] should not exceed 10 hours.

(b) The time period for a special session arranged according to the service needs during the peak hours of the morning and the afternoon of a day may exceed 12 hours. However, the longest time period for a session should not exceed 14 hours and the driving time

[1] Meal time is also considered as rest time.
[2] The period of a session refers to the total number of hours from the beginning to the end of each session, including all breaks.
[3] Driving time refers to the time of all driving and breaks, but does not include rest time of 40 minutes or more each.

should not exceed 10 hours. There should be a period of no less than 3 consecutive hours of rest within the special session.

Guideline (2) - The time between two consecutive sessions should not be less than 10 hours. In addition, the total number of closed hours within three consecutive sessions should not be less than 22 hours, except in special sessions.

Guideline (3) - Drivers must have a minimum of 40 minutes of rest[4] after 6 hours[2] of driving; within the 6 hours, there should be a total of not less than 20 minutes of breaks[5], of which not less than 12 minutes should be arranged in the first hour, and the time for the driver to prepare to drive the next bus at the main station and check the passenger's boarding should not be considered as a rest/break time.

Guideline (4) - A driver should be provided with a meal break of not less than one hour if he serves a session of 8 hours or more.

8. Supplementary information on the installation of railings for prevention of bicycle parking at Sha Tin Market and Yan On Estate Pedestrian Tunnel (Paragraph 144 of the minutes)

Reply from the Transport Department:

8.1 Replacement of railings in Sha Tin Market (TD's Construction Notice No. NE/18/00070) was completed in mid-March this year.

8.2 The installation of railings on Yan On Estate Tunnel Pedestrian Tunnel No. NS229 (TD's Construction Notice No. NE/18/00316) is still in progress and is scheduled to be completed by the end of June this year.

Secretariat of Sha Tin District Council

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[4] Meal time is also considered as rest time.
[5] Break refers to rest of less than 40 minutes.

香港專營巴士服務
獨立檢討委員會

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Independent Review Committee on
Hong Kong's Franchised Bus Service

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張學明主席，GBS，JP

張主席：

邀請大埔區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉大埔區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請大埔區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由大埔區議會曾經討論涉及專營巴士

[1] 委員會得悉於2012年至2018年2月期間，大埔區曾發生三宗涉及專營巴士並引致他人死亡的交通意外，包括：
(i)在2012年8月10日，於大貴街（近大利街）發生的交通意外；
(ii)在2013年5月12日，於大窩西支路（近大窩西支路南華莆巴士站發生的交通意外；及
(iii)在2018年2月10日，於大埔公路近大埔尾段發生的交通意外。

的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝）

香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

香港專營巴士服務
獨立檢討委員會
香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service
21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

The Honourable CHEUNG Hok-ming, GBS, JP
Tai Po District Council
4/F, Tai Po Complex
8 Heung Sze Wui Street
Tai Po, New Territories

4 May 2018

Dear Mr. Cheung,

Invitation for Written Submissions for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

The Chief Executive announced on 13 March 2018 that an Independent Review Committee on Hong Kong's Franchised Bus Service (the Committee) had been set up, following the occurrence of the fatal incident on Tai Po Road on 10 February 2018 and other recent serious incidents involving franchised buses in Hong Kong. From the point of view of safety, the Committee is required to examine the operation and management of bus franchises and the related regulatory and monitoring system of franchised buses, so as to make recommendations to the Chief Executive of safety-related measures with a view to sustaining a safe and reliable franchised bus service. The terms of reference of the Committee are set out in the Annex to this letter.

The Committee commenced its work on 28 March 2018. The Committee will, from the point of safety, examine the operation and management of bus franchises under the current legislative, franchise and other contractual requirements, together with any guidelines and/or practices, and examine the present regulatory and monitoring system for franchised buses.

It is noted from information made available to the Committee that there have been traffic incident(s) involving franchised buses and leading to fatalities that took place in Tai Po District in recent years.[1] As instructed by the Chairman of the Committee, the Honourable Mr Justice Michael Lunn, I am writing to invite the Tai

[1] The Committee has been informed that, from 2012 to February 2018, there was three traffic incidents in Tai Po District involving franchised buses that resulted in one or more fatalities, i.e.
(1) the incident on Dai Kwai Street (near Dai Li Street) on 10 August 2012;
(2) the incident on Tai Wo Service Road West (near Tai Wo Service Road West Nam Wa Po bus stop) on 12 May 2013; and
(3) the incident on Tai Po Road near Tai Po Mei section on 10 February 2018.

Po District Council to provide a written submission to the Committee. Specifically, the Tai Po District Council is invited to provide its relevant discussion papers and meeting records (including those of any of its committees, working groups or task forces, if applicable) relating to the abovementioned incidents involving fatalities and any other traffic incidents involving franchised bus service that took place in the district from 2012 to February 2018 or the safety and operation of franchised bus service in the district, as well as any other issues and comments that the District Council wishes to raise.

Furthermore, Councillors of the Tai Po District Council may also submit their individual submissions to the Committee regarding the operation and monitoring of franchised bus service.

I should be grateful if the submission of the Tai Po District Council could reach the Secretariat of the Committee by 24 May 2018. Please send the submission by hard and soft copies to:

By post: Secretariat to the Independent Review Committee on Hong Kong's Franchised Bus Service, 21/F, Queensway Government Offices, 66 Queensway, Admiralty, Hong Kong (*with the envelope specifying the written submission is enclosed*); and
Via email: secretariat@irc-bus.gov.hk (*with the email heading specifying the written submission is enclosed*)

The information provided in the written submission will be considered by the Committee in reviewing the matters it is directed to consider under the terms of reference of the Committee and in drawing up its recommendations. If necessary, the Committee may invite the District Council and the Councillors who have provided their individual submissions separately to provide supplementary written and/or oral submissions. Please also be advised that all submissions (including any annexes, appendices and attachments contained therein) will be treated as public information and, at the discretion of the Committee, may be published on the Committee's website.

Yours sincerely,

(CHAN Ping-fai, Peter)
Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

Encl.

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

大埔區議會
新界大埔
鄉事會街8號
大埔綜合大樓四樓

TAI PO DISTRICT COUNCIL
4/F, TAI PO COMPLEX
8 HEUNG SZE WUI STREET
TAI PO, N.T.
FAX NO: 2654 6624

傳真號碼：2654 6624

本處檔號 *Our Ref.* (24) in HAD TPDC 13/60/5/1/14

來函檔號 *Your Ref.*

電話 *Tel.:* 3183 9432

郵寄及傳真

香港金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書
陳炳煇先生

陳先生：

邀請大埔區議會向香港專營巴士服務獨立檢討委員會提供書面意見

多謝貴委員會在2018年5月4日就標題所述事宜致函大埔區議會主席。

在接獲貴委員會的信件後，大埔區議會秘書處(秘書處)翻查2012年至2018年2月期間的紀錄。當中，大埔區議會、轄下委員會及工作小組只曾就2018年2月10日於大埔公路近大埔尾段發生的交通意外展開討論。隨函付上下列相關的會議記錄，以供參閱：

(i) 大埔區議會2018年2月12日特別會議記錄；及
(ii) 大埔區議會轄下交通及運輸委員會(交運會)2018年3月9日會議記錄節錄。

此外，交通會在2018年5月11日舉行的會議上曾繼續跟進上述交通意外的相關事宜，而因應貴委員會5月4日的信件，交運會轄下的跟進公共巴士及小巴服務工作小組亦將於2018年5月25日召開會議，邀請成員就專營巴士的運作及管理模式提供意見。當秘書處擬備好相關的會議記錄，便會盡快提交予貴委員會考慮。

另一方面，秘書處早前已致函所有大埔區議員，邀請他們就專營巴士的運作及管理模式提供個別意見。截至本年 5 月 23 日，秘書處並沒有收到任何意見書。

如有查詢，請與本人或一級行政主任李灝宜女士(電話：3183 9433)聯絡。

大埔區議會秘書

李裕修

連附件

2018 年 5 月 23 日

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大 埔 區 議 會
新界大埔
鄉事會街 8 號
大埔綜合大樓四樓
傳真號碼： 2654 6624

TAI PO DISTRICT COUNCIL
4/F, TAI PO COMPLEX
8 HEUNG SZE WUI STREET
TAI PO, N.T.
FAX NO: 2654 6624

Our Ref. (24) in HAD TPDC 13/60/5/1/14

Your Ref.

Tel.: 3183 9432

By mail and fax

Mr. CHAN Ping-fai, Peter
Secretary
Independent Review Committee on Hong Kong's Franchised Bus Service
21/F, Queensway Government Offices,
66 Queensway, Hong Kong

Dear Mr. Chan,

INVITATION TO THE TI PO DISTRICT COUNCIL TO PROVIDE WRITTEN PROPOSAL TO THE INDEPENDENT REVIEW COMMITTEE ON HONG KONG'S FRANCHISE BUS SERVICE

I would like to thank your Committee for writing to the Chairman of the Tai Po District Council on the captioned subject on 4 May 2018.

Upon receiving the letter from your Committee, the Tai Po District Council Secretariat (Secretariat) has checked the records between February 2012 and February 2018. Among the records, the Tai Po District Council, its Committees, and Working Groups had only discussed about the traffic accident that occurred on Tai Po Road near Tai Po Mei on 10 February 2018. Attached please find the relevant minutes as listed below for your reference:

(i) Minutes of the Special Meeting of the Tai Po District Council dated 12 February 2018; and
(ii) Excerpt from the Minutes of the Meeting of the Traffic & Transport Committee (TTC) of the Tai Po District Council dated 9 March 2018

In addition, the TTC continued to follow up on matters related to the above-mentioned traffic accident during the meeting on 11 May 2018. In response to the letter from your Committee dated 4 May, the Working Group on Provision of Public Bus and Minibus Services will convene a meeting on 25 May 2018 and attendees will be invited to provide their views on the operation and management of franchised buses. As soon as the Secretariat has prepared the relevant minutes, they would be submitted to your Committee for further consideration.

On the other hand, the Secretariat has sent letters to all Tai Po District Councillors earlier to invite them to provide individual views regarding the operation and management of franchised buses. As of 23 May of this year, the Secretariat has not received any submissions.

For enquiries, please contact me or Ms. LEE Ho Yee, Trazy, Executive Officer I (Tel.: 3183 9433).

Tai Po District Council Secretariat

Mr. LEE Yu Sau, **[chopped:**

Terence **LEE Yu Sau]**

Enclosures

23 May 2018

大埔區議會
2018年特別會議記錄

日期：2018年2月12日(星期一)

時間：上午11時01分至下午1時25分

地點：大埔區議會會議室

出席者	出席時間	離席時間
主席		
張學明議員, GBS, JP	會議開始	會議完畢
副主席		
黃碧嬌議員, BBS, MH, JP	會議開始	會議完畢
區議員		
區鎮樺議員	會議開始	會議完畢
陳灶良議員, MH	會議開始	會議完畢
陳笑權議員, MH, JP	會議開始	會議完畢
鄭俊平議員, JP	上午11時24分	會議完畢
周炫瑋議員	會議開始	會議完畢
關永業議員	會議開始	會議完畢
劉志成博士	上午11時14分	會議完畢
劉勇威議員	會議開始	會議完畢
李國英議員, BBS, MH, JP	會議開始	會議完畢
李華光議員	上午11時03分	會議完畢
李耀斌議員, BBS, MH, JP	會議開始	會議完畢
羅曉楓議員	會議開始	會議完畢
譚榮勳議員, MH	會議開始	會議完畢
鄧銘泰議員	會議開始	會議完畢
胡健民議員	會議開始	會議完畢
任啟邦議員	上午11時16分	會議完畢
任萬全議員	會議開始	會議完畢
余智榮議員	上午11時10分	會議完畢

秘書

李裕修先生 會議開始 會議完畢
高級行政主任(區議會)／
大埔民政事務處／
民政事務總署

列席者

呂少珠女士，JP	大埔民政事務專員／民政事務總署
李佳盈女士	大埔民政事務助理專員／民政事務總署
蘇偉文博士，BBS，JP	副局長／運輸及房屋局
陳美寶女士，JP	署長／運輸署
何偉基先生	新界東交通工程部總工程師／運輸署
謝善怡女士	巴士及鐵路科首席運輸主任／運輸署
梁龍璣先生	署理新界東區指揮官／消防處
呂已才先生	署理新界東區區長／消防處
洪重穆先生	大埔消防局局長／消防處
譚玄霜先生	署理大埔及北區福利專員／社會福利署
陳倩儀女士	大埔及北區助理福利專員／社會福利署
李國忠先生	大埔警區指揮官／香港警務處
林宛筠女士	大埔警區警民關係主任／香港警務處
鄒頌滿先生	新界北交通部調查及支援組警司／香港警務處
李澤昌先生	董事總經理／九龍巴士(1933)有限公司
李鑾輝先生	董事／九龍巴士(1933)有限公司
蘇偉基先生	企業策劃及業務發展總經理／九龍巴士(1933)有限公司
彭樹雄先生	總經理／九龍巴士(1933)有限公司
林子豪先生	傳訊及公共事務部副主管／九龍巴士(1933)有限公司
陳開明先生	高級聯絡主任(1)／大埔民政事務處／民政事務總署
黃汝恒女士	高級聯絡主任(2)／大埔民政事務處／民政事務總署
李灝宜女士	一級行政主任(區議會)／大埔民政事務處／民政事務總署

缺席者

鄭俊和議員

宣布

主席表示，本年 2 月 10 日在大埔公路發生嚴重交通意外，大埔區議會高

度關注這宗事件，故舉行是次特別會議討論有關事宜。

2. 與會者為上述交通意外的死難者默哀一分鐘。

I. 於二零一八年二月十日在大埔公路發生的交通意外

3. 主席歡迎下列人士出席會議：

(i) 運輸及房屋局("運房局")副局長蘇偉文博士；

(ii) 運輸署署長陳美寶女士、新界東交通工程部總工程師何偉基先生，以及巴士及鐵路科首席運輸主任謝善怡女士；

(iii) 消防處署理新界東區指揮官梁龍璣先生、署理新界東區區長呂已才先生，以及大埔消防局局長洪惠穆先生；

(iv) 社會福利署("社署")署理大埔及北區福利專員譚玄霜先生及大埔及北區助理福利專員陳倩儀女士；

(v) 警務處大埔警區指揮官李國忠先生、大埔警區警民關係主任林宛筠女士，以及新界北交通部調查及支援組警司鄒頌滿先生；以及

(vi) 九龍巴士(1933)香港有限公司("九巴")董事總經理李澤昌先生、董事李鑾輝先生、企業策劃及業務發展總經理蘇偉基先生、總經理彭樹雄先生，以及傳訊及公共事務部副主管林子豪先生。

4. 李澤昌先生表示，九巴感謝各政府部門、區議員及社會各界對事件的關心及協助。是次交通意外對社會帶來沉重影響，九巴亦對事件感到非常痛心及極度遺憾，並對遇難者、傷者及他們的家屬表示深切歉意。他續表示，現時的首要任務是妥善協助遇難者的家人及傷者渡過此困難時期。九巴保證會竭盡全力協助遇難者的家人及傷者盡快康復。此外，九巴成立了一個由九巴獨立非執行董事領導的委員會。委員會已召開第一次會議，並會在一個月內向有關政府部門提交報告。與此同時，政府亦將成立獨立委員會全面檢視專營巴士營運和監管事宜，警方亦正就意外調查，九巴會盡力協助政府有關部門及警方進行調查，並會承擔責任。九巴是香港人的運輸公司，會把行車安全放在首位。九巴再次向遇難者、傷者及他們的家屬表示深切歉意。

5. 鄒頌滿先生表示，警方在2018年2月10日下午約6時15分接報發生這宗嚴重交通意外，隨後馬上動員逾200人到現場協助處理傷者和進行調查。案件現已交由新界北重案組跟進，而被捕的巴士司機仍被扣查。他續表示，發生意外的路段並非交通黑點，過去一年，警方在該處不時進行打擊危險駕駛或超速駕駛的行動。在2017年，警方曾作出4次拘捕，當中涉及2名醉駕人士、1

宗危險駕駛及1宗毒品罪行。警方在2017年就該路段合共發出了32張告票，當中涉及超速或不遵守交通規則等罪行。大埔公路赤泥坪至黃宜坳段在2017年合共發生29宗交通意外，當中2宗較為嚴重。雖然該路段沒有路面偵速攝影機，但警方不時會在該路段數個特定地點擺放偵速工具進行偵測超速的行動。警方會盡快完成有關2月10日交通意外的調查工作，同時亦會配合政府獨立委員會的調查工作。

6. 梁龍璣先生表示，消防處在當日下午約6時15分接獲交通意外報告，而第一輛消防車輛在5分鐘內到達現場，並發現一輛已翻側的雙層巴士及大量傷者，當中部分乘客已自行離開車廂。此外，當時車廂內出現"人疊人"的情況，消防處人員在到達現場後首30分鐘救出24名人士，並在85分鐘後救出最後一名人士。事件中消防處合共出動了20輛消防車輛和37輛救護車輛，並派出約200名消防人員及坍塌搜救專隊參與拯救。由於車禍現場的雙層巴士已經翻側，並涉及大量傷者，可以進行拯救的空間狹窄，並需要穩固巴士車身，增加了是次拯救行動的難度。

7. 蘇偉文副局長表示，上周六傍晚發生一宗嚴重巴士交通意外，導致多人傷亡，是沉重的一天。政府在過去2天已不停進行應變及善後工作。他代表政府向死傷者及他們的家屬致以深切慰問，同時希望傷者早日痊癒。政府明白公共交通運輸是市民日常生活中經常使用的服務，而巴士服務佔公共交通服務使用率三分之一，每日達400萬人次，所以保障安全是政府的重要課題。經過今次事件後，政府將成立一個獨立委員會，並由一名法官擔任主席，詳細檢視專營巴士公司的營運和監管事宜。獨立委員會將會向行政長官提交報告，提出改善建議，以期令專營巴士的服務更為安全。

8. 陳美寶署長表示，她對上周六在大埔公路發生的嚴重交通事故感到非常難過，並代表運輸署向遇難者、傷者及家屬表示深切慰問，同時亦希望遇難者的家屬能節哀，傷者能早日康復。意外發生後，巴士的營運及行車安全備受社會關注，運輸署已要求九巴盡快提交這宗交通意外的報告，而九巴亦承諾會在一個月內向運輸署提交，署方會嚴肅審視報告和跟進。此外，行政長官已宣布將會成立一個由法官擔任主席的獨立委員會，對專營巴士的營運和監管事宜進行獨立調查及檢視，運輸署將全力配合該委員會的工作。她續表示，大埔區議會過往曾表示關注大埔區及鄰事路段的交通安全情況，運輸署會聯同警方及其他相關部門盡快對有關情況進行積極的檢視及跟進。

9. 譚玄霖先生表示，事發當晚有大量傷者被送往不同醫院接受治療，各區的福利專員迅速指派社工到各醫院支援相關的傷者及親屬，並設立緊急支援站，為有需要的家庭提供協助。由於有部分家屬留守或在意外後才到達事發現場，社署亦有派員在現場提供支援。此外，大量社署人員亦在葵涌殮房提供協助，每個家庭進入殮房時均最少有2名社工陪同，亦有臨床心理學家在場提供情緒

支援。署方為每位死傷者配對了一名專職社工，為協助死傷者家屬渡過難關並提供適時的跟進。另一方面，香港賽馬會("馬會")及其他慈善機構陸續捐出款項，由社署統一發放，每位遇難者的家屬均會獲發30萬元緊急援助金，而傷者則會視乎情況獲發15至25萬元緊急援助金。東華三院會為死者家屬提供殯葬服務，而社署亦會與食物環境衞生署("食環署")保持緊密聯繫，就火化安排為死者家屬提供協助。社署的臨床心理學家會向有需要的死傷者家屬提供即時情緒支援，而社署亦設有24小時電話熱線供市民查詢。熱線在過去數天合共接獲十多個來電，社工及臨床心理學家已向來電人士提供即時支援及心理輔導。

10. 呂少珠專員表示，大埔民政事務處("大埔民政處")全體人員對上周六在大埔公路發生的交通意外感到非常難過。她代表處方對意外死傷者及其家屬致以最深切慰問，並希望遇難者家屬能節哀順變，傷者能早日康復。意外發生後，她即時聯同大埔民政處人員到達意外現場，協助進行聯繫工作。由於傷者眾多，他們分別被送往12間醫院。大埔民政處即時聯絡有關地區的民政處人員在醫院設立支援中心，以協助家屬尋回親人。當晚共有15名傷者被送往大埔那打素醫院("那打素醫院")，其中一名情況較為嚴重的傷者被轉送至威爾斯親王醫院。政務司司長和勞工及福利局局長當晚在她陪同下前往那打素醫院探望傷者。在跟進工作方面，社署已為每宗個案配對一名專責社工，而大埔民政處亦會與社署保持密切聯絡，為死傷者及其家屬提供所有適當援助，協助他們渡過難關。警方仍在調查是次意外。至於區議員提出有關道路設計及速度限制等建議或意見，她相信有關部門會適當跟進，而大埔民政處亦會與相關部門保持聯絡和跟進有關事宜。

11. 李國英議員提出以下意見及詢問：

(i) 大埔區居民對是次意外均感到十分悲痛，而其中一名遇難者來自他的選區，他會盡力提供協助。

(ii) 社會十分關注是次意外，而輿論普遍認為意外是肇事巴士司機的責任。他認為保安人員許可證需要由相關政府部門發出，而政府部門發出許可證時，會考慮申請人過去的刑事記錄。巴士司機的工作關乎大量乘客的性命，責任重大，他詢問運房局、運輸署及警務處等有關政府部門在巴士公司聘請司機事宜上擔當的角色。他建議日後巴士公司在聘請司機前，應把相關人士的駕駛記錄上報政府部門以供審批。

12. 關永業議員提出以下意見：

(i) 他對意外遇難者的家屬表達深切慰問，並希望傷者能夠早日康復。

(ii) 不少大埔區居民希望捐款予受影響的家庭，他希望大埔民政處及社

署能協助統籌有關的捐款事宜。

(iii) 他認識是次意外中的部分傷者，而他們因發生意外而取消農曆新年期間的計劃(例如外遊計劃)而遭成損失。雖然損失的金額數目不多，但仍會加重他們的心理壓力，因此他希望有關部門能協助有關人士。此外，部分傷者或需較長時間康復，照顧傷者的人士已很吃力，他希望巴士公司及保險公司不要在賠償程序的事宜上，再加重他們的負擔。

(iv) 在他擔任區議員的 18 年期間，大埔公路從未進行大型的擴闊及改善工程。他明白大埔公路受地理環境限制，但仍希望有關部門能在是次意外後盡力研究改善方案。他亦希望運輸署能一併研究大埔區議會轄下交通及運輸委員會("交運會")曾經提及的其他公路(例如汀角路、林錦公路及西沙路等)改善方案，認真處理區議員提出的訴求，避免發生因道路缺陷而引致的交通意外。

13. 李燿斌議員提出以下意見：

(i) 發生是次意外大家均感到十分傷痛，但他對各有關部門在短時間內妥善進行善後工作感到欣慰。他希望遇難者能夠安息，家屬能堅強面對，以及傷者能夠早日康復。

(ii) 意外涉及司機、道路及車輛等多項因素。巴士經常載着過百名乘客，他認為巴士公司應每年為司機進行情緒壓力測試，以了解他們是否勝任工作。此外，有關部門亦需檢視肇事巴士及道路是否出現問題。

(iii) 他多年前曾在交運會提出，應檢視跨市鎮並行走高速公路的巴士是否應繼續設有企位，因站立的乘客在意外發生時會首當其衝受到傷害。現時法例規定的士及小巴乘客均需強制配戴安全帶，然而，巴士乘客卻在沒有任何安全配備的情況下在車廂站立，情況並不合理。他希望相關持份者就此進行深入研究。

14. 陳灶良議員提出以下意見：

(i) 他對各政府部門就是次意外作出迅速及完善的應變表示讚賞。

(ii) 一些位於鄉郊的路段彎急路斜，容易發生意外，例如西貢一段"暗斜"加上彎位的路段亦曾發生意外。他建議除了限制車速外，亦可在斜路增設減速堡以減慢車速。另一方面，他擔心位於林村坑下莆的巴士站亦會發生嚴重意外，希望運房局在會後聯絡他以作商討。

(iii) 2 月 10 日交通意外發生地點附近的鄉村村長擔心，該處在農曆新年

期間沒有巴士站會造成不便。他希望有關部門能在考慮現場環境、村民需要及安全問題後，盡快重置巴士站。

15. 胡健民議員提出以下意見：

(i) 除了在意外現場提供即時救援外，日後為死傷者家屬持續提供支援亦同樣重要。有不少市民向他反映，希望政府部門可以為受影響人士提供適切協助，協助死傷者的家屬步出陰霾。

(ii) 意外或會對巴士公司的其他司機造成心理陰影或壓力，他希望九巴為這些司機提供支援，並改善人手安排或制度，令他們能夠保持信心繼續接載市民。

16. 羅曉楓議員提出以下意見及詢問：

(i) 他對遇難者家屬致以衷心慰問，並希望死者能夠早日安息。

(ii) 他詢問肇事的巴士司機是否有不良駕駛記錄，若然屬實，九巴以甚麼準則繼續容許有不良記錄的司機駕駛巴士。此外，他亦詢問九巴聘請巴士司機的準則。

(iii) 他詢問警方對是次意外的調查進度。

(iv) 過去曾有區議員提出改善肇事路段的道路設計，但運輸署以技術因素為理由沒有跟進。他希望署方在發生是次意外後，能回應區議員的訴求，加裝路面測速儀器及指示牌，令該段道路更為安全。

(v) 他詢問九巴及運輸署會否改動發生意外的巴士站的位置，減少乘客的陰影。此外，肇事的巴士路線可否由大埔公路改為行走吐露港公路。

17. 劉志成博士提出以下意見：

(i) 他對死者表示衷心哀悼，並希望傷者能夠早日痊癒。

(ii) 有區議員曾在半年前提出在是次發生意外的路段安裝偵速攝錄機，但遭有關部門拒絕。他認為雖然現場標誌指引充足，但下斜加上轉彎產生的衝力及離心力會增加車輛速度，有關部門應檢討肇事路段的車速限制繼續維持在時速 70 公里是否合適。他舉例指，過去西貢南圍由清水灣往西貢公路的斜路曾有車輛收掣不及而發生意外，該處的車速限制其後由時速 70 公里調低至 50 公里，並加裝偵速攝錄機。他建議調低是次大埔公路交通意外肇事路段的車速限制至時速 50 公里和加裝偵速攝錄機，以警示駕駛人士切勿超速。

(iii) 區議員應鄉郊居民的需求提出的交通安全改善措施，經常爭取多年仍未獲部門接納。舉例來說，有居民希望在行人過路處加裝安全過路設施，但有關部門以人流或車流不足而拒絕，漠視居民的安全。他希望有關部門不要再以人流或車流數字推搪居民的訴求，又或在發生嚴重交通意外後才聽取居民的意見。

18. 任萬全議員提出以下意見及詢問：

(i) 他對死難者家屬致以深切慰問。

(ii) 有傳媒報導指有傷者在意外發生後未能找到手錘打破逃生門。他指日常亦觀察到部分巴士逃生門旁的手錘遺失，希望九巴加強相關設施的維護，增加乘客逃生的機會。

(iii) 他希望九巴及運輸署檢視雙層巴士是否適合行走較舊的路段，並建議改以單層巴士行走這些路段，而雙層巴士則用作行走市區路段，減少發生意外的機會。

(iv) 他詢問運輸署在設定道路車速限制時，是否只考慮私家車的情況。如是，可否同時考慮雙層巴士或大型車輛的情況以設定道路車速限制。此外，他詢問九巴有關巴士在車速達每小時 70 公里時會"鎖車"的傳聞是否屬實。

(v) 他詢問九巴在聘請巴士司機時會考慮甚麼條件，以及聘請司機時是否有困難，以致需要聘請有不良駕駛記錄的司機。此外，運輸署在審批駕駛執照時，會否因為申請人的不良駕駛記錄而拒絕讓申請人駕駛巴士。

(vi) 他建議安排富經驗和熟悉路線的巴士司機行走危險性較高的路段，減少發生意外的機會。

(vii) 他詢問乘客與巴士司機不時發生爭執，九巴會為巴士司機提供哪些心理輔導或協助。

(viii) 他詢問獨立委員會將由哪些成員組成，並建議在委員會中增加乘客及司機代表，以期更妥為達至檢討和改善的目的，避免同類意外再次發生。

19. 任啟邦議員提出以下意見及詢問：

(i) 他希望死者能夠安息及傷者能夠盡快康復。

(ii) 全職巴士司機入職時需要接受 2 星期培訓，而已持有駕駛巴士執照的兼職司機入職時則只需接受 2 天培訓。持有駕駛巴士執照並不代表司機具有駕駛大型車輛或巴士的經驗，他質疑 2 天的培訓是否足

夠讓兼職巴士司機駕駛長逾 12 米的雙層巴士。

(iii) 他詢問九巴有沒有設立指標，確保兼職巴士司機有足夠的休息時間。全職巴士司機需申報是否有其他兼職工作，他詢問兼職巴士司機其他工作的申報制度，例如有沒有要求他們提供由其僱主發出的工作時數證明，以監察兼職巴士司機有充足的休息時間。

(iv) 他建議加派外勤稽查人員隨車，以評核巴士司機的駕駛態度及與乘客互動的態度。

(v) 現時新型公共小巴已為全部座位設置安全帶，而巴士則只有前排、後排及較危險的座位設有安全帶。他建議運輸署與巴士公司商討，加快在巴士的所有座位加裝安全帶，減少人命傷亡。

(vi) 肇事路段沒有偵速攝錄機，在假日及深宵時份不時有駕駛人士在該路段飆車。他建議在該路段加裝偵速攝錄機，以提高駕駛人士對車速的警覺性。此外，松仔園附近的道路彎彎曲曲，容易出現盲點位置，而巴士只能勉強通過這些路段，險象環生。他建議運輸署及路政署研究拉直該路段的彎位，減少發生意外的機會。

(vii) 不少市民除了希望為交通意外的死傷者提供金錢援助外，亦希望捐血協助傷者，因此現時多個捐血中心出現人龍。他希望大埔民政處聯絡香港紅十字會或醫院管理局，安排在大埔區進行血液收集行動，方便居民捐血。

20. 陳笑權議員提出以下意見：

(i) 是次交通意外令全港市民均十分痛心，很多市民排隊捐血，希望為傷者提供協助，值得尊敬。

(ii) 全港每日有數千輛巴士行走，他希望九巴能藉是次沉重教訓重新檢視有關制度，避免同類交通意外再次發生。

(iii) 的希望有關部門盡快維修現場的數支街燈，並檢視現場巴士站的安全設施，並定期修剪該處彎位路旁的樹木，以免阻礙駕駛人士的視線。區議員經常在區議會會議上提出希望擴闊該彎位，而他在每年的風雨季來臨前，亦會致函路政署提醒他們進行修剪路旁樹枝的工作。

(iv) 他曾在 2015 年 7 月及 2017 年 6 月分別致函運輸署及警務處，要求把肇事路段的車速限制由時速 70 公里調低至 50 公里。他希望有關部門在會議後聯絡他，盡快跟進他的要求。

(v) 區議員最為了解地區的情況及居民的需要，他希望政府部門日後收到區議員的信件後可以盡快處理，或能因而避免發生不必要的意外。

21. 黃碧嬌議員提出以下意見：

(i) 遇難者當中包括她認識的一位長者及她的舊同學的丈夫，她感到十分難過及痛心。

(ii) 她感謝行政長官及各政府部門人員為意外死傷者及其家屬提供協助，並感謝有道長義務為死難者進行超渡儀式。

(iii) 她質疑九巴為何從未就肇事巴士路線的走線諮詢大埔區議會，並詢問為何不以單層巴士行走該路線，以及為何該路線有多達 21 個站點。

(iv) 她詢問馬會為何不自行安排穿梭巴士接載前往馬場的人士，而把責任交予公共運輸系統。

(v) 她希望運房局檢視道路的車速限制設定及所有使用雙層巴士行走的路線。她亦希望有關部門檢視 63R 路線(往返大埔墟港鐵站及大埔林村許願廣場)的安全，避免發生巴士交通意外。

22. 周炫瑋議員提出以下意見及詢問：

(i) 他希望死難者能夠安息，而傷者及家屬則可以堅強面對難關。

(ii) 他認為政府有責任做好監管九巴的工作。

(iii) 九巴主席仍未有就是次意外公開發言，令人難以接受。

(iv) 他質疑肇事路線是否必須以雙層巴士行駛，因為一旦發生意外，上層前排的乘客最為危險。他建議以單層巴士取代雙層巴士行走若干山路路線，同時加密單層巴士的班次。此外，有關方面亦應檢討巴士站的安全，避免在斜路或彎位位置設置巴士站。

(v) 他認為九巴應加強乘職巴士司機的情緒訓練，例如在被乘客刁難時的應對訓練等。

(vi) 他希望警方提供遇難者的死亡原因等資料，例如有多少名遇難者為上層乘客，讓巴士公司及政府部門研究應否減少採用雙層巴士行走山路路線。

(vii) 他詢問社署為死傷者及其家屬提供哪些跟進及支援工作。他指出，部分死傷者家屬未必能夠在短時間內接受現實，不會主動聯絡社工，他希望社署能為他們進行家訪並作長時間的跟進。他亦希望大埔民政處能為公眾增加平台，從而為是次意外的死傷者及其家屬提供援助。

23. 鄧銘泰議員提出以下意見及詢問：

(i) 如要擴闊肇事路段的路面，他建議有關部門先約見該路段附近鄉村的村民，了解該路段的實際使用情況。

(ii) 發生是次交通意外後，肇事地點附近的居民對該地點有心理陰影，因此希望新巴士站的地點較舊巴士站略為移前。此外，居民在農曆新年期間仍然需要使用巴士站，他希望有關部門能在農曆新年前到現場與村民研究設置臨時巴士站的地點。

(iii) 區議員曾多次提出改善大埔區多處道路的建議，例如改善行人過路設施，但運輸署往往以數據不足而未有落實區議員的建議。他希望運輸署體恤居民的需求，跟進和落實區議員的建議。

24. 區鎮樺議員提出以下意見及詢問：

(i) 區議員對地區需求最為熟悉，但運輸署往往以不同原因拒絕他們提出的建議，實在是漠視居民的訴求。

(ii) 有傳媒報導指肇事巴士站曾在1年前因交通意外而被撞毀，如事件屬實，有關部門應考慮該處是否適合繼續設置巴士站。大埔公路路段迂迴，而且沿途設有許多巴士站，司機駕駛時如稍欠耐性，便容易發生意外。他希望運輸署能全面檢視整段大埔公路的設計是否有潛在危險，並作出相應改善。

(iii) 他認同把肇事路段的車速限制由時速70公里下調至50公里。然而，司機的駕駛態度亦十分重要。部分巴士司機可能因為十分熟悉該路段，便以較快的車速行駛，加上該路段為斜路，就算巴士在車速達到時速70公里時會"鎖車"，但落斜及車身的重量會產生衝力，令車速更快。他建議巴士公司應提醒行駛危險路段的巴士司機應更有耐性，並在下斜路段減慢車速。此外，他希望巴士公司訓示所有巴士司機，提醒他們需要保持良好的駕駛態度。

(iv) 他希望運輸署研究長途巴士是否適宜繼續設有企位並加以改善。

(v) 他詢問運輸署收到九巴的調查報告後將如何跟進，例如會否向立法會或區議會匯報調查結果。

(vi) 他詢問警方過去一年在該路段或整段大埔公路發生的交通意外數字。他續詢問大埔公路是否設有偵速攝錄機。如有，其數量和位置為何；如沒有，會否考慮在高危位置設置偵速攝錄機。另外，肇事路段是否交通黑點。

(vii) 區議員在是次意外發生後接獲許多居民的查詢，但他不知道應該聯絡哪些政府部門人員以得到最新資訊。他詢問大埔民政處在發生特

別事故時是否有既定程序協調和發放資訊。他希望日後發生重大事故時，處方能及早設立和公布熱線供市民查詢。

(viii) 他建議大埔民政處及社署協調，為是次意外設立籌款專戶，避免有人以籌款之名進行詐騙。

(ix) 他詢問九巴的兼職司機人數，當中大埔區佔多少人，而這些司機主要駕駛甚麼路線。

(x) 現時巴士司機主要以觀看影片形式進行培訓，他建議九巴改善巴士司機的培訓方式，例如安排巴士司機進行道路駕駛練習。

(xi) 他詢問如肇事的巴士司機被法庭裁定需要負上刑事責任，九巴會否承擔其他相關責任(例如賠償)。

(xii) 他希望九巴能夠為巴士司機(包括肇事司機)提供心理輔導。

(xiii) 他認為巴士公司應小心處理有不良駕駛記錄的司機，慎重考慮他們應該駕駛甚麼路線。此外，他希望九巴應更嚴謹地審視哪些巴士司機可以繼續駕駛巴士，並建議以司機的行車時數及經驗分配駕駛的路線，安排一些較資深的巴士司機駕駛較危險的路線。巴士公司亦可加派職員巡查巴士車速。

(xiv) 他希望有關部門及九巴可持續跟進是次事件。

25. 劉勇威議員提出以下意見及詢問：

(i) 他對死難者家屬及傷者致以深切慰問，並感謝警方、消防處、社署及大埔民政處各部門人員連日來的辛勞。

(ii) 據他了解，九巴會向合資格的全職司機頒發“安全獎”。他詢問此獎勵制度是否同樣適用於兼職司機。如不是，他建議九巴考慮以鼓勵制度提高他們的安全意識。

(iii) 很多市民希望通過捐款及捐血協助受影響的人士，他希望有關部門能協助統籌。

(iv) 在急斜的山路旁會有減速指示路牌提醒駕駛人士減慢車速，但在晚上燈光昏暗或指示路牌被樹木遮擋的情況下，駕駛人士或未能清楚看到指示。他建議以彩色物料在路面畫上標記，令有關道路更加安全。

(v) 他建議上述獨立委員會加入職業司機及巴士關注組等組織的成員，以增加委員會的代表性。

26. 余智榮議員提出以下意見及詢問：

(i) 他對意外死傷者及其家屬表達深切慰問，並感謝有關部門提供協助。

(ii) 運房局及運輸署的人員經常拒絕落實區議員提出的建議，並在會議上偏幫九巴。此外，運輸署人員亦經常變動，導致個案的處理進度十分緩慢。

(iii) 九巴員工工作忙碌，經常需要加班，希望九巴能改善員工待遇，為他們提供適當的輔導及支援服務。

27. 主席表示，大部分區議員均對各政府部門前線工作人員的協助表示感謝。此外，區議員亦向運房局、運輸署及九巴提出多項意見及建議。他指相關部門需要亡羊補牢，汲取是次意外的教訓，從而改善交通安全。

28. 呂少珠專員就區議員的意見及提問回覆如下：

(i) 來自不同團體的捐款將會由社署統一發放。至於設立捐款專戶，方便市民捐出款項的建議，大埔民政處會在會議後與社署跟進。

(ii) 大埔民政處會在會後聯絡紅十字會，希望可在農曆新年假期前作出合適安排，讓紅十字會可在大埔區設立捐血站。

(iii) 意外發生後，大埔民政處需要盡快為死傷者及其家屬提供協助，並向公眾發放資訊。假如不幸地日後再次發生重大事件，區議員如需索取資訊，可以聯絡民政事務專員、民政事務助理專員及聯絡主任，他們會盡量配合和跟進。

29. 譚玄霜先生就區議員的意見及提問回覆如下：

(i) 社署已為每個家庭安排一名專職社工持續跟進家屬及傷者的情緒。意外發生後，他們有機會患上創傷後遺症或哀傷過度，故社署亦已安排臨床心理學家在有需要時即時提供服務。

(ii) 會議當日的下午將會有大量家屬前往葵涌殮房，社署已派出社工陪伴和提供支援。此外，部分家屬希望能在農曆新年前完成殯葬及火化，而部分則希望在農曆新年後才進行上述事宜。社署尊重家屬的意願，將盡量滿足他們的需要，並會積極地與食環署人員統籌相關事宜。

30. 李國忠先生表示，案件仍在調查階段，肇事的巴士司機仍然被扣查，警方

會考慮稍後對肇事司機提出檢控。

31. 鄒頌滿先生就區議員的意見及提問回覆如下：

(i) 肇事路段在2017年合共發生29宗交通意外，其中15宗涉及財物損毀，14宗涉及有人受傷，其中2宗較為嚴重。肇事路段並未設有固定的偵速攝錄機，但有2個位置可以放置流動偵速儀器。警方過去1年在該路段的恆常行動中偵測到約30宗超速、醉駕、不小心駕駛、及危險駕駛等罪行。

(ii) 警方歡迎可以改善道路安全的新措施，但在未有新措施前，警方將繼續運用流動偵速儀器進行偵測超速的行動。

32. 梁龍璣先生感謝區議員認同消防處的工作，並表示消防處將繼續以務實態度為市民提供優質服務。

33. 蘇偉文副局長就區議員的意見及提問回覆如下：

(i) 他希望各方面能夠汲取是次意外的教訓，提升公共交通系統的安全。

(ii) 運房局將詳細研究區議員就巴士司機的聘用及培訓方面提出的意見。

(iii) 運房局明白道路對巴士行駛安全的重要，局方將研究區議員剛才就改善道路方面提出的意見。

(iv) 上述獨立委員會的目的是有系統地檢視專營巴士的安全及營運事宜，運房局會把區議員剛才提出的各項意見，轉交有關方面考慮。

34. 陳美寶署長就區議員的意見及提問回覆如下：

(i) 運輸署高度重視專營巴士的營運安全。在車長方面，法例就駕駛測試有嚴格要求；在車輛方面，法例規定每輛巴士須每年進行一次年檢，而巴士公司亦會每月為每輛巴士進行一次檢驗，運輸署的驗車組亦會到巴士公司的車廠突擊抽查巴士。

(ii) 運輸署會不時檢視全港道路的安全及速度限制。雖然是次意外的肇事路段並非交通黑點，但署方會考慮該路段以往發生的意外次數及性質、道路設計、現場環境、對駕駛者的影響等因素，研究適當的改善措施。

(iii) 設置巴士站的位置需要考慮乘客上落車的需要及路面情況。就意外

地點附近設立臨時巴士站的事宜，運輸署人員會在農曆新年假期前到現場視察，並盡快跟進。

(iv) 九巴會就是次意外成立調查委員會。運輸署將嚴肅跟進分別由政府及九巴成立的委員會的報告，並會在法例及專營機條款的基礎上與九巴跟進。

35. 蘇偉基先生就區議員的意見及提問回覆如下：

(i) 九巴將嚴肅處理事件和承擔責任，而肇事司機是否被定罪並非九巴作出賠償的決定因素。九巴將以最大的同理心處理緊急的財政支援。此外，九巴將盡力改善巴士的安全系數，並會就招聘、培訓、巡查及加裝行車儀器等方面進行檢討，以及提交調查報告交代相關細節及改善措施。

(ii) 九巴將考慮區議員有關 872 路線的走線、班次及派車等方面的意見，並會在日後向運輸署及區議會提交方案以作研究。

36. 彭樹雄先生就區議員的意見及提問回覆如下：

(i) 九巴承諾會聽取區議員及市民的意見，檢視不足，以完善日後的工作。

(ii) 根據公司記錄，肇事司機曾在 2014 年 8 月被法庭裁定觸犯不小心駕駛罪行而被罰款和扣分。

(iii) 持有 1 號(私家車)或 2 號(輕型貨車)牌照的人士投考全職巴士車長時，會由合資格導師為投考人進行路面試車及泊位測驗。投考人初步合格後，需要向警務處申請“駕駛記分記錄及違例駕駛判罪記錄證明書”。證明書會列明該名人士的交通違規記錄，九巴會審視證明書後才會考慮安排投考人開始接受訓練。至於時薪合約巴士司機，則必須持有 9 號(私家巴士)、10 號(公共巴士)或 17 號(專利公共巴士)牌照。

(iv) 九巴現時約有 8 600 名全職巴士司機及 370 名兼職巴士司機，而大部分兼職巴士司機是由退休全職巴士司機轉任。

(v) 巴士在車速達到每小時 70 公里時便會中止油門加速，但巴士在落斜時的車速可能超過每小時 70 公里。

(vi) 巴士上下層均設有逃生門。普通的雙層巴士在上層有 8 個用以打破逃生門的手錘，下層有 4 個，而司機位則有 1 個。九巴會加強宣傳教育，教導市民如何在緊急情況下逃生。

(vii) 九巴會為巴士司機進行 8 日、每日 8 小時的駕駛訓練，然後再由運

輸署的合資格考牌官進行考牌。巴士司機獲發巴士牌照後，九巴會為他們安排 8 至 10 日的路線訓練及情緒訓練等，而兼職巴士司機亦會進行上述路線訓練。此外，九巴會安排工作約 6 個月的新入職巴士司機參加為期 1 日的工作坊，讓他們分享在工作上遇到的困難，並會有資深司機參與討論和講解。

(viii) 九巴對區議員提出有關刪減企位、加裝安全帶，以及部分路線改用單層巴士等意見持開放態度，並會考慮因應情況作出改善。

37. 主席表示，區議員就是次意外提出了多項意見及建議，他希望運房局、運輸署、各政府部門及巴士公司能適當跟進。

II. 其他事項

38. 區議員未有提出其他事項。

39. 餘無別事，會議在下午 1 時 25 分結束。

大埔區議會秘書處
2018 年 4 月

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Minutes of the Special Meeting of the Tai Po District Council in 2018

Date: 12 February 2018 (Monday)
Time: 11:01 a.m. to 1:25 p.m.
Venue: Conference Room, Tai Po District Council

Present	**Time of Arrival**	**Time of Withdrawal**
Chairman		
Mr. CHEUNG Hok-ming, GBS, JP	Beginning of the meeting	End of the meeting
Vice-Chairman		
Ms. WONG Pik-kiu, BBS, MH, JP	Beginning of the meeting	End of the meeting
Members		
Mr. AU Chun-wah	Beginning of the meeting	End of the meeting
Mr. CHAN Cho-leung, MH	Beginning of the meeting	End of the meeting
Mr CHAN Siu-kuen, MH, JP	Beginning of the meeting	End of the meeting
Mr. CHENG Chun-ping, JP	11:24 a.m.	End of the meeting
Mr. CHOW Yuen-wai	Beginning of the meeting	End of the meeting
Mr. KWAN Wing-yip	Beginning of the meeting	End of the meeting
Dr. LAU Chee-sing	11:14 a.m.	End of the meeting
Mr. LAU Yung-wai	Beginning of the meeting	End of the meeting
Mr. LI Kwok-ying, BBS, MH, JP	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex	11:03 a.m.	End of the meeting
Mr. LI Yiu-ban, BBS, MH, JP	Beginning of the meeting	End of the meeting
Mr. LO Hiu-fung	Beginning of the meeting	End of the meeting
Mr. TAM Wing-fun, Eric, MH	Beginning of the meeting	End of the meeting
Mr. TANG Ming-tai, Patrick	Beginning of the meeting	End of the meeting
Mr. WOO Kin-man, Clement	Beginning of the meeting	End of the meeting
Mr. YAM Kai-bong, Francis	11:16 a.m.	End of the meeting
Mr. YAM Man-chuen	Beginning of the meeting	End of the meeting
Mr. YU Chi-wing, Ken	11:10 a.m.	End of the meeting

Secretary	
Mr. LEE Yu-sau, Terence Senior Executive Officer (District Council) / Tai Po District Office / Home Affairs Department	Beginning of the meeting / End of the meeting
In Attendance:	
Ms. LUI Siu-chu, Andy, JP	District Officer (Tai Po) / Home Affairs Department
Ms. LEE Kai-ying, Iris	Assistant District Officer (Tai Po) / Home Affairs Department
Dr. SO Wai-man, Raymond, BBS, JP	Under Secretary / Transport and Housing Bureau
Ms. Mabel CHAN, JP	Commissioner for Transport, Transport Department
Mr. HO Wai-kee	Chief Traffic Engineer / New Territories East, Transport Department
Ms. TSE Sen-yee, Amy	Principle Transport Officer / Bus and Railway / Transport Department
Mr. LEUNG Lung-kei	Acting New Territories East District Commander / Fire Services Department
Mr. LUI Yee-choi	Acting New Territories East Division Officer / Fire Services Department
Mr. HUNG Chung-muk	Station Commander Tai Po Fire Station / Fire Services Department
Mr. TAM Yuen-sheung, Edmund	Acting District Social Welfare Officer (Tai Po/North) / Social Welfare Department
Ms. CHAN Sin-yee, Perin, Sindy	Assistant District Social Welfare Officer (Tai Po/North) / Social Welfare Department
Mr. LEE Kwok-chung	District Commander (Tai Po) / Hong Kong Police Force
Ms. LAM Yuen-kwan	Police Community Relations Officer (Tai Po) / Hong Kong Police Force
Mr. CHAU Chung-mun	Superintendent of Police (Investigation & Support Division) (Traffic New Territories North) / Hong Kong Police Force
Mr. LEE Chak-cheong, Roger	Managing Director / The Kowloon Motor Bus Company (1933) Limited
Mr. LEE Luen-fai	Director / The Kowloon Motor Bus Company (1933) Limited
Mr. SO Wai-kei, Godwin	General Manager / Corporate Planning and Business Development / The Kowloon Motor Bus Company (1933) Limited
Mr. PANG Shu-hung, Patrick	General Manager / The Kowloon Motor Bus Company (1933) Limited
Mr. LAM Tsz-ho, Addie	Deputy Head of Communications and Public Affairs Department / The Kowloon Motor Bus

	Company (1933) Limited
Mr. CHAN Hoi-ming, Peter	Senior Liaison Officer (1) / Tai Po District Office / Home Affairs Department
Ms. WONG Yu-hang, Anita	Senior Liaison Officer (2) / Tai Po District Office / Home Affairs Department
Ms. LEE Ho-yee, Trazy	Executive Officer I (District Council) / Tai Po District Office / Home Affairs Department

Absent

Mr. CHENG Chun-wo

Announcements

The Chairman said that there was a serious traffic accident on Tai Po Road on 10 February 2018. The Tai Po District Council was highly concerned with regards to the case. This Special Meeting had been convened to discuss on the relevant matters.

2. Attendees observed a moment of silence for those who passed away in the above-mentioned traffic accident.

I. The Traffic Accident on Tai Po Road on 10 February 2018

3. The Chairman welcomed the following attendees to the meeting:

(i) Dr. SO Wai-man, Raymond, Under Secretary of the Transport and Housing Bureau ("THB");
(ii) Ms. Mabel CHAN, Commissioner for Transport of the Transport Department; Mr. HO Wai-kee, Chief Traffic Engineer, New Territories East, and Ms. TSE Sen-yee, Amy, Principle Transport Officer/ Bus and Railway 2;
(iii) Mr. LEUNG Lung-kei, Acting New Territories East District Commander, Fire Services Department; Mr. LUI Yee-choi, Acting New Territories East Division Officer and Mr. HUNG Chung-muk, Station Commander Tai Po Fire Station;
(iv) Mr. TAM Yuen-sheung, Edmund, Acting District Social Welfare Officer (Tai Po/North), Social Welfare Department and Ms. CHAN Sin-yee, Perin, Sindy, Assistant District Social Welfare Officer (Tai Po/North);
(v) Mr. LEE Kwok-chung, District Commander (Tai Po), Hong Kong Police Force; Ms. LAM Yuen-kwan, Police Community Relations Officer (Tai Po), and Mr. CHAU Chung-mun, Superintendent of Police (Investigation & Support Division) (Traffic New Territories North); and
(vi) Mr. LEE Chak-cheong, Roger, Managing Director; Mr. LEE Luen-fai, Director; Mr. SO Wai-kei, Godwin, General Manager of Corporate Planning and Business Development; Mr. PANG Shu-hung, Patrick, General Manager and Mr. LAM Tsz-ho, Addie, Deputy Head of Communications and Public Affairs Department of the Kowloon Motor Bus Company (1933) Limited ("KMB").

4. Mr. LEE Chak-cheong, Roger said that, KMB would wish to thank each government department, District Councillor, and members from various sectors of the community for their concern and assistance towards this incident. This traffic accident had brought serious impacts on the society. KMB wished to express its deep regret and grave dismay over the incident as well as to sincerely apologize to those who had lost their lives or injured, and to their family members. He continued by saying that, the most important task at the moment was to help the family members of the deceased and those who were injured to get through this difficult time. KMB pledged to assist family members of the deceased and those who were injured in their recovery. In addition, KMB had established a committee led by KMB's independent non-executive directors. The Committee had already convened the first meeting and would submit a report to the relevant government departments within one month. At the same time, the government would also establish an independent committee to fully review the operation and management of franchised buses. The Hong Kong Police Force was carrying out an investigation in relation to the accident. KMB would fully assist with the investigation processes by the relevant government departments and the police and take full responsibility. As a transport company for Hong Kong people, KMB would make traffic safety a priority. Once again, KMB wished to sincerely apologize to those who had lost their lives or injured, and to their family members.

5. Mr. CHAU Chung-mun said that the Hong Kong Police Force was informed of this severe traffic accident at around 6:15 p.m. on 10 February 2018 and had immediately sent over 200 staff members to the scene to provide assistance to the injured and to carry out an investigation. The case was now being followed-up by the New Territories North Regional Crime Unit. The arrested bus driver was still being detained for further investigation. He continued by saying that where the traffic accident had occurred was not a traffic black spot. In the past year, there had been police operations against dangerous driving and speeding at the same road section from time to time. In 2017, the police had made 4 arrests, involving 2 drunk drivers, 1 case of dangerous driving and 1 case of drug-related crime. The police had issued a total of 32 fixed penalty tickets at the road section in 2017 for speeding and traffic violations. A total of 29 traffic accidents had occurred in the Chek Nai Ping to Wong Yee Au Section on Tai Po Road –, out of which 2 were more serious. Although there were no speed enforcement cameras installed at the above-mentioned road section, the police would carry out operations to detect speeding from time to time by placing detection equipment at a few designated spots along the road section. The Hong Kong Police Force would complete the investigation process related to the 10 February traffic accident as soon as possible as well as to cooperate with the investigation carried out by the government's independent committee.

6. Mr. LEUNG Lung-kei said that the Fire Services Department (FSD) was informed of the traffic accident at around 6:15 p.m. on that day. The first fire truck arrived at the scene within 5 minutes. It was found that a double-decker bus was flipped over onto its side and there were a large number of casualties. Some passengers had already left the vehicle. In addition, people were found to be lying on top of one another inside the vehicle. FSD officers rescued 24 individuals within the first 30 minutes and the last individual was rescued after 85 minutes. FSD had deployed 20 tonnes of fire appliances and 37 ambulances as well as around 200 FSD officials and the Urban Search and Rescue Team to the scene. As the double-decker

bus had been flipped over onto its side, a large number of casualties were involved, space was limited, and the bus body had to be stabilized, they had posed additional difficulties to the rescue operation.

7. Dr. SO Wai-man, Raymond, Under Secretary said that, a serious traffic accident involving a bus occurred last Saturday evening and had resulted in a large number of casualties. It was a saddening day. Over the past 2 days, the government had been undertaking contingency and follow-up arrangements. On behalf of the government, he wished to extend his deepest condolences to all the victims and their family members and wished the injured a speedy recovery. The government was aware that public transportation forms an indispensable part of our daily lives. Bus services contributed to one-third of the public transport usage and was used by over 4 million individuals daily. Ensuring safety was one of government's top priorities. After this incident, the government would establish an independent committee, chaired by a judge, to review on the operation and management of franchised buses. The independent committee would submit a report to the Chief Executive with recommendations for improvement. It was hoped that this would improve the safety of franchised bus services.

8. Ms. Mabel CHAN, Commissioner for Transport said that she was immensely saddened by the serious traffic accident that happened on Tai Po Road last Saturday. On behalf of the Transport Department, she wished to extend her deepest condolences to all the victims and their family members and hoped that families of the deceased could get over the trauma and the injured could fully recover as soon as possible. After the accident, the society had become more concerned about the operation of buses and traffic safety. The Transport Department had asked KMB to submit a report for the traffic accident as soon as possible and KMB had also promised that they would submit it within one month. The Transport Department would examine the report and follow-up prudently. In addition, the Chief Executive had announced the establishment of an independent committee, which would be chaired by a judge, to carry out an independent investigation and review on the operation and management of franchised buses. The Transport Department would fully cooperate with the Committee's work. She continued by saying that the Tai Po District Council had expressed concerns over the traffic safety in Tai Po District and the relevant road section in the past. The Transport Department would work closely with the Hong Kong Police Force and other relevant departments to review and follow-up on the situation efficiently and proactively.

9. Mr. TAM Yuen-sheung, Edmund said that a large number of the victims were sent to different hospitals for treatment on the night of the accident. District Social Welfare Officers from different districts immediately sent social workers to the hospitals to provide assistance to the casualties and their families. An Emergency Relief Station had been set up to provide assistance to families in need. As some family members stayed behind or arrived at the scene after the accident, the Social Welfare Department ("SWD") had also sent staff to provide on-site support. In addition, a large number of the SWD officers provided assistance at the Kwai Chung Mortuary. At least 2 social workers accompanied each family as they entered the Mortuary. Clinical psychologists were also present on-site to provide psychological support. The SWD had paired up each victim with a dedicated social worker to help his/her family get through tough times and provide timely follow-up. On the other

hand, the Hong Kong Jockey Club ("HKJC') and other charities had made donations, which would be centrally distributed by the SWD. Families of the deceased would receive an emergency relief fund of $300,000 per person, whereby individuals who were injured would receive $150,000-250,000 depending the circumstances. Tung Wah Group of Hospitals would offer burial services to families of the deceased. The SWD would keep close liaison with the Food and Environmental Hygiene Department ("FEHD") to help families of the deceased with arrangement on cremation services. The SWD's clinical psychologists would provide families of the deceased and injured with immediate psychological support. The SWD had also set up a telephone hotline for public enquiries and had received dozens of calls over the past few days. Social workers and clinical psychologists had provided immediate support and counseling services to persons calling the hotline.

10. Ms. LUI Siu-chu, Andy said that all members of the Tai Po Home Affairs Bureau ("Tai Po HAB") were immensely saddened by the traffic accident that happened on Tai Po Road last Saturday. On behalf of the HAB, she wished to extend her deepest condolences to all the victims and their family members and hoped that families of the deceased could get over the trauma and the injured could fully recover as soon as possible. Immediately after the accident, she had arrived at the site together with Tai Po HAB officers to assist with liaison work. As there were a large number of casualties, they were sent to 12 hospitals. The Tai Po HAB had immediately contacted HAB officers of the relevant districts to set up a support center in the hospital to help families with locating their close relatives. A total of 15 individuals were sent to the Nethersole Hospital in Tai Po ("Nethersole Hospital") and one of the more critical victims was transferred to the Prince of Wales Hospital. Ms. LUI accompanied the Chief Secretary for Administration and the Secretary for Labour and Welfare to visit the injured passengers in Nethosole Hospital. In terms of follow-up work, the SWD had assigned a dedicated social worker to each case. The Tai Po HAB would liaise closely with the HAB to provide all necessary assistance to the victims and their families and help them through tough times. The police were still carrying out investigation in relation to the accident. Some District Councillors had proposed recommendations or voiced their views in relation to road design and speed limit. She believed that the relevant departments would follow-up as appropriate. The Tai Po HAB would also liaise closely with the relevant departments and follow-up on the matter.

11. Mr. Li Kwok-ying raised the following views and questions:

(i) Residents in the Tai Po District were immensely saddened by the accident. One of the deceased victims belonged to his Electoral District. He would provide all possible assistance.

(ii) The society was extremely concerned with the accident. The general public was in the opinion that the bus driver should be held responsible for the traffic accident. He opined that security personnel permits were issued by the relevant government departments. When the government department issues the permit, they would consider the applicant's past criminal records. Bus drivers bear huge responsibility as their job would have direct impact on the passengers' safety. He enquired whether the government departments such as the Transport and Housing Bureau, Transport Department, or the Hong Kong Police Force had played a role in the hiring process of bus drivers by the bus companies. He suggested that the bus companies should submit the

driving records of relevant individuals to the government departments for approval before hiring them as drivers.

12. Mr. KWAN Wing-yip raised the following views and questions:

(i) He wished to extend his deepest condolences to families of the deceased and hoped that the injured passengers could fully recover as soon as possible.

(ii) Some residents in the Tai Po District wished to make donations to the affected families. He hoped that the Tai Po HAB and HAB could help coordinate matters related to donations.

(iii) He knew some of the victims involved in the accident personally. As a result of the accident, some of them suffered losses as they had to cancel plans made for the Chinese New Year (e.g. travelling plans). Although there was not a large sum pf money involved, this would still add to their psychological stress. He hoped that the relevant departments could provide assistance to the individuals concerned. In addition, some of the injured passengers might take a longer time for a full recovery and their caretakers would already be stressed out. He hoped that the bus company and insurance companies would not add to their burden during the compensation process.

(iv) Since he began serving as a District Councillor 18 years ago, there had not been any large-scale road widening or improvement works carried out on Tai Po Road. He understood that Tai Po Road was subjected to geographical limitations, but he still hoped that the relevant departments could try their best to work on improvement plans. He also hoped that the Transport Department could also consider improvement plans of other roads (e.g. Ting Kok Road, Lam Kam Road, Sai Sha Road) proposed by the Traffic & Transport Committee of the Tai Po District Council and to seriously address the demands put forward by District Councillors, so as to prevent traffic accidents caused by road defects.

13. Mr. LI Yiu-ban raised the following views and questions:

(i) Everyone was deeply saddened by the accident. He was glad to see that the relevant departments had reacted quickly in carrying out follow-up work. He hoped that the deceased could rest in peace, the family members could be strong enough to face their loss, and the injured passengers could fully recover as soon as possible.

(ii) The traffic accident was a result of many factors, including the driver, road, and other vehicles. A bus often carried over a hundred passengers. He opined that bus companies should conduct stress tests for bus drivers, so as to assess whether they could handle their job duties. In addition, the relevant departments should review whether there were problems with the bus or the road involved.

(iii) He had pointed out in the TTC many years ago that we should review whether standing passengers should be allowed on cross-district buses that go on highways as standing passengers are at a higher risk for injuries when an accident occurs. All passengers on taxis and minibuses were required by law to wear a seatbelt. Yet, passengers on buses were standing in the vehicle without any safety measures. This

was unreasonable. He hoped that the stakeholders would conduct an in-depth investigation on this matter.

14. Mr. CHAN Cho-leung raised the following views and questions:
    (i) He applauded the government departments for reacting efficiently and comprehensively to the accident.
    (ii) Some of the road sections in rural areas had sharp curves and were steep and accidents could occur easily. A traffic accident had occurred in a road section in Sai Kung where there was a "hidden slope" 暗斜 and a curve. He suggested that on top of introducing a speed limit, speed bumps could also be added onto slopes to slow down the speed. On the other hand, he was concerned about the possibility of serious traffic accidents happening at the Lam Tsuen Hang Ha Po bus stop. He hoped that the THB would contact him for further discussion after the meeting.
    (iii) A village representative, who belonged to a village near to where the traffic accident had occurred on 10 February, was concerned about the inconvenience brought by the absence of a bus stop over Chinese New Year. He hoped that the relevant departments could reinstate the bus stop as soon as possible after taking into consideration the surroundings, needs of the villages, and safety issues.

15. Mr. WOO Kin-man, Clement raised the following views:
    (i) In addition to the provision of immediate rescue services at the scene, it was equally important to continue providing support to families of the injured and deceased. Some citizens had reflected to him, saying that they wished that the government departments could provide adequate assistance to those who were affected, and help families of the injured and deceased to step out of the shadow.
    (ii) The accident might have an impact or pressure on other drivers of the bus company. He hoped the KMB could provide support to these drivers, and improve on the allocation of human resources, such that they could continue to serve citizens with confidence.

16. Mr. LO Hiu-fung raised the following views and questions:
    (i) He wished to extend his deepest condolences to the families of the deceased and hoped that the deceased would be able to rest in peace.
    (ii) He enquired whether the bus driver involved had a poor driving record. If this was true, under what criteria would KMB continue to allow bus drivers with poor driving records to drive a bus. In addition, he enquired about the criteria that KMB had adopted when hiring bus drivers.
    (iii) He enquired the police about the progress of the investigation.
    (iv) Some district councilors had made suggestions on how to improve the road design of the road section involved in the past. But the Transport Department cited technical factors as a reason and did not follow-up. He hoped that after this accident, the Transport Department could respond to the demands of the District Councilors and install road-side speed detection equipment and signage to improve road safety.

(v) He enquired whether KMB would make changes to the location of the bus stop where the accident had occurred so as to minimize the passengers' worries. In addition, whether the bus route in concern could take Tolo Highway instead of Tai Po Road.

17. Dr. LAU Chee-sing raised the following views:

(i) He wished to extend his deepest condolences to those who had lost their lives in the accident and hoped that the injured passengers could fully recover as soon as possible.

(ii) Half a year ago, some District Councilors had proposed installing speed enforcement cameras in the road section where the accident had occurred but were rejected by the relevant departments. He opined that despite there were sufficient signage at the scene, a vehicle's speed would increase as a result of the impulse and centrifugal force generated as the vehicle went downhill and made a turn. Relevant departments should review on whether it was appropriate to keep the speed limit of the road section in concern at 70 km/hour. He said, for example, there had been an accident at Sai Kung Nam Wai, on the slope from Clear Water Bay to Sai Kung Road, as the vehicle failed to brake in time. The speed limit was then lowered from 70 km/hr to 50 km/hr and speed enforcement cameras were also installed. He suggested to lower the speed limit to 50 km/hr and install speed enforcement cameras in the road section concerned to deter drivers from speeding.

(iii) As per the request of rural residents, District Councilors had proposed measures to improve road safety, but the proposals were not accepted by the departments even after years of fighting. For example, some residents hoped that pedestrian crossing facilities could be installed at the pedestrian crossing. But the relevant departments dismissed the idea, claiming that there was insufficient pedestrian or vehicle flow, and ignored the wellbeing of the residents. He hoped that the relevant departments would not shirk their responsibilities by stating numbers related to pedestrian or vehicle flow, or would only listen to the residents' views after a serious traffic accident had occurred.

18. Mr. YAM Man-chuen raised the following views and questions:

(i) He wished to extend his deepest condolences to the families of the deceased.

(ii) Some media reports had stated that injured passengers were unable to locate the emergency hammer and break through the emergency exit after the accident had occurred. He pointed out that he noticed that the emergency hammers adjacent to the emergency exits on some buses were lost. He hoped that KMB could improve on the maintenance of the related equipment to increase the chances for passengers to escape.

(iii) He hoped that KMB and the Transport Department would review on whether double-decker buses were suitable to use in relatively older road sections. He suggested that single-deck buses should be used instead; whereby double-decker buses could be used in urban areas. This could lower the chances of traffic accidents.

(iv) He enquired whether the Transport Department had only taken private cars into consideration when deciding on the speed limit, and whether they could also take double-decker buses and other large vehicles into account when setting the speed limit. In addition, he enquired KMB whether it was true that buses exceeding 70 km/hr would be "locked".

(v) He enquired KMB what criteria they would consider when hiring bus drivers, and whether there had been difficulties with hiring bus drivers such that they had to hire drivers with poor driving records. In addition, whether the Transport Department would refuse applicants with poor driving records from driving buses when approving driving licenses.

(vi) He suggested to have experienced bus drivers who were more familiar with the route to take up more dangerous road sections to lower the chances of traffic accidents.

(vii) He enquired what sort of counseling services or support KMB would provide to bus drivers as quarrels were frequent between passengers and bus drivers.

(viii) He enquired who the members of the independent committee were and suggested to include passenger and driver representatives, so as to better fulfill the aim of reviewing and proposing improvements, and to prevent similar accidents from happening again.

19. Mr. YAM Kai-bong, Francis raised the following views and questions:

(i) He hoped that the deceased could rest in peace and the injured passengers could fully recover as soon as possible.

(ii) Full-time bus drivers had to undergo a 2-week onboarding training; whereby part-time drivers with a bus driving license only had to undergo a 2-day training. Having a bus driving license did not imply that the driver had actual experiences driving large vehicles or buses. He questioned whether a 2-day training was sufficient to allow part-time drivers to drive a 12-meter-long double-decker bus.

(iii) He enquired whether KMB had set indicators to ensure that part-time drivers had enough rest time. Full-time bus drivers were required to declare whether they had other part-time jobs. He enquired whether part-time drivers had to declare their other jobs. For example, whether part-time drivers had to submit a certificate with their working hours issued by their employers so as to monitor if part-time drivers had enough rest time.

(iv) He suggested to deploy additional inspectors on board to assess the bus drivers' driving attitude and how they interact with passengers.

(v) All seats on new minibuses were fitted with seat belts, whereby only seats in the front row, last row and the more dangerous seats on buses were fitted with seat belts. He suggested that the Transport Department should discuss with bus companies to speed up the process of fitting seat belts to all seats on buses and reduce further loss of lives.

(vi) There were no speed enforcement cameras in the road section concerned. From time to time, there were drivers speeding in the road section concerned, especially over weekends and around midnight. He suggested that speed enforcement cameras should be installed in the road section concerned, such that drivers would be more aware towards their driving speed. In addition, the roads near Tsung Tsai

Yuen were curvy, which would easily create blind spots. Buses could barely go through these road sections in an extremely risky manner. He suggested that the Transport Department and Highways Department should investigate into straightening out the curves in the road section to lower the chances of traffic accidents.

(vii) In addition to making monetary donations to the deceased and injured, some citizens also wished to donate blood to help injured passengers. There had been long queues at multiple blood donation centers. He hoped that the Tai Po HAB could contact the Hong Kong Red Cross or Hospital Authority to arrange for blood collection operations in Tai Po district to facilitate the process.

20. Mr. CHAN Siu-kuen raised the following views:

(i) All citizens in Hong Kong were immensely saddened by this traffic accident. Many citizens hoped to provide assistance to the injured passengers and lined up for blood donations. These citizens deserved our respect.

(ii) Thousands of buses travel around Hong Kong on a daily basis. He hoped that KMB would learn from this incident and review the relevant systems to prevent similar accidents from happening again.

(iii) He hoped that the relevant departments could repair the few damaged lampposts at the site as soon as possible, review the safety facilities around the bus stop, as well as periodically trim the trees on the roadside adjacent to the curve to ensure that the drivers' views were not blocked. District Councilors had repeatedly expressed their wish to widen the road curve in district council meetings. Every year prior to the wet season, he had written to the Highways Department to remind them to trim the trees on the roadside.

(iv) He wrote to the Transport Department and Hong Kong Police Force in July 2015 and June 2017 respectively, requesting to reduce the speed limit of the road section in concern from 70 km/hr to 50 km/hr. He hoped that the relevant departments would contact him after the meeting to follow-up with his request.

(v) District Councilors were the ones who best understood the situation in the district and needs of the residents. He hoped that the government could handle the matters as soon as possible upon receiving letters from District Councilors. This way, unnecessary accidents might be prevented.

21. Ms. WONG Pik-kiu raised the following views:

(i) Among those who had lost their lives in the accident, she knew an elderly and the husband of her ex-schoolmate. She was immensely saddened by the accident.

(ii) She wished to thank the Chief Executive and government officials for providing assistance to the victims and their families, as well as to the Taoist priest who volunteered to pray for those who had lost their lives.

(iii) She questioned why KMB had never consulted the Tai Po District Council in relation to the bus route in concern and asked why single-decked buses were not used, as well as why were there over 21 stops for the bus route in concern.

(iv) She enquired why the HKJC did not arrange for shuttle bus services for people going to the racecourse but left that responsibility to the public transport system instead.

(v) She hoped that the Transport and Housing Bureau would review the speed limit of the road section in concern as well as all other routes that deploy double-decker buses. She also hoped that the relevant departments would review the safety of Route 63R (running between Tai Po Market MTR station and Tai Po Lam Tsuen Wishing Square) to prevent traffic accidents involving buses.

22. Mr. CHOW Yuen-wai raised the following views and questions:

(i) He hoped that the deceased could rest in peace, and the injured passengers and their families could have enough strength to face the difficulties.

(ii) He opined that the government was response for monitoring KMB.

(iii) The Chairperson of KMB had not responded to the incident in public. This was unacceptable.

(iv) He questioned whether double-decker buses had to be deployed for the bus route in concern. In case of an accident, passengers sitting in the front row on the top deck were of the greatest risk of danger. He suggested to replace double-decker buses with single-deck buses for mountainous routes, as well as to increase the frequency of single-deck buses. In addition, relevant parties should review on the safety of bus stops and to avoid setting bus stops on slopes or at road curves.

(v) He opined that KMB should strengthen the emotional training for part-time drivers, such as how to cope with difficult passengers.

(vi) He hoped that the police could provide information related to the cause of death, such as how many deceased passengers were sitting on the upper deck. This would allow the bus company and government departments to determine whether they should cut down on the number of double-decker buses for mountainous routes.

(vii) He enquired what sort of follow-up and support work the SWD had provided for the victims and their families. He pointed out that some family members might not be able to accept what had happened within a short period of time and they might not take initiative to reach out to the social workers. He hoped that the SWD could arrange for home visits and long-term follow-up. He also hoped that the Tai Po HAB would increase platforms for members of the public to provide assistance to victims and their families.

23. Mr. TANG Ming-tai, Patrick raised the following views and questions:

(i) If it were to widen the road section in concern, he suggested that the relevant departments should first meet with residents in the villages nearby to better understand the actual usage of the road section.

(ii) After this traffic accident, the residents nearby were a bit traumatized by the location. He hoped that the new bus stop could be moved forward as compared to the old one. In addition, residents would still need to use the bus stop during Chinese New Year. He hopped that the relevant departments could discuss with the villagers as to where to set up the temporary bus stop.

(iii) District Councilors had repeatedly made suggestions on how to improve the roads in Tai Po district, such as enhancing pedestrian crossing facilities. But the Transport Department always dismissed the suggestions made by District Councilors due to a lack of data support. He hoped that the Transport Department could address the needs of the residents, follow-up, and adopt the suggestions made by District Councilors.

24. Mr. AU Chun-wah raised the follow views and questions:

(i) District Councilors were the ones who best understood the needs of the district. However, the Transport Department had repeatedly dismissed their suggestions for different reasons and ignored the demands of the residents.

(ii) Some media reports had pointed that the bus stop concerned was damaged by a traffic accident 1 year ago. If this were true, the relevant departments should consider whether the spot was suitable for setting up a bus stop. Tai Po Road had many curves, and there were many bus stops along the road. If the drivers were ever so slightly impatient, accidents might occur. He hoped that the Transport Department could review the design of the entire Tai Po Road and assess whether there were any potential dangers, and to make appropriate improvements.

(iii) He agreed that the speed limit of the road section concerned should be lowered from 70 km/hr to 50 km/hr. Yet, the attitude of the driver was just as important. Some bus drivers who knew the route extremely well might drive at a higher speed. To add one, the road section was sloping downwards. Even if the bus would be "locked" when the speed exceeds 70 km/hr, there would be an impulse generated from the slope and the weight of the vehicle, causing an increase in the speed. He suggested that the bus company should remind bus drivers to be patient at all times, and to slow down when going downhill. In addition, he hoped that the bus company would instruct all bus drivers to maintain a good attitude while driving.

(iv) He hoped that the Transport Department would review on whether standing-passengers should be allowed on long-haul bus routes and made necessary improvements.

(v) He enquired how the Transport Department would follow-up after receiving the investigation report from KMB. For example, whether the Transport Department would report the findings at the Legislative Council or District Council.

(vi) He enquired the police for the number of traffic accidents that had happened in the road section concerned or along the entire length of Tai Po Road. He continued to ask whether there were speed enforcement cameras on Tai Po Road. If yes, the number and the locations; if no, whether the police would consider installing speed enforcement cameras at traffic black spots. In addition, whether the road section concerned was a traffic black spot.

(vii) District Councilors had received enquiries from many residents after the traffic accident, but he did not know which government department officers he should contact to obtain the latest information. He enquired whether the Tai Po HAB had special procedures in relation to

coordinating and releasing information in case of special events. He hoped that in case of serious accidents in the future, the department could set up and announce a hotline number for public enquires as soon as possible.

(viii) He suggested the Tai Po HAB and SWD to take the lead to coordinate and set up a fund-raising account for the accident to prevent charity fraud.

(ix) He enquired KMB for the number of part-time drivers, in particular the number in Tai Po district, and what routes were the drivers primarily response for.

(x) Currently, bus drivers were asked to watch videos for their training. He suggested KMB to improve on the way they trained bus drivers, such as having the bus drivers practice driving on the road.

(xi) He enquired that in case the court had ruled that the bus driver was criminally liable, whether KMB would bear any related responsibilities (e.g. compensation).

(xii) He hoped that KMB could provide bus drivers (including the bus driver concerned) with counseling services.

(xiii) He opined that the bus company should carefully handle bus drivers with poor driving records, and carefully consider which routes they should be allowed to drive. In addition, he hoped that KMB could examine critically which of the bus drivers could continue to drive and suggested to decide that based on the bus drivers' driving hours and experience and have more experienced bus drivers for more dangerous routes. The bus company could also send extra staff to monitor the speed of buses.

(xiv) He hoped that the relevant departments and KMB could continue to follow-up on this matter.

25. Mr. LAU Yung-wai raised the following views and questions:

(i) He wished to extend his deepest condolences to the families of the deceased and the injured passengers. He also thanked officers from Hong Kong Police Force, the Fire Services Department, SWD and Tai Po HAB for their hard work over the past few days.

(ii) According to his understanding, KMB would award a "safety prize" to qualified full-time drivers. He enquired whether this reward scheme was also applicable to part-time drivers. If not, he suggested KMB to enhance their safety awareness with the help of the reward scheme.

(iii) Many citizens hoped to help those who were affected by making monetary donations and donating blood. He hoped that the relevant departments could help coordinate.

(iv) Signage adjacent to steep slopes reminded drivers to slow down. But when the lights were dim at night or when the signage were blocked by trees, drivers might not be able to see the signage clearly. He suggested to make markings on road surfaces by using coloured materials to improve road safety.

(v) He suggested the above-mentioned independent committee to include professional drivers and organizations such as bus concern groups to enhance the representativeness of the committee.

26. Mr. YU Chi-wing raised the following comments and inquiries:

(i) He expressed his deep condolences to the accident victims and their families and thanked the relevant authorities for their assistance.
(ii) The staff of the Transport and Housing Bureau and the Transport Department often refuse to implement the suggestions put forward by the District Councillors, and they are often biased in favour of KMB at the meeting. In addition, there are often personnel changes in the Transport Department, which has led to a slow progress in handling cases.
(iii) KMB staff are busy with work and often need to work overtime. It is hope that KMB can improve staff treatment and provide them with appropriate guidance and support services.

27. The Chairman stated that most District Councillors expressed their gratitude to the frontline staff of various government departments for their assistance. In addition, the District Councillors also submitted a number of opinions and suggestions to the Transport and Housing Bureau, Transport Department, and KMB. He pointed out that relevant departments need to take remedial measures and learn lessons from the accident so as to improve traffic safety.

28. Ms. LUI Siu-chu, Andy, JP,'s response to the views and questions raised by the District Councillors wre as follows:

(i) Donations from different groups will be issued by the Social Welfare Department in a unified manner. As for the proposal to set up a special donation account to facilitate public donation, the Tai Po District Office will follow up the proposal with the Social Welfare Department after the meeting.
(ii) The Tai Po District Office will contact the Red Cross after the meeting. It is hoped that suitable arrangements will be made before the Lunar New Year holiday to allow the Red Cross to set up a blood donation station in Tai Po District.
(iii) After the accident, the Tai Po District Office needs to provide assistance to the victims and their families as soon as possible and distribute information to the public. If another unfortunate major incident occurs in the future, District Councillors may request information from the District Officer, Assistant District Officer, and Liaison Officer. They will try their best to follow up the case.

29. Mr. TAM Yuen-sheung, Edmund's views and responses to the questions from the District Councillors were as follows:

(i) Social Welfare Department has arranged a dedicated social worker to each affected family to keep up with the emotional needs of the family and the injured. After the accident, they might develop post-traumatic stress disorder and/or experience excessive grief. The Social Welfare Department has also arranged clinical psychologists to provide services when necessary.

(ii) In the afternoon of the meeting, a large number of family members of the deceased will go to the Kwai Chung Public Mortuary. The Social Welfare Department has arranged social workers to accompany them and provide support. In addition, while some families hope to complete burial and cremation before the Lunar New Year, some would hope to do this after the Lunar New Year. The Social Welfare Department respects the decisions of the families and will try to meet their needs. It will actively coordinate with the Food and Environmental Hygiene Department staff on matters related to their needs.

30. Mr. LEE Kwok Chung stated that the case is still in the investigation stage and that the bus driver is still being detained for enquiries. The police will consider pressing charges against the bus driver later.

31. Mr. CHAU Chung-mun's views and responses to the questions raised by the District Councillors were as follows:

(i) In regard to the site of the accident, there were 29 incidents in the year 2017, of which 15 involved property damage, 14 involved injuries and two of them were relatively serious. There are no fixed speed cameras in the road section, but there are two locations where mobile speed detection instruments can be placed. The police detected about 30 speeding, drunk driving, careless driving, and dangerous driving during regular operations on the road in the past year.
(ii) The police welcome new measures to improve road safety. The police will continue to use mobile detection instruments to detect speeding before new measures are implemented.

32. Mr. LEUNG Lung-kei expressed his thanks to the District Councillors for agreeing with the work of the Fire Services Department and stated that the Fire Services Department would continue to provide quality services to the public.

33. Undersecretary Prof. SO Wai-man, Raymond, BBS, JP,'s views and responses to the questions raised by the District Councillors were as follows:

(i) He hopes that all parties can learn from the accident and improve the safety of the public transport system.
(ii) The Transport and Housing Bureau will examine, in details, the views of the District Councillors on the matters related to the employment and training of the bus driver.
(iii) The Transport and Housing Bureau takes a clear view of the importance of road safety for buses. The Bureau will explore the opinions and suggestions raised by the District Councillors on road improvement just now.
(iv) The purpose of the above-mentioned independent committee is to systematically review the safety and operation of franchised buses. The Transport and Housing Bureau will forward the views expressed

by the District Councillors to the relevant parties for their consideration.

34. The Commissioner for Transport, Ms. CHAN Mable, JP,'s views and responses to the questions raised by the District Councillors were as follows:

(i) The Transport Department attaches great importance to the operational safety of franchised buses. In regard to bus captains, the law has strict requirements on driving tests. In regard to vehicles, the law requires that every bus should undergo an annual inspection and the bus companies will also conduct inspections on a monthly basis for each bus. The Transport Department's Vehicle Examination Team 驗車組 will also conduct spot checks on buses at the bus companies' depots.

(ii) The Transport Department will review the safety and speed limits of roads in Hong Kong from time to time. Although the site of the current accident is not a traffic black spot, the Department will consider appropriate accident-improvement measures in consideration of the number and nature of past accidents, road design, site environment, and the impact on the drivers.

(iii) When setting the locations of bus stations, we need to take into account the needs of passengers while getting on and off the bus as well as the road condition. As for setting up a temporary bus station near the site of the accident, the Transport Department's staff will visit the site before the Lunar New Year holiday and follow up as quickly as possible.

(iv) The KMB will set up an investigation committee on this accident. The Transport Department will follow up with the reports of the committees established by the government and KMB seriously and will follow up with KMB on the basis of the law and franchise terms.

35. Mr. Godwin So's views and responses to the questions raised by the District Councillors were as follows:

(i) KMB will handle the incident seriously and assume responsibility. Whether or not the driver is convicted is not a determining factor for KMB's decision on compensation. KMB will handle the urgent financial support with the greatest empathy. In addition, KMB will make every effort to improve the safety factor of the buses and will conduct investigations on recruitment, training, inspection, and installation of vehicle instruments, and submit investigation reports to explain the relevant details and improvement measures.

(ii) KMB will consider the views of the District Councillors on the routes, schedules, and dispatches of Route 872, and will submit proposals to the Transport Department and the District Council for future considerations.

36. Mr. Patrick Pang Shu-hung's views and responses to the questions raised by the District Councillors are as follows:

(i) The KMB promises to listen to the opinions from the District Councillors as well as the public. They will review their shortcomings and perfect their future works.

(ii) According to company records, the driver of the accident was ruled by the court to be guilty of careless driving in August 2014. He was fined and was issued with Driving-offence Points.

(iii) Qualified instructors will perform road test and parking test on persons holding licenses for No. 1 (Private Car) or No. 2 (Light Goods Vehicle) when they apply for the position of full-time bus captains. After a candidate has passed the initial test, he/she must apply for a "Certificates of Traffic Conviction Records" from the Hong Kong Police Force. The certificate will state any recorded traffic convictions of the applicant. KMB will consider the training placement of the applicant after reviewing the certificate. For hourly contract bus drivers, the person concerned must have a No. 9 (private bus), No. 10 (public bus) or No. 17 (Public Bus - Franchised) license.

(iv) The KMB currently has about 8,600 full-time bus captains and 370 part-time bus captains. Most of the part-time bus captions are retired full-time bus drivers.

(v) When the bus reaches a speed of 70 km per hour, the accelerator will be stopped. However, the speed of the bus may exceed 70 km/h when it is travelling downslope.

(vi) There are escape doors on the upper and lower decks of the bus. An ordinary double-decker bus has 8 hammers for breaking the escape door on the upper floor, 4 on the lower floor, and 1 next to the driver's seat. KMB will strengthen public education on the procedures on how to escape in cases of emergency.

(vii) KMB will provide an 8-day training programme, which lasts for 8 hours each day, for bus captains. Upon completion of the training, the bus captains will be examined by qualified examiner from the Transport Department. After the bus captains have been issued with bus licenses, KMB will arrange an 8-10-day route training and emotional training for them. Part-time bus captains will also undergo the above-mentioned route training. In addition, KMB will arrange new bus captains who have serviced for about six months to participate in a one-day workshop so that they can share the difficulties encountered in their work and senior captains will participate in exchange discussions.

(viii) The KMB has an open attitude towards the suggestions made by the District Councillors in relation to the reduction of standing capacity, the installation of seat belts, and the replacement of single-decker buses in some routes. The KMB will consider improving the situation in response to the situation.

37. The Chairman said that the District Councillors had made a number of comments and suggestions. He hoped that the Transport and Housing Bureau, the Transport

Department, various government departments, and the bus company could follow up on the matters.

I. Other matters

38. District Councillors did not raise other issues.

39. The meeting ended at 1.25 p.m.

Tai Po District Council Secretariat
April 2018

大埔區議會
交通及運輸委員會
2018年第二次會議記錄

日期：2018年3月9日(星期五)
時間：下午2時32分至下午7時13分
地點：大埔區議會會議室

出席者	出席時間	離席時間
主席		
劉志成博士	會議開始	會議完畢
副主席		
胡健民議員	會議開始	會議完畢
委員		
區鎮樑議員	下午3時19分	會議完畢
陳灶良議員, MH	下午2時56分	下午5時11分
陳笑權議員, MH, JP	會議開始	會議完畢
周炫瑋議員	會議開始	會議完畢
關永業議員	會議開始	下午7時08分
劉勇威議員	會議開始	會議完畢
李國英議員, BBS, MH, JP	會議開始	會議完畢
李華光議員	會議開始	會議完畢
李燿斌議員, BBS, MH, JP	會議開始	下午4時51分
羅曉楓議員	會議開始	會議完畢
譚榮勳議員, MH	下午2時38分	會議完畢
鄧銘泰議員	會議開始	下午4時52分
黃碧嬌議員, BBS, MH, JP	下午2時52分	下午5時40分
任啟邦議員	會議開始	下午7時09分
任萬全議員	下午2時35分	會議完畢
余智榮議員	下午2時36分	會議完畢
增選委員		
區鎮濠委員	會議開始	會議完畢
陳蔚寮委員	會議開始	會議完畢
張國華委員	下午2時36分	下午4時47分
張國慧委員	會議開始	會議完畢

文念志委員	會議開始	會議完畢
梅少峰委員	會議開始	會議完畢
溫興財委員	會議開始	下午 5 時 34 分
胡綽謙委員	會議開始	會議完畢

秘書

梁仲華先生	會議開始	會議完畢

行政主任(區議會)1／
大埔民政事務處／
民政事務總署

列席者

李佳盈女士	大埔民政事務助理專員／大埔民政事務處／民政事務總署
顏穎康先生	工程師／20(北)／北拓展處／土木工程拓展署
馬芳蘭女士	高級運輸主任(大埔)／運輸署
呂曉暉女士	高級運輸主任／巴士發展(新界東)／運輸署
潘歡愉女士	工程師／大埔一／運輸署
張偉鋒先生	工程師／大埔二／運輸署
許家傑先生	區域工程師(大埔)／路政署
吳汝誕先生	工程師 2／吐露港公路／路政署
劉德昌先生	副房屋事務經理／大埔區租約事務管理處／房屋署
傅建朝先生	署理警署警長／香港警務處
林子豪先生	傳訊及公共事務部副主管／九龍巴士(一九三三)有限公司
梁家欣女士	傳訊及公共事務部襄理／九龍巴士(一九三三)有限公司
黃子健先生	沙田廠襄理(車務)／九龍巴士(一九三三)有限公司
李述恆先生	高級主任(策劃及發展)／九龍巴士(一九三三)有限公司
符氣揚先生	駐地盤工程師／安誠奧雅納博威聯營顧問公司
李裕修先生	高級行政主任(區議會)／大埔民政事務處／民政事務總署
黃汝恒女士	高級聯絡主任(2)／大埔民政事務處／民政事務總署

缺席者

陳梓華委員
劉宗翰委員
曾漢文委員

節錄

II. 跟進大埔公路的道路交通安全改善建議

2. 主席歡迎運輸署高級運輸主任／巴士發展(新界東)呂曉暉女士、九龍巴士(一九三三)有限公司("九巴")傳訊及公共事務部副主管林子豪先生及專理梁家欣女士就是項議程出席會議。

3. 主席表示，大埔區議會早前就本年2月10日發生的嚴重交通事故召開特別會議，當日有不少區議員提出大埔公路的道路交通安全改善建議，例如限制車速、加裝固定偵察車速攝影機("偵速攝錄機")和遷移巴士站等。他請運輸署張偉鋒先生報告跟進情況。

4. 張偉鋒先生的報告如下：

(i) 運輸署會全面檢視相關路段的道路環境及交通管理措施，包括研究應否修訂速度限制，以及是否需要加強現有的交通標誌和道路標記，以進一步促進道路安全。署方目前正全力進行上述研究，有結果時會盡快公布。

(ii) 運輸署及警方已開始籌備安裝新一批偵速攝錄機，而肇事路段已被納入考慮安裝範圍的名單之內。運輸署及警方會積極研究在該路段安裝偵速攝錄機是否可行。

(iii) 運輸署在肇事位置附近300米處設置臨時巴士站並已開放使用。

(iv) 運輸署及路政署現正考察肇事巴士站附近的地形環境，研究可如何優化該巴士站。

5. 許家傑先生表示，路政署會全力配合和協助運輸署推出交通改善措施。意外事故發生後，路政署協助運輸署在肇事路段以北300米設置臨時巴士站，而有關的臨時巴士站已在2月13日開放供乘客作臨時上落之用。此外，路政署已收到運輸署就肇事巴士站提出的建議改動方案，並正進行前期籌備工作，以期在有關建議落實後盡快開展工程。

6. 鄧銘泰議員感謝運輸署及路政署在事故發生後積極跟進，但對於運輸署剛才的報告感到失望。他指事故發生至今已近一個月，但運輸署仍未落實任何改善方案(例如在肇事路段加裝偵速器和加強巴士站的保護措施等)或訂出改善工程時間表。他請運輸署盡快向交通及運輸委員會("交運會")提出具體的交通改善措施，供委員進一步討論。此外，事故對大埔尾村的居民造成心理陰影，詢問政府會如何協助居民走出陰霾。

節錄

7. 對於運輸署剛才表示現正與警方籌備安裝新一批偵速攝錄機但未能提供安裝時間表，關永業議員認為經過是次嚴重事故後，運輸署應先在肇事路段安裝偵速攝錄機，無需與其他路段一併安裝。他希望署方盡快提供安裝時間表，以便委員會掌握情況。

8. 李國英議員表示安裝偵速攝錄機的目的是為了加強阻嚇，警告駕駛人士切勿超速，屬於懲罰性措施。相比之下，他認為加強交通標誌及路面標記、提醒駕駛人士慢駛和注意交通安全會更為合適。因此，他詢問運輸署可如何改善大埔公路的交通標誌，以加強對駕駛人士的提示。

9. 梅少峰委員表示，上述意外事故令附近居民蒙上陰影，運輸署應慎重考慮日後應否在原址重置巴士站。此外，大埔公路不少巴士站(包括肇事巴士站)都沒有足夠的保護設施(例如欄杆)，希望日後能有所加強，以保障候車乘客的安全。他續指，大埔公路有較多急彎，希望運輸署考慮在地面加設適當措施(例如劃設白線)，以期減低車輛在過彎時的速度。

10. 羅曉楓議員的提問如下：

(i) 九巴及運輸署早前均表示會就事故成立調查委員會，他希望了解調查進度、九巴向政府提交報告的時間，以及會否向交運會交代調查結果。

(ii) 運輸署會否把肇事路段的車速限制由每小時 70 公里降至 50 公里，以改善行車安全？

(iii) 除大埔居民外，他相信意外事故對不少前往馬場的乘客蒙上心理陰影。他指九巴在事故後的第一個賽馬日臨時增設 872X 號線，改由吐露港公路往返大埔至沙田馬場，詢問有關安排會否恆常化。

11. 周炫瑋議員對於各項交通改善建議仍在研究階段，以及運輸署在是次會議沒有提交任何文件或具體資料深感失望。除偵速攝錄機的安裝時間表外，他亦希望了解偵速攝錄機的具體安裝位置等資料，以便委員提供意見並向市民轉述最新情況。

12. 任啟邦議員的意見及提問如下：

(i) 對運輸署的報告表示失望。

(ii) 平日晚上有不少車輛在大埔公路高速行駛，對行人及其他道路使用者構成危險。然而，大埔公路赤泥坪至廣福路段目前沒有任何偵速攝錄機，因此他建議署方先行在該路段加裝偵速攝錄機。

(iii) 除肇事路段外，大埔公路赤泥坪至廣福路段有不少急彎或斜路(例如翡翠花園至美援新村一段)，因此他詢問署方會否全面檢視大埔公路赤泥坪至廣福路段的交通環境，以及採取適當措施如限制車速等。

(iv) 西貢公路數年前發生嚴重交通意外事故造成多人傷亡，事後運輸署落實多項改善措施，包括調整速度限制、加裝偵速攝錄機和鋪設凸起的路面標記等，以減慢車速。他詢問運輸署會否考慮在肇事路段以至整條大埔公路的高速路段採取上述措施，提醒駕駛人士保持適當車速。

(v) 經過是次嚴重事故後，他認為運輸署需要推出更多措施改善肇事路段的交通安全，亦應盡快落實一些相對容易推行的措施(例如安裝偵速攝錄機)。

13. 任萬全議員指大埔公路屬於較窄的道路，希望運輸署、路政署或九巴檢討是否適合雙層巴士行走，甚至考慮改用單層巴士，以減低意外風險。此外，他認為調整車速限制和加裝偵速攝錄機均屬於較被動的措施，需要駕駛人士自律遵守，惟是次事故正正由於司機超速所致，因此他認為政府需要改善道路的硬件設施(例如平整路面的暗斜位置、擴闊路面範圍以減少彎位的弧度等)，務求在發生事故時減輕其嚴重性。

14. 陳笑機議員的意見如下：

(i) 他曾在2015年7月24日致函運輸署要求把肇事路段的車速限制由每小時70公里調低至50公里，亦曾在2017年6月5日致函警務處要求在肇事路段加裝偵速攝錄機，惟兩項措施至今仍未實行。

(ii) 運輸署曾聯絡他本人及附近村民，希望共同擬定臨時巴士站的位置。他認為臨時巴士站的位置不太理想，但尚算解決了村民欠缺巴士站上落的問題。

(iii) 他曾與警方視察肇事現場，商議安裝偵速攝錄機的位置，而相關部門及村民亦有提供意見。經過是次意外事故後，他希望運輸署能盡快在肇事路段加裝偵速攝錄機。

(iv) 為免妨礙死者親友在“頭七”及“尾七”等日子到現場拜祭，肇事巴士站尚未修復。他請運輸署及路政署在這些儀式過後盡快修復現場，以減輕村民的心理陰影。為此，運輸署已向他及村民提交復修方案報告，他亦要求村長在村內召開會議商討事宜，如有最新消息便向他及運輸署轉達。

(v) 有關重建巴士站事宜，運輸署建議擴闊和延長原有的巴士站，把街燈移近和修剪附近的樹木。他亦要求署方修剪彎路旁的樹木，

以免阻礙駕駛人士的視線。此外，他認為署方應嘗試尋找其他適當位置重置巴士站，而非沿用原有位置。

(vi) 要求在肇事路段加設手按式行人過路設施，以便長者、小童及居民在安全情況下橫過馬路。

(vii) 每逢風雨季來臨前，他都會致函路政署及地政處要求修剪和清除可能造成危險的樹木。

(viii) 除肇事路段外，全港亦有不少危險的彎路，他希望運輸署汲取是次沉重教訓，檢視全港的路段，避免同類意外再次發生。

15. 文念志委員認為在安裝偵速攝錄機前，執法部門可以增加巡邏次數並在大埔公路設置路障檢查車速。然而，他指超速車輛可經由香港中文大學、樟樹灘或優景里路口駛出吐露港公路，因此詢問會否減低執法部門在該處設置路障的成效。他續指引致傷亡的意外事故(特別是超速導致的意外)一宗都嫌多，促請運輸署及執法部門慎重考慮委員的意見，不應有任何怠慢或維持官僚作風，否則便愧對死傷者家屬及大埔居民。

16. 胡綽謙委員促請警務處加派人手(特別是晚間)到肇事現場"影快相"，以顯示警方非常重視該路段的交通安全，向駕駛人士清晰表達嚴厲打擊超速行為的訊息。此外，他認為運輸署應該檢視整條大埔公路的車速限制，並研究減少彎位的弧度，以減低發生意外的機會。

17. 劉勇威議員的意見如下：

(i) 多名委員都認為肇事路段有即時安裝偵速攝錄機的需要，因此他對運輸署的工作進度感到非常失望。

(ii) 批評政府部門經常在意外發生後才亡羊補牢，認為"頭痛醫頭，腳痛醫腳"的做法並不理想。

(iii) 整條大埔公路有不少需要改善的地方，例如駕駛人士未能在香港中文大學外一處彎位全面觀察到附近的路面狀況。他認為運輸署或相關部門需要全面檢視大埔公路各路段，研究是否需要加裝偵速攝錄機及減速標記等，以改善交通安全。

18. 張國慧委員表示，即使把部分路段的車速限制由每小時 70 公里降至 50 公里，對雙層巴士來說仍屬危險速度範圍，質疑繼續安排雙層巴士行走這些路段是否合適，希望相關部門檢討情況。此外，他建議九巴考慮在巴士加裝車速顯示屏、為車長提供駕駛指引，以及加強車長有關行走這些較危險路段的培訓，以提升他們的安全駕駛意識。

節錄

19. 胡健民副主席的意見如下：

(i) 理解在正常情況下，運輸署未必能夠在一個月內落實調整車速限制、加裝偵速攝錄機和劃設路面標記等措施，但他認為是次嚴重意外事故屬特殊事件，居民對於運輸署迅速採取改善措施有一定期望，因此促請署方加快落實措施。

(ii) 香港山路眾多，像窒事路段般狹窄甚至更為狹窄的路段多不勝數。作為中期措施，他希望政府能夠檢視全港的道路，並採取適當的安全措施，避免同類事故再次發生。

20. 區錦漩委員引述一份報章的報導，指九巴為節省資源削減入職車長的培訓時間，受訓期由過往的一個月削減至18日至15日不等，自2015年起亦棄用四部模擬駕駛倉，因此質疑車長訓練不足，難以確保他們有良好的駕駛技術及態度。他詢問九巴是否甘願為節省資源而令市民的生命受到威脅。

21. 陳蔚嘉委員指除了窒事路段外，大埔公路尚有不少彎位，路面亦普遍較為昏暗。她希望相關部門全面檢視大埔公路的道路環境，包括道路的照明度、彎位及斜度等，識別出容易發生意外的路段，通過改善交通標誌和加強照明以協助司機較全面掌握路面情況，減少意外發生的機會。

22. 張國華委員詢問九巴有沒有為需要駕駛這些路段的車長進行心理壓力評估及心理輔導。

23. 李華光議員指大埔郊區有大量道路，沿路有不少相思樹阻擋燈光，因此路面普遍較為昏暗，特別是西沙公路一段。他希望相關部門能夠修剪彎位兩旁的樹木，避免阻擋燈光及影響駕駛人士的視線。此外，他建議把大埔公路斜坡路段的車速限制在每小時50公里內。

24. 黃碧嫣議員的意見如下：

(i) 她曾經接觸多個死傷者家屬，每當談及意外事故時，他們都表現得十分激動。她關注如何能夠減輕家屬對乘坐雙層巴士的恐懼及障礙。

(ii) 知悉九巴有向死者家屬送上花圈和致以慰問，相信九巴亦深深體會到死者家人的悲痛。

(iii) 她曾向死傷者家屬了解當事人乘坐窒事巴士的原因。由於市民離開沙田馬場後需要步行一條頗長的行人天橋才可乘搭港鐵，因此乘坐872號線相對較為方便。部分傷者亦向她反映，一般只有少數人會在大埔公路中途站下車，認為872號線沒有必要繞經大埔

公路。

(iv) 九巴在事故後開設 872X 號線，但 "X" 的諧音近似 "去世"，因此不少人都感到抗拒。她認為九巴無需在開辦這條新路線時沿用 872 這組號碼，請九巴慎重考慮修改。

(v) 872X 號線由沙田馬場返回大埔中心的車程不足 15 分鐘，詢問九巴為何收取如此高昂的車資(18.1 元)。她認為九巴要承擔責任和彌補錯失，因此應考慮調低車費。此外，她認為九巴應避免在這條路線中採用 1、4 或 7 這些號碼，避免觸發傷感情緒。

(vi) 大埔公路肇事現場雖然是彎位，但林錦公路、赤柱等道路彎位的弧度較大埔公路更大，因此她認為最關鍵的還是車長的駕駛態度，而死傷者家屬均責備九巴沒有妥善監管車長的駕駛態度。

(vii) 目前公共小巴都安裝了車速顯示屏，她請九巴亦考慮安裝同類裝置。

(viii) 有乘客表示肇事路段的路面寬敞，巴士站的範圍亦頗大，但巴士站附近的燈柱位置並不理想，而是次意外正是巴士超速撞到燈柱後再翻側，因此路政署需要慎重考慮另覓位置重置燈柱。

(ix) 她引述數個死傷者家屬的慘況，說明是次意外已對多個家庭造成極大傷害。她認為政府必須做好善後工作，亦須即時調整該路段的車速限制，刻不容緩。

(x) 由於目前 872 號線的客量及營運效率極低，建議終止 872 號線的服務，把巴士資源投放在 872X 號線，並調低車資。

(xi) 她轉述專業人士的建議，請路政署研究在肇事彎位的路面鋪設防滑沙，以減低意外事故可能造成的損害。

(xii) 希望九巴成立專責小組跟進死傷者及其家屬的福利需要，並要求九巴主動致函房屋署及社會福利署等部門尋求協助，盡力為死傷者及其家屬提供一切適切援助。

25. 主席的意見如下：

(i) 大埔區議會在 2018 年 2 月 12 日就是次不幸事故召開特別會議。作為交運會主席，他主動提出在是次交運會會議跟進各區議員在該次特別會議上提出的交通安全改善建議，包括限制車速、加裝偵速攝錄機和重置巴士站等。

(ii) 由於政府高度關注事件，他以為運輸署能在是次會議報告改善措施及落實時間表(例如降低肇事路段的車速限制等)，可惜事與願違，因此對於運輸署的報告表示失望。

(iii) 委員普遍同意把肇事路段的車速限制由每小時 70 公里降至 50 公里，由於政府只須刊憲便可落實有關措施，因此應該加快處理，不應等待整段大埔公路的檢討完成後才實施。

(iv) 運輸署應主動向交運會、當區區議員及相關村民報告大埔公路改善措施的落實情況及實施時間表。他認為署方不必等待下次交運會會議才作匯報，亦無須在匯報後才開始進行相關工作。

(v) 為提高公共小巴的安全，政府要求所有小巴均需加裝車速顯示屏。他認為這項措施亦適用於巴士，不但可讓乘客知悉巴士的行車車速，亦可在超速時提醒車長減慢速度。

(vi) 雖然是次事故的原因仍在調查中，但委員提出的建議都是有效的改善措施，希望運輸署及九巴盡快落實。

26. 張偉鋒先生的回應如下：

(i) 肇事巴士站附近有一條村，為方便村民乘搭巴士，運輸署需要在肇事巴士站附近尋找合適位置設置臨時巴士站。由於合適的位置不多，署方最終在肇事巴士站以北 300 米處設置臨時巴士站供乘客上落。

(ii) 運輸署初步計劃優化和加強肇事巴士站的設施，以期盡快重新開放給乘客使用。巴士站重新投入服務後，署方將繼續跟進有關另覓地方重置巴士站的建議。

(iii) 重申肇事路段已被納入考慮安裝偵速攝錄機的範圍名單內，至於安裝名單列表何時落實，他希望在會議後向交運會提交補充資料。

(iv) 肇事路段設有交通標誌及路面標記提醒駕駛人士注意安全情況，包括“開始減速”、“前面有彎”、“道路向右急轉”等警告標誌及“慢駛”等路面標記，而道路轉彎位置亦設有防撞欄。運輸署現正全面研究這些交通標誌及路面標記是否足夠，以及如何加強這些措施以進一步促進交通安全。

(v) 運輸署會一併檢視附近路段的交通情況，考慮是否修訂速度限制、是否需要加強現有的交通標誌及路面標記，以及檢視相關路段的道路環境及交通管理措施。由於上述研究仍在進行中，署方會在完成研究後會盡快對外公布。

27. 馬芳蘭女士表示，根據 872 及 872X 號線的客量紀錄，部分班次的載客量較低。運輸署會促請九巴考慮調整服務，例如改以單層巴士行走該路線等。此外，署方備悉委員有關巴士編號的意見，亦會與九巴研究是否有改善空間。

節錄

28. 呂曉暉女士表示，除了警方現正深入調查事故外，九巴亦正進行內部獨立調查，並需要在一個月內向運輸署提交報告。目前，九巴尚未向運輸署提交報告。當九巴提交報告後，運輸署會仔細審視報告內容和採取跟進工作。

29. 林子豪先生的回應如下：

(i) 現時公共巴士設有限速裝置，時速限制在每小時70公里內，但由於受到地心吸力等因素影響，巴士下斜時的車速或會超過限制速度。為此，九巴的工程人員現正與外國的部件供應商商討解決辦法，以期讓巴士在下斜時仍能保持安全車速。九巴希望可以盡快引入有關系統。

(ii) 運輸署近日已批准九巴增聘訓練導師，藉以加強車長在各方面的培訓。

(iii) 九巴在調派單層或雙層巴士行駛個別路線時主要視乎客量需求。作為道路使用者，九巴沒有獲告知肇事路段不適合雙層巴士行駛，但願意根據實際環境及客量情況，考慮調派單層巴士行駛肇事路線。

(會後補註：九巴在交通事故後已調派單層巴士行駛872號線。)

(iv) 事故發生後，九巴為所有車長設立輔導熱線。假如有駕駛肇事路線的車長因心理因素向九巴提出調動要求，九巴亦會作適當安排。

(v) 安全是九巴對乘客的首要承諾，九巴不會因為資源問題而在安全方面作出任何讓步。過去十年，九巴車長的培訓日數為18日，沒有改變。另外，數年前九巴確實曾經採用模擬駕駛訓練系統，但有受訓車長反映模擬駕駛倉的作用並不顯著，而且使用時感到暈眩，因此九巴決定把模擬駕駛訓練改為路面駕駛訓練。

(vi) 就委員對872及872X號線提出的意見，九巴將與運輸署商討和適當跟進。九巴亦樂意與運輸署商討如何通過加裝新設備(例如車速顯示屏等)提升行車安全。

(vii) 九巴非常關注死傷者家屬的情況，亦會與相關人士保持密切聯繫，務求向死傷者家屬提供適切支援。

30. 鄧銘泰議員的意見如下：

(i) 有村民要求修剪大埔尾村村口兩旁的樹，以改善路口的情況和避免阻擋駕駛人士的視線。他補充，當車輛停在大埔尾村村口時，駕駛人士的視線會被樹木阻擋，因此難以清楚看到由九龍方向駛至的車輛。此外，由於該路口位處大埔公路其中一個彎位，車輛速度較快，因此希望運輸署及路政署一併檢視上述路口的情況並

加以改善。

(ii) 發生是次不幸事故後，希望運輸署能更積極地跟進區議員及居民提出的鄉郊道路改善建議，亦不應基於個人原因而拒絕接納有關建議。他亦希望相關部門如運輸署及路政署等能以專業、用心的態度為市民改善交通環境。

(iii) 認為部門應該摒棄墨守成規的處事方式，並嘗試以積極創新方式改善服務。他舉例指，國外有新式防撞欄除可抵禦撞擊，亦可作緩衝之用，政府部門可多探討和留意其他國家的新式防撞欄，取長補短，避免意外發生。

(iv) 即使大埔公路的路面條件適合雙層巴士行駛，但轉彎時仍有其他因素，例如速度及道路彎度等會影響雙層巴士的重心，帶來安全隱憂。除了速度限制外，他希望九巴認真研究如何提升駕駛安全和改善車長的駕駛態度。

31. 主席理解部門需時研究重置巴士站的問題，因此亦願意給予部門更多時間處理。至於其他措施例如降低肇事路段的車速限制和安裝偵速攝錄機等，他認為並非難以落實，理應可以加快進行，無須等待調查報告完成後才實施。不過，事故發生至今接近一個月，這些措施的落實時間仍然遙遙無期。為此，他建議以交運會的名義致函運輸署署長，表達交運會對運輸署在是次會議的報告感到失望，以及要求運輸署盡快實施上述兩項措施。

32. 陳笑權議員建議一併致函運輸及房屋局("運房局")局長。主席同意把信件抄送運房局局長。

33. 梅少峰委員認為不少交通意外事故由人為造成，因此希望九巴提升車長的培訓之餘，亦要安排全職及駕車經驗豐富的車長行駛像大埔公路一樣彎多路斜的路段。

34. 文念志委員再次詢問在安裝偵速攝錄機前，執法部門可以採取什麼即時措施攔截超速車輛，以及防止該些車輛在香港中文大學、樟樹灘或優景里的路口駛出吐露港公路以避開攔截。

35. 李耀斌議員的意見如下：

(i) 不少路段的路面交通情況較大埔公路更加迂迴，難以斷言大埔公路不適合雙層巴士行駛。

(ii) 認為駕駛者的態度及危險意識至關重要。他認為多年前在駕駛手動檔(俗稱"棍波")巴士的年代，由於駕駛難度較高，車長的危機意識亦相對較強。

(iii) 以往政府曾經使用"所有巴士必須在此停車"的指示牌，透過要求巴士車長停車的舉動，提示他們小心留意前方的交通狀況、加強他們的危機意識及平伏他們的情緒。就肇事路段而言，他認為可以在赤泥坪開始下斜前的位置(即避車處旁)安裝這個提示牌，要求巴士車長必須在該處停車後再開車，藉此加強他們的危險意識。

36. 區錦棉議員的意見及提問如下：

(i) 詢問運輸署仍需多少時間檢視、研究和公布落實措施。

(ii) 多名大埔區議員在本年2月12日舉行的大埔區議會特別會議上，已經就大埔公路的交通安全提出多項改善建議，惟至今近一個月，有關部門仍未落實任何短期方案或補救措施，好像沒有積極面對問題和作出跟進。

(iii) 九巴早前承諾在一個月內向運輸署提交報告。由於事故至今已近一個月，他詢問九巴會在什麼時候向署方提交報告，以及運輸署收到九巴的報告後會如何跟進(例如會否向交運會交代報告結果和討論)。

37. 張國慧委員提出以下提問：

(i) 除加強培訓外，九巴會否定期為車長進行心理評估或駕駛態度評估？

(ii) 九巴日後與巴士車長續約時，會否一併考慮該名車長在工作時間內外的交通意外及違規紀錄，以及心理和駕駛態度評估等因素？

38. 關永業議員表示，有死傷者家屬認為九巴未有向他們提供足夠的保險索償資訊，亦未有清晰告知他們應如何配合申請索償。為免死傷者家屬徬徨無助，九巴應主動跟進索償事宜，如需要等待警方調查或法庭審訊完畢後才可跟進保險索償工作，亦應該把這個訊息告知死傷者家屬，讓他們得知應如何配合。

39. 張偉鋒先生表示，運輸署有恆常程序檢視不同路段的車速限制。有關的車速限制研究將會根據署方一貫檢視路段的方式或行政措施進行，而運輸署現正積極進行有關研究，當有進一步消息或完成研究後會盡快對外公布。

節錄

40. 馬芳蘭女士表示，運輸署在本年2月12日聯同大埔區議員及大埔尾村村民進行實地調查，視察肇事路段及巴士站等的情況。此外，運輸署備悉大埔尾村村長的來函，亦會與村長及當區區議員保持緊密聯繫和交代跟進情況。

(會後補註：運輸署更正上述實地調查的日子應為本年2月13日。)

41. 林子豪先生的回應如下：

(i) 九巴樂意引入切實有效的安全措施。

(ii) 九巴會持之以恆地加強車長培訓。

(iii) 工程團隊現正籌備為巴士引入新裝置，以加強安全。

(iv) 兼職與全職車長同樣專業，兩者的培訓水平並無分別，並不存在兼職車長的安全意識及駕駛技術較全職車長遜色的情況。

(v) 因應社會對九巴監察兼職車長的期望(例如兼職車長的其他工作會否影響其駕駛表現等)，九巴願意在人手緊拙的情況下進一步提升監察水平，因此已停止聘用兼職車長。

(vi) 九巴會按時向政府提交意外事故調查報告。

(vii) 九巴已接觸所有死傷者家屬並解釋索償程序，亦會在未來數周主動致函交代索償事宜。九巴會繼續與所有死傷者家屬保持密切溝通。

42. 傅建朝先生表示，大埔警區交通部已加強巡邏肇事路段，並會對任何阻塞道路或影響駕駛者視線的車輛採取適當的執法行動。警方亦會加強在肇事路段偵察車速和設置路障，加強阻嚇，以期令駕駛人士減慢車速。如有需要，警方會不分晝夜採取執法行動。

43. 呂曉暉女士表示，運輸署目前尚未收到九巴提交的意外事故調查報告。收到報告後，署方會仔細審視報告內容，並視乎報告內容制訂跟進工作。此外，署方備悉委員會提出希望索取報告副本的要求。

44. 黃碧嬌議員建議九巴在提交調查報告前，分批與死傷者家屬會面，並把他們的心聲納入報告內，以全面反映事件。她沒有懷疑政府及相關部門在改善道路交通安全方面的專業態度及能力，但認為事件很大程度是肇事司機的駕駛態度所致，因此事件的重心應放在如何照顧死傷者家屬的需要。她尊重巴士車長的工作，但認為九巴在是次事件責無旁貸，不應亦不能把問題推卸至運輸署或路政署身上。

節錄

45. 文念志委員批評運輸署沒有正面回應交運會提出索取九巴意外事故調查報告副本的要求，做法官僚。他建議把有關要求納入致運輸署署長及運房局局長的信件中。主席同意有關建議。

(會後補註：秘書處已在2018年3月15日致函運輸署署長，副本則抄送運房局局長。)

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Minutes of the Second Meeting of the Traffic & Transport Committee (TTC) of the Tai Po District Council in 2018

Date: 9 March 2018 (Friday)
Time: 02:32 p.m. to 07:13 p.m.
Venue: Conference Room, Tai Po District Council

Present	**Time of Arrival**	**Time of Withdrawal**
Chairman		
Dr. LAU Chee-sing	Beginning of the meeting	End of the meeting
Vice-Chairman		
Mr. WOO Kin-man, Clement	Beginning of the meeting	End of the meeting
Members		
Mr. AU Chun-wah	03:19 p.m.	End of the meeting
Mr. CHAN Cho-leung, *MH*	02:56 p.m.	05:11 p.m.
Mr CHAN Siu-kuen, *MH*, *JP*	Beginning of the meeting	End of the meeting
Mr. CHOW Yuen-wai	Beginning of the meeting	End of the meeting
Mr. KWAN Wing-yip	Beginning of the meeting	07:08 p.m.
Mr. LAU Yung-wai	Beginning of the meeting	End of the meeting
Mr. LI Kwok-ying, *BBS*, *MH*, *JP*	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex	Beginning of the meeting	End of the meeting
Mr. LI Yiu-ban, *BBS*, *MH*, *JP*	Beginning of the meeting	04:51 p.m.
Mr. LO Hiu-fung	Beginning of the meeting	End of the meeting
Mr. TAM Wing-fun, Eric, *MH*	02:38 p.m.	End of the meeting
Mr. TANG Ming-tai, Patrick	Beginning of the meeting	04:52 p.m.
Ms. WONG Pik-kiu, *BBS*, *MH*, *JP*	02:52 p.m. Beginning of the meeting	05:40 p.m. 07:09 p.m.
Mr. YAM Kai-bong, Francis	02:35 p.m.	End of the meeting
Mr. YAM Man-chuen	02:36 p.m.	End of the meeting
Mr. YU Chi-wing, Ken		
Co-opted Members		
Mr. AU Chun-ho	Beginning of the meeting	End of the meeting
Ms. CHAN Wai-ka, Olive	Beginning of the meeting	End of the meeting
Mr. CHEUNG Kwok-wah	02:36 p.m.	04:47 p.m.
Mr. CHEUNG Kwok-wai	Beginning of the meeting	End of the meeting
Mr. MAN Nim-chi	Beginning of the meeting	End of the meeting
Mr. MUI Siu-fung	Beginning of the meeting	End of the meeting
Mr. WAN Hing-choy	Beginning of the meeting	05:34 p.m.
Mr. WU Cheuk-him	Beginning of the meeting	End of the meeting

Secretary		
Mr. LEUNG Chung-wa, Alvin Executive Officer (District Council) 1 / Tai Po District Office / Home Affairs Department	Beginning of the meeting	End of the meeting

In Attendance:

Ms. LEE Kai-ying, Iris	Assistant District Officer (Tai Po) / Tai Po District Office / Home Affairs Department
Mr. NGAN Wing-hong, Victor	Engineer / 20 (N) / North Development Office / Civil Engineering and Development Department
Ms. MA Flora	Senior Transport Officer (Tai Po) / Transport Department
Ms. LUI Hiu-fai, Monica	Senior Transport Officer / Bus (NTE) / Transport Department
Ms. POON Fun-yu, Winnie	Engineer / Tai Po 1 / Transport Department
Mr. CHEUNG Wai-fung	Engineer / Tai Po 2 / Transport Department
Mr. HUI Ka-kit	District Engineer (Tai Po) / Highways Department
Mr. NG Yu-ting, Ivan	Engineer 2 / Tolo Highway / Highways Department
Mr LAU Tak-cheong	Assistant Housing Manager / T(TNS7)3 /Housing Department
Mr. FU Kin-Chiu	Acting Station Sergeant / Hong Kong Police Force
Mr. LAM Tsz-ho Addie	Deputy Director of Communications and Public Affairs Department / The Kowloon Motor Bus Co. (1933) Ltd.
Ms. LEUNG Ka-yan	Assistant Manager of Communications and Public Affairs Department / The Kowloon Motor Bus Co. (1933) Ltd.
Mr. WONG, Tsz-kin Ken	Deputy Manager (Fleet), Shatin Depot ( ) / The Kowloon Motor Bus Co. (1933) Ltd.
Mr. LEE, Seut-hang Dennis	Senior Director (Planning and Development) / The Kowloon Motor Bus Co. (1933) Ltd.
Mr. FU Hei-yeung	Onsite Engineer / Hyder-Arup-Black and Veatch Joint Venture
Mr. LEE Yu-sau, Terence	Senior Executive Officer (District Council) / Tai Po District Office / Home Affairs Department
Ms. WONG Yu-hang, Anita	Senior Liaison Officer (2) / Tai Po District Office / Home Affairs Department

Absent
Mr CHAN Tsz-wah
Mr LAU Chung-hon
Mr TSANG Hon-man

Extract

II Follow-up on the proposals to improve road traffic safety on Tai Po Road

2. The Chairman welcomed the attendance of Senior Transport Officer/Bus/NTE of the Transport Department, Ms. LUI Hiu-fai, Monica, Deputy Director of the Communications and Public Affairs Department of Kowloon Motor Bus (1933) Limited ("KMB"), Mr. LAM Chi-ho Addie, and Assistant Manager Ms. LEUNG Ka-yan, to attend the meeting.

3. The Chairman said that the Tai Po District Council had earlier held a special meeting on the serious traffic accident that happened on February 10 this year. Various District Council members had made road safety improvement proposals for Tai Po Road on that day, such as limiting the speed, installing fixed speed enforcement cameras ("speed enforcement cameras") and relocating bus stations, etc. He asked Mr. CHEUNG Wai-fung of the Transport Department to report on the follow-ups.

4. The report of Mr. CHEUNG Wai-fung was as follows:

(i) The Transport Department would comprehensively review the road environment and traffic management measures in the relevant road sections, including studying whether speed limits should be revised and whether there was a need to strengthen existing traffic signs and road markings to further promote road safety. The Department was currently working hard to carry out the above reviews and would release the results as soon as they were available.

(ii) The Transport Department and the Police had begun preparations for the installation of a new batch of speed enforcement cameras. The incident road section had been included in the list of considerations for installation. The Transport Department and the Police would actively explore whether it would be feasible to install a speed enforcement camera on this section.

(iii) The Transport Department had set up a temporary bus stop 300 metres near the site of the accident and it had been put into operation.

(iv) The Transport Department and Highways Department were currently examining the topography near the site of the accident and would explore how the bus stop could be optimized.

5. Mr. HUI Ka-kit stated that the Highways Department would fully cooperate with and assist the Transport Department in launching traffic improvement measures. After the accident, the Highways Department assisted the Transport Department in setting up a temporary bus stop 300 metres north of the incident. The temporary bus stop was put into operation for passengers to board and debus on February 13. In addition, the Highways Department had received the Transport Department's proposed changes to the bus station and was undergoing preparatory work for the implementation of the project so that the proposed changes could be implemented as soon as possible once they were confirmed.

6. Mr. TANG Ming-tai, Patrick, expressed his gratitude to the Transport Department and the Highways Department for actively following up after the accident but was disappointed with the Transport Department's report. He said that nearly a month had passed since the accident. However, the Transport Department had yet to implement any improvement plan (such as installing speed metres in the road section of the incident and strengthening protection measures at bus stops etc.) or setting out improvement schedules. He asked the Transport Department to submit specific traffic improvement measures to the Traffic and Transport Committee ("TTC") as soon as possible for further discussion. In addition, the accident caused a psychological shadow to the residents of Tai Po Mei Village and he enquired how the government would help the residents to smoothly recover from the trauma.

7. Regarding the Transport Department's statement just now that they had been working with the Police to prepare a new batch of speed enforcement cameras but had failed to provide an installation schedule, Mr. KWAN Wing-yip believed that after a serious accident as such, the Transport Department should install a speed enforcement camera on the site of the accident first without needing to install it along with those in other road sections. He hoped that the Department would provide an installation schedule as soon as possible so that the Committee could better grasp the situation.

8. Mr. LI Kwok-ying said that the purpose of installing a speed enforcement camera was to strengthen deterrence and warn motorists not to speed, which was a punitive measure. In contrast, he thought it would be more appropriate to strengthen traffic signs and road markings, remind motorists to slow down, and pay attention to traffic safety. Therefore, he enquired how the Transport Department could improve the traffic signs on the Tai Po Road to further remind motorists.

9. Mr. MUI Siu-fung said that the above accident had cast a shadow on nearby residents and the Transport Department should seriously consider whether they should reset the bus stops on the original site. In addition, many bus stops (including the current bus stop) on Tai Po Road did not have adequate protection facilities (such as railings). He hoped that they would be strengthened in the future to ensure the safety of waiting passengers. He added that there were more tight bends along Tai Po Road and hoped that the Transport Department would consider adding appropriate measures (such as setting up a White Line) on the ground in order to reduce the speed of vehicles crossing corners.

10. Mr. LO Hiu-fung's enquiries were as follows:

(i) KMB and the Transport Department had earlier stated that they would set up an investigation committee on the incident. He wished to know the progress of the investigation, the schedule for KMB to submit the report to the Government, and if they would report the findings to the Traffic and Transport Committee.

(ii) Would the Transport Department reduce the speed limit of the site of the accident from 70 to 50 km/h to improve traffic safety?

(iii) In addition to Tai Po residents, he believed that the accident would also cast a shadow on many passengers travelling to the racecourse. He pointed out that KMB had added the temporary Route 872X on the first race day after the accident, which route travelled between Tai Po and Sha Tin Racecourse via Tolo Highway instead, and enquired if the arrangements would be changed to be a regular service.

11. Mr. CHOW Yuen-wai expressed his disappointment that the proposals to improve road traffic safety were still in the research stage and the Transport Department did not provide any documentation or specific information at the meeting. In addition to the installation schedule of the speed enforcement cameras, he also wanted to know the details of the installation location of the speed enforcement cameras so that members could provide their opinions and update the public on the latest situation.

12. Mr. YAM Kai-bong's comments and questions were as follows:

(i) He expressed his disappointment with the Transport Department's report.

(ii) There were a number of vehicles travelling on Tai Po Road at high speed on weekdays, posing a danger to pedestrians and other road users. However, there was currently no speed enforcement camera at the section of Tai Po Road between Chek Nai Ping and Kwong Fuk Road. Therefore, he suggested that the Department should first install a speed enforcement camera on this road section.

(iii) Other than the site of the accident, there were many sharp bends or slopes in the section of Tai Po Road between Chek Nai Ping and Kwong Fuk Road (such as the section between Savanna Garden "翡翠花園" and Care Village "美援新村"). He therefore asked whether the Department would conduct a comprehensive inspection regarding the traffic environment on the section of Tai Po Road between Chek Nai Ping and Kwong Fuk Road and take appropriate measures such as limiting the speed.

(iv) Severe traffic accidents caused a number of casualties several years ago on Hiram's Highway. Afterwards, the Transport Department implemented a number of improvement measures, including speed limit adjustments, installation of speed enforcement cameras, and installation of raised pavement markings to slow down motorists. He asked whether the Transport Department would consider adopting the above measures on the site of the accident or even the expressway sections of Tai Po Road to remind motorists to maintain proper speed.

(v) After this serious incident, he believed that the Transport Department needed to introduce more measures to improve the traffic safety of the site of the accident. The Department should also implement some less complicated measures (such as the installation of speed enforcement cameras) as soon as possible.

13. Mr. YAM Man-chuen said that Tai Po Road was a relatively old road and he hoped that the Transport Department, the Highways Department, or KMB would review whether it was suitable for double-decker buses and even consider using single-decker buses instead to reduce the risk of accidents. In addition, he considered that the adjustment of speed limits and the installation of speed enforcement cameras were all passive measures that required self-compliance from the drivers. However, the accident was due to speeding by the driver. Therefore, he believed that the government needed to improve the hardware facilities of the roads. (For example, levelling the hidden minor slopes of the road, widening the road surface to reduce the curvature of the bend, etc.), in order to reduce the severity and impact of future accident.

14. The comments of Mr. CHAN Siu-kuen were as follows:

(i) He wrote to the Transport Department on July 24, 2015, requesting that the speed limit of the site of the accident to be reduced from 70 to50 km/h, and also sent a letter to the Police Force on June 5, 2017, requesting that a speed enforcement camera to be installed on the site of the accident, but the two measures had yet to be implemented.

(ii) The Transport Department had contacted him and the nearby residents in hopes of getting a mutual decision on the location of the temporary bus stop. He believed that the location of the temporary bus station was not ideal, but it still solved the residences' need for a bus stop.

(iii) He had visited the site of the accident with the police to negotiate the installation of a speed enforcement camera. The relevant departments and residents also gave their input. After the accident, he hoped that the Transport Department would install a speed enforcement camera as soon as possible on the site of the accident.

(iv) Repair work had not started yet as to avoid disrupting the relatives and friends of the deceased to pay their respects on the traditional dates such as the "first seven" and "last seven". He asked the Transport Department and the Highways Department to repair the scene as soon as possible after the aforementioned traditional dates as to alleviate the residents' psychological well-being. The Transport Department had submitted a report on the repair work plan to him and the residents. He also asked the village head to convene a meeting in the village to discuss matters related to it. If there were any updates, [sic: the village head] would update him and the Transport Departments.

(v) In terms of rebuilding a bus stop, the Transport Department proposed to widen and extend the existing bus stop, move the street lights closer, and trim the nearby trees. He also asked the Department to trim the trees along the bendy road so as not to obstruct drivers' view. In addition, he believed that the Department should try to find other suitable locations to replace the original bus stop instead of using its original location.

(vi) He requested for the installation of manual crossing facilities on the road section so that the elderly, children, and residents could cross the road safely.

(vii) Before the onset of every rainy season, he would write to the Highways Department and the Lands Department to request the pruning and removal of trees that might cause danger.

(viii) Apart from the site of the accident, there were also many dangerous roads with sharp bends in Hong Kong. He hoped that the Transport Department could learn from the accident and review the road sections in Hong Kong to avoid similar accidents from happening again.

15. Mr. Man Nim-chi, Phoenix suggested that while speed enforcement cameras had yet to be installed, law enforcement agencies could increase the number of patrols and install roadblocks on Tai Po Road to check the speed of vehicles. However, he pointed out that speeding vehicles could access the Tolo Highway through the Chinese University of Hong Kong, Cheung Shue Tan, or the Yau King Lane junction. Therefore, he enquired whether the effectiveness of roadblocks by law enforcement agencies would be reduced. He continued to point out that fatal accidents (especially accidents caused by speeding) should have never happened. He urged the Transport Department and law enforcement agencies to give careful consideration to the suggestions from the members as there was no room for slight and bureaucracy; otherwise, they should feel ashamed and remorseful in the face of the victims' family members and residents of Tai Po.

16. Mr. WU Cheuk-him urged the Police Force to deploy more manpower (especially at night) to the site of the accident to show that the police attached great importance to the traffic safety of the road section and clearly conveyed the message to motorists that they were determined to crack down on speeding activities. He believed that the Transport Department should review the speed limit of the entire Tai Po Road and explore the possibility in reducing the curvature of the bend to reduce the chance of accidents.

17. Mr. LAU Yung-wai's comments were as follows:

(i) A number of members considered that there was a need for an instant installation of speed enforcement cameras on the site of the accident. He was therefore very disappointed with the progress of the Transport Department.

(ii) He criticised the government departments for often taking actions only after harm had been done and thought that it was not ideal to treat the symptoms without targeting the cause.

(iii) The entire Tai Po Road had many rooms for improvement. For example, motorists had not been able to observe the surrounding road conditions at a curved position outside the Chinese University of Hong Kong. He believed that the Transport Department or related departments needed to fully inspect various sections of the entire Tai Po Road to examine whether it was necessary to install speed enforcement cameras and deceleration marks to improve traffic safety.

18. Mr. CHEUNG Kwok-wai, William said that even if the speed limit of some road sections had been reduced from 70 to 50 km/h, it was still a dangerous speed range for double-decker buses. The appropriateness to continue to arrange double-decker buses to operate on these road sections was questioned and it was desired that the relevant departments could review the situation. In addition, he recommended KMB adding a speed display unit to buses, providing driving instructions for captains, and strengthening the training of the captains on these more dangerous road sections to enhance their awareness of driving safety.

19. The comments of vice-chairman Mr. WOO Kin-man, Clement were as follows:

(i) It was understood that under normal circumstances, the Transport Department might not be able to implement measures such as adjusting the speed limit, installing speed enforcement cameras, and setting road markings within a month. However, he believed that this serious accident was a special event. The residents had certain expectations for the Transport Department to adopt quick improvement measures. Therefore, the Department was urged to expedite the implementation of those measures.

(ii) There were numerous hilly roads in Hong Kong, and there were numerous sections that were as narrow as the site of the accident or even narrower. As a medium-term measure, he hoped that the government could review the roads in Hong Kong and took appropriate safety measures to prevent the recurrence of similar accidents.

20. Mr. AU Chun-ho quoted a newspaper report that KMB had to reduce the training time for newly recruited captains in order to save resources. The training period was reduced from one month down to 15-18 days. Four simulation cockpits had also been abandoned since 2015. Therefore, it was questioned that captains were undertrained, and it was difficult to ensure that they had good driving skills and attitudes. He asked whether KMB was saving resources at the expense of putting the citizens' lives in danger.

21. Ms. CHAN Wai-ka, Olive pointed out that besides the site of the accident, there were still a number of bends on Tai Po Road and the road surface was generally dark. She hoped that the relevant departments would comprehensively inspect the environment of Tai Po Road, including lighting conditions, bends, and slopes, etc., identify road sections that were prone to accidents, and assist drivers in getting a more comprehensive control of the road conditions by improving traffic signs and lighting as to reduce the chance of accidents.

22. Mr. Cheung Kwok-wah enquired whether KMB had any psychological stress assessment and psychological counselling services for drivers who needed to drive in these road sections.

23. Mr. LI Wah-kwong said that there were a large number of roads in the suburbs of Tai Po. There were a lot of Acacia trees that blocked the lights along the road. As a result, the roads were generally dark, especially in the section of Sai Sha Road. He hoped that relevant departments could trim the trees on both sides of the bend to avoid blocking lights and affecting drivers' view. In addition, he suggested limiting the speed of the slope section of Tai Po Road to within 50 km/h.

24. The comments of Ms. WONG Pik-kiu were as follows:

(i) She had contacted several families of the injured and the deceased. They were all very emotional when they talked about the accident. She was very concerned on how to relieve the fear and obstacles related to double-decker buses suffered by them.

(ii) It was noted that KMB had sent wreaths and condolences to the families of the deceased. It was believed that KMB had also deeply felt the grief of the families of the deceased.

(iii) She had been informed by the families of the deceased and the injured about the reasons for the parties to take the bus. Since people needed to walk over a long pedestrian footbridge after leaving Sha Tin Racecourse to take the MTR, it was relatively convenient to take Route 872. Some of the injured also reported to her that only a small number of people would normally alight at Tai Po Road mid-way bus station and thought that it was not necessary for Route 872 to pass through Tai Po Road.

(iv) KMB operated route 872X after the accident, but the sound of "X" was similar to "death" in Chinese, therefore, many people expressed the resistant to this change of name. She did not think that KMB had to use the route number "872" when starting the new route. It was hoped that KMB could consider changing it.

(v) Route 872X took less than 15 minutes from Sha Tin Racecourse to Tai Po Centre. It was enquired that why KMB had charged such a high

fare ($18.1). She believed that KMB should take responsibility and make up for the mistakes, so KMB should consider lowering the fare. In addition, she believed that KMB should avoid using the numbers 1, 4, or 7 in this route to avoid triggering negative emotions.

(vi) Although the location of the Tai Po Road accident site was a bend road, the curvature of the road bends of Lam Kam Road and Stanley were even curvier. Therefore, she believed that the most important issue was the driving attitude of the captain. The families of the injured and the deceased all blamed KMB for not properly supervising the captain's driving attitude.

(vii) At present, public light buses had installed speed display unit. She asked KMB to also consider installing similar devices.

(viii) Some passengers indicated that the road surface of the site of the accident was spacious and the bus station was quite large. However, the position of the lamp post near the bus stop was not ideal. The accident was caused by speeding of the bus, which hit the lamp post before turning over. The Highways Department needed to carefully consider another location to reset the lamp post.

(ix) She cited the misery of the families of several victims, indicating that the accident had caused great harm to many families. She thought that the government must do a good job to the aftermath and they must immediately adjust the speed limit in that section.

(x) As the current passenger volume and operating efficiency of Route 872 were extremely low, it was proposed to terminate the service of Route 872, focus the resources on Route 872X, and lower the fare.

(xi) She relayed the advice of professionals and requested the Highways Department to study the laying of anti-slip sand on the pavement of the site of the accident to reduce the potential damage caused by future accident.

(xii) We hope that KMB would set up a task force to follow up on the welfare needs of the victims and their families, and requested the KMB to actively write to the Housing Authority and the Social Welfare Department and other departments to seek assistance and tried their best to provide all appropriate assistance to the victims and their families.

25. The Chairman's comments were as follows:

(i) The Tai Po District Council held a special meeting on 12 February 2018 for the tragic accident. As the chairman of the Traffic and Transport Committee, he offered to follow up on the proposals to improve road traffic safety made by District Council members at the special meeting, including imposing speed limits, installing speed enforcement cameras, and replacing the bus stop.

(ii) As the Government was highly concerned about the incident, he thought that the Transport Department could report improvement measures and implement a timetable at the meeting (for example, reducing the speed limit of the site of the accident). Unfortunately, this was not the case. He was therefore disappointed with the Transport Department's report.

(iii) Members generally agreed to reduce the speed limit of the site of the accident from 70 to 50 km/h. Since the relevant measures could take

immediate effect upon gazettal, the process should be speeded up and should not be waited until the completion of the review of the entire Tai Po Road.

(iv) The Transport Department should take the initiative to report to the Traffic and Transport Committee, the relevant District Council members, and relevant residents on the implementation of the Tai Po Road improvement measures and their implementation schedule. He believed that the Department did not have to wait until the next board meeting to report, and it was not necessary to wait until reporting before the relevant work could begin.

(v) In order to improve the safety of public light buses, the government required all minibuses to install speed display unit. He believed that this measure was also applicable to buses. It would not only allow passengers to know the speed of the bus, but also reminded the captain to slow down in the event of speeding.

(vi) Although the cause of the accident was still under investigation, the suggestions made by members were all effective improvement measures. It was hoped that the Transport Department and KMB would implement them as soon as possible.

26. Mr. CHEUNG Wai-fung's responses were as follows:

(i) There was a village near the bus stop. To make it easier for the villagers to take the bus, the Transport Department needed to find a temporary bus stop near the original bus stop. Due to the lack of suitable locations, the Department eventually set up a temporary bus stop 300 metres north of the original bus stop for passengers to use the bus services.

(ii) The Transport Department had started the initial plan for optimising and strengthening the facilities of the bus stop in order to reopen it to passengers as soon as possible. After the bus station was put back into service, the Department would continue to follow up on the suggestions with regards to the relocation of the bus stop.

(iii) It was reiterated that the site of the accident had been included in the list of considerations for the installation of a speed enforcement camera. As for the implementation of the list of installations, he hoped to submit supplementary information to the Traffic and Transport Committee after the meeting.

(iv) Traffic signs and road markings were provided on the site of the accident to remind motorists to pay attention to safety conditions, including warning signs such as "REDUCE SPEED NOW", "BEND AHEAD", "SHARP DEVIATION OF ROUTE" and road markings such as "SLOW". There was also a crash bar at the turning point of the road. The Transport Department was now fully exploring the adequacy of these traffic signs and pavement markings and how these measures could be strengthened to further promote traffic safety.

(v) The Transport Department would review the traffic conditions of the nearby road section, consider whether to amend the speed limit and whether it was necessary to strengthen the existing traffic signs and road markings, and inspect the road environment and traffic management measures of the relevant road sections. As the above

study was still in progress, the Department would announce it as soon as possible after completing the study.

27. Ms. MA Flora stated that according to the passenger volume records of Routes 872 and 872X, the number of passengers carried by some flights was relatively low. The Transport Department would urge KMB to consider adjusting services such as using a single-decker bus to operate the route. In addition, the Department noted the views of members on the numbering of bus routes and it would discuss with KMB to explore if there were rooms for improvement.

28. Ms. LUI Hiu Fai mentions that apart from the fact that the police are investigating the accident in depth, KMB is also conducting an independent internal investigation and has to submit a report to the TD within one month. Up to now, KMB has not yet submitted the report to the TD. After KMB submits the report, the TD will carefully review the contents of the report and take follow-up actions.

29. Mr. LAM Chi Ho's replies are as follows:

(i) At present, public buses are equipped with speed-limiting devices and the speed is limited to 70 km/h. However, due to factors such as gravity, the speed at which buses descend may exceed the speed limit. For this reason, KMB's engineering staff is currently discussing with foreign component suppliers to come up with a solution, so that buses can maintain a safe speed even when they are descending. KMB hopes that the relevant system can be introduced as soon as possible.

(ii) The TD has recently approved KMB's hiring of additional training instructors to enhance training to bus drivers in various aspects.

(iii) When KMB (sic: considers) deploying single-decker or double-decker buses to serve an individual route, it mainly depends on the passenger load. As a road user, KMB has not been informed that the incident road section is not suitable for double-decker bus rides. However, it is willing to consider deploying single-decker buses to serve the incident route according to the actual environment and passenger load.
(Note after the meeting: KMB has deployed single-decker buses to serve Route 872 after the traffic accident.)

(iv) After the accident, KMB has set up a counselling hotline for all bus drivers. If a driver assigned to drive on the incident route makes a reassignment request to KMB due to psychological factors, KMB will also make appropriate arrangements.

(v) Safety is KMB's primary commitment to passengers. KMB does not make any compromise in terms of safety due to resource issues. In the past ten years, the number of training days for KMB bus drivers was 18, which has remained unchanged. In addition, several years ago, KMB indeed adopted a simulated driving training system. However, some bus drivers who received the training reflected that effectiveness of the simulated cockpit was insignificant. They also felt dizzy while using it. Therefore, KMB has decided to change from simulated driving training to road driving training.

(vi) Regarding the comments of the committee members on Routes 872 and 872X, KMB will discuss with the TD and take appropriate follow-

up actions. KMB is also pleased to discuss with the TD about how to enhance driving safety by installing new equipment (such as speed screens).

(vii) KMB is very concerned about the situation of the families of the casualties. KMB will also maintain close contact with the relevant persons in order to provide appropriate support to the families of the casualties.

30. Member TANG Ming Tai's opinions are as follows:

(i) Some villagers have requested that the trees on both sides of the village entrance of Tai Po Mei Village to be trimmed in order to improve the condition of the intersection and avoid obstructing the drivers' vision. He adds that when vehicles stop at the entrance of Tai Po Mei Village, the drivers' vision would be blocked by the trees, and therefore it would be difficult for them to see the vehicles heading from Kowloon clearly. In addition, since the intersection is at one of the bends of Tai Po Road, the speed of the vehicles is relatively high. It is hoped that the TD and the Highways Department will review the conditions at the above intersection together and improve such conditions.

(ii) After this unfortunate incident, it is hoped that the TD will be more proactive in following up the suggestions concerning the improvement of rural roads proposed by members of the District Council and the residents, and it should not refuse to accept the suggestions based on personal reasons. He also hopes that relevant departments such as the TD and the Highways Department could improve the traffic environment for the citizens with a professional and attentive attitude.

(iii) It is believed that the departments should abandon the practice of routinism and should try to improve services in a proactive and innovative way. He raises an example that there is a new type of crash barrier in foreign countries, which can resist crash and also be used as a buffer. The government departments can explore and pay attention to new types of crash barrier in other countries more frequently in order to learn from the strengths of others to offset our weaknesses and avoid accidents.

(iv) Even if the road conditions of Tai Po Road are suitable for double-decker buses, there are still other factors [to be considered] when making turns; for example, speed and road curvature will affect the centre of gravity of double-decker buses, causing safety concerns. In addition to speed limits, he hopes that KMB will seriously study how to improve driving safety and improve the drivers' driving attitude.

31. The Chairman understands that it takes time for the department to study the issue of bus station replacement. Therefore, he is willing to give the department more time to deal with it. As for other measures, such as reducing the speed limit of the road section of the incident and installing speed cameras, he does not think it is difficult to implement and they should be hastened without having to wait for the completion of the investigation report. However, nearly one month has passed since the accident occurred, and these measures will still not be implemented within the

foreseeable future. To this end, he suggests sending a letter to the Commissioner for Transport on behalf of the TTC to express the TTC's disappointment with the TD's report at the meeting and to request the TD to implement the two abovementioned measures as soon as possible.

32. Member CHAN Siu Kuen suggests sending the letter to the Secretary for Transport and Housing Bureau ("THB") as well. The Chairman agrees to send a carbon copy of the letter to the Secretary for THB.

33. Committee Member MUI Siu Fung believes that many traffic accidents are caused by human factors. Therefore, it is hoped that KMB will enhance the training offered to the bus drivers and also arrange full-time and experienced bus drivers to drive on roads like Tai Po Road that have a lot of sloping bends.

34. Committee Member MAN Nim Chi asks once again that before the installation of speed cameras, what immediate measures can be taken by law enforcement departments to intercept speeding vehicles and to prevent such vehicles from driving to Tolo Highway from the intersections of The Chinese University of Hong Kong, Cheung Shue Tan, or Yau King Lane so as to avoid being intercepted.

35. Member LI Yiu Ban's opinions are as follows:

(i) The traffic conditions of many road sections are more circuitous than Tai Po Road (sic). It is difficult to assert that Tai Po Road is not suitable for double-decker bus to drive on.

(ii) It is believed that drivers' attitude and awareness of danger are essential. He considers that many years ago, when [bus drivers] had to drive buses with manual gearboxes (also colloquially known as "stick shifts"), because it was highly difficult to drive, the bus drivers had a relatively stronger sense of crisis awareness.

(iii) In the past, the government used the "All Buses Must Stop Here" noticeboards. By requesting bus drivers to stop driving, the bus drivers were reminded to pay attention to the traffic conditions ahead of them, their sense of crisis was strengthened, and their emotions were calmed. As far as the incident road section is concerned, he thinks that this noticeboard can be installed in front of the slope at Chek Nai Ping (i.e., beside the passing place). This can request the bus drivers to stop there and then drive again, which strengthens their awareness of danger.

36. Member AU Chun Wah's opinions and enquiries are as follows:

(i) He asks how much time the TD still needs to review, study, and announce the implementation of the measures.

(ii) A number of Tai Po District Council members put forward a number of improvement suggestions on the traffic safety of Tai Po Road at the special meeting of the Tai Po District Council held on 12 February of this year. However, nearly one month has passed, but the relevant departments have not yet implemented any short-term plans or remedial measures. It seems that the problems are not proactively addressed and follow-up actions are not proactively taken.

(iii) KMB has promised to submit a report to the TD within one month, and nearly a month has passed after the accident. Therefore, he asks when KMB will submit a report to the department. He also asks how the TD will follow up the issue after receiving KMB's report (for example, whether the result of the report will be presented to the TTC for discussion).

37. Committee Member CHEUNG Kwok Wai's enquiries are as follows:

(i) In addition to enhanced training, will KMB conduct regular psychological assessments or driving attitude assessments for bus drivers?
(ii) When KMB renews a bus driver's contract in the future, will KMB also take into account the bus driver's record of traffic accidents and rule violation within and outside the working hours, as well as such factors as psychological assessment and driving attitude assessment?

38. Member KWAN Wing Yip mentions that some families of the casualties consider that KMB have not provided them with sufficient information about insurance claims as well as have not clearly told them how they should cooperate to file claims. In order to prevent the families of the casualties from being helpless, KMB should take the initiative to take follow-up actions for matters related to claims. In case the insurance claims could only be followed up after the police complete the investigation or after the court completes the hearing, this message should also be delivered to the families of the casualties so that they know how to cooperate.

39. Mr. CHEUNG Wai Fung mentions that the TD has regular procedures to review the speed limits of different road sections. The relevant speed limit studies will be conducted in accordance with the usual ways the department adopts to review the road sections or the department's administrative measures. The TD is actively conducting relevant studies and it will make external announcement as soon as possible after there is further information or completion of the studies.

40. Ms. MA Fong Lan mentions that on 12 February of this year, the TD, together with the Tai Po District Council member and villagers of Tai Po Mei Village, conducted a field investigation to inspect the incident road section and bus stop, etc. In addition, the TD notes [the receipt] of the letter from the village representative of Tai Po Mei Village and it will maintain close contact with the village representatives and the District Council members and follow-up with them.

(Note after the meeting: the TD makes correction that the day of the abovementioned field investigation should be 13 February of this year.)

41. Mr. LAM Chi Ho's replies are as follows:

(i) KMB is pleased to introduce effective safety measures.
(ii) KMB will continue to enhance the training offered to bus drivers.
(iii) The engineering team is now preparing to introduce new devices for buses in order to enhance safety.

(iv) Part-time bus drivers and full-time bus drivers are equally professional. There is no difference in the level of training offered to the two types of drivers. It is not the case that the safety awareness and driving skills of part-time bus drivers are worse than those of full-time bus drivers.

(v) In view of the community's expectation on KMB's supervision of part-time bus drivers (for example, whether other duties of part-time bus drivers will affect their driving performance), KMB is willing to further enhance the level of supervision under tight manpower. Therefore, KMB has stopped hiring part-time bus drivers.

(vi) KMB will submit the accident investigation report to the government in a timely manner.

(vii) KMB has contacted the families of all the casualties and explained the claim procedures. KMB will also take the initiative to send letters to them in order to explain issues related to the claims in the coming weeks. KMB will continue to maintain close communication with the families of all the casualties.

42. Mr. FU Kin Chiu mentions that the traffic department of the Tai Po District of Hong Kong Police Force has increased patrols at the incident road section and it will take appropriate law enforcement actions against any vehicles that block the road or affect the drivers' vision. The police will also strengthen the detection of vehicle' speed and set up road blocks at the incident road section in order to increase the deterrent effect, so that the drivers will reduce their vehicle's speed. If necessary, the police will take law enforcement actions during both day time and night time.

43. Ms. LUI Hiu Fai mentions that the TD has not yet received the accident investigation report from KMB. After receiving the report, the department will review the contents of the report in details and formulate follow-up plans based on the contents of the report. In addition, the department notes the committee's request for a copy of the report.

44. Member Wong Pik Kiu suggests KMB to meet with the families of the casualties in groups before submitting the investigation report and include their views in the report in order to fully reflect the incident. She does not doubt the professional attitude and ability of the government and the relevant departments in improving road traffic safety. However, she believes that the incident was largely caused by the driving attitude of the driver. Therefore, the focus of the incident should be on how to take care of the needs of the families of the casualties. She respects the job of bus drivers, but she believes that KMB is responsible for this incident and KMB should not and cannot shift the responsibilities of the issue to the TD or the Highways Department.

45. Committee Member MAN Nim Chi criticizes the TD for failing to positively respond to the request made by the TTC for a copy of the KMB accident investigation report, which is a bureaucratic practice. He suggests that the relevant requirements be included in the letters to the Commissioner for Transport and the Secretary for THB. The chairman agrees to the suggestion.

(Note after the meeting: the secretariat sent a letter to the Commissioner for Transport on 15 March 2018, and a carbon copy was sent to the Secretary for THB.)

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來函檔號 *Your Ref.*

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郵寄及傳真

香港金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書
陳炳輝先生

陳先生：

邀請大埔區議會向香港專營巴士服務獨立檢討委員會提供書面意見

因應貴委員會於2018年5月4日就標題所述事宜的來函，大埔區議會秘書處(秘書處)曾於2018年5月23日向貴委員會提交(一)大埔區議會2018年2月12日特別會議記錄及(二)大埔區議會轄下交通及運輸委員會(交運會)2018年3月9日會議記錄(節錄)，以供參閱。

除上述會議記錄外，交運會及交運會轄下的跟進公共巴士及小巴服務工作小組(工作小組)亦曾於2018年5月11日及5月25日舉行會議，分別就2018年2月10日大埔公路交通意外的跟進工作及專營巴士的運作／管理模式作出討論。工作小組已通過其5月25日會議的紀要，並隨本函付上以供貴委員會參閱。至於交運會5月11日會議的相關會議記錄，則會在交運會7月13日的會議獲得通過後，盡快提交予貴委員會考慮。

如有查詢，請與本人或行政主任(區議會)1梁仲華先生(電話：3183 9434)聯絡。

大埔區議會秘書

李裕修

連附件

2018年6月25日

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This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

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BY POST & BY FAX

Mr. Chan Ping-fai
Secretary to
Independent Review Committee on Hong Kong's Franchised Bus Service
21/F, Queensway Government Offices,
66 Queensway, Hong Kong

Dear Mr. Chan,

Invitation to Tai Po District Council to provide written opinions to Independent Review Committee on Hong Kong's Franchised Bus Service

Pursuant to the letter dated 4 May 2018 from the Committee relating to the above matter, on 23 May 2018 the secretariat to the Tai Po District Council ("**the Secretariat**") had submitted to the Committee (1) the minutes of the special meeting held on 12 February 2018 of the Tai Po District Council, and (2) the minutes (excerpt) of the meeting held on 9 March 2018 of the Traffic and Transport Committee under the Tai Po District Council ("**TTC**") for reference.

Apart from the above minutes, TTC and the Working Group on Provision of Public Bus and Minibus Services under the TTC ("**the Working Group**") had held meetings on 11 May and 25 May 2018 for the purpose of discussing the follow-up work on the traffic accident on 10 February 2018 in Tai Po Road and the management/operation of franchised bus. The Working Group had resolved to confirm the minutes of the meeting held on 25 May 2018, and enclose herewith a copy of the same for the reference of the Committee. As to the relevant minutes of the meeting held on 11 May of the TTC, it will soon be provided to the Committee for consideration after the TTC meeting to be held on 13 July when the minutes have be confirmed.

If there is any question, please contact myself or Executive Officer (District Council) 1 Mr. Leung Chun-wa (Tel: 3183 9434).

Secretary of Tai Po District Council

Lee Yu-sau

Enclosure
25 June 2018

附件

交通及運輸委員會
跟進公共巴士及小巴服務工作小組
2018年第四次會議紀要

日 期： 2018年5月25日(星期五)
時 間： 上午9時30分
地 點： 大埔區議會會議室

出席者：

黃碧嬌議員,BBS,MH,JP	主席
區鎮樺議員	成員
陳灶良議員,MH	成員
陳笑權議員,MH, JP	成員
周炫瑋議員	成員
關永業議員	成員
劉志成博士	成員
譚榮勳議員,MH	成員
鄧銘泰議員	成員
胡健民議員	成員
任啟邦議員	成員
余智榮議員	成員
梅少峰先生	成員
胡綽謙先生	成員
鄺念慈女士	聯絡主任(1)／大埔民政事務處
梁仲華先生	秘書

請假者：

劉勇威議員	成員
陳爵鏗女士	成員

缺席者：

李華光議員	成員
羅曉楓議員	成員
任篤全議員	成員
區鎮濠先生	成員
劉宗翰先生	成員
文念志先生	成員

附件

主席歡迎各成員出席會議，並宣布以下事項：

(i) 劉勇威議員及陳蔚淼女士因事未能出席會議，他們已向秘書處提交缺席通知。

I. 通過2018年4月9日跟進公共巴士及小巴服務工作小組第三次會議的會議紀要
(大埔區議會文件 WGBM 7/2018號)

2. 成員備悉上述文件，上次會議紀要無須修訂並獲通過作實。

II. 就專營巴士服務、運作及管理模式向香港專營巴士服務獨立檢討委員會提供意見

3. 主席表示，香港專營巴士服務獨立檢討委員會("委員會")於本年5月4日致函大埔區議會，邀請大埔區議會及各區議員就專營巴士服務、運作及管理模式提出意見。秘書處早前已將有關的信件轉發予各成員參閱，亦已邀請大埔區議員向該委員會提出意見。交通及運輸委員會於5月11日舉行的會議上，同意將議題交由本工作小組跟進，因此本工作小組召開是次會議收集各成員的意見。

4. 成員的意見如下：

- 根據運輸署目前的《巴士車長工作、休息及用膳時間指引》("《指引》")，巴士車長的最長更次時間不應超逾14小時。有成員認為指引訂明的工時上限過長，對乘客造成安全隱憂，希望委員會能檢討車長工時過長的問題。
- 九龍巴士有限公司("九巴")為車長編排"特別更"(即車長需於早晚時份駕駛，中間約有四小時的休息時間)，但站頭與車長居住的地方或有一段距離，如扣除來回住所的時間，車長根本未能在該段休息時間獲得充分休息，有機會影響行車安全，認為有關的制度並不理想。即使巴士公司希望保留"特別更"的安排，亦需要有一定限制及規範，例如不能超過整體車長編制的某個百分比等。

附件

- 不論如何編排工作，有成員認為車長每天工作14小時確實太長，希望運輸署及巴士公司能改善車長的工作條件及待遇，藉此為市民提供優良及安全的巴士服務。
- 會議當日早上有巴士車長組織發起工業行動，有成員相信與車長的薪酬待遇有關。他指巴士車長沒有太大晉升空間，因此薪酬待遇對他們至關重要，希望政府能積極與巴士公司協商，提高車長的薪酬水平。
- 雖然香港的公共運輸系統以鐵路為骨幹，但公共巴士及小巴服務不可或缺，特別對於在鄉郊地方及遠離鐵路站的居民而言，日常外出基本依靠公共巴士及小巴，政府不可忽視他們的需要。
- 除向巴士公司發出營運牌照及監管收費事宜外，運輸署對提升及改善巴士服務的參與度不足。有成員指即使巴士公司在制訂路線時有考慮市民的需要，但巴士公司終歸是牟利的私營機構，有時候未能單單因為要滿足乘客的訴求而開辦一些利潤較低的巴士路線，而運輸署則應該為市民爭取利益。
- 有成員引述他早前隨大埔區議會到杭州考察所得的經驗，指當地政府對巴士路線規劃及服務的參與程度較高，甚至投入財政資源為市民改善巴士服務，做法值得仿傚。
- 巴士公司是私營機構，必然以利潤為先。即使市民提出路線建議，巴士公司或會因為沒有利潤而拒絕提供服務。然而，巴士服務是公共服務，根本不應以牟利作為營運原則。引起這種矛盾的原因，主要源於政府沿用專營權制度提供巴士服務，亦沒有資助部分無利可圖但市民有實際需要的路線上。多名成員認為這個專營權制度是導致巴士服務欠佳的根本原因，有需要檢討及優化。
- 有成員以新加坡的做法為例，指當地政府以公私營合作的模式為市民提供巴士服務。當地政府負責提供一些硬件資產如巴士車廠、車輛及運作系統等，營運方面則由營運商負責。如經營良好，政府便會判授合約及提供額外獎金予有關營運商。成員認為這種模式值得香港政府參考，強調巴士公司是牟利的私營機構，如繼續沿用現有的專營權模式，任憑地區人士如何爭取，相信亦無助解決巴士服務欠佳的問題。
- 不少成員曾多次就巴士服務向巴士公司反映意見及要求改善，

惟巴士公司未有積極跟進，這正是專營權制度的弊處。他認為不開放巴士服務專營權對市民沒有半點益處。

- 巴士公司一直敷衍地區就巴士服務方面的訴求，經常拖延作罷，更可悲是運輸署作為監察者亦經常為巴士公司辯護，與市民的利益背道而馳，認為署方有需要自我檢討。有成員希望運輸署可認清自己的角色，認為署方作為政府部門更應為市民爭取最大利益，而不是處處維護巴士公司。署方亦應該多考慮地區的建議，以免給予公眾官商勾結的錯覺。
- 有成員相信巴士公司的員工及公會組織比區議員更清楚巴士公司內部運作的問題。至於巴士服務方面，他建議政府考慮開放專營權，以引入競爭及改善巴士服務。
- 政府今次因為大埔公路的意外成立獨立調查委員會，該委員會或需盡快提交報告交代改善建議，惟他認為香港的巴士經營模式問題複雜，有需要長時間探討，希望政府日後亦能繼續跟進這方面的工作。
- 部分巴士路線(例如 307 號線)由不同巴士公司聯營，一般以梅花間竹的方式提供班次服務。如其中一班車有所延誤，另一間巴士公司亦難以即時作出協調，結果只會增加乘客的候車時間，對他們造成不便。成員希望委員會檢討是否需要繼續採用這種聯營模式提供服務。
- 在專營權制度下，新界及九龍區的巴士服務近乎全部由九巴負責營運。有成員認為這種以整區劃分的專營權模式會“養懶”巴士公司。以台灣及日本為例，當地的巴士線由不同公司營運，相近的路線亦會出現競爭，因此各家巴士公司會積極推出優惠(例如主動提供分段收費優惠等)及新路線以吸引乘客。相反，九巴壟斷新界及九龍區的巴士服務，某程度上這個制度已保障了該公司的利益，而乘客在別無他選的情況下，亦只能無奈地接受巴士公司所訂的車資及提供的服務。
- 成員認為政府有需要開放巴士的專營權，亦可嘗試以小區形式(Cluster-based)將區域性的巴士服務(捆綁利潤較高及較低的路線以平衡營運)批予不同巴士公司營運以加強競爭。
- 運輸署在發牌的同時亦可加強監管巴士公司的運作，例如在續牌時加入環保、服務或車長待遇相關的條款等。
- 通過手機應用程式顯示巴士的所在位置在世界各地非常普遍。

以台灣為例，當地的"台北市公車動態資訊系統"能實時顯示巴士所在位置及附近路況等資料，讓乘客全面掌握巴士的到站情況，從而考慮是否需要轉乘其他交通工具。有成員指由於香港巴士的脫班問題嚴重，如巴士公司提供這些資訊，乘客便會更容易發現其脫班問題，因此遲遲未有全面發布這些實時資訊。他認為乘客的監察對改善巴士的運作有一定作用，希望委員會考慮要求巴士公司必須推出類似程式，利用科技監察巴士服務。

- 本港的失業率低，巴士公司在招聘車長時亦面對一定困難，甚至需要重新聘請已退休的車長駕駛巴士。有成員指單單提高車長的薪酬待遇亦未必能解決人手短缺問題，認為政府應全面檢討香港勞動力不足的情況。以新加坡為例，當地政府會輸入外勞分擔部分低增值及低技術的工作。就香港的情況而言，清潔、安老服務及巴士車長等工作的技術要求低，但人手卻非常短缺。假如日後車長的工時減少，人手將更緊絀。他擔憂巴士公司能否聘請足夠車長應付需求，希望政府研究方法應對人手短缺的問題。

- 當年運輸署收回中華汽車有限公司("中巴")的專營權，港島區的巴士服務由城巴有限公司("城巴")及新世界第一巴士服務有限公司("新巴")接手營運後便出現很大程度的改善，亦為市民提供更多不同的乘車選擇。這例子足以說明政府可以利用收回專營權的做法督促巴士公司改善服務。

- 相信引入不同巴士公司加劇競爭有助減低公共巴士服務的運作風險(例如減低因某間巴士公司的工業行動對乘客造成的影響等)及提升公共巴士服務的穩定性。

- 邨巴的服務較多集中在早晚的繁忙時間，由於利潤不高，巴士公司或沒有太大興趣經營。成員認為政府應開放邨巴的營運權予其他公司，以便巴士公司集中資源經營其他較多人乘搭的路線。

- 巴士車長每日需接載大量市民，責任重大，巴士公司有需要改善他們的待遇，而且提高薪酬可吸引更多人入行，有助紓緩人手不足問題。

- 委員會應檢視巴士公司為車長提供的訓練是否不足，並建議訂立指引使有關訓練規範化。

附件

- 長 12.8 米的巴士最高可載客 146 人，幾乎等同一架客機的載客量，因此認為政府對巴士及飛機的安全規管標準理應相同。另一方面，成員認為飛機師的薪酬待遇良好，是吸引人才的原因之一。如巴士車長的待遇得以改善，相信可以吸納競爭，提升巴士車長的整體質素。
- 有成員建議委員會考慮為巴士公司引入懲罰機制(類似港鐵的懲罰機制)，當有意外發生時便要繳交罰款，藉此提醒巴士公司提升車長安全訓練的重要性，及注重其服務質素。
- 路面的車輛數目越來越多，路況較以前複雜，而乘客滋擾車長的情況屢見不鮮，因此多名成員都關注巴士公司有否為車長提供適當訓練，以提升他們的心理質素及駕駛態度。
- 區議會作為巴士路線規劃及服務方面的持分者，與巴士公司的合作關係密切，因此建議在巴士公司續牌的過程中加入一個評分制度，讓區議會可就巴士公司的表現評分及提供意見。
- 有成員認為巴士公司需加強對車長的訓練，並在每次完成訓練後作出內部評分，及後安排表現較好的車長駕駛路況相對複雜(例如彎多路斜等)的路線，及減少表現較差的車長的駕駛時間，以作警惕。他認為這樣有助提升巴士的安全性。

5. 主席請秘書處將成員的意見轉交委員會考慮。

III. 其他事項

6. 成員沒有提出其他事項。

IV. 下次會議日期

7. 下次會議日期將另行通知。

大埔區議會秘書處
2018 年 6 月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Enclosure

Traffic and Transport Committee
Working Group on Provision of Public Bus and Minibus Services
The minutes of the 4th meeting in 2018

Date : 25 May 2018 (Friday)
Time : 9:30am
Venue : Conference room of the Tai Po District Council

Attendees :

Councillor Ms WONG Pik-kiu, BBS, MH, JP	Chairperson
Councillor Mr AU Chun-wah	Member
Councillor Mr CHAN Cho-leung, MH	Member
Councillor Mr CHAN Siu-kuen, MH, JP	Member
Councillor Mr CHOW Yuen-wai	Member
Councillor Mr KWAN Wing-yip	Member
Dr LAU Chee-sing	Member
Councillor Mr TAM Wing-fun, Eric, MH	Member
Councillor Mr TANG Ming-tai, Patrick	Member
Councillor Mr WOO Kin-man, Clement	Member
Councillor Mr YAM Kai-bong	Member
Councillor Mr YU Chi-wing	Member
Mr Mui Siu Fung	Member
Mr WU Cheuk-him	Member
Miss KWONG Lim Chi, Sidney	Liaison Offr (1)/Tai Po District Office
Mr LEUNG Chung Wa, Alvin	Secretary

On leave :

Councillor Mr LAU Yung-wai	Member
Ms CHAN Wai-ka, Olive	Member

Absentees :

Councillor Mr LI Wah-kwong, Rex	Member
Councillor Mr LO Hiu-fung	Member
Councillor Mr YAM Man-chuen	Member
Mr AU Chun-ho	Member
Mr LAU Chung-hon	Member
Mr MAN Nim-chit	Member

Enclosure

The Chairman welcomed members to the meeting and announced the following matter:

(i) Councillor LAU Yung-wai and Ms CHAN Wai-ka, Olive were unable to attend this meeting due to other commitments. They had submitted their notices of absence to the Secretariat.

I. Confirmation of the minutes of the 3rd meeting of the Working Group on Provision of Public Bus and Minibus Services on 9 April 2018
(TPDC Paper No. WGBM 7/2018)

2. The members noted the said document and the minutes of the last meeting were confirmed without amendment.

II. Submission to the Independent Review Committee on Hong Kong's Franchised Bus Service on the services, operation and management of bus franchises

3. The Chairman said that the Independent Review Committee on Hong Kong's Franchised Bus Service (the "Committee") had written to the Tai Po District Council on 4 May this year inviting the Tai Po District Council and members of all District Councils for submissions on the services, operation and management of franchise bus services. The Secretariat had earlier forwarded the relevant letter to the members for their reference and invited the Tai Po District Council Members to provide submissions to the said Committee. The Traffic and Transport Committee had on the meeting held on 11 May agreed that the issue shall be handled by this working group, hence this meeting was convened to consult the members' opinion.

4. The members' opinion is as follows:

- According to the Transport Department's current "Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks" (the "Guidelines"), the maximum duty hours of bus captains shall not exceed 14 hours. It was thought that the maximum duty hours as stipulated in the Guidelines is too long and caused safety concern to passengers. It was hoped that the Committee could review the issue of the overly long working hours of bus captains.

- The Kowloon Motor Bus Company Limited ("KMB") arranged "special shift" (i.e. bus captains shall drive in the morning and at night, in between there would be around 4 hours rest time) for bus captains, yet there was certain distance between the terminus and the residence of bus captains, if the commuting time was deducted, bus captains could not have sufficient rest during the said period of rest time and might affect the journey safety. It was thought that the relevant system was unsatisfactory. Even if bus companies would like to retain the arrangement of "special shift", there must be certain restrictions and standards, for example they cannot exceed a certain percentage of the overall roster of bus captains.

- Irrespective of how duty is arranged, it was thought that it is in fact too long for bus captains to work 14 hours on a daily basis. It was hoped that the Transport Department

and bus companies could improve the working conditions and treatment of bus captains and thereby providing excellent and safe bus services to the public.

- There was industrial action staged by bus captains unions in the morning of the meeting. A member thought that it was related to the remuneration of bus captains. He pointed out that room for promotion of bus captains is limited, hence remuneration is of utmost importance to them. It was hoped that the Government could actively negotiate with the bus companies in raising the salary level of bus captains.

- Although railways form the backbone of Hong Kong's public transport system, public buses and minibuses services are indispensable, in particular for residents of rural areas and far away from railway stations whose daily commuting basically relied on public buses and minibuses. The Government cannot overlook their needs.

- Apart from granting operation license to bus companies and regulating on fares, the Transport Department had not sufficiently participated in the improvement of bus services. It was pointed out that even if bus companies had considered the public's needs in formulating routes, nevertheless bus companies are private organisations for profit, sometimes they might not operate some less profitable bus routes just to satisfy passengers' demands. The Transport Department shall fight for the public's interests.

- A member quoted his experience from the field study with the Tai Po District Council to Hangzhou. He pointed out that the local government had a relatively high extent of participation in the route-planning and services of bus routes, and even devoted financial resources to improve bus services for the public. This approach shall be taken as an example.

- Bus companies are private organisations and are essentially profit-oriented. Notwithstanding proposal on routes from the public, bus companies might refuse to provide services for reasons of unprofitability. However, bus services are public services and profit-making shall not be the operation principle. The reason for this type of conflict mainly resulted from the Government providing bus services by the continued use of franchised system, without sponsoring routes which were unprofitable but were actually necessary to the public. Many members thought that this franchise system was the very reason leading to the poor bus services and there was need for review and improvement.

- A member raised the practice in Singapore as an example and pointed out that the government there adopted a public-private partnership model in providing bus services to the citizens. The local government was responsible for hardware assets, such as bus depots, vehicles and the operation system, whereas the operators were responsible for the operation. If the operation was sound, the government would award the contract and provide additional bonuses to the relevant operator. It was thought that the Hong Kong Government shall take this model as reference, stressing that bus companies are private organisations for profit. If the current franchised model is continued to be adopted, no matter how hard the local community fight, it was believed that it would not assist in solving the problem of unsatisfactory bus services.

- A number of members had repeatedly reflected to the bus companies and requested for improvement, yet the bus companies failed to actively follow up. This was the

downside of a franchised system. He thought that there was no benefit to the public in not opening up the bus services franchise.

- The bus companies have always been perfunctory in terms of the regional requests on bus services, and always make delay and ignore the matter. More pathetically, the Transport Department as the regulator always defends for the bus companies, acting against the interests of the public. The Department shall conduct self-review. Some members wish that the Transport Department can identify its role clearly and they are of the view that the Department as a Governmental department shall fight for the biggest interests of the public instead of defending the bus companies wherever possible. The Department shall also consider the suggestions from the region more to avoid giving the illusion to the public that there is collusion between the Government and the business owners.

- Some members believed that the staff of the bus companies and the union associations are more knowledgeable about the internal operation of the bus companies than the District Council members. As to bus service, he suggested the Government to consider opening up the franchise to introduce competition and improve bus service.

- The Government established the Independent Review Committee in response to the Tai Po Road accident. The said Committee perhaps shall submit report to explain the improvement suggestions as soon as possible. However, he is of the opinion that the problem with the operation model of Hong Kong buses is complex and a long period of time is required to conduct review. He hoped that the Government can continue to follow up in this regard in the future.

- Certain bus routes (e.g. route 307) are operated by different bus companies and they generally adopt alternate scheduling arrangement to provide service. If one bus is delayed, it is difficult for the other bus company to make immediate adjustment, with the result that the passengers' waiting time is increased causing inconvenience. The members hoped that the Committee can review whether this cooperative operation method shall be continued for provision of services.

- Under the franchise system, bus service in New Territories and Kowloon area is almost entirely operated by Kowloon Bus. Some members are of the opinion that this model of franchise based on the whole district will make the bus company lazy. Taking the example of Taiwan and Japan, their bus routes are operated by different companies and there are also competition generated in nearby routes. Therefore each bus company will actively release promotions (e.g. actively providing sub-route fare discount, etc.) and new routes to attract passengers. In contrast, Kowloon Bus has monopolized the bus service in New Territories and Kowloon area. This system has to a certain extent protected the interest of the bus company. The passengers, under no other options, can only helplessly accept the bus fares set and services provided by the bus company.

- The members opined that there is a need for the Government to open up the bus franchise and can attempt to allocate different bus companies to operate regional bus services (bundling up routes with higher profits with routes with lower profit to balance the operation) on a cluster-based division method to increase competition.

- The Transport Department, in granting licenses, can increase the regulation on the operation of the bus companies, e.g. to include environmental, service or treatment to bus captains related terms during license renewal process.

- It is common around the world to have the location of the buses shown through cell phone applications. Taking Taiwan as an example, their local "Taipei City public vehicles mobile information system" can indicate information such as the real-time location of the buses and the surrounding road situation, which allow the passengers to fully handle the arrival time of the buses and based on this to consider whether they should take other transportation instead. Some members indicated that because Hong Kong buses has high loss trip rate, if the bus companies are to provide this information, the passengers will discover the loss trip problem more easily and this is the reason why this real-time information has not been fully released. He is of the opinion that the passengers' oversight will be of certain use to improve the operation of buses. It is hoped that the Committee will consider to requiring bus companies to release similar application, to use technology to monitor bus service.

- Hong Kong has low unemployment rate. The bus companies, when recruiting for bus captains, face certain level of difficulties, and may even need to re-employ bus captains that have retired to operate buses. Some members indicated that simply increasing the salary of the bus captains alone cannot resolve the problem with shortage of manpower, and are of the opinion that the Government shall fully review the problem in Hong Kong about shortage of labour workforce. Taking the example of Singapore, the local government will import external labour to share part of the work load of low value-added and low technology works. In terms of the situation in Hong Kong, technical requirements for jobs such as sanitation, elderly service and bus captains are relatively low, but the manpower shortage is high. If the working hours of bus captains are lowered in the future, the shortage will be even more severe. He concerned that whether the bus companies can recruit sufficient bus captains to meet the demand, and hoped that the Government can research for ways to handle the problem of manpower shortage.

- The Transport Department at that time took back the franchise of China Motor Bus Company ("China Bus"). After the bus service on Hong Kong Island was taken over by Citybus Limited ("Citybus") and New World First Bus Services Limited ("New Bus"), significant improvements can be seen, and it also provided more transportation options to the public. This example sufficiently explains that the Government can utilize the method of taking back the franchise to urge the bus companies to improve their services.

- It is believed that introducing different bus companies to increase competition can help to lower the operation risks posed on public bus service (e.g. the lower the risk of effect caused to the passengers due to industrial actions taken by certain bus company) and improve the stability of public bus service.

- Village shuttle bus service is mostly concentrated on the peak hours during the morning and evening. Since the profit is not high, the bus companies are not too interested in

operating them. The members think that the Government shall open up the licence of operation of village shuttle buses to other companies so that the bus companies can concentrate their resources in operating other routes that have higher passenger load.

- Bus captains need to transfer a large quantity of people every day and have heavy responsibilities. There is a need for bus companies to improve their treatment, and improve the salary can attract more new people to join the industry and can help to ease the problem of shortage of manpower.

- The Committee shall review whether the training provided by the bus companies to the bus captains is sufficient and suggest setting up guidelines to standardize the relevant training.

- A 12.8-metre long bus can carry a maximum of 146 passengers, which almost has the same capacity as an aircraft. Therefore, we believe that the Government's safety standard requirements should be the same for buses and aircraft. On the other hand, members believe that the good remuneration package for pilots is one of the reasons for attracting talents. If the remuneration package for bus captains is improved, it is believed that more competition can be drawn and the overall quality of bus captains can be enhanced.

- Some members suggested the Committee to consider the introduction of a penalty mechanism for bus companies (similar to the MTR's penalty mechanism). A fine is imposed when an accident occurs to remind the bus companies of the importance of improving the safety training of bus captains and to pay attention to the quality of services.

- With an increasing number of vehicles on the road, more complicated road conditions than before, and more frequent nuisance to bus captains caused by passengers, many members are concerned if the bus companies have provided proper training for bus captains to enhance their psychological condition and driving attitude.

- The District Council, as a stakeholder of bus route planning and services, has a close relationship with the bus companies. Therefore, it is proposed that a marking scheme be added during the process of renewal with bus companies, to allow the District Council to rate and provide comments on the performance of the bus companies.

- Some members are of the view that bus companies need to enhance the training for their bus captains and conduct internal rating after each training, upon which bus captains who perform better should be assigned to drive on relatively more complicated routes (such as those with more road bends and slopes) whereas the driving time of bus captains performing worse should be reduced as a warning to them. He believes this measure will help improve the safety of buses.

5. Chairman asked the Secretariat to submit the members' opinion to the Committee for their consideration.

III. Other Matters

6. Members did not raise any other matters.

IV. Next Meeting

7. The date of next meeting will be further notified.

Secretariat of Tai Po District Council
June 2018

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:(24) in HAD TPDC 13/60/5/1/14

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界大埔鄉事會街8號
大埔綜合大樓4樓
大埔區議會
張學明主席，GBS，JP
(傳真號碼：2654 6624)

張主席：

邀請大埔區議會向香港專營巴士服務獨立檢討委員會提供進一步資料

貴區議會於2018年5月23日的來函收悉，我代表香港專營巴士服務獨立檢討委員會（委員會）感謝貴區議會的資料和意見。貴區議會的信件中分別夾附了大埔區議會2018年2月12日的會議紀錄及大埔區議會轄下交通及運輸委員會（交運會）3月9日的會議紀錄（節錄）。信中亦告知委員會交運會已於2018年5月11日舉行另一會議，以及交運會轄下的跟進公共巴士及小巴服務工作小組（工作小組）將於2018年5月25日召開會議，邀請出席成員就專營巴士運作及管理模式提供意見。

2. 委員會已於2018年6月25日收到貴區議會提交工作小組5月25日的會議紀錄。為方便委員會的檢討工作，請貴區議會盡快向委員會提供交運會2018年5月11日的會議紀錄。此外，就上述2018年2月12日及3月9日的會議紀錄中提及的事宜，希望貴區議會及／或相關的個別區議員能提供協助。

陳笑權議員，MH，JP

3. 上述兩份會議紀錄中指出，陳笑權議員提及他曾在2015年7月24日及2017年6月5日分別致函運輸署及警務處〔2018年2月12日的會議紀錄第20(iv)段及2018年3月9日的會議

840-1

紀錄第 14(i)段〕，要求把 2018 年 2 月 10 日涉及九龍巴士車禍的肇事路段的車速限制由每小時 70 公里調低至 50 公里；而在第二封函件中更要求警務處在肇事路段加裝偵速攝錄機。在 2018 年 3 月 9 日的會議紀錄中記述，陳議員表示「惟兩項措施至今仍未實行」。

4. 請貴區議會提交相關信函及有關部門任何回覆的副本。有關建議曾否在貴區議會及轄下委員會的會議中提出及／或討論？如有，請提供有關會議紀錄及任何與運輸署及／或警務處通信的副本。

羅曉楓議員

5. 2018 年 2 月 12 日的會議紀錄指羅曉楓議員提出〔第 16(iv)段〕：

> 「過去曾有區議員提出改善肇事路段的道路設計，但運輸署以技術因素為理由沒有跟進。」

6. 請說明有關建議是怎樣向運輸署提出。如以書面形式提出，請提供有關文件及運輸署任何回覆的副本。如以口頭形式提出，請列出相關的單位及提出的時間。並請說明有關建議的具體內容。有關建議曾否在貴區議會及轄下委員會的會議中討論？如有，請提供相關會議紀錄的副本。

劉志成博士

7. 2018 年 2 月 12 日的會議紀錄指劉志成博士提出〔第 17(ii)段〕：

> 「有區議員曾在半年前提出在是次發生意外的路段安裝偵速攝錄機，但遭有關部門拒絕。」

8. 請說明有關建議是怎樣向「相關部門」提出。是以口頭或書面形式提出？是由哪位議員向哪個單位提出？如以書面形式提出，請提供有關文件及相關部門任何回覆的副本。如以口頭形式提出，請列出相關的單位及提出的時間。並請說明有關建議的具體內容。有關建議曾否在貴區議會及轄下委員會的會議中討論？如有，請提供相關會議紀錄的副本。

9. 請於2018年7月9日或之前就上述事項向委員會秘書處提供大埔區議會及有關的個別區議員的回覆，並以下列方式將有關意見的列印文本或電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴區議會的書面回覆）；及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴區議會的書面回覆）*

10. 委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請區議會及個別區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018年6月25日

副本送：交通及運輸委員會主席劉志成博士
大埔區議會陳笑權議員，MH，JP
大埔區議會羅曉楓議員

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

香港專營巴士服務
獨立檢討委員會

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傳真號碼 Fax No.: (852) 3104 0254

25 June 2018

Mr CHEUNG Hok-ming, GBS, JP
Chairman
Tai Po District Council
4/F Tai Po Complex
8 Heung Sze Wui Street
Tai Po, NT

Dear Mr CHEUNG,

Written Submissions for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for your letter dated 23 May 2018, to which you attached the minutes of the meeting of Tai Po District Council of 12 February and its Traffic and Transport Committee (T&TC) of 9 March 2018. You advised the Committee that another meeting of the T&TC had been held on 11 May 2018 and that its Working Group on Provision of Public Bus and Minibus Services was proposed to hold a meeting on 25 May 2018, at which attendees would be invited to provide their views on the operation and management of franchised buses.

It would assist the Committee if you would provide it with the minutes of the meetings of 11 May 2018. Further, a number of matters arise from the information disclosed in the minutes of the meetings of 12 February and 9 March 2018 in respect of which we seek your assistance and/or that of the individual councillor concerned.

Mr CHAN Siu Kuen

1. The minutes of both meetings state that Mr Chan Siu Kuen said that he had written to the Transport Department and the Hong Kong Police Force on 24 July 2015 and 5 June 2017 respectively [paragraphs 20 (iv) and 14 (i) of the minutes of meeting], inviting them to reduce the speed limit from 70 to 50 kmh on the section of road on which the incident involving the KMB franchised bus occurred on 10 February 2018 and, in the latter letter, inviting the Hong Kong Police Force to install speed enforcement cameras. Mr Chan is noted in the minutes of 9 March 2018 as having observed that "the

two measures had yet to be implemented."

2. Please provide copies of those letters and any replies from the recipients. Were those suggestions raised with and/or discussed at meetings of your Council and its committee(s)? If so, please provide copies of the relevant minutes and any correspondence with either the Transport Department and/or the Hong Kong Police Force which ensued.

Mr LO Hiu Fung

3. The minutes of the meeting of 12 February 2018 state that Mr Lo Hiu Fung said [paragraph 16 (iv)]:

"Some District Councillors had made suggestions on how to improve the road design of the road section involved in the past. But the Transport Department cited technical factors as a reason and did not follow up."

4. Please describe how those suggestions were communicated to the Transport Department. If they were in writing, please provide copies of the documents and any replies from the Transport Department. If the communications were made orally, please identify the parties involved and the occasions on which they took place. Please describe the suggestions that were made. Were the suggestions discussed at meetings of your Council or its committee(s)? If so, please provide copies of the relevant minutes.

Dr LAU Chee Sing

5. The minutes of the meeting of 12 February 2018 state that Dr Lau Chee Sing said [paragraph 17 (ii)]:

"Half a year ago, some District Councillors had proposed installing speed enforcement cameras on the road section where the accident had occurred but were rejected by the relevant departments."

6. Please describe how those proposals were communicated to the "relevant departments". Were the suggestions communicated orally or in writing? To whom and by who were they communicated? If in writing, please provide copies of the documents and any replies from the relevant departments. If the communications were made orally, please identify the parties involved and the occasions on which they took place. Please describe the proposals that were made. Were the proposals discussed at meetings of your Council or its committee(s)? If so please provide copies of the relevant minutes.

I should be grateful of the response of the Tai Po District Council and that of

the specified individual members to whom this letter is also addressed could reach the Secretariat of the Committee by **9 July 2018**. Please send the responses by hard and soft copies to:

By post: Secretariat to the Independent Review Committee on Hong Kong's Franchised Bus Service, 21/F, Queensway Government Offices, 66 Queensway, Admiralty, Hong Kong *(with the envelope specifying that the written submission is enclosed)*; or

Via email: secretariat@irc-bus.gov.hk *(with the email heading specifying that the written submission is enclosed)*

The information provided in the responses will be considered by the Committee in reviewing the matters it is directed to consider under the terms of reference of the Committee and in drawing up its recommendations. If necessary, the Committee may invite the District Council and individual councillors to give oral evidence.

Please be advised that all responses (including any annexes, appendices and attachments contained therein) will be treated as public information and, at the discretion of the Committee, may be published on the Committee's website.

Yours sincerely,

(CHAN Ping-fai, Peter)
Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

cc Dr LAU Chee Sing, Chairman,
Traffic and Transport Committee, Tai Po District Council

Mr CHAN Siu Kuen, Tai Po District Councillor

Mr LO Hiu Fung, Tai Po District Councillor

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

Fw: Meeting of Traffic and Transport Committee of Tai Po District Council (TPDC) held on 11.5.2018

From: Alvin CW LEUNG/HAD/HKSARG@HAD
To: Iris MK YU/IRC-BUS/HKSARG@CSO,
Cc: Terence YS LEE/HAD/HKSARG@HAD, Trazy HY LEE/HAD/HKSARG@HAD, Lawrence KT CHUNG/IRC-BUS/HKSARG@CSO
Date: 03.07.2018 12:26
Subject: Fw: Meeting of Traffic and Transport Committee of Tai Po District Council (TPDC) held on 11.5.2018

Dear Iris,

As per your request, the draft minutes of the captioned TTC meeting are attached for the IRC's reference. You may refer to agenda item II for discussions related to TTC's follow-up on the proposals to improve road traffic safety on Tai Po Road. As spoken, the attached minutes are subject to amendment at the next TTC meeting to be held on 13.7.2018. If there are any changes to the minutes, I will send you the final version on 13.7.2018. We will also upload the final version to the TPDC website (https://www.districtcouncils.gov.hk/tp/tc_chi/meetings/committees/committee_meetings.php) in 5 working days after the meeting.

交通及運輸委員會_會議紀錄_20180511 (Draft).pdf

Regarding the IRC's letter dated 29.6.2018, this Secretariat will follow-up as appropriate and reply the IRC in due course. Many thanks.

Alvin Leung
EO(DC)1
Tai Po District Council Secretariat
Tel: 3183 9434

----- Forwarded by Alvin CW LEUNG/HAD/HKSARG on 03/07/2018 12:03 PM -----

From: Iris MK YU/IRC-BUS/HKSARG@CSO

To:	Alvin CW LEUNG/HAD/HKSARG@HAD
Cc:	Terence YS LEE/HAD/HKSARG@HAD, Lawrence KT CHUNG/IRC-BUS/HKSARG@CSO
Date:	03/07/2018 11:56 AM
Subject:	Meeting of Traffic and Transport Committee of Tai Po District Council (TPDC) held on 11.5.2018

Dear Alvin,

As spoken, in connection with the letter from TPDC dated 25.6.2018 and our letter to TPDC dated 29.6.2018 as attached, kindly let us have a copy of the draft minutes of the captioned meeting once available please.

Letter from Tai Po DC_25062018.pdf

Letter to Tai Po DC_29062018.pdf

In addition, the above letter to TPDC dated 29.6.2018 was faxed to TPDC Secretariat on 29.6.2018 and a hard copy will be mailed also. Grateful for forwarding a copy of the letter to Chairman of TPDC and three other members of TPDC as addressed and copied respectively. Thank you.

Regards,
Iris YU
SEO(IRC)
Secretariat, Independent Review Committee on Hong Kong's Franchised Bus Service
Tel. 2867 5320

(DRAFT)

大埔區議會
交通及運輸委員會
2018年第三次會議記錄

日期：2018年5月11日(星期五)
時間：下午2時32分至下午6時50分
地點：大埔區議會會議室

出席者	出席時間	離席時間
署理主席		
胡健民議員	會議開始	會議完畢
委員		
區鎮樺議員	會議開始	會議完畢
陳灶良議員, MH	會議開始	下午5時40分
陳笑權議員, MH, JP	會議開始	下午5時04分
周炫瑋議員	會議開始	下午6時26分
關永業議員	會議開始	下午5時22分
劉勇威議員	會議開始	會議完畢
李國英議員, BBS, MH, JP	會議開始	會議完畢
李華光議員	會議開始	會議完畢
李耀斌議員, BBS, MH, JP	會議開始	會議完畢
羅曉楓議員	會議開始	會議完畢
譚榮勳議員, MH	會議開始	會議完畢
鄧銘泰議員	會議開始	會議完畢
黃碧嬌議員, BBS, MH, JP	會議開始	會議完畢
任啟邦議員	會議開始	會議完畢
任萬全議員	會議開始	會議完畢
余智榮議員	下午2時36分	會議完畢
增選委員		
區鎮濠委員	下午2時34分	下午5時55分
陳蔚嘉委員	會議開始	會議完畢
張國華委員	會議開始	下午4時42分
張國慧委員	下午4時45分	會議完畢
劉宗翰委員	會議開始	下午6時26分
文念志委員	會議開始	下午6時16分
梅少峰委員	會議開始	會議完畢

曾漢文委員	會議開始	會議完畢
溫興財委員	會議開始	下午 5 時 30 分
胡綽謙委員	會議開始	會議完畢

秘書

梁仲華先生 行政主任(區議會)1／ 大埔民政事務處／ 民政事務總署	會議開始	會議完畢

列席者

李佳盈女士	大埔民政事務助理專員／大埔民政事務處／民政事務總署
陳子明先生	高級工程師／2(北)／土木工程拓展署
麥佩茵女士	工程師／19(北)／北拓展處／土木工程拓展署
梁偉雄先生	總運輸主任／邊界／運輸署
馬芳蘭女士	高級運輸主任(大埔)／運輸署
呂曉暉女士	高級運輸主任／巴士發展(新界東)／運輸署
周珮詩女士	高級運輸主任／邊界 1／運輸署
李建業先生	運輸主任(大埔)／運輸署
許錦年先生	高級工程師／工程項目及大埔／運輸署
潘歡愉女士	工程師／大埔一／運輸署
張偉鋒先生	工程師／大埔二／運輸署
林啓元先生	工程師／基建項目／運輸署
姚潮宗先生	高級工程師 2／暢道通行／路政署
許家傑先生	區域工程師(大埔)／路政署
張詠欣女士	工程師 2／暢道通行／路政署
楊昭添先生	副房屋事務經理／大埔區租約事務管理處／房屋署
徐翼福先生	大埔警區交通部主管／香港警務處
梁家欣女士	傳訊及公共事務部襄理／九龍巴士(一九三三)有限公司
黃子健先生	沙田廠襄理(車務)／九龍巴士(一九三三)有限公司
李述恆先生	高級主任(策劃及發展)／九龍巴士(一九三三)有限公司
張建強先生	副董事總經理／萬利仕(亞洲)顧問有限公司
陳浩剛先生	副董事(工程部)／萬利仕(亞洲)顧問有限公司
李裕修先生	高級行政主任(區議會)／大埔民政事務處／民政事務總署
黃汝恒女士	高級聯絡主任(2)／大埔民政事務處／民政事務總署

請假者

劉志成博士

缺席者

陳梓華委員

委員會主席劉志成博士因事未能出席會議。根據《大埔區議會常規》第35(3)條，委員會副主席胡健民議員以署理主席(下稱“主席”)的身分主持會議。

開會詞

主席歡迎各委員及部門代表出席會議，並宣布以下事項：

(i) 歡迎運輸署高級工程師許錦年先生列席會議。

(ii) 劉志成博士因事未能出席會議，他已向秘書處提交缺席通知。根據《大埔區議會常規》第51(1)條，委員會只會同意委員因身體不適(包括因懷孕而引起的身體不適)、擔任陪審員、代表區議會出席會議／活動、出席立法會會議、出席行政會議、分娩或侍產的缺席申請。按照上述常規，他的申請不獲批准。

I. 通過交通及運輸委員會2018年3月9日第二次會議記錄
(大埔區議會文件TT 26/2018號)

2. 主席表示，秘書處收到一項由路政署提出的修訂建議，詳情載列於上述文件。席上沒有委員提出其他修訂建議，上述會議記錄按路政署的建議修訂後獲通過作實。

II. 跟進大埔公路的道路交通安全改善建議

3. 主席歡迎運輸署高級工程師許錦年先生、高級運輸主任／巴士發展(新界東)呂曉暉女士及九龍巴士(一九三三)有限公司(“九巴”)傳訊及公共事務部襄理梁家欣女士就是項議程出席會議。

4. 主席表示，運輸署早前向本委員會提交文件，介紹大埔公路最新的交通管理措施(詳見大埔區議會文件 TT 25/2018 號)，而秘書處亦已在 2018 年 4 月 10 日經電郵轉發予各委員參閱。此外，秘書處協助運輸署安排本委員會的委員在本年 4 月 12 日聯同地區管理委員會前往大埔公路現場視察，並由運輸署講解即將實施的交通管理措施。他請運輸署報告各項措施的落實情況。

5. 許錦年先生表示，運輸署在本年 4 月 12 日聯同地區管理委員會和交通及運輸委員會(“交運會”)的主席及委員前往大埔公路現場，向他們講解署方建議的道路改善工程。目前的工程進展簡述如下：

(i) 大埔道介乎赤泥坪至雍宜路的車速限制已經由本年 4 月 27 日起由每小時 70 公里降低至 50 公里。

(ii) 署方已提升肇事巴士站前過彎位的交通標誌及路牌的安全標準，例如在標誌上加上黃色螢光背景，以加強對駕駛者的提示及警惕等。

(iii) 運輸署及路政署將會擴闊在意外中損毀的巴士站停車彎，同時加設防護欄、分隔巴士站及行車路，以期加強保護候車乘客。有關工作預計在 2018 年 7 月完成。

(iv) 署方會進一步優化近大埔尾巴士站(往沙田方向)的過路處，包括加設分隔島、安全島及適當的道路標記，有關工程預計在 2018 年 8 月完成。

(v) 署方會改善紅林路、觀海崇庭及燕子里一帶的交通標誌及道路標記，有關工程預計在本年底前陸續完成。

6. 任啟邦議員希望了解安裝偵速攝錄機的進展，以及哪個部門負責安裝。

7. 黃碧嬌議員的提問如下：

(i) 擴闊後的巴士站停車彎較現有闊度和深度相差多少？

(ii) 她曾經建議相關部門考慮另覓位置重置巴士站附近的燈柱，因此希望了解和跟進情況。

(iii) 把車速限制由每小時 70 公里降低至 50 公里後，現場有沒有出現交通擠塞的情況？

8. 劉勇威議員欣悉大埔公路部分交通硬件配套措施已經改善，但他認為“軟件”上的改善亦不容忽視，特別是司機的駕駛態度。他指過去數十年來，上述路段鮮有發生由巴士引致的嚴重車禍，但他的家人最近一兩年卻曾經因

為巴士司機的疏忽而受傷，因此認為司機的駕駛態度值得關注。他希望巴士公司可以藉這次意外事故深切反省，亦希望有關的檢討委員會責成巴士公司提升司機的安全駕駛意識。

9. 梅少峰委員歡迎運輸署推出交通改善措施。此外，他表示大埔公路屬於山路，並有不少彎位。他早前曾經建議署方在路面加設減速提示線，相信有助提醒駕駛人士注意前方的彎位，從而減低意外發生的機會。他希望署方把這個建議納入為改善措施之一。

10. 胡綽謙委員表示，有委員曾經在上次會議指出大埔公路的部分樹木會阻擋駕駛人士的視線，他希望了解署方會否進行修樹工作。

11. 陳笑權議員的意見如下：

(i) 感謝運輸署就事件一直與他保持緊密聯絡。

(ii) 知悉運輸署及路政署近月一直積極進行跟進工作，並已在4月27日把介乎赤泥坪至雍宜路一段大埔道的車速限制降低至每小時50公里。

(iii) 根據運輸署提供的資訊，有關部門能夠在2018年年底前在大埔道近赤泥坪位置安裝固定偵速攝錄機。

(iv) 相關部門早前向他提供巴士站設計圖，經商議後當村村長及村民亦同意該設計方案，工程預計在本年7月底完成。

(v) 大埔尾巴士站(往沙田方向)附近過路處的優化工程預計在本年8月底完成。

(vi) 希望相關部門回應在大埔公路(特別是彎位位置)修樹的跟進工作。

(vii) 日本人國際學校(大埔校)外的一段大埔公路曾經發生交通意外，因此希望改善該處行人過路處的交通安全環境。

(viii) 希望運輸署及路政署繼續積極跟進工程，盡快開放巴士站及相關設施供居民使用。

12. 羅曉楓議員的提問如下：

(i) 部分乘客對872號線有心理陰影，詢問九巴會否以行經吐露港公路的872X號線取代行走大埔公路的872號線。如九巴決定保留872號線，又會否考慮改派單層巴士行駛該路線？

(ii) 詢問警方在完成安裝偵速攝錄機前，能否加派人手到大埔公路巡

視和檢查車速。

13. 文念志委員希望跟進在上次會議上提出的意見，並詢問警方會採取什麼即時措施攔截超速車輛，以防止這些車輛經由香港中文大學、樟樹灘或優景里路口駛出吐露港公路，以及警方自上次會議後，曾經在大埔公路設置多少次路障攔截超速車輛。此外，他指運輸署將分別在肇事巴士站及對面的大埔尾村巴士站(往沙田方向)加設防護欄及分隔欄，但只有肇事巴士站一方設有"禁止車輛駛入(專利巴士例外)"的路牌，往沙田方向的巴士站則沒有。為此，他詢問假如有車輛違例停泊在大埔尾村巴士站(往沙田方向)並阻礙巴士站運作，執法部門可如何處理。他續問運輸署會否考慮同時在上述巴士站增設"禁止車輛駛入(專利巴士例外)"的路牌。

14. 許錦年先生回應如下：

(i) 運輸署致力在本年底前完成裝設偵速攝錄機，至於偵速攝錄機日後的運作事宜(例如如何利用偵速攝錄機作出檢控)則交由警方負責。

(ii) 署方已經在大埔區議會文件 TT 25/2018 號中臚列肇事巴士站重建後的面積資料。重建後的巴士站將擴闊至深 4.8 米，並加設防護欄，以加強安全。此外，署方亦會在巴士站旁加建一條闊 2 米的行人路。

(iii) 運輸署現正與路政署安排移除或修剪大埔尾村出入口附近的樹木，以免阻擋駕駛者的視線。

(iv) 運輸署在大埔尾村巴士站(往沙田方向)加設分隔欄後，便會在該處豎立路牌，禁止巴士以外的車輛駛入巴士站。

(v) 大埔公路肇事路段是單線雙程行車通道，中央沒有分隔欄。參考相關的研究報告後，署方認為在肇事路段劃設黃色減速線或會增加意外風險，並不合適。

(vi) 他稍後會約同陳笑權議員前往日本人國際學校(大埔校)外視察，並研究如何進一步改善該處的交通安全環境。

15. 梁家欣女士回應如下：

(i) 就劉勇威議員提及他的家人曾經在巴士上受傷，她代表九巴致以慰問，亦會在會議後聯絡劉議員跟進情況。

(ii) 強調所有九巴車長都需要接受嚴格及持續的培訓，包括駕駛訓練及路線訓練等。此外，九巴亦會不斷提升對車長的培訓及支援，例如增聘九巴車長訓練學校駕駛導師和提升路線訓練等

(iii) 意外發生後，九巴已經調派單層巴士行走 872 號線，亦會繼續與運輸署保持溝通，商議該路線日後的運作安排。

16. 徐翼福先生回應如下：

(i) 運輸署完成裝設偵速攝錄機後，裝置的日常運作將由警方接管，而警方亦會利用偵速攝錄機搜證和檢控超速駕駛人士。在完成裝設偵速攝錄機前，大埔警區(包括新界北交通執行管制隊及特遣隊)亦會不定時在大埔公路一帶巡邏和執法，當中包括設置路障、偵查車輛速度、進行反罪惡行動、截查改裝及殘缺車輛等。

(ii) 警方現正整理相關的行動及檢控數字，稍後會向秘書處提供資料。

(會後補註：警方已在會議後向秘書處提交補充資料，詳見附件一。)

17. 鄧銘泰議員的意見如下：

(i) 希望運輸署可以提供圖則，以便委員了解相關的交通改善措施。

(ii) 詢問時速限制為每小時 50 公里的路段的具體位置。他認為如有關路段太長亦會惹來反對意見。

(iii) 建議署方考慮在路面鋪設防滑沙。

(iv) 大埔尾村的車輛出入口位置相對陡斜，他詢問署方能否加以改善，以顧及駕駛人士的安全，並避免阻礙他們在該路口的視線。

18. 許錦年先生回應如下：

(i) 速度限制降低至每小時 50 公里的路段為赤泥坪至雍宜路的一段大埔道。

(ii) 經檢視後，運輸署及路政署認為肇事路段的路面狀況良好，未有發現因為路面破損而出現“跣胎”或摩擦力不足等情況。署方會繼續監察路面情況。

(iii) 運輸署已經邀請路政署檢視大埔尾村車輛出入口旁邊的樹木，有需要時會安排移除或修剪，以改善駕駛人士的視線。完成這方面的工作後，署方會再次檢視上述路口，研究有沒有其他改善空間。

(iv) 相關路段的車速限制由每小時 70 公里降低至 50 公里後，運輸署並未發現交通擠塞情況。由於有關措施只會令行車時間增加約一至兩分鐘，署方相信不會引致交通擠塞。

19. 黃碧嬌議員的意見及提問如下：

(i) 車速限制降低至每小時50公里的措施生效後，她分別收到校巴司機、巴士司機及意外康復者(前巴士司機)的意見。

(ii) 有校巴司機反映，假如在校巴未載滿學童時踏下油門，車速便很容易超過每小時50公里。為此，她希望署方留意這個限速措施有沒有影響校巴行駛。

(iii) 現時九巴72及74號線均途經大埔公路，當中以72號線的載客量較多。有巴士司機反映雙層巴士不適宜行走大埔公路，因為就算在載滿乘客時踏下油門，車速亦很容易超過每小時50公里。她指由於當年運輸署批准雙層巴士行走大埔公路，才需要把車速限制由每小時50公里(即一般鄉郊道路的時速限制)提高至70公里。

(iv) 對於有委員指意外事故與司機的駕駛態度有關，她指乘客根本無法選擇駕車的司機，只能要求巴士公司提供單層或雙層巴士。因此，她希望九巴全面檢討以雙層巴士行走大埔公路是否合適。

(v) 批評九巴未有採納她的意見，更改872及872X號線的編號和調低車資。另外，她要求九巴從安全角度考慮為司機的駕駛態度訂立準則，並向交運會報告。

20. 梅少峰委員表示，是次意外的肇事巴士由兼職車長駕駛，考慮到乘客的安全，他促請九巴考慮改派全職或已經接受特別訓練的車長駕駛如大埔公路般彎多路斜的道路。

21. 任萬全議員指意外事故發生後，他首先提出改用單層巴士行走所有鄉郊及舊路路線，以期減低巴士翻側的機會及意外後乘客難以逃生的情況。另一方面，他指鄉郊巴士路線的載客量不高，因此以單層巴士取代雙層巴士可以騰出雙層巴士資源，以彌補區內其他服務不足的巴士路線，從而提升營運效率，達至雙贏局面，故希望署方認真考慮建議。

22. 任啟邦議員的意見如下：

(i) 對於改以單層巴士行走所有途經大埔公路的巴士路線的建議有所保留。他認為除了大埔公路外，香港尚有眾多彎多路斜的道路，例如東涌道及柴灣道等。當中，東涌道以往只限單層巴士行駛，但經過道路改善後亦有雙層巴士行走。

(ii) 同意需要顧及傷者及死傷者家屬的心情，但認為劃一把行走大埔公路的雙層巴士改為單層巴士的影響可能很大。他續指吐露港公路及屯門公路等亦曾經發生嚴重交通意外，但並不表示有關道路

不適合雙層巴士行走。

(iii) 大埔公路一帶的居民已經沒有太多公共交通工具選擇，例如大埔滘的居民只能選乘九巴 72 或 74A 號線前往九龍。然而，74A 號線目前每小時只有一班車，而 72 號線的班次亦經常爆滿，甚至早在大埔市區已經爆滿。為此，除非巴士公司把巴士數目增加一倍，否則改派單層巴士會令大埔公路一帶的居民更難上車。

(iv) 意外的成因眾多(例如司機的駕駛態度欠佳等)，但貿然以單層巴士取代雙層巴士行走大埔公路的做法會帶來很大影響。他認為假如道路設計出現問題，例如在降速措施生效後雙層巴士的行車安全仍然受到威脅，才應考慮轉用單層巴士。

(v) 林錦公路近嘉道理農場(往大埔方向)及林錦公路山腳近水泥廠位置有一個寫上“巴士必須停此站”的路牌，目的是防止巴士的車速過高，並避免剎車制因長期使用而失效。他認為運輸署可以嘗試推出更多同類措施，並因應交通情況再決定是否劃一改以單層巴士行走大埔公路，是較為合適的做法。

23. 鄧銘泰議員的意見如下：

(i) 感謝運輸署及路政署在意外事故後積極跟進。

(ii) 是次意外或涉及人為因素，不宜在現階段斷定雙層巴士行走大埔公路是否合適。

(iii) 港島區有不少如大埔公路般彎多路窄的道路，他希望相關部門可以全面檢討這些道路是否安全和提升防撞欄設備，以免同類意外再次發生。

24. 許錦年先生指運輸署備悉各委員的意見。

25. 梁家欣女士回應如下：

(i) 事故後九巴已暫停聘用兼職車長，亦採取一系列措施確保車長的質素，例如所有新入職車長均須接受劃一培訓，確保他們符合運輸署及九巴對駕駛公共巴士的要求。

(ii) 九巴將繼續提升對車長的培訓及支援，例如增聘車長訓練學校駕駛導師，而車長的路線訓練包括所有九巴路線(即所有車長駕駛新路線前均須在車長訓練學校接受培訓)。

(iii) 九巴有制度監察車長的表現及駕駛態度，例如分析車上的黑盒數據，以期為車長提供適切訓練或採取處分。

26. 主席表示，部分改善大埔公路的工程項目已經開展，部分則有待進行，因此建議保留這個續議事項，讓運輸署及九巴在下次會議上繼續報告最新進展。

27. 鄧銘泰議員希望運輸署在下次會議上提供文件，以方便委員討論。

28. 主席續指，秘書處近日收到香港專營巴士服務獨立檢討委員會("檢討委員會")的來函，邀請大埔區議會就專營巴士的服務、運作及管理模式提出意見。秘書處在會議前已把有關文件轉發予各委員參閱，亦已把有關文件放在桌上，歡迎各位表達意見。除了在是次會議上發表意見外，秘書處稍後亦會致函各區議員收集意見。

(會後補註：秘書處已在2018年5月11日致函各大埔區議員收集意見。)

29. 為了讓委員有更充足時間準備相關資料作聚焦討論，任啟邦議員建議把此議題交由交運會轄下跟進公共巴士及小巴服務工作小組("工作小組")討論後，才把討論內容轉交檢討委員會參閱。

30. 黃碧嬌議員表示，檢討委員會只給予大埔區議會兩周時間收集意見並不足夠，因此同意把議題交由工作小組討論，亦建議委員在工作小組會議前提交書面意見。

31. 區鎮樺議員指文件的來函日期為2018年5月4日，但檢討委員會要求大埔區議會在5月24日前回覆，扣除所有假期後只有不足20天的準備時間。他認為檢討委員會給予的時間不足，建議交運會致函檢討委員會要求延長回覆限期和尊重大埔區議會。

32. 主席表示，檢討委員會邀請大埔區議會及大埔區議員就專營巴士的服務、運作及管理模式提出意見，如欲收集大埔區議會的意見，則必須召開會議討論。他同意檢討委員會給予的時間不足，交運會需要另行召開工作小組會議討論後，才可提供有關意見。另一方面，他請秘書處稍後致函邀請各大埔區議員以個人名義向該檢討委員會提供書面意見。

33. 黃碧嬌議員表示，由於秘書處需要時間與運輸署及巴士公司代表擬訂開會日期及時間，因此工作小組的會議日期有待確定。她同意先由秘書處致函檢討委員會申請延長回覆限期。

34. 關永業議員表示，工作小組如欲就專營巴士服務及營運制度等方面提出意見，他認為運輸署及巴士公司代表無需在席，亦不合適，因此建議在討論該議題時只安排工作小組成員出席。

35. 任萬全議員指檢討委員會邀請大埔區議會提供意見，但大埔區議會轄下的委員會或工作小組未能代表整個大埔區議會，因此詢問應否留待下次大埔區議會會議或召開特別會議討論有關事宜。

36. 任啟邦議員表示，這份報告的主要目的是指出專營巴士服務及運輸署監管的不足之處，因此同意討論時無需相關代表出席。為避免拖延檢討委員會的調查工作，他認為邀請所有大埔區議員及交運會委員出席工作小組會議以作討論是合適的安排。

37. 文念志委員認為文件的內容令人難以理解，詢問他作為交運會委員及工作小組成員應該向大埔區議會反映意見，再由大埔區議會協助向檢討委員會反映意見，或是只會由大埔區議會向檢討委員會提供獨立意見。

38. 秘書回覆如下：

(i) 他會在會議後向檢討委員會反映各委員的意見，並提出延長回覆限期的要求。

(ii) 秘書處將盡快與工作小組主席擬訂下次會議時間，並邀請所有大埔區議員及交運會委員出席會議，收集各位的意見。

(iii) 秘書處稍後會另行致函邀請各大埔區議員以個人名義向檢討委員會提出書面意見。因應檢討委員會希望在 5 月 24 日前收集各位的意見，秘書請各委員在 5 月 21 日前提出書面意見(如有)。

(iv) 收集工作小組的討論意見及大埔區議員提交的個人意見後(如有)，秘書處會轉發檢討委員會以供考慮。

39. 交運會同意上述安排，並同意在討論這個議題時不會邀請運輸署及巴士公司的代表列席會議。

III. 「人人暢道通行」計劃進度報告—橫跨大埔太和路近太和鄰里社區中心的行人隧道(結構編號 NS154)

(大埔區議會文件 TT 27/2018 號)

40. 主席歡迎路政署主要工程管理處高級工程師姚潮宗先生和工程師張詠欣女士；以及萬利仕(亞洲)顧問有限公司副董事總經理張建強先生和副董事(工程部)陳浩剛先生就是項議程出席會議。

41. 姚潮宗先生介紹文件。陳浩剛先生以簡報形式介紹行人隧道 NS154 的擬建升降機的設計及相關資訊。

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

(DRAFT)

Tai Po District Council
Traffic and Transport Committee
Meeting Minutes of the 3rd Meeting in 2018

Date: 11 May 2018 (Friday)
Time: 2:32 p.m. – 6:50 p.m.
Venue: Conference Room, Tai Po District Council

Present	**Time of Arrival**	**Time of Withdrawal**
Acting Chairman		
Mr WOO Kin-man, Clement	Beginning of the meeting	End of the meeting
Members		
Mr. AU Chun-wah	Beginning of the meeting	End of the meeting
Mr. CHAN Cho-leung, MH	Beginning of the meeting	5:40 p.m.
Mr. CHAN Siu-kuen, MH, JP	Beginning of the meeting	5:04 p.m.
Mr. CHOW Yuen-wai	Beginning of the meeting	6:26 p.m.
Mr. KWAN Wing-yip	Beginning of the meeting	5:22 p.m.
Mr. LAU Yung-wai	Beginning of the meeting	End of the meeting
Mr. LI Kwok-ying, BBS, MH, JP	Beginning of the meeting	End of the meeting
Mr. LI Wah-kwong, Rex	Beginning of the meeting	End of the meeting
Mr. LI Yiu-ban, BBS, MH, JP	Beginning of the meeting	End of the meeting
Mr. LO Hiu-fung	Beginning of the meeting	End of the meeting
Mr. TAM Wing-fun, Eric, MH	Beginning of the meeting	End of the meeting
Mr. TANG Ming-tai, Patrick	Beginning of the meeting	End of the meeting
Ms. WONG Pik-kiu, BBS, MH, JP	Beginning of the meeting	End of the meeting
Mr. YAM Kai-bong, Francis	Beginning of the meeting	End of the meeting
Mr. YAM Man-chuen	Beginning of the meeting	End of the meeting
Mr. YU Chi-wing, Ken	2:36 p.m.	End of the meeting
Co-opted Members		
Mr. AU Chun-ho	2:34 p.m.	5:55 p.m.
Ms. CHAN Wai-ka, Olive	Beginning of the meeting	End of the meeting
Mr. CHEUNG Kwok-wah	Beginning of the meeting	4:42 p.m.
Mr. CHEUNG Kwok-wai	4:45 p.m.	End of the meeting
Mr. LAU Chung-hon	Beginning of the meeting	6:26 p.m.

Mr. MAN Nim-chi	Beginning of the meeting	6:16 p.m.
Mr. MUI Siu-fung	Beginning of the meeting	End of the meeting
Mr. TSANG Hon-man	Beginning of the meeting	End of the meeting
Mr. WAN Hing-choy	Beginning of the meeting	5:30 p.m.
Mr. WU Cheuk-him	Beginning of the meeting	End of the meeting

Secretary

Mr. LEUNG Chung-wa, Alvin Executive Officer (District Council) 1 / Tai Po District Office / Home Affairs Department	Beginning of the meeting	End of the meeting

In Attendance

Ms. LEE Kai-ying, Iris	Assistant District Officer (Tai Po) / Tai Po District Office / Home Affairs Department
Mr. CHAN Tse Ming	Senior Engineer / 2 (North) / Civil Engineering and Development Department
Ms. MAK Pui Yan	Engineer / 19 (North) / North Development Team / Civil Engineering and Development Department
Mr. LEUNG Wai Hung, Dannis	Chief Transport Officer / Boundary / Transport Department
Ms. MA Flora	Senior Transport Officer / Tai Po / Transport Department
Ms. LUI Hiu-fai, Monica	Senior Transport Officer / Bus (New Territories East) / Transport Department
Ms. CHOW Pui Sze, Alice	Senior Transport Officer / Boundary 1 / Transport Department
Mr. LI Kin Yip, Charles	Transport Officer (Tai Po) / Transport Department
Mr. HUI Kam Nin, Henry	Senior Engineer / Project & Tai Po / Transport Department
Ms. PUN Fun Yu, Winnie	Engineer / Tai Po 1 / Transport Department
Mr. CHEUNG Wai-fung	Engineer / Tai Po 2 / TD
Mr. LAM Kai Yuen, Ambrose	Engineer / Infrastructure Projects / Transport Department
Mr. YIU Chiu Chung	Senior Engineer 2 / Universal Accessibility / Highways Department
Mr. HUI Ka-kit	District Engineer (Tai Po) / Highways Department
Ms. CHEUNG Wing-yan	Engineer 2 / Universal Accessibility / Highways Department
Mr. YEUNG Chiu-tim, Louis	Assistant Housing Manager / Tai Po District Tenancy Management Office / Housing Department
Mr. TSUI Yik-fuk	Head, Traffic Wing (Tai Po Police District) / Hong Kong Police Force
Ms. LEUNG Ka-yan	Assistant Manager of Communications and Public Affairs Department / Kowloon Motor Bus Company (1933) Limited

Mr. WONG Tsz-kin	Assistant Manager (Operations), Shatin Depot / Kowloon Motor Bus Company (1933) Limited
Mr. LEE Shut-hang, Imgmar	Senior Officer (Planning and Development) / Kowloon Motor Bus Company (1933) Limited
Mr. CHEUNG Kin Keung, Martin	Deputy Managing Director / Mannings (Asia) Consultants Limited
Mr. Simon CHAN	Deputy Director (Construction Department) / Mannings (Asia) Consultants Limited
Mr. LEE Yu-sau, Terence	Senior Executive Officer (District Council) / Tai Po District Office / Home Affairs Department
Ms. WONG Yu-hang, Anita	Senior Liaison Officer (2) / Tai Po District Office / Home Affairs Department

Applicant for absence

Dr LAU Chee-sing

Absent with Apology

Mr. CHAN Tsz-wah

Committee Member Chairman Dr. LAU Chee-sing is unable to attend due to other commitment. According to clause 35(3) of the "Tai Po District Council Standing Order", the Vice-Chairman Mr. WOO Kin-man, Clement chaired the meeting in the position of Acting Chairman (hereafter called "Chairman").

Opening speech

The Chairman welcomed each committee and representatives from each department to attend the meeting, and declared the following:

(i) Mr. HUI Kam Nin, Henry, Senior Engineer of the Transport Department is welcomed to attend the meeting.

(ii) Dr. LAU Chee-sing is unable to attend due to other matters. He already submitted the notice of absence to the Secretariat. According to clause 51(1) of the "Tai Po District Council Standing Order", the Committee will only approve application for absence if the committee member is physically unwell (including one caused by pregnancy), acting as jury, representing the District Council to attend meetings / activities, attending Legislative Council meeting, attending Executive Council meeting, childbirth or for paternity leave. According to the above Standing Order, his application is not approved.

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I. Confirmation of the minutes of the 2nd meeting in 2018 of the Traffic and Transport Committee on 9 March 2018

(Tai Po District Council Paper No. TT 26/2018)

2. The Chairman said that the Secretariat received an amendment proposal suggested by the Highways Department, details of which are stated in the abovementioned document. There are no other amendment proposals from those who are present at this meeting. The above meeting minutes is approved as amended based on the Highways Department's suggestion.

II. Follow-up on the proposals to improve road traffic safety on Tai Po Road

3. The Chairman welcomed Mr. HUI Kam Nin, Henry, Senior Engineer of the Transport Department, Ms. LUI Hiu-fai, Monica, Senior Transport Officer / Bus (New Territories East) of the Transport Department, and Ms. LEUNG Ka-yan, Assistant Manager of Communications and Public Affairs Department of Kowloon Motor Bus Company (1933) Limited ("Kowloon Bus") to attend the meeting.

4. The Chairman said that the Transport Department had earlier submitted documents to the Committee introducing the latest traffic control measures on Tai Po Road (please refer to Tai Po District Council Paper No. TT 25/2018 for details), and the Secretariat had also sent the same by email on 10 April 2018 to the Members for their reference. Further, the Secretariat had assisted the Transport Department in arranging the Members of this Committee to conduct a site inspection of Tai Po Road with the District Management Committee on 12 April this year, and the Transport Department had explained the traffic control measures to be implemented shortly. He invited the Transport Department to report on the implementation of the various measures.

5. Mr HUI Kam-nin, Henry said that the Transport Department had visited Tai Po Road with the Chairman and Members of the Traffic and Transport Committee ("TTC") together with the District Management Committee, and explained to them the road improvement works proposed by the Department. The current works progress was summarized as follows:

(i) The speed limit of Tai Po Road between Chek Nai Ping to Yung Yi Road had been lowered from 70km/hr to 50km since 27 April this year.

(ii) The Department had raised the safety standard of the traffic sign and road sign of the bend before the affected bus stop, for example adding yellow fluorescent background on the signs to reinforce the reminder and warning to drivers etc.

(iii) The Transport Department and the Highways Department would be widening the bus bay damaged in the accident, at the same time it would build protective barriers, separating bus stop and carriageway, in order to enhance protection to the waiting passengers. The relevant works were expected to be completed in July 2018.

(iv) The Department would further optimize the road junction near Tai Po Mei bus stop (Sha Tin bound), including the addition of dividing island, pedestrian island and appropriate road markings, the relevant works were expected to be completed in August 2018.

(v) The Department would improve the traffic sign and road markings near Hung Lam Drive, Dragon Fountain and Yin Tse Lane, the relevant works were expected to be completed gradually by the end of this year.

6. Councillor YAM Kai-bong hoped to understand the progress of the installation of the speed enforcement cameras and the Department responsible for the installation.

7. Councillor WONG Pik-kiu raised the following questions:

(i) What would be the difference in width and depth of the widened bus bay as compared to now?

(ii) She had suggested the relevant department to consider relocating the lamppost near the bus stop to other places, and hence would like to understand and follow up on the situation.

(iii) After lowering the speed limit from 70km/hr to 50km, whether there had been traffic congestion at the site?

8. Councillor LAU Yung-wai was pleased that some of the traffic hardware ancillary measures on Tai Po Road had been improved, however he thought that improvement on the "software" should not be overlooked, in particular the driving attitude of drivers. He pointed out that in the past decades, serious traffic accident caused by buses were rare on the said road sections, yet his family member was injured in the recent one or two years as a result of the carelessness of bus captains. Hence, he was of the view that the driving attitude of drivers was worthy of concern. He hoped that bus companies would take this accident as an opportunity to seriously reflect, and hoped that the relevant review committee would demand the bus companies to raise the safe driving awareness of drivers.

9. Member MUI Siu-fung welcomed the transport improvement measures implemented by the

Transport Department. In addition, he said that Tai Po Road is a mountain road and has a number of bends. He had earlier suggested the Department to provide deceleration lines on the road surface and believed that it would be useful in reminding drivers to pay attention to the bend in front and thereby reducing the chances of accidents happening. He hoped that the Department would incorporate this recommendation as one of the improvement measures.

10. Member WU Cheuk-him said that it was raised by the Members in the last meeting that some trees on Tai Po Road would block the views of drivers. He wished to understand whether the Department would be conducting tree pruning works.

11. Councillor CHAN Siu-kuen expressed the following opinions:

(i) He thanked that the Transport Department for keeping in contact with him regarding the incident.

(ii) He understood that the Transport Department and the Highways Department had been actively conducting follow-up works in recent months, and had reduced the speed limit to 50 km/hour for the section of Tai Po Road between Chek Nai Ping to Yung Yi Road on 27 April.

(iii) According to the information provided by the Transport Department, the relevant Department would be able to install fixed speed enforcement cameras near Chek Nai Ping by the end of 2018.

(iv) The relevant Department had earlier provided him with the bus stop design plan, after consultation the village head and the villagers of that village also agreed to that design proposal. The works were expected to be completed by the end of July this year.

(v) The optimization works of the road junction near Tai Po Mei Bus Stop (towards Shatin) were expected to be completed by the end of August this year.

(vi) He hoped that the relevant Department would respond to the work progress of the tree pruning works on Tai Po Road (in particular the bends).

(vii) Traffic accident occurred before at the section of Tai Po Road outside Japanese International School (Tai Po), it was therefore hoped that the traffic safety environment of that pedestrian crossing could be improved.

(viii) It was hoped that the Transport Department and the Highways Department would continue to follow up with the works actively and open the bus stop and the relevant facilities for use by the residents as soon as possible.

12. Councillor LO Hiu-fung raised the following questions:

(i) Some passengers had psychological fear for route 872, he asked whether KMB would replace route 872 serving Tai Po Road with route 872X passing Tolo Highway. If KMB decided to retain route 872, whether it would consider assigning single decker buses to serve that route?

(ii) He inquired whether the Police could dispatch more manpower to patrol Tai Po Road and check the vehicle speed before completion of the installation of the speed enforcement cameras.

13. Member MAN Lim-chi hoped to follow up on the comments raised at the last meeting, and inquired what immediate measures the Police would adopt to intercept speeding vehicles, so as to prevent these vehicles from driving out Tolo Highway through the road junctions of Chinese University of Hong Kong, Cheung Shue Tan or Yau King Lane, and that how many road blocks had been set on Tai Po Road by the Police to intercept speeding vehicles since the last meeting. In addition, he pointed out that the Transport Department had installed protective barriers and dividing barriers at the affected bus stop and the Tai Po Mei Village bus stop (Sha Tin bound) opposite, however only the side of the affected bus stop had the road sign "Vehicles prohibited (except for franchised buses)", whereas there was none at the bus stop towards Sha Tin direction. On this, he inquired if vehicle illegally parked at the Tai Po Mei Village bus stop (Sha Tin bound) obstructing the operation of the bus stop, how could the law enforcement department handle this. He continued to ask whether the Transport Department would consider adding "Vehicles prohibited (except for franchised buses)" road sign at the said bus stops simultaneously.

14. Mr. HUI Kam Nin, Henry replied the following:

(i) The Transport Department endeavored to complete the installation of speed enforcement cameras by the end of this year. As to operation matters of the speed enforcement cameras (for example how to prosecute using the speed enforcement cameras), it would be the responsibility of the Police.

(ii) The Department had already listed out the area information of the affected bus stop after reconstruction in Tai Po District Council Paper No. TT 25/2018. The reconstructed bus stop would be widened with a depth of 4.8 metre with protective

barriers installed to enhance safety. Furthermore, the Department would build a 2 meter wide pavement next to the bus stop.

(iii) The Transport Department was arranging with the Highways Department in removing or cutting the trees near the entrance and exit of Tai Po Mei Village, to avoid blocking the views of drivers.

(iv) After the Transport Department installed dividing barriers at Tai Po Mei Village bus stop (Sha Tin bound), it would put up road signs prohibiting vehicles other than buses from driving into the bus stop.

(v) The section of the affected Tai Po Road is a one-lane-two-way road, with no dividing barrier in the middle. After making reference to the relevant research report, the Department was of the view that marking yellow deceleration lines at the affected section might increase the risk of accident and was inappropriate.

(vi) He would later conduct site visit with Counsellor CHAN Siu-kuen outside Japanese International School (Tai Po) and study ways to further improve the traffic safety environment of that spot.

15. Ms. LEUNG Ka-yan replied the following:

(i) Counsellor LAU Yung-wai mentioned that his family member was injured on the bus, she sent her regards on behalf of KMB and would contact Counsellor LAU after the meeting to follow up on that.

(ii) She stressed that all KMB bus captains had to undergo stringent and continuous training, including driving training and route training etc. Further, KMB would continuously enhance training and support to bus captains, for example hiring bus captains training school driving instructors and improving the road training etc.

(iii) After the accident, KMB had already arranged single decker buses to serve route 872, and would keep in contact with the Transport Department to discuss the future operation arrangement of that route.

16. Mr. TSUI Yik-fuk responded as follows:

(i) After the Transport Department's installation of the speed enforcement cameras, the daily operation of the device will be handled by the Police Department and the

Police Department will utilize the speed enforcement cameras to collect evidence and prosecute speeding drivers. Before the completion of installing the speed enforcement cameras, the Tai Po Police District (including Northern New Territories Traffic Execution Management Team and Special Dispatch Unit) will patrol and enforce the laws along Tai Po Road from time to time, amongst which is setting up of road blocks, enforcement of vehicle speed, conducting anti-crime activities, intercepting vehicles that are modified and damaged, etc.

(ii) The Police Department is currently collating the figures for the relevant actions and prosecutions and the information will be provided to the Secretariat later.

(Post-meeting note: the Police Department has submitted supplemental information to the Secretariat after the meeting. For details please refer to attachment 1).

17. Councillor TANG Ming-tai, Patrick opined as follows:

(i) It is hoped that the Transport Department can provide the plans to allow the committee to understand the relevant traffic improvement measures.

(ii) He inquired the specific road sections where the speed limit is 50km per hour. He is of the opinion that if the relevant road section is too long there may be opinion in opposition.

(iii) Suggested the Department to consider laying anti-skid dressing on the road surface.

(iv) The location of the vehicle entrance at Tai Po Mei Village is relatively steep. He asked the Department whether this can be improved to take into account the safety of the drivers and to avoid obstructing their views around that road intersection.

18. Mr. HUI Kam Nin, Henry responded as follows:

(i) The road section that has the speed limit lowered to 50km per hour is the section of Tai Po Road between Chek Nai Ping and Yung Yi Road.

(ii) After inspection, the Transport Department and Highways Department considered that the road surface condition where the accident took place is good and no occasions have been observed where, due to damage of road surface, there is skidding of tyres or that there is insufficient friction. The Department will continue to monitor the road surface.

(iii) The Transport Department has invited the Highways Department to inspect the tree branches on the side of the vehicle entrance at Tai Po Mei Village and where necessary, arrangements will be made to remove or trim them to improve the views of the drivers. After work in relation to this aspect is completed, the Department will inspect the above road intersection again and study and see whether there is room for any other improvement.

(iv) After the speed limit of the relevant road section is lowered from 70km to 50km per hour, the Transport Department has not observed occasion of traffic congestion. Because the relevant measure will only increase the driving time by one to two minutes, the Department believed it will not lead to traffic congestion.

19. District Councillor WONG Pik-kiu's opinions and requisitions are as follows:

(i) e the measure of lowering the speed limit to 50km/ hour has come into effect, she has received feedback from school coach drivers, bus drivers and traffic accident victims who have now recovered (former bus drivers) respectively.

(ii) Some bus coach driver reflected that, if a bus coach accelerates when it is not fully loaded with students, the speed will easily exceed 50 km/ hour. Therefore, she hoped that the Department would pay attention that whether this speed limit measure has affected the operation of school coaches or not.

(iii) At present, both KMB Routes 72 and 74 both run by Tai Po Highway and Route 72 has a higher passenger load. Some bus driver reflected that double decker buses are not suitable to operate on Tai Po Highway, since the speed limit will easily exceed 50km/hour even the bus is accelerated when not at a full capacity. She pointed out that it was because of the Transport Department's approval of the operation of double decker buses to operate on Tai Po Highway that the speed limit was required to be raised from 50km/hour (i.e. the speed limit of general suburb roads) to 70km/hour.

(iv) Some committee members suggested that the traffic accident was related to the driving attitude of drivers. She pointed out that the passengers could not choose the operating drivers, and could only request the bus companies to provide single decker or double decker buses. Therefore, she hoped that KMB can conduct a comprehensive review on whether double decker buses are suitable to operate on Tai

Po Highway.

(v) she criticized that KMB has not adopted her opinions in amending the numbering of Routes 872 and 872X and adjusting the bus fare. In addition, she has requested KMB to set up guidelines on the driving attitudes of bus captains from the safety perspective and report to the Traffic & Transport Committee.

20. Committee Member MUI Siu-Fung indicates that, the subject bus involved in this accident was operated by part-time bus captains. Considering the safety of passengers, he urged KMB bus captains to consider allocating full-time bus captains or those bus captains who have received special training to drive on roads with steep slopes and turns like Tai Po Highway.

21. District Councillor YAM Man-chuen pointed out that since the occurrence of the traffic accident, he first suggested adopting single decker buses to operate on all suburb and old bus routes, in order to reduce the chances of buses turning over and the situations of difficult escape of passengers. On the other hand, he points out that the passenger load of the suburb bus routes is not high and therefore operating on single-decker buses instead of double-decker buses can spare out resources of double decker buses, in order to supplement other bus routes in the district with insufficient service, so as to improve operation efficiency to reach win-win situation, and it is hoped that the Department will seriously consider the proposal.

22. District Councillor YAM Kai-bong's opinions are as follows:-

(i) He was reserved on the proposal of changing to use single decker buses for those routes passing through Tai Po Highway. He considers that apart from Tai Po Highway, there are still many roads with slopes and turns, such as Tung Chung Road and Chai Wan Road etc. Amongst which, only single deck buses can operate on Tung Chung Road, double decker buses can however operate on the roads after the road improvement measure.

(ii) He agreed that it is necessary to take care of the feelings of the dead, injured and the families. However, the impact may be significant in consistently changing the double decker buses to single decker buses on operating on Tai Po Highway. He continued to indicate that serious accidents had occurred on Tolo Harbour Highway and Tuen Mun Highway etc. but it does not mean that the said road sessions are not suitable for operating double decker buses.

(iii) Residents along the Tai Po Highway already do not have too much public transport as options, for example residents in Tai Po Kau can only take KMB Routes 72 or 74A to Kowloon. However, bus service of Route 74A only operates hourly and the

bus frequencies of Route 72 are often at full capacity, even as early as reaching Central Tai Po. Therefore, unless the bus companies double the number of buses, otherwise operating on single decker buses will only make residents along Tai Po Highway more difficult to get on buses.

(iv) There multiples causes of accidents (such as the poor attitudes of bus captains etc). Merely adopting single decker buses instead of double decker buses will cause significant impact. He considers that only if the road design is problematic, e.g. the safe operation of the double decker buses is still threatened after the reduction of measure of reducing speed limit has come into effect, that single decker buses should be adopted for use.

(v) Signs of "buses must stop at this stop" have been set up at Lam Kam Road near Kadoorie Farm (towards Tai Po direction) and Lam Kam Road near the cement factory, in order to prevent the excessive speed of buses, and prevent the loss of effect of the brakes due to lack of use for long. He considered that the Transport Department can try to launch more similar measures and subject to traffic situations decide whether to consistently change to single decker buses to run on Tai Po Highway, which is a more appropriate way.

23. District Councillor Tang Ming-tai's opinions are as follows:

(i) Thanks to the Transport Department and the Highways Department for actively following up after the accident

(ii) This accident may involve human factors and it is not appropriate to determine at this stage whether double decker buses are suitable to operate on Tai Po Highway.

(iii) There are many narrow roads with turns like Tai Po Highway on Hong Kong Island. He believed that the relevant departments can comprehensively review whether these roads are safe and improve the equipment of crash cushions, to prevent the occurrence of similar accidents.

24. Mr. Hui Kam-lin suggested that the opinions of the Transport Department are noted.

25. Madam Leung Ka-yan replies as follows:

(i) After the accident, KMB has ceased to employ part-time bus captains and have adopted a series of measures to ensure the quality of bus captains, such as all new bus captains all have to receive the same training, to ensure that they comply with the requirements of the Transport Department and KMB on driving public buses.

(ii) KMB will continue to improve to the training and support of the bus captains, such as increasing the hires of instructors of driving training school and the training routes of bus captains include all KMB routes (i.e. all new bus captains must receive training at the bus captain training school before driving new routes).

(iii) KMB has a system in place to monitor the performance and driving attitude of the bus captains, for example, analyzing the data on black box, in order to provide appropriate training or take disciplinary actions for the bus captains.

26. The Chairman expressed that, some of the improvement projects of Tai Po Highway has developed, some of them are yet to progress, therefore it is proposed to keep this to be discussed item, so that the Transport Department and KMB will continue to report the latest development in the next meeting.

27. District Councillor Tang Ming-tai hoped that the Transport Department will provide documents in the next meeting to facilitate committee members' discussion.

28. The Chairman continued to point out that, the Secretariat has received a letter from the Independent Review Committee on Hong Kong's Franchised Bus Service (the "Review Committee") to invite the Tai Po District Council to provide opinions on the service, operation and management model of the franchised bus service. The Secretariat has circulated the relevant documents to the committee members for reference prior to the meeting and also placed the same on the desk. Expression of opinions are welcome. Other than expression of opinions in this meeting, the Secretariat will also write to collect opinions from the respective District Councillors in due course.

(Notes: The Secretariat has written to the Tai Po District Councillors on 11 May 2018 to collect their opinions.)

29. In order to provide sufficient time to prepare for relevant information for focused discussion, District Councillor YAM Kai-bong proposed to pass on the topic to the Work Unit of Public Transport and mini bus service ("Work Unit") under the Transport and Traffic Committee for discussion, so that they can pass the discussions contents to the Review Committee for discussion.

30. District Councillor WONG Pik-kiu expressed that the Review Committee only gave the

District Council two weeks' time for collection of opinion which was insufficient and therefore agreed to pass on the topic to be discussed by the Work Unit and proposes the Committee Members to submit written opinions prior to the Work Unit meeting.

31. District Councillor Au Chun-wah pointed out that the letter was dated 4 May 2018 and the Review Committee requested for a reply by 24 May, which left only 20 days' preparation time after deduction of holidays. He considered that the Review Committee had not given enough time and proposed that the Traffic & Transport Committee to request for an extension of time for reply and respect the Tai Po District Council.

32. The Chairman expressed that, since the Review Committee invited the Tai Po District Council and Tai Po District Councillor to raise opinions on the service, operation and management model of franchised bus services. If the opinions of the Tai Po District Councillor are to be collected, a meeting must be convened for discussion. He agrees that if the time given was not sufficient, the Traffic & Transport Committee would need to summon a Work Unit meeting for discussion before the relevant opinions could be provided. On the other hand, he invites the Secretariat to write to the respective Tai Po District Councillors to provide written opinions in personal names to the Review Committee.

33. District Councillor WONG Pik-kiu indicated that since it takes time for the Secretariat to fix a meeting date and time with the Transport Department and the bus company representatives, the date of the meeting of the Work Unit is to be confirmed. She agrees that the Secretariat would write to the Review Committee to apply for an extension of deadline for reply.

34. District Councillor KWAN Wing-yip indicated that if the Work Unit would like to raise opinions on the service and operation system of franchised buses, he considers that representatives from the Transport Department and bus company was not required to be present and also inappropriate. Therefore it was suggested that only members of the Work Unit should be present when discussing the said topics.

35. District Councillor YAM Man-chuen indicated that the Review Committee has invited the Tai Po District Council to provide opinion but the committees or work unites under the District Council cannot represent the whole Tai Po District Council, therefore enquires if they should be left to the next meeting of District Council or a specially convened meeting for discussion.

36. District Councillor YAM Man-chuen expressed that, the main purpose of this report is to point out the inadequacies in the franchised bus service and regulation of Transport Department, and agrees that the relevant representatives are not required to attend the meetings for discussion. In order to avoid delay of the Review Committee's investigations, he considers inviting all Tai Po

District Councillor and committee members of Traffic & Transport Committee to attend the Work Unit meetings for discussions is an appropriate arrangement.

37. Committee Member Man Lim-Chi commented that the contents of this document is intriguing and enquired whether he, as a committee member of the Traffic & Transport Committee and a member of the Work Unit, should reflect his views to the Tai Po District Council and then Tai Po District Council would assist to channel to the same to the Review Committee, or just provide independent opinions to the Review Committee.

38. The Secretariat replies as follows:

(i) He will reflect the opinions of the respective committee members to the Review Committee after the meeting and propose the request for an extension of deadline for reply.

(ii) The Secretariat will fix the time of the next meeting with the Chairman of the Work Unit as soon as possible, and invite all Tai Po District Councillors to attend the meetings for collecting opinions.

(iii) The Secretariat will write to the respective District Councillors to invite them to provide written opinions to the Review Committee under personal names. Since the Review Committee hopes to receive the members' opinions before 21 May 2018, the Secretariat invites the respective committee members to provide the written opinions before 21 May 2018 (if any).

(iv) Collect the discussion opinions of the Work Unit and the personal opinions submitted by District Councillors (if any), so that the Secretariat will forward the same to the Review Committee for consideration.

39. The Traffic & Transport Committee agreed to the above arrangement, and agreed that when discussing the above topic, representatives from the Transportation Department and the bus company will not be invited to attend.

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(二) <u>要求加快在林村鄉公所路增設巴士站</u>

81. <u>潘歡愉女士</u>報告，她曾經在本年 3 月下旬與陳灶良議員實地視察林村鄉公所路，知悉陳議員希望在該處增設一個臨時巴士站。運輸署在視察後已經檢視有關建議是否可行，包括研究不同型號巴士需要的轉向空間／軌跡、巴士行車所需的空間及附近的環境因素等。為確保巴士有足夠的行車空間，她亦已聯絡運輸管理組的同事安排巴士前往現場試路。由於增設臨時巴士站需

要調動巴士路線並涉及非運輸署管理的土地範圍，運輸署將繼續聯同陳議員、相關部門及巴士公司等代表一同到現場商討有關安排。

82. 馬芳蘭女士表示，由於平日沒有巴士使用林村鄉公所路的空地位置作為巴士站，只有在假日或林村有節慶活動時才開放作為 63R 號線的臨時巴士站，因此運輸署將約同當區區議員、警方及巴士公司代表到場視察，共同商討在平日使用林村鄉公所路作為臨時巴士站的運作細節及安排(例如巴士行駛路線及乘客排隊位置等)，有進一步消息便會向委員會報告。

(會後補註：運輸署已於 2018 年 6 月 12 日聯同警方、巴士公司代表、當區區議員及村代表到場視察及商討有關安排。)

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(八) 擴闊太和巴士站停車灣

125. 張偉鋒先生表示，運輸署已經重新檢視擴闊太和巴士站停車灣的工程計劃。平衡工程的優劣後，署方決定進行上述工程，並已經向路政署發出施工指示，亦會密切留意工程完成後的情況。

126. 鄧銘泰議員希望運輸署可以盡早向委員提供上述工程的施工時間表。

127. 許家傑先生補充，路政署收到相關的施工指示後，預計可以在六個月內完成有關工程。

128. 周炫瑋議員期望可以盡快看到工程有所進展，希望署方能向相關區議員提供工程時間表。

129. 鄧銘泰議員希望署方在提供工程時間表時可以一併提供臨時交通安排的資料。

130. 張偉鋒先生回應，路政署收到運輸署發出的施工指示後，便會制訂工程期間的臨時交通安排，並交由相關部門審閱。

131. 許家傑先生補充，工程期間的臨時交通安排由路政署的承建商負責制訂。他會要求承建商把臨時交通安排提交運輸署及警方審批前，首先諮詢相

關區議員的意見。

(九) 在林錦公路迴旋處加設巴士站

132. 潘歡愉女士表示，運輸署已就上述工程制訂方案，預計上述車站日後可供公共巴士、小巴及的士使用。署方現正商討各種公共交通工具在上述車站的分配情況，日後將根據商討結果適當地調整方案的設計。

133. 馬芳蘭女士表示，運輸署提出車站的初步設計方案時仍未有長 12.8 米的巴士及 19 座專線小巴。由於上述車站空間較細，因此署方亦正努力嘗試修訂車站的設計(例如擴大車站或改善停車灣的設計等)以善用車站空間。目前，署方已經另行準備兩個車站設計草圖，並計劃在稍後時間聯絡當區區議員商討如何改善車站設計，從而善用車站空間。

134. 鄧銘泰議員指他與陳灶良議員同樣關心這個巴士站的進展，因此希望運輸署可以盡快向他們提供最新的設計方案。

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XI. 工作小組報告

(一) 跟進公共巴士及小巴服務工作小組

142. 工作小組主席 黃碧嬌議員 報告如下：

(i) 上述工作小組已經在 2018 年 4 月 9 日召開本年度第三次會議，繼續討論 2018-19 年度大埔區巴士路線計劃，以及跟進區內部分公共巴士及小巴的服務。

(ii) 公共巴士服務方面，工作小組與運輸署及巴士公司跟進 N373、73B 及 271 號線系列的服務改善建議。此外，亦有成員要求運輸署檢討大埔中心巴士總站的規劃和改善地上的標記，以期優化巴士站的運作。

(iii) 專線小巴服務方面，工作小組討論 20K 及 502 號線的服務改善建議。此外，有成員關注小巴飛站及部分短途路線車資過高的情況。

(iv) 工作小組將繼續跟進上述巴士及小巴路線的情況，如有實際改動將向委員會報告。

(二) 改善鄉郊主要道路工作小組

143. 工作小組主席鄧銘泰議員報告，上述工作小組近期沒有召開會議，待下次會議日期落實後，秘書處將通知成員出席。

(三) 道路、交通安全運動及單車網絡發展工作小組

144. 胡健民議員以工作小組主席身分報告，上述工作小組近期沒有召開會議，待下次會議日期落實後，秘書處將通知成員出席。

XII. 其他事項

(一) 九巴第 271 號線伸延至西九龍的建議

145. 主席表示，秘書處早前已通過電郵把相關資料(見附件三)轉發各委員參閱，亦已把文件放在會議桌上，以方便委員討論。

146. 馬芳蘭女士介紹文件。她指運輸署在本年 1 月 12 日的交運會會議上，提出把 271 號線位於尖沙咀的總站由廣東道遷往西九龍，以方便大埔居民前往西九龍。由於西九龍一帶有不少工程項目正在進行，因此具體路線待工程完成並由巴士公司進行試路後才可確定。她稱 271 號線延伸至西九龍後，巴士的收費及班次服務將維持不變，有需要時九巴亦會適當增加巴士資源，確保 271 號線的服務水平不受影響。

147. 李述恆先生表示，九巴致力在 271 號線的總站遷往西九龍後維持現有的服務水平，亦希望藉是次會議收集委員對有關調動的意見。

148. 胡綽謙委員表示，他不反對九巴把 271 號線的尖沙咀總站遷往西九龍，但延長路線後乘客數量將會增加，而目前 271 號線在平日的繁忙時間有大量乘客，擔心延伸後巴士在廣東道已經滿座，在其他車站上車的乘客只能站立返回大埔。他詢問九巴會否在遷移總站後密切監察載客情況，並按實際情況隨時加派巴士在繁忙時間接載乘客。此外，他指路線如延伸至西九龍高鐵站，乘客或會攜帶行李乘搭巴士，因此詢問 271 號線的車輛種類能否照顧這方面的需要。

149. 區鎮樺議員表示，現時討論此項建議較為倉卒，認為在交運會轄下跟進公共巴士及小巴服務工作小組(“工作小組”)另行詳細討論較為恰當。他指未有遷移總站的建議前，工作小組亦曾經討論更改 271 號線的行車路線(例如

不經廣華醫院)，因此希望可以在工作小組一併檢討271號線的行車路線。

150. 任萬全議員的意見及提問如下：

(i) 數年前曾經討論把271號線的總站遷往西九龍，但因為當時西九龍一帶的道路情況未明朗而擱置。

(ii) 271號線目前位於尖沙咀廣東道總站的路旁泊位問題已經出現一段時間，如找到其他位置作為271號線的總站，相信會有助班次穩定，然而他認為現階段需要了解市民對這個遷站建議的看法。

(iii) 礙於西九龍一帶的乘客需求尚未明朗，建議署方以試行方式遷移總站。

(iv) 署方目前提供的資料相對簡單，相信只屬初步諮詢，詢問署方有沒有落實這個建議的具體時間表。

(v) 建議可以同時試行把271X號線的總站遷往西九龍，以解決廣東道擠塞及車站泊位的問題。

151. 梅少峰委員的意見及提問如下：

(i) 271號線平日班次最長為每14分鐘一班，擔心延長路線後未能維持現有的服務水平，詢問九巴會否為這條路線增加巴士資源。

(ii) 日後乘坐271號線前往高鐵站的乘客極可能攜帶行李箱，屆時或會衍生一連串問題，例如大型行李能否上車等，如沒有妥善處理，會引起車長與乘客之間的矛盾，希望九巴周詳考慮行李方面的安排。

(iii) 建議以試行方式推行271號線遷站建議，半年或一年後再作檢討。

152. 陳蔚嘉委員的意見及提問如下：

(i) 同意時間倉卒，建議把題述建議留待工作小組再詳細討論。

(ii) 假如行車暢順，271號線目前由大埔開往尖沙咀需時約45分鐘，伸延至西九龍後是否需要多30分鐘？

(iii) 乘客的候車時間會否因而增加？

(iv) 九巴能否在遷站後維持目前的服務水平？

(v) 九巴會否為271號線增加巴士資源？如會，將會增加多少？

(vi) 下班時段西九龍至廣東道的路段經常擠塞，署方及九巴如何確保271號線的服務水平在遷站後不受影響？

(vii) 目前271號線駛至旺角時已經有大量乘客，乘客難以上車，她不希望尖沙咀的乘客日後亦難以上車。

(viii) 延伸路線至高鐵西九龍站後，271號線將會有更多攜帶行李的旅客乘坐，認為會改變271號線的性質，影響平日上班及上學的大埔居民。

(ix) 就上述提問，她認為運輸署應提供詳細資料以作說明。

153. 周炫瑋議員指他的意見與其他委員相近，其中較大的憂慮是271號線在繁忙時間有大量乘客，一般在油麻地已經滿座，因此當初才另設271X號線疏導乘客。他指延長271號線的路線會增加乘客，加上行李方面的問題，將為271號線的服務帶來隱憂。他希望了解署方會以什麼方式試行落實這個遷站安排，日後乘客量大增又會如何處理。他認為不應倉卒作出決定，應讓委員了解市民的意見後再安排在工作小組討論。

154. 任啟邦議員的意見及提問如下：

(i) 運輸署提交的諮詢文件過於簡單，格式並不正規，亦未有具體列出額外行車時間等資料，認為不能接受。

(ii) 同意271號線在廣東道路旁設置總站的效果並不理想。他指目前該處只可停泊約三輛巴士，詢問如把總站遷往可以停泊較多巴士的地方，能否令班次更為穩定，以及如不搬遷會有什麼影響。

(iii) 以271號線在富亨總站的情況為例，指由於該處可讓較多巴士停泊，因此車長可以隨時候命準備開車，反之廣東道路旁連備用巴士停泊的空間亦不足，詢問九巴會否因此影響車務運作。

(iv) 希望運輸署現階段能夠評估遷站建議對行車時間的影響，並安排委員登上巴士實地試行新路線，從而了解實際的行車情況。

(v) 質疑諮詢文件採用的地圖有誤。他指柯士甸站附近有一條新隧道，而西九龍一帶亦有很多新道路，因此希望署方做好諮詢工作，並讓委員相信延伸271號線的路線後，不會對現有的班次及服務時間有任何影響。

155. 譚榮勳議員的意見如下：

(i) 由於有車輛違例停泊在廣東道路旁，令巴士難以駛入車站，加上曾經有巴士司機因為在車站範圍外上落客而遭票控等，因此理解271號線的廣東道總站存在不少問題，認為有關安排甚為差劣。

(ii) 基於以上情況，運輸署另覓地方重置 271 號線的總站，將有助改善現時的運作問題，而他亦願意詳細探討和共同研究改善方法。但他指現時署方遷站的目的並非如此，而是配合高鐵站啟用。

(iii) 根據新路線的設計，271 號線將要迂迴地從油麻地經尖沙咀(太空館附近)再返回西九龍一帶，並不理想。如署方延伸 271 號線的目的只是方便大埔居民來往高鐵西九龍站，他認為署方可以另行安排接駁巴士服務，並採用更直接的走線，例如由奧運站經青沙隧道往返大埔等，既不影響上班人士，亦可為往來高鐵站的乘客提供更直接的路線。

(iv) 271 號線的廣東道總站鄰近中港城，現時亦有旅客攜同行李乘坐往來大埔，但該線的巴士車箱設計並不如機場巴士般有充足空間擺放行李，對乘客造成不便。271 號線日後延伸至西九龍後，將會有更多攜帶行李的乘客，如不妥善解決將影響其他乘客及行車安全。

(v) 預期在延長路線後，行車時間及客量將有所增加，如九巴不增加巴士資源行走 271 號線，實在難以令人接受建議方案。

(vi) 希望署方及九巴提供詳細資料說明延長路線的影響。如無足夠資料，他難以決定是否支持署方提出的遷站建議。

156. 劉勇威議員 的意見如下：

(i) 批評諮詢文件的格式簡陋，內容亦欠具體。他認為目前討論有關建議並不合適，應在下次委員會會議上或工作小組另行討論。他並希望署方向委員會提交文件時注意應有格式。

(ii) 署方提供的資料含糊，例如他不清楚“服務維持不變”的意思是會否增加巴士資源。此外，如不增加巴士資源又如何維持現有的服務時間？

(iii) 271 號線擬新增的路段(西九龍至廣東道)在繁忙時間經常擠塞，署方理應進行交通評估及試行後才諮詢委員會。

(iv) 署方早前已建議新增另一條巴士路線，由上水開出經大埔及沙田等地前往高鐵西九龍站，為何仍要延伸 271 號線至西九龍？

(v) 署方如要滿足乘客往來大埔及高鐵西九龍站的需求，為何不直接新增一條獨立的巴士路線？

(vi) 認為 271 號線的服務已經飽和，不應再作任何重大修改。

157. 羅曉楓議員 認為區議會的主要職能是讓部門徵詢意見，署方進行諮詢時應提交正式文件或簡介等參考資料，而文件的格式亦須工整，否則令人感覺

誠意欠奉，亦不能期望議會能夠提出恰當的意見。此外，他指 271 號線歷史悠久，是大埔區的傳統巴士路線，而乘客主要是前往油尖旺一帶上班的人士，因此認為在沒有足夠資料的情況下或為方便旅客前往高鐵站而改動路線並不合適。為達至更佳效果，他認為署方應另行開設直接往來大埔及西九龍的巴士服務，用不同巴士線接載旅客及上班人士。

158. 黃碧嬌議員 的意見如下：

(i) 綜合委員的意見，他們普遍不希望把 271 號線延伸至西九龍。

(ii) 柯士甸站一帶的工程尚未完成，交通擠塞，不宜把乘客帶到西九龍。

(iii) 建議暫時擱置有關建議，並把這個議題交由工作小組繼續討論，直至有共識時才修改路線。

(iv) 假如班次服務及時間不變但行車路線延長，必定會造成延誤。

(v) 尖山隧道出口附近加設了一條通往西九龍方向的隧道，車輛繞經該處便能迅速前往高鐵西九龍站。由於 272X 號線途經大角咀一帶，如須加強大埔往來西九龍的服務，她建議署方考慮延伸 272X 號線至圓方一帶，而此舉亦能方便乘客在該處轉乘其他巴士前往港島，作為 307 號線以外的其他選擇。

(vi) 認為運輸署建議延伸 271 號線的目的有欠清晰。如為了加強大埔往來西九龍的巴士服務，不應選擇和修改 271 號線；如為了改善廣東道總站的問題，亦應先考慮利用中港城巴士總站是否可行。因此，271 號線延伸至西九龍並不合適。

159. 馬芳蘭女士 回覆如下：

(i) 由於運輸署在本年 1 月 12 日的會議上已經提出有關建議，是次提交補充資料的原意只是方便她向委員講解有關安排及地理位置，澄清文件只屬參考資料，並非正式諮詢文件。

(ii) 延伸 271 號線可以擴大服務範圍和解決廣東道總站的問題。

(iii) 由於容易被其他車輛阻塞亦沒有足夠空間停泊備用車輛，路旁巴士總站較難控制巴士班次。如把這些路旁總站遷往正式巴士總站，不論在站長調配資源或停泊備用車等方面，都有助改善服務水平。

(iv) 希望了解委員會原則上是否支持把 271 號線的總站遷至西九龍。

(v) 西九龍一帶有不少道路工程正在進行，運輸署需待所有道路工程完成後才可安排巴士試路，並因應屆時的交通狀況計算出實際行

車時間，因此現階段未能提供有關資料。儘管如此，不論日後的行車時間及乘客需求如何，九巴均承諾相應增加巴士資源，確保當前的服務水平不受影響。

(vi) 相信在西九龍一帶上班的大埔居民亦可受惠於這次延伸路線建議，而是次改動亦可為大埔居民提供多一個前往西九龍的選擇。

(vii) 委員日常可以通過不同途徑就巴士路線向運輸署提供意見。就271號線的服務而言，九巴近年推出了不少特別服務，例如271B號線亦已伸延至白石角一帶服務該區居民。

160. 李述恆先生回應如下：

(i) 由於改動路線將增加車程，九巴已預留巴士資源，確保271號線的總站遷往西九龍後能夠維持現有的服務水平。

(ii) 如日後使用271號線前往高鐵西九龍站的乘客量增加，而屆時的服務水平又不足以應付需求，九巴樂意提升服務以應付需要。

(iii) 如高鐵西九龍站的乘客眾多而影響佐敦及尖沙咀一帶的乘客，九巴會考慮相應增加在半島酒店開出的短途特別班次和271X號線的班次，以期減低對佐敦及尖沙咀一帶乘客造成的影響。

161. 黃子健先生表示，271號線在廣東道的巴士總站經常被其他車輛阻塞，同時間只能停泊約三輛巴士，而車站附近亦沒有供車長使用的洗手間及休息室，種種因素均容易影響班次服務。九巴一直積極為271號線尋找其他地方作為總站，而中港城巴士總站亦是考慮之一，但巴士在該總站駛出後需要繞經一大段路才能返回廣東道，因此並不合適。把271號線的總站遷往西九龍是九巴與運輸署商討後提出的建議，希望委員提供意見以改善方案。

162. 區鎮樺議員認為目前仍然有很多不明朗的因素(例如車程時間及西九龍一帶的道路情況未明朗)，在資料不足的情況下亦難以決定，因此建議署方準備相關資料，在工作小組再作討論。

163. 任啟邦議員的意見及提問如下：

(i) 同意在未有詳細資料的情況下難以討論。

(ii) 詢問署方急於諮詢委員會的原因為何，以及署方是否需要為271號線在西九龍巴士站預留位置。

(iii) 詢問可否調動部分以天星碼頭作為巴士總站的巴士路線，並把總站遷往西九龍，從而騰出位置用作271號線的總站。

164. 馬芳蘭女士回應如下：

(i) 巴士總站的資源分配緊迫，而西九龍一帶有很多新發展項目，不同巴士路線各有訴求，即使在油尖旺區的巴士路線亦希望爭取到更理想的巴士總站。就上述情況，雖然目前未有具體的車程時間等資料，但她亦希望委員會能夠確定原則上是否同意把 271 號線的總站遷往西九龍，至於日後的運作安排細節可以容後檢討。

(ii) 運輸署需要預留時間平衡各區訴求和整理西九龍巴士總站的路線安排，加上工作小組的會期尚未落實，因此她希望委員會考慮署方的建議，而署方亦樂意在會議後向委員提供補充資料。

165. 區鎮樺議員相信沒有委員反對運輸署為 271 號線在西九龍巴士總站預留位置，但強調這並不代表委員會同意署方把 271 號線的總站遷到該處。他表示，如最終討論後決定不調遷 271 號線的總站，運輸署亦可騰出 271 號線於西九龍巴士總站的位置予其他巴士路線。

166. 主席因應大部分委員的意見，要求署方提供更具體資料，並把這個議題交由工作小組另行討論。

(會後補註：秘書處已於 2018 年 6 月 4 日經電郵將有關補充資料轉發各交運會委員。)

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

XIII. 下次會議日期

171. 主席宣布，下次會議訂在2018年7月13日(星期五)下午2時30分舉行。

172. 議事完畢，會議在下午6時50分結束。

大埔區議會秘書處
2018年6月

附件一

有關大埔公路執法行動數字

(2018 年 1 至 4 月)

隨機呼氣測試 行動	**結果**
18次	預檢呼氣測試人數：515人 拘捕：2人 (酒後駕駛)

反超速駕駛行動	**結果**
3次	數碼雷達車速偵察機 **定額罰款(刑事訴訟)條例 Pol. 570** 以比速度限制高出每小時15公里或以下的速度駕駛：10宗 以比速度限制高出逾每小時15公里的速度駕駛：5宗 以比速度限制高出逾每小時30公里的速度駕駛：1宗

汽車檢驗行動	**結果**
1次	汽車檢驗 (即場拖往驗車中心)： 11次 發出欠妥車輛報告：6次

警務處

2018 年 6 月

840-63

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Attachment 1

Enforcement Figures relating to Tai Po Road
(January to April 2018)

Random Breath Test Action	**Results**
18 times	Number of Pre-screening tests: 515 persons Arrested: 2 persons (Drink driving)

Action against speeding	**Results**
3 times	Digital radar speed detectors **Fixed Penalty (Criminal Proceedings) Ordinance Pol. 570** Driving in excess of speed limit by 15 km/hour or less: 10 cases Driving in excess of speed limit by more than 15 km/hour: 5 cases Driving in excess of speed limit by more than 30 km/hour: 1 case

Vehicle Examination Action	**Result**
1 time	Vehicle examination (Towed to vehicle examination centre on the spot): 11 cases Defective vehicle report issued: 6 cases

Hong Kong Police Force
June 2018

附件二

有關吐露港公路檢控數字

(2018 年 1 至 4 月)

定額罰款(刑事訴訟)條例 Pol. 570	
沒有遵從使用右邊行車線的限制	8宗
在快速公路上沒有在車路的左邊行車線上駕駛	61宗
在其他車輛的左邊超越該車輛	7宗

警務處

2018 年 6 月

九巴第 271 號線伸延至西九龍的建議

為方便大埔居民往來西九龍，運輸署建議將 271 號線於尖沙咀的總站由廣東道遷往西九龍站巴士總站。該線現時的班次、服務時間及收費將維持不變。詳細的路線及總站位置，請見附件。

九巴第 271 號線伸延至西九龍的建議
(九龍方向服務)

圖例：

現時 271 行車路線

建議 271 行車路線

註：中途站位置待定

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九巴第 271 號線伸延至西九龍的建議
(大埔方向服務)

圖例：

現時 271 行車路線

建議 271 行車路線

註：中途站位置待定

840-68

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Fw: 回覆：邀請大埔區議會向香港專營巴士服務獨立檢討委員會提供進一步資料

10.07.2018 12:38

From: Trazy HY LEE/HAD/HKSARG@HAD
To: Justin YT TO/IRC-BUS/HKSARG@CSO,
Cc: Terence YS LEE/HAD/HKSARG@HAD
Date: 10/07/2018 12:32
Subject: 回覆：邀請大埔區議會向香港專營巴士服務獨立檢討委員會提供進一步資料

Dear Justin,

As requested, the letters TPDC member CHAN Siu-kuen sent to TD and Police on 5 June 2017 and the reply from Police are attached for your translation. According to Mr Chan, TD did not give him a written reply.

20180212143108475.pdf 20180212143102872.pdf 20180212143051792.pdf

We are still awaiting response from a DC member, thus we will provide a written reply to the other enquiries in the letter dated 25.6.2018 from the IRC on Hong Kong's Franchised Bus Service on or before tomorrow. Thank you.

Regards,
Trazy Lee
EOI(DC)/HAD TPDO

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region of the People's Republic of China

大埔區議會 Tai Po District Council
陳笑權 議員 CHAN Siu-kuen, MH, DC Member
新界沙田
源順圍 25-27 號小瀝源行動基地
香港警務處
交通總部
中央交通攝影機調查

COPY

本處檔案：CSK/2017/051

敬啟者：

有關：要求於鹿茵山莊至大埔尾之間加設“快相機”

本辦事處接獲大埔公路一帶的居民要求協助，茲因大埔公路經常有司機超速駕駛及非法賽車，特別是深宵時份及假日，有大批疑經改裝辣車於大埔公路高速行駛，並懷疑進行非法賽車，行車期間更發出巨大噪音並對居民構成滋擾，如發生交通意外，撞及居民可能導致嚴重傷亡，更危及其他道路使用者安全，要求加設“快相機”。

居民認為深宵時份及假日發出咆哮的引擎聲浪會嚴重影響居民作息，超速駕駛或非法賽車亦會對其他駕駛人士及行人的安全構成威脅。

因此，本人希望 貴處能順應居民要求盡快於大埔公路近鹿茵山莊至大埔尾村之間加設“快相機”以防止或阻嚇司機超速駕駛及非法賽車。造福居民，不勝銘感！

此致

大埔區
陳笑權議員辦事處
電話：26387868
傳真：26519886

大埔區議員 陳笑權 MH 謹啟
2017 年 6 月 5 日

通訊處：新界大埔靖遠街5號靖安樓2樓 • 1/F., Tsing On Building, No 5, Tsing Yuen Street, Tai Po, N.T.
電 話：2638 7868 • 傳 真：2651 9886 • 電子郵件：chan0001@netvigator.com

840-70

本署檔案 *OUR REF* : (2) in LM 11/17 in CP SUP CTCIU/6-20/3
來函檔案 *YOUR REF* : CSK/2017/051

電話 *TELEPHONE* : 3661 5555

圖文傳真 *FAX* : 2980 2994

香港警務處
中央交通攝影機違例調查組
沙田源順圍25至27號
小瀝源行動基地

2017年6月16日

新界大埔靖遠街5號
靖安樓 2樓
陳笑權議員辦事處

陳議員：

有關: 要求於鹿茵山莊至大埔尾之間加設"快相機"

閣下於2017年6月5日就上述事宜的來函經已收悉。

2. 安裝固定偵察車速攝影機的地點選址，主要是由運輸署決定，安裝後交由警方進行執法。而本部據悉運輸署現時並未有計畫於上述路段裝設固定偵察車速攝影機。同時，警方亦會繼續密切留意該路段之交通情況。

3. 警方感謝 閣下對上述事宜的關注。

警務處處長

(林知行 代行)

副本分送：運輸署技術服務科交通控制組 趙鏡波先生
新界南交通部高級警司
大埔分區指揮官

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region of the
People's Republic of China

大埔區議會 Tai Po District Council
陳笑權議員 CHAN Siu-kuen, MH, DC Member

九龍聯運街30號
旺角政府合署9樓
運輸署
交通工程(新界東)部工程項目及大埔組
工程師/大埔一
王國良先生

本處檔案:CSK/2015/052

王先生：

有關：要求加設50公里速度限制標誌

本人陳笑權乃大埔區議員，日前接獲大埔公路附近居民要求協助。茲因位於翡翠花園灣一帶，並無速度限制標誌，導致經常發生交通意外。

為道路使用者的安全起見，現要求 貴署盡快於上述位置加設時速『50公里』的速度限制標誌，提示駕駛人士注意安全車速，以避免不必的意外。造福居民，不勝銘感！

此致

大埔區
陳笑權議員辦事處
電話：26387868
傳真：26519886

大埔區議員 陳笑權MH 謹啟
2015年7月24日

通訊處：新界大埔靖遠街5號靖安樓2樓 • 1/F., Tsing On Building, No 5, Tsing Yuen Street, Tai Po, N.T.
電 話：2638 7868 • 傳 真：2651 9886 • 電子郵件：chan0001@netvigator.com

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

[Letterhead of the Central Traffic Camera Investigation Unit, Hong Kong Police Force]

OUR REF: (2) in LM 11/17 in CP SUP CTCIU/6-20/3 [Address of the Unit]
YOUR REF: CSK/2017/051
TELEPHONE: 3661 5555
FAX: 2980 2994

16 June 2017

Office of CHAN Siu-kuen, District Councillor
1/F., Tsing On Building
No 5, Tsing Yuen Street
Tai Po, New Territories

Dear Mr Chan,

Re: Request to install "Speed Camera" between Deerhill Bay and Tai Po Mei

Your letter dated 5 June 2017 on the captioned matter has been received.

2. The locations for installation of fixed speed monitoring cameras are mainly determined by the Transport Department. After installation, the Police is responsible for taking enforcement action. This Office understands that the Transport Department currently has no plans to install fixed speed monitoring cameras in the captioned road section. At the same time, the Police will continue to closely monitor the traffic situation of the road section concerned.

3. The Police thank you for your concern on the captioned matter.

[Signature]
(LAM Chi-hang, Andrew)
for the Commissioner of Police

c.c. : Mr CHIU Kang-bor, Paul, Traffic Control Division, Technical Service Branch, Transport Department
Senior Superintendent of Police (Traffic New Territories South)
District Commander (Tai Po)

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

[Letterhead of CHAN Siu-kuen, MH, DC Member, Tai Po District Council]

Our Reference: CSK/2017/051

Central Traffic Camera Investigation Unit
Traffic Branch Headquarters
Hong Kong Police Force
Siu Lek Yuen Operational Base
25-27 Yuen Shun Circuit
Sha Tin, New Territories

5 June 2017

Dear Sir/Madam,

Re: Request to install "Speed Camera" between Deerhill Bay and Tai Po Mei

This Office has received requests for assistance from the residents in the vicinity of Tai Po Road because there are often speeding and unlawful motor racing on Tai Po Road, especially during overnight hours and on holidays, when a large group of suspectedly modified racing vehicles drive in high speed on Tai Po Road. It is suspected that unlawful motor racing is being conducted and massive noise is generated by the driving which causes nuisances to residents. In case a traffic accident happens, the vehicle may collide into residents and cause severe casualty as well as endanger the safety of other road users. Thus the installation of a "speed camera" is requested.

The residents are of the view that the roaring engine noises emitted during overnight hours and on holidays have seriously affected their work and rest. Speeding or unlawful motor racing would also threaten the safety of other motorists and pedestrians.

Therefore, I hope that your office would accede to the residents' request and install as soon as possible a "speed camera" on Tai Po Road near the location between Deerhill Bay and Tai Po Mei so as to prevent or deter speeding or unlawful motor racing.

Thank you very much for your assistance to the residents.

[Office Chop and Signature]
CHAN Siu-kuen, MH
Tai Po District Councillor

[Address, telephone, fax and email of the DC member]

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

[Letterhead of the Tai Po District Council CHAN Siu-kuen, MH, DC Member]

Our Reference: CSK/2015/052

Mr Wong Kwok Leung
Engineer/Tai Po 1
Project & Tai Po Section
Traffic Engineering (NTE) Division
Transport Department
9/F, Mongkok Government Offices
30 Luen Wan Street, Mongkok, Kowloon

24 July 2015

Dear Mr Wong,

Re: Request to install 50km speed limit traffic signs

I, CHAN Siu-kuen, am a Tai Po District Councilor and have recently received requests for assistance from the residents in the vicinity of Tai Po Road. This is because owing to the absence of speed limit traffic signs around the bend of Savanna Garden, traffic accidents happened frequently.

To ensure the safety of road users, your Department is now requested to expeditiously install the "50km" speed limit signs at the above location to remind the motorists to pay attention to driving at safe speed for prevention of unnecessary incidents. Thank you very much for your assistance to the residents.

[Office Chop and Signature]
CHAN Siu-kuen, MH
Tai Po District Councillor

[Address, telephone, fax and email of the DC member]

Fax: 3104 0274

大埔區議會
新界大埔
鄉事會街8號
大埔綜合大樓四樓

傳真號碼：2654 6624

TAI PO DISTRICT COUNCIL
4/F, TAI PO COMPLEX
8 HEUNG SZE WUI STREET
TAI PO, N.T.
FAX NO: 2654 6624

本處檔號 *Our Ref.* (34) in HAD TPDC 13/60/5/1/14

來函檔號 *Your Ref.*

電話 *Tel.:* 3183 9432

郵寄及傳真

香港金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書
陳炳輝先生

陳先生：

邀請大埔區議會向香港專營巴士服務獨立檢討委員會提供進一步資料

多謝貴委員會在2018年6月25日就標題所述事宜致函大埔區議會主席。

在接獲貴委員會的信件後，大埔區議會秘書處(秘書處)分別聯絡陳笑權議員、羅曉楓議員及劉志成博士，跟進載於貴委員會的信件第3至8段的提問。秘書處現謹轉述三位議員的回覆如下：

陳笑權議員

陳笑權議員回覆，他於2015年7月24日致函運輸署，但運輸署並無就其信件作書面回覆，此外，他於2017年6月5日致函警務處，警務處已於2017年6月16日以書面回覆。陳議員已向秘書處提供上述三封信件的副本，請參閱夾附文件。

羅曉楓議員

羅曉楓議員回覆，就他於2018年2月12日大埔區議會特別會議上，載於會議記錄第16(iv)段的發言，所指的是他知悉陳笑權議員曾提出道路設計改善建議，惟他並沒有陳笑權議員如何提出建議及運輸署有否作出回覆的資料。

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劉志成博士

劉志成博士回覆，就他於2018年2月12日大埔區議會特別會議上，載於會議記錄第17(ii)段的發言，所指的是他知悉陳笑權議員曾要求在大埔公路安裝偵速攝錄機，惟他並沒有陳笑權議員向哪個"相關部門"提出建議、以及該"相關部門"有否作出回覆等資料。

此外，秘書處翻查2015年至2018年2月期間的紀錄。其中，大埔區議會轄下交通及運輸委員會曾於2015年3月13日的會議上，討論日本人國際學校要求調低大埔公路(大埔滘段)的車速限制。現付上有關的會議記錄(節錄)及相關文件(大埔區議會文件TT 11/2015號)，以供參閱。

如有查詢，請與本人或一級行政主任李灝宜女士(電話：3183 9433)聯絡。

大埔區議會秘書

李裕修

2018年7月11日

副本抄送：大埔區議會環境、房屋及工程委員會主席陳笑權議員,MH,JP
大埔區議會交通及運輸委員會劉志成博士
大埔區議員維曉楓議員

840-77

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region of the People's Republic of China

大埔區議會 Tai Po District Council
陳笑權議員 CHAN Siu-kuen, MH, DC Member

九龍聯運街30號
旺角政府合署9樓
運輸署
交通工程(新界東)部工程項目及大埔組
工程師/大埔一
王國良先生

本處檔案:CSK/2015/052

王先生：

有關：要求加設50公里速度限制標誌

本人陳笑權乃大埔區議員，日前接獲大埔公路附近居民要求協助。茲因位於翡翠花園灣一帶，並無速度限制標誌，導致經常發生交通意外。

為道路使用者的安全起見，現要求貴署盡快於上述位置加設時速『50公里』的速度限制標誌，提示駕駛人士注意安全車速，以避免不必的意外。造福居民，不勝銘感！

此致

大埔區
陳笑權議員辦事處
電話：26387868
傳真：26519886

大埔區議員 陳笑權MH 謹啟
2015年7月24日

通訊處：新界大埔汀遠街5號靖安樓2樓 • 1/F., Tsing On Building, No 5, Tsing Yuen Street, Tai Po, N.T.
電 話：2638 7868 • 傳 真：2651 9886 • 電子郵件：chan0001@netvigator.com

840-78

中華人民共和國香港特別行政區
Hong Kong Special Administrative Region of the People's Republic of China

COPY

大埔區議會 Tai Po District Council
陳笑權 議員 CHAN Siu-kuen, MH, DC Member
新界沙田
源順圍 25-27 號小瀝源行動基地
香港警務處
交通總部
中央交通攝影機調查

本處檔案：CSK/2017/051

敬啟者：

有關：要求於鹿茵山莊至大埔尾之間加設“快相機”

本辦事處接獲大埔公路一帶的居民要求協助，茲因大埔公路經常有司機超速駕駛及非法賽車，特別是深宵時份及假日，有大批疑經改裝辣車於大埔公路高速行駛，並懷疑進行非法賽車，行車期間更發出巨大噪音並對居民構成滋擾，如發生交通意外，撞及居民可能導致嚴重傷亡，更危及其他道路使用者安全，要求加設“快相機”。

居民認為深宵時份及假日發出咆哮的引擎聲浪會嚴重影響居民作息，超速駕駛或非法賽車亦會對其他駕駛人士及行人的安全構成威脅。

因此，本人希望 貴處能順應居民要求盡快於大埔公路近鹿茵山莊至大埔尾村之間加設“快相機”以防止或阻嚇司機超速駕駛及非法賽車。造福居民，不勝銘感！

此致

大埔區
陳笑權議員辦事處
電話：26387868
傳真：26519886

陳笑權

大埔區議員 陳笑權 MH 謹啟
2017 年 6 月 5 日

通訊處：新界大埔錦道街5號錦安樓2樓 • 1/F., Tsing On Building, No 5, Tsing Yuen Street, Tai Po, N.T.
電 話：2638 7868 • 傳 真：2651 9886 • 電子郵件：chan0001@netvigator.com

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本署檔案 *OUR REF* : (2) in LM 11/17 in CP SUP CTC1U/6-20/3
來函檔案 *YOUR REF* : CSK/2017/051

電話 *TELEPHONE* : 3661 5555

圖文傳真 *FAX* : 2980 2994

香港警務處
中央交通攝影機違例調查組
沙田源順圍25至27號
小濕源行動基地

2017年6月16日

新界大埔靖遠街5號
靖安樓 2樓
陳笑權議員辦事處

陳議員：

有關：要求於鹿茵山莊至大埔尾之間加設"快相機"

閣下於2017年6月5日就上述事宜的來函經已收悉。

2. 安裝固定偵察車速攝影機的地點選址，主要是由運輸署決定，安裝後交由警方進行執法。而本部據悉運輸署現時並未有計畫於上述路段裝設固定偵察車速攝影機。同時，警方亦會繼續密切留意該路段之交通情況。

3. 警方感謝 閣下對上述事宜的關注。

警務處處長

(林知行 代行

副本分送：運輸署技術服務科交通控制組 趙鏡波先生
新界南交通部高級警司
大埔分區指揮官

Pol-100

840-80

大埔區議會
交通及運輸委員會
2015年第二次會議記錄(節錄)

日 期： 2015年3月13日(星期五)
時 間： 下午2時38分
地 點： 大埔區議會會議室

出席者：

		出席時間	離席時間
文春輝先生,BBS,MH	主席	會議開始	會議完畢
張國慧先生	副主席	會議開始	會議完畢
區鎮樺先生	委員	會議開始	會議完畢
陳灶良先生	委員	會議開始	會議完畢
陳志超先生,MH	委員	會議開始	會議完畢
陳笑權先生,MH	委員	會議開始	會議完畢
何大偉先生,MH	委員	會議開始	會議完畢
關永業先生	委員	會議開始	下午4時49分
林泉先生	委員	會議開始	會議完畢
劉志成博士	委員	會議開始	會議完畢
李國英先生,BBS,MH,JP	委員	會議開始	會議完畢
譚榮勳先生	委員	會議開始	會議完畢
鄧友發先生	委員	下午3時40分	會議完畢
黃碧嬌女士,MH,JP	委員	下午2時45分	會議完畢
黃容根先生,SBS,JP	委員	會議開始	會議完畢
任啟邦先生	委員	會議開始	會議完畢
余智榮先生	委員	會議開始	會議完畢
張志偉先生	委員	會議開始	會議完畢
張國華先生	委員	會議開始	下午4時48分
張蘭卿女士	委員	會議開始	下午4時48分
周炫瑋先生	委員	會議開始	會議完畢
梅少峰先生	委員	會議開始	會議完畢
鄧銘泰先生	委員	會議開始	下午4時24分
溫興財先生	委員	會議開始	下午5時21分
胡健民先生	委員	下午2時45分	會議完畢
陳盟鏘先生	秘書	會議開始	會議完畢

列席者：

邱詩穎女士	大埔民政事務助理專員／大埔民政事務處／民政事務總署
許家傑先生	區域工程師(大埔)／路政署
吳慧琪女士	工程師／41(新界東)／土木工程拓展署
羅家勤先生	高級運輸主任(大埔)／運輸署
王國良先生	工程師／大埔一／運輸署
羅舜華女士	工程師／大埔二／運輸署
丘觀華先生	副房屋事務經理／大埔區租約事務管理處／房屋署
溫東盛先生	大埔警區交通部主管／香港警務處
梁少強先生	高級行政主任(區議會)／大埔民政事務處／民政事務總署
陳溪鈞先生	高級聯絡主任(2)／大埔民政事務處／民政事務總署
張立基先生	社區事務經理／九龍巴士(一九三三)有限公司
林美香女士	高級車務主任／九龍巴士(一九三三)有限公司
李述恆先生	策劃及發展經理／九龍巴士(一九三三)有限公司

請假者：

羅舜泉先生	委員

缺席者：

陳鋕漒先生	委員
王秋北先生	委員

VI. 其他事項

(一) 日本人國際學校要求調低大埔公路(大埔活段)的車速限制 (大埔區議會文件 TT 11/2015 號)

79. 主席表示，委員會接獲日本人國際學校的來信，要求將校門前的車路的車速限制由每小時 70 公里改為每小時 50 公里，他們又邀請委員到學校參觀，與學生討論該處一帶的交通問題。主席請運輸署先回應有關降低車速限制的要求。

80. 王國良先生回應如下：2014 年日本人國際學校外的一段大埔公路曾發生一宗交通意外，導致一名市民身亡。有見及此，該校建議將校門前的車路的車速限制由每小時 70 公里改為每小時 50 公里。運輸署正與警方研究該宗交通意外的成因，包括駕駛人士的態度或行人遵守交通燈號與否的問題，意外未必與該路段行車速度有關。署方會研究該路段現時的車速限制是否適合。此外，署方已於新年後向該校作出簡覆，稍後會作出詳細回覆。

81. 有委員表示他是當區議員，並曾到場視察。他指他尊重運輸署及該處一帶居民的意見，待運輸署進行研究後，他會再向委員會匯報。

82. 有委員請運輸署及警方講解上述交通意外的成因及調查結果。

83. 溫東盛先生回應，上述交通意外於 2014 年 4 月發生，一名婦人在過馬路時被一輛貨車撞倒，警方已檢控該名貨車司機危險駕駛引致他人身亡。他續指該宗案件已進入司法程序，故不方便透露細節。

84. 主席詢問委員是否有興趣到日本人國際學校向該校的學生講解道路安全的問題。

85. 有委員認為將車速限制調低至每小時 50 公里會令行車速度過慢，容易造成交通擠塞。

86. 有委員表示，日本人國際學校去年曾到沙欄滑潔海岸垃圾，該校其後邀請他為學生講解海岸污染的問題。他認為區議員到該校的探訪可加深學生對區議會工作的了解。

87. 主席總結，由於上述交通意外已進入司法程序，故委員會不便評論其成因。他指委員會現階段不適宜探訪日本人國際學校，原因是這可能涉及上述交通意外的討論。然而，他表示委員會歡迎該校查詢其他有關交通或區議會運作的問題。

大埔區議會秘書處
2015 年 5 月

大埔區議會文件 TT 11/2015 號
供 2015 年 3 月 13 日交通及運輸委員會會議用

An authorized IB World School

SIMON WALTON
Principal

JAPANESE INTERNATIONAL SCHOOL
4663 Tai Po Road, NT., Hong Kong
t: 2834 3531 f: 2652 2166
e: esinfo@jis.edu.hk w: www.jis.edu.hk

Japanese International School

4663 Tai Po Road

N.T.

Tuesday, 10 February 2015

Dear Mr Man,

I am writing to ask for your help. Last year, outside our school a lady was killed whilst crossing the road. The speed limit is 70kmph which probably contributed to the severity of her injuries.

We are one of three schools built close together and next to the large residential estate of Deer Hill Bay. The school population is over 2,000 pupils from Kindergarten to Year 13. Many students travel to and from school by public transport and have to catch the public bus. This entails crossing the road at the crossing. Often children form long queues at the bus stop.

From our traffic survey we have established that many vehicles travel at high speed along the road and the road is busy. Many other countries consider speed limits outside of schools should be no higher than 40 kmph so that the cars have sufficient stopping distance and children can feel safe when crossing the road.

Along the Tai Po Road there are other areas where the speed limit has been adjusted to 50 kmph and I would ask that the same adjustment is made for outside our school.

I would also like to extend an invitation to you to visit our P6 class so we are able to explain further the road traffic issue first hand. The students are developing their understanding of local government and the influence that it has on citizens. We would be delighted for you to explain how the District council and in particular your traffic committee work.

I believe that it is important that a 50kmph limit is implemented as soon as possible in order to prevent another serious accident happening.

Thank you for your help and assistance,

Yours Sincerely,

Mrs. Juliet Ashton

Jashton@es.jis.edu.hk

Education for the students of tomorrow

840-84

大埔區議會文件 TT 11/2015 號
供 2015 年 3 月 13 日交通及運輸委員會會議用

文先生：

本人專函請求您提供協助。去年，一名女士在本校外橫過馬路時遭汽車輾斃。發生這麼嚴重的交通意外，可能與肇事路段的車速限制有關(時速 70 公里)。

本校與另外兩間學校很接近，毗鄰為大型住宅屋苑鹿茵山莊。本校有二千多名學生，他們就讀幼兒班至 13 年班不等。他們當中，很多人會乘搭公共交通工具(包括巴士)往返學校，因此需要在行人過路處過馬路。很多時候，在巴士站候車的學童人數眾多，形成長長的人龍。

根據我們進行的一項交通調查，大埔公路上有很多車輛以高速行駛，交通非常繁忙。很多國家均認為，凡學校外的道路，車速限制不應超過時速 40 公里。這樣，發生事情時，還有足夠距離讓車輛停下來，學童過馬路時亦會較感安心。

現時，大埔公路一些路段的車速限制已調低至時速 50 公里。本人懇請有關方面把本校外的路段的車速限制調低至同一水平。

此外，本人誠邀您到訪本校 P6 班，好讓同學們以第一手的所見所聞，向您進一步講解有關的道路交通問題。同學們正在認識當區政府的工作及其對市民的影響。他們非常希望聽到您介紹大埔區議會，特別是由您領導的交通及運輸委員會的工作。

本人認為盡快把本校外的路段的車速限制調低至時速 50 公里非常重要，以免再次發生嚴重交通意外。

謝謝您的協助。

Mrs. Juliet Ashton

2015 年 2 月 10 日

840-85

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

[Letterhead of the Tai Po District Council with address and fax number]

Our Ref. (34) in HAD TPDC 13/60/5/1/14
Your Ref.
Tel.: 3183 9432

Mail and Fax

Mr. Chan Ping-fai, Peter
Secretary, Independent Review Committee of Hong Kong's Franchised Bus Service
21/F, Queensway Government Offices
66 Queensway, Hong Kong

11 July 2018

Dear Mr Chan,

Invitation to the Tai Po District Council to Provide Further Information to the Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for the Committee's letter dated 25 June 2018 on the captioned subject to the Chairman of Tai Po District Council (TPDC).

Upon receipt of the Committee's letter, the TPDC Secretariat (the Secretariat) has separately liaised with District Councillors Mr CHAN Siu-kuen, Mr LO Hiu-fung and Dr LAU Chee-sing to follow up on the questions raised in paragraphs 3 to 8 of the Committee's letter. The Secretariat relayed the replies from the three District Councillors as follows:

Mr CHAN Siu-kuen

Mr CHAN Siu-kuen replied that he wrote to the Transport Department (TD) on 24 July 2015, but no written response from the TD has been received so far. In addition, he wrote to the Hong Kong Police Force (the Police) on 5 June 2017 and the Police replied him in writing on 16 June 2017. Mr CHAN has provided the Secretariat with a copy of the aforementioned three letters, which is attached for information.

Mr LO Hiu-fung

Mr LO Hiu-fung replied that what he said as recorded in paragraph 16(iv) of the minutes of the TPDC's special meeting on 12 February 2018 was referred to his understanding of Mr CHAN Siu-kuen's suggestion of improving the road design. However, he has no information on how Mr CHAN Siu-kuen has communicated the suggestion to the TD and whether the TD has replied or not.

Dr LAU Chee-sing

Dr LAU Chee-sing replied that what he said as recorded in paragraph 17(ii) of the minutes of the TPDC's special meeting on 12 February 2018 was referred to his understanding of CHAN Siu-kuen's proposal for installing speed enforcement cameras on Tai Po Road. However, he has no information on which "relevant departments" Mr CHAN Siu-kuen has communicated the proposal to and whether the "relevant departments" have replied or not.

Furthermore, the Secretariat has checked against the records between the years 2015 and 2018, during which the Traffic and Transport Committee (T&TC) under the TPDC had discussed at its meeting on 13 March 2015 the request from the Japanese International School for reducing the speed limit of Tai Po Road (the road section at Tai Po Kau). The relevant minutes of meeting (extracts) and paper (TPDC Paper No. TT 11/2015) are attached for information.

For enquiries, please contact me or Ms Trazy LEE, Executive Officer I (tel. no. 3183 9433).

Terence LEE [Name Chop]
Secretary, Tai Po District Council

c.c. Mr CHAN Siu Kuen, MH, JP
Chairman, Environment, Housing and Works Committee under TPDC
Dr LAU Chee Sing
Member, T&TC under TPDC
Mr LO Hiu Fung
District Councillor, TPDC

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[Letterhead of the Tai Po District Council CHAN Siu-kuen, MH, DC Member]

Our Reference: CSK/2015/052

Mr Wong Kwok Leung
Engineer/Tai Po 1
Project & Tai Po Section
Traffic Engineering (NTE) Division
Transport Department
9/F, Mongkok Government Offices
30 Luen Wan Street, Mongkok, Kowloon

24 July 2015

Dear Mr Wong,

Re: Request to install 50km speed limit traffic signs

I, CHAN Siu-kuen, am a Tai Po District Councilor and have recently received requests for assistance from the residents in the vicinity of Tai Po Road. This is because owing to the absence of speed limit traffic signs around the bend of Savanna Garden, traffic accidents happened frequently.

To ensure the safety of road users, your Department is now requested to expeditiously install the "50km" speed limit signs at the above location to remind the motorists to pay attention to driving at safe speed for prevention of unnecessary incidents. Thank you very much for your assistance to the residents.

[Office Chop and Signature]
CHAN Siu-kuen, MH
Tai Po District Councillor

[Address, telephone, fax and email of the DC member]

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[Letterhead of CHAN Siu-kuen, MH, DC Member, Tai Po District Council]

Our Reference: CSK/2017/051

Central Traffic Camera Investigation Unit
Traffic Branch Headquarters
Hong Kong Police Force
Siu Lek Yuen Operational Base
25-27 Yuen Shun Circuit
Sha Tin, New Territories

5 June 2017

Dear Sir/Madam,

Re: Request to install "Speed Camera" between Deerhill Bay and Tai Po Mei

This Office has received requests for assistance from the residents in the vicinity of Tai Po Road because there are often speeding and unlawful motor racing on Tai Po Road, especially during overnight hours and on holidays, when a large group of suspectedly modified racing vehicles drive in high speed on Tai Po Road. It is suspected that unlawful motor racing is being conducted and massive noise is generated by the driving which causes nuisances to residents. In case a traffic accident happens, the vehicle may collide into residents and cause severe casualty as well as endanger the safety of other road users. Thus the installation of a "speed camera" is requested.

The residents are of the view that the roaring engine noises emitted during overnight hours and on holidays have seriously affected their work and rest. Speeding or unlawful motor racing would also threaten the safety of other motorists and pedestrians.

Therefore, I hope that your office would accede to the residents' request and install as soon as possible a "speed camera" on Tai Po Road near the location between Deerhill Bay and Tai Po Mei so as to prevent or deter speeding or unlawful motor racing.

Thank you very much for your assistance to the residents.

[Office Chop and Signature]
CHAN Siu-kuen, MH
Tai Po District Councillor

[Address, telephone, fax and email of the DC member]

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

[Letterhead of the Central Traffic Camera Investigation Unit, Hong Kong Police Force]

OUR REF: (2) in LM 11/17 in CP SUP CTCIU/6-20/3 [Address of the Unit]
YOUR REF: CSK/2017/051
TELEPHONE: 3661 5555
FAX: 2980 2994

16 June 2017

Office of CHAN Siu-kuen, District Councillor
1/F., Tsing On Building
No 5, Tsing Yuen Street
Tai Po, New Territories

Dear Mr Chan,

Re: Request to install "Speed Camera" between Deerhill Bay and Tai Po Mei

Your letter dated 5 June 2017 on the captioned matter has been received.

2. The locations for installation of fixed speed monitoring cameras are mainly determined by the Transport Department. After installation, the Police is responsible for taking enforcement action. This Office understands that the Transport Department currently has no plans to install fixed speed monitoring cameras in the captioned road section. At the same time, the Police will continue to closely monitor the traffic situation of the road section concerned.

3. The Police thank you for your concern on the captioned matter.

[Signature]
(LAM Chi-hang, Andrew)
for the Commissioner of Police

c.c. : Mr CHIU Kang-bor, Paul, Traffic Control Division, Technical Service Branch
Transport Department
Senior Superintendent of Police (Traffic New Territories South)
Tai Po Division Commander

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Tai Po District Council
Traffic and Transport Committee (T&TC)
Minutes of the Second Meeting in 2018 (Extracts)

Date: 13 March 2015 (Friday)
Time: 2:38 p.m.
Venue: Conference Room, Tai Po District Council

Present:

		Attendance time	Departure time
Mr MAN Chen-fai, BBS, MH	Chairman	Beginning of meeting	End of meeting
Mr CHEUNG Kwok-wai, William	Vice Chairman	Beginning of meeting	End of meeting
Mr AU Chuen-wah	Member	Beginning of meeting	End of meeting
Mr CHAN Cho-leung	Member	Beginning of meeting	End of meeting
Mr CHAN Chi-chiu, Henry, MH	Member	Beginning of meeting	End of meeting
Mr CHAN Siu-kuen, MH	Member	Beginning of meeting	End of meeting
Mr HO Tai-wai, David, MH	Member	Beginning of meeting	End of meeting
Mr KWAN Wing-yip	Member	Beginning of meeting	4:49 pm
Mr LAM Chuen	Member	Beginning of meeting	End of meeting
Dr LAU Chee-sing	Member	Beginning of meeting	End of meeting
Mr LI Kwok-ying, BBS, MH, JP	Member	Beginning of meeting	End of meeting
Mr TAM Wing-fun, Eric	Member	Beginning of meeting	End of meeting
Mr TANG Yau-fat	Member	3:40 pm	End of meeting
Ms WONG Pik-kiu, MH, JP	Member	2:45 pm	End of meeting
Mr WONG Yung-kan, SBS, JP	Member	Beginning of meeting	End of meeting
Mr YAM Kai-bong, Francis	Member	Beginning of meeting	End of meeting
Mr YU Chi-wing, Ken	Member	Beginning of meeting	End of meeting
Mr CHEUNG Chi-wai	Member	Beginning of meeting	End of meeting
Mr CHEUNG Kwok-wah	Member	Beginning of meeting	4:48 pm
Ms CHEUNG Nan-hing	Member	Beginning of meeting	4:48 pm
Mr CHOW Yuen-wai	Member	Beginning of meeting	End of meeting
Mr MUI Siu-fung	Member	Beginning of meeting	End of meeting
Mr TANG Ming-tai	Member	Beginning of meeting	4:24 pm
Mr WAN Hing-choi	Member	Beginning of meeting	5:21 pm
Mr WOO Kin-man, Clement	Member	2:45 pm	End of meeting
Mr Rogers CHAN	Secretary	Beginning of meeting	End of meeting

In Attendance:

Ms YAU Sze-wing	Assistant District Officer (Tai Po) / Tai Po District Office / Home Affairs Department
Mr HUI Ka-kit	District Engineer (Tai Po) / Highways Department
Ms NG Wai-ki	Engineer / 41 New Territories East) / Civil Engineering and Development Department
Mr LO Ka-kan, Gregory	Senior Transport Officer (Tai Po) / Transport Department
Mr WONG Kwok-leung	Engineer / Tai Po 1 / Transport Department
Ms LAW Shun-wah, Virginia	Engineer / Tai Po 2 / Transport Department
Mr YAU Koon-wah	Assistant Housing Manager/ Tai Po District Tenancy Management Office / Housing Department
Mr WAN Tung-shing	Head, Traffic Wing (Tai Po Police District) / Hong Kong Police Force

Mr LEUNG Siu-keung	Senior Executive Officer (District Council) / Tai Po District Office / Home Affairs Department
Mr CHAN Hon-kwan	Senior Liaison Officer (2) / Tai Po District Office / Home Affairs Department
Mr CHEUNG, Lap-kei	Community Affairs Manager / The Kowloon Motor Bus Company (1933) Limited
Ms LAM Mei-heung	Senior Operations Officer / The Kowloon Motor Bus Company (1933) Limited
Mr LEE Shuik-hang	Planning and Development Manager / The Kowloon Motor Bus Company (1933) Limited

Applicant for Absence:

Mr LO Shun-chuen	Member

Absent with Apologies:

Mr CHAN Chi-keung	Member
Mr WONG Chau-pak	Member

VI. Any Other Business

(i) Request from the Japanese International School (JIS) to reduce the speed limit of Tai Po Road (section at Tai Po Kau)
(TPDC Paper No. TT/11/2015)

79. The Chairman expressed that the T&TC had received a letter from the JIS which requested to reduce the speed limit of the road section in front of their school from 70km/hour to 50km/hour. They also invited the T&TC to visit the JIS to discuss with their students the traffic problems in their vicinity. The Chairman requested the Transport Department (TD) to first respond to the request for lowering the speed limit.

80. Mr WONG Kwok-leung responded that the JIS suggested that the speed limit of the road section in front of the JIS be reduced from 70km/hour to 50km/hour in view of a traffic accident on the section of Tai Po Road in front of the JIS in 2014 in which a member of the public was killed. The TD and Police were examining the cause of that traffic accident, which might not necessarily be related to the speed limit of that road section, including issues of the motorists' driving attitude and problem as to whether pedestrians observed traffic light signals. The TD would examine whether the present speed limit of that road section was appropriate. Furthermore, the TD had sent an interim reply to the JIS after the Chinese New Year and would provide a detailed reply later.

81. A Member, who was the District Councillor of the constituency concerned, said that he had paid a visit to the site of the accident. He indicated his deference to the views of the TD and residents in the vicinity of the site concerned. He would further report to the Committee after examination by the TD.

82. A Member requested the TD and the Hong Kong Police Force to elaborate the cause and investigation results of the above-mentioned traffic accident.

83. Mr WAN Tung-shing responded that the above-mentioned traffic accident happened in April 2014. A woman was knocked down by a truck while crossing the road. The Police had already charged the truck driver concerned with the offence of dangerous driving causing death. He added that further details could not be revealed as legal proceedings on the case were being taken.

84. The Chairman asked Members if they would be interested in going to the JIS to discuss with their students the road safety issue.

85. A Member considered that if the speed limit of the road section concerned was reduced to 50km/hour, the vehicular speed would be too slow which would lead to traffic congestion.

86. A Member said that the JIS had joined the coastal cleanup at a beach last year and afterwards invited him to introduce to their students the problem of coastal pollution. He opined that a visit to the JIS by District Councillors would enhance their students' understanding of the work of District Councils.

87. The Chairman concluded that as legal proceedings regarding the traffic accident were in progress, the T&TC was not in a position to comment on the cause of the traffic accident. He considered it inappropriate for the T&TC to visit the JIS at this stage as the above-mentioned traffic accident might be brought up in the discussion with the students. Nevertheless, the T&TC would welcome any other enquiries from the JIS related to the traffic or the work of District Councils.

Tai Po District Council Secretariat
May 2015

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界葵涌興芳路166-174號
葵興政府合署10樓
葵青區議會
羅競成主席, BBS, MH

羅主席：

邀請葵青區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉葵青區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請葵青區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由葵青區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

[1] 委員會得悉於2012年至2018年2月期間，葵青區曾發生一宗涉及專營巴士並引致他人死亡的交通意外，即是在2016年5月11日，於涌美路（近康富樓）發生的交通意外。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

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☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

邀請葵青區議會向香港專營巴士服務獨立檢討委員會提供書面意見

24.05.2018 14:34

From: "kwtdcadm" <kwtdcadm@kwtdc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>,
Cc: "Crystal Leung" <crystal_ky_leung@had.gov.hk>

1 attachment

Past TTC records for 香港專營巴士服務獨立檢討委員會_edited.docx

致：香港專營巴士服務獨立檢討委員會秘書處

隨函夾附葵青區議會轄下交通及運輸委員會曾經討論涉及專營巴士的交通意外的會議文件及記錄[葵青區議會並沒有就2016年5月11日於涌美路發生的意外進行討論]。本秘書處在截止日期前未有收到議員的書面意見。

葵青區議會秘書處

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□ Urgent □ Return receipt □ Sign □ Encrypt □ Mark Subject Restricted □ Expand personal&public groups

Invitation for Written Opinions from Kwai Tsing District Council to Independent Review Committee on Hong Kong's Franchised Bus Service

24.05.2018 14:34

From: "kwtdcadm" <kwtdcadm@kwtdc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>,
Cc: "Crystal Leung" <crystal_ky_leung@had.gov.hk>
1 attachment

Past TTC records for Independent Review Committee on Hong Kong's Franchised Bus Service_edited.docx

To: Secretariat of Independent Review Committee on Hong Kong's Franchised Bus Service

Enclosed herewith are the meeting documents and minutes of the Traffic and Transport Committee of Kwai Tsing District Council on the discussion of traffic accidents involving franchised buses. [The Kwai Tsing District Council has not discussed the accident happened on 11 May 2016 at Chung Mei Road]. The Secretariat has not received the written opinions from the Members before the deadline.

Secretariat of Kwai Tsing District Council

2013 年第 3 次會議記錄擬稿(節錄) (2013-06-13)

葵青區交通意外報告
(交通及運輸文件第 27/2013 號)(會上提交)

2. 羅競成議員詢問五月份的交通意外死亡數字是否特別高。

3. 葵青警區交通隊主管李添才先生表示，本年五月葵青區共有三宗致命交通意外，較今年四月及去年五月多，惟本年五月有人受傷的交通意外則只有 57 宗，較本年四月的 62 宗及去年五月的 80 宗少。警方十分關注涉及行人死亡的交通意外，交通安全隊及當區交通隊已於意外發生後到現場檢視行人過路設施是否安全，並派發單張提醒市民小心過馬路。

4. 林立志議員的意見如下：

(i) 他讚揚警方向委員提交詳細的交通意外報告。
(ii) 交通黑點的定義為何，警方對快將成為交通黑點的地方有何措施？
(iii) 青衣的交通意外多鄰近貨運碼頭，原因為何，並警方有否措施減少意外？

5. 徐生雄議員指，葵涌和宜合道近誼發大廈的馬路兩邊設有巴士及小巴站，行人貪方便而經常胡亂橫過馬路，小巴亦經常違例掉頭，險象環生，詢問警方有否措施改善上址交通。

6. 潘志成議員詢問，本年五月青衣寮肚路曾發生的兩宗交通意外，是否與上址的修路工程有關？

7. 周偉雄議員希望警方提供更多資料，包括司機受傷程度及受傷行人年齡分布，以便工作小組在制定分區工作時參考。

8. 梁子穎議員的意見如下：

(i) 報告所列的意外成因百分比分布不清晰，警方應列出所有原因。
(ii) 巴士與小巴所佔的意外比率甚高，運輸署應加強監管，以及促請巴士公司督促司機注意安全。
(iii) 和宜合道與梨木道交界經常有紅色小巴胡亂掉頭，他建議運輸署在該處加設雙白線及不准掉頭的交通標誌，或採取其他改善措施，提升行人及司機的安全。

9. 李添才先生的綜合回應如下：

(i) 有關地點如在過去 12 個月內發生九宗導致有人受傷的交通意 外，或六宗涉及行人的有人受傷交通意外，或於過去五年內曾發生兩宗致命交通意外，便會被列為交通黑點。現時新界南有四個交通黑點，均不在葵青區。
(ii) 葵青區現有七個受關注的交通地點，葵青警區每季均與新界南交通意外組開會以便監察，寮肚路是其中一個，警方已在上址加設鐵欄。
(iii) 由於貨櫃碼頭路較長，例如貨櫃碼頭南路全長五公里，出入車輛多，交通意外數字亦會相對較高。
(iv) 徐生雄議員提及和宜合道誼發大廈附近有小巴經常掉頭，警方稍後會聯同運輸署與徐議員一同跟進。
(v) 有關本年五月青衣寮肚路兩宗交通意外的成因，他了解後會聯絡潘志成議員。
(vi) 委員建議優化交通意外報告，加入司機受傷程度及受傷行人年齡分布等資料，他會向新界南總區道路交通安全組反映。
(vii) 本年五月葵青區涉及重傷的交通意外只有四宗，較四月的十宗及上年五月的 21 宗大幅減少。
(viii) 交通意外的成因甚多，報告只列出首五項。

10. 許祺祥議員讚揚警方提交的報告資料詳細，從中可知意外多涉及過路設施或指示不足，為運輸署工程部提供有用的參考資料，作日後跟進。另外，本年五月涉及單車的意外有五宗，區議會轄下工作小組可參考這類數據，加強宣傳單車安全。

11. 黃耀聰議員讚賞報告資料詳細。本年四月，葵涌分區第四段麗瑤街曾發生嚴重交通意外，上址道路屬雙程單線行車，沒有正式行人過路設施，他促請運輸署檢視加設足夠行人過路設施的需要。另上述路段經常有小巴超越停在前面上落客的小巴，險象環生，他希望運輸署嚴厲監管有關違例情況。

12. 梁錦威議員詢問，本年五月葵涌上角街發生致命交通意外後，運輸署曾表示會於有關位置加設行人過路處，該工程進展如何。上址在上學及放學時段交通較繁忙，他感謝警方於該時段派出交通督導員在上址維持秩序，另希望運輸署改善上角街與附近一條私家路交界的交通安排。

13. 劉榮輝先生詢問，本年五月的單車交通意外有五宗，運輸署會否加快研究於葵青區加設單車徑。

14. 林紹輝議員讚賞警方提交的報告，使委員更能了解區內交通情況並進行討論。另外，葵涌大白田石籬社區會堂附近發生的交通意外，至今仍未有警員與受傷小童或其家屬錄取口供，負責警員應盡快聯絡小童家屬告知調查進度。

15. 李添才先生的回應如下：

(i) 調查交通意外主要由新界南總區交通意外組負責。一般情況下，交通意外發生後，警方會先到意外現場調查，搜集證據，完成調查後再評估是否需要落案起訴任何涉案人士。警方一向沒有主動向傷者提供中期調查報告，惟交通意外組承諾會於數個月內完成調查報告。按照法例規定，警方若要起訴任何人有關交通罪行(可公訴罪行除外)，須在半年內提出檢控。他會向負責的調查隊人員轉達林紹輝議員的關注。

(ii) 葵青區並無正式單車徑。二零一二年共有 40 宗與單車有關的交通意外，其中 28 宗不涉及第三者，二零一二年首五個月有 16 宗，其中 13 宗不涉及第三者，而二零一三年首五個月則有十宗，其中七宗不涉及第三者。葵青區涉及單車的意外數目是整個新界南警區最低的(除機場外)。

(iii) 有關麗瑤路的交通問題，他會再聯絡黃耀聰議員及運輸署跟進。

16. 黎敬瑋先生建議有關當局重新考慮在香港設立單車專線，推動綠色交通。

17. 周偉雄議員促請運輸署及警方加強教育，提升司機的駕駛態度。

18. 運輸署工程師李鎮華先生綜合回應如下：

(i) 運輸署會與警方共同研究如何改善和宜合道、麗瑤街等地點的交通設施。

(ii) 葵涌上角街發生致命交通意外後，運輸署已和房屋署商討改善措施，現規定從上角街停車場駛出的車輛只可左轉，惟仍有些司機不嚴格遵守，署方已要求警方加強檢控違規司機。

(iii) 葵青區屬已發展市區，區內道路使用量十分高，加建單車徑空間不大。他希望警方加強對道路使用者的宣傳及教育，特別是提醒司機對單車使用者多加忍讓。

(iv) 上角街居民現經常橫過馬路的位置其實並非正式過路處。由於該位置兩邊皆有車輛出入口，運輸署無法加設欄杆以防止居民胡亂橫過馬路，而只能加設指示路牌和延長雙白線。

19. 李添才先生的回應如下：

(i) 上角街近全完小學有一道缺口，惟並無實際需要及用途，警方已建議運輸署

將該缺口封閉，避免行人穿過該缺口橫過馬路。

(ii) 現行法例規定，15 米範圍內如設有斑馬線、行人過路指示燈等設施，行人不使用有關設施過馬路便屬違法。上述致命交通意外的地點與行人過路處相距逾 25 米，故行人如已清楚觀察路上的交通情況後再橫過馬路，並不違法。

20. 黃潤達議員解釋，上角街近全完小學的缺口是為便利小巴乘客上落，有其需要。他建議運輸署在上角街停車場出口或馬路中間加設柱或欄杆，阻止從停車場駛出的車輛右轉，如加設安全島則更理想，可提醒駕駛人士該處或會有路人橫過馬路。

21. 代主席希望運輸署和警方代表會後與個別委員聯絡，共同磋商如何改善相關道路設施。

22. 李添才先生指出，現時市民從上角街缺口橫過馬路時，須斜過馬路到達停車場，逗留在馬路上的時間越長就越危險，故該缺口並非理想的過路處。

23. 李鎮華先生表示會再與警方研究如何改善上角街的路口設施，當務之急是確保司機遵守規定，駛出停車場時只左轉，故希望警方可加強執法。

會議文件：

ttc_doc_27_2013.pdf

2013 年第 5 次會議記錄擬稿(節錄) (2013-10-17)

路政署過去兩個月內完成、正在施工或規劃在未來六個月動工的主要交通改善工程項目及時間表

(交通及運輸文件第 52/2013 號)

2. 委員省覽上述文件。

3. 周奕希議員指，他已多次在不同會議提及聯接街的道路改善工程，惟問題仍無改善，該工程也不在路政署規劃在未來六個月動工的主要交通改善工程項目清單內，他對此表示失望。葵青區交通意外報告顯示，本年八月聯接街附近已發生兩宗交通意外，附近下葵涌分科診所的求診者多為老弱傷殘人士，他希望運輸署及路政署積極跟進。(另見交通及運輸文件第 51/2013 號)

會議文件：

ttc_doc_52_2013.pdf ttc_doc_51_2013.pdf

2013 年第 6 次會議記錄擬稿(節錄) (2013-12-12)

葵青區交通意外報告
(交通及運輸文件第 59/2013 號)

2. 委員省覽上述文件。

3. 林紹輝議員指出，日前葵涌大白田街與大隴街交界的路口又發生交通意外，導致一名老翁受傷。他促請運輸署研究如何提升上址的行人過路安全，例如增設合適的行人過路設施、限制車速等。

4. 林立志議員表示，青衣寮肚路近長亨邨本年 10 月發生交通意外,導致一名學童受傷。該位置數年前亦曾發生交通意外，上址臨近水庫出口，但沒有行人過路設施，容易發生交通意外。他促請運輸署、路政署及水務署共同研究如何改善上址的過路設施。

5. 李志強議員表示，本年 11 月涉及公共巴士和小巴的交通意外分別多達 90 多宗，即平均每 3 日便發生 1 宗涉及巴士/小巴的交通意外，他詢問九巴有何措施培訓車長以減少意外，警方有否計劃加強宣傳。

6. 警務處葵青交通隊主管黃志光先生回應時表示，根據警方的統計，公共巴士意外多發生於車廂內，涉及撞車的意外較少。

7. 運輸署工程師李鎮華先生表示，大白田街與大隴街交界路口位置設有“讓路”指示牌，路口上游設有斑馬線，斑馬線上亦劃設“慢駛”標誌，現場視野足夠，他會到上址實地視察，研究如何進一步提升上址的行人過路安全。

8. 李志強議員指公共巴士交通意外大都因為乘客未坐穩或扶穩時車長便開車，希望九巴可以採取相應措施，避免發生意外。

9. 九巴譚永強先生表示會根據警方的交通意外報告，查找相關巴士意外的成因，也會於繁忙車站加強提醒車長注意安全。

10. 梁子穎議員指出，大白田街與大隴街交界路口屬落斜位置，沒有任何交通安全指示，行人如沒有注意各方向路面的交通情況，容易發生意外，他建議運輸署及路政署到上址實地視察，研究如何加強道路管制，減少意外發生。

11. 林紹輝議員指今年四月某宗交通意外正是發生在斑馬線上，問題的關鍵是上址兩邊均有車輛駛經，行人留意對面的交通情況時，忽略了路口上方的車輛，導致發生意外。他讚賞運輸署早前將大白田街的避車處改為行人路，避免大型貨車霸佔路面，阻擋行人視線。

12. 主席希望運輸署代表可到有關交通意外地點實地視察，與警方緊密配合，研究如何改善行人過路安全。至於青衣寮肚路近長亨邨的行人過路設施，運輸署代表則會於會後跟進。

會議文件：

ttc_doc_59_2013.pdf

2015 年第 1 次會議記錄擬稿(節錄) (2015-02-12)

動議：“葵青區議會交通及運輸委員會要求運輸署盡快在葵涌葵聯邨葵聯路及葵盛圍興建交通訊號燈”
(吳劍昇議員動議)
(黃炳權議員、許祺祥議員和議)
(交通及運輸文件第 5、5a、5b/2015 號)

2. 吳劍昇議員簡介文件第 5 號。

3. 周偉雄議員表示，葵聯邨入伙後的交通意外全都牽涉長者及小朋友，情況令居民十分擔心。警方提供的數字指出，過去一年，在葵盛圍及葵聯路的交通意外中，有超過兩成是由於司機不小心駕駛引致，運輸署不應只着眼路面人流不夠而不加建交通訊號燈。

4. 李鎮華先生回應指，運輸署已安排在葵盛信義學校前加設斑馬線，並將和路政署協調盡快落實工程。運輸署十分關注早前在葵盛圍發生女學生被撞倒重傷的意外，署方已經和有關學校進行實地視察，並把改善方案提交路政署考慮。

(可另見交通及運輸文件第 8/2015 號)

5. 黃志光先生回應指，因葵聯邨入伙，當區人口增加，以致交通意外的數字亦相應增加。警方將雙管齊下，透過加強學校的交通安全教育及檢控違例泊車，減少交通意外。

6. 許祺祥議員指交通意外一宗也太多。運輸署應該在新屋邨落成前做好配套措施的規劃，現時提出增加交通燈號，是糾正問題的緊急修正措施。

7. 周偉雄議員表示，就他所知，葵聯路公園對開路段已發生兩宗交通意外。自葵聯邨落成後，交通意外數字大幅上升，他促請運輸署認清問題的迫切性，盡快落實改善工程。(可另見交通及運輸文件第 8/2015 號)

8. 代主席宣布就動議進行表決，沒有反對，動議獲委員會一致通過。

9. 代主席宣布由於法定人數不足，餘下時間將改以座談會形式舉行。（有關座談會的記錄載於附件。）

會議文件：

ttc_doc_05_2015.pdf

ttc_doc_05a_2015.pdf

ttc_doc_05b_2015.pdf

ttc_doc_08_2015.pdf

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Draft Minutes of the 3rd Meeting of 2013 (Excerpts) (2013-06-13)

Kwai Tsing Traffic Accident Report
(Traffic and Transport Document No. 27/2013) (submitted at meeting)

2. Council Member Law King Shing asked whether the number of deaths from traffic accidents in May was especially high.

3. Head of the Traffic Team for Kwai Tsing Police District Lee Tim Choi stated that there were a total of three fatal traffic accidents in Kwai Tsing this May, which is more than April of this year and May of last year. However, there were only 57 traffic accidents in May where someone was injured, which is less than the 62 cases in April of this year and the 80 cases in May of last year. The police pay extremely close attention to traffic accidents that involves the death of any pedestrian. Its Traffic Safety Team and local traffic teams have already conducted onsite inspections to see whether the pedestrian crossing facilities were safe after the accidents took place, and have also distributed pamphlets to citizens reminding them to cross the street with caution.

4. Council Member Lam Lap Chi's opinions are as follows:

(i) He praised the police for providing a detailed traffic accident report to the Committee Members.
(ii) What is the definition of traffic blind spots and what measures do the police have for locations that will soon become traffic blind spots?
(iii) What are the reasons that most traffic accidents in Tsing Yi took place close to the container terminal, and do the police have any measures in place to reduce accidents?

5. Council Member Tsui Sang Hung noted that that there is no bus stop or public light bus stop on either side of Wo Yi Hop Road in Kwai Chung near the Yee Fat Building, pedestrians are often recklessly crossing the street out of convenience, and public light buses are often making illegal U-turns. He asked whether the police have any measures to improve traffic at the above location.

6. Council Member Poon Chi Shing asked whether the two traffic accidents at Liu To Road in Tsing Yi that took place in May were related to the road construction at the above location?

7. Council Member Chow Wai Hung hopes that the police will provide more information, including the severity of injury to the drivers and the age distribution of the injured pedestrians so that working groups can refer to it when drawing up district allocation work.

8. Council Member Leung Tsz Wing's opinions are as follows:

(i) The percentage distribution of accidental causes listed in the report is unclear and the police should list all reasons.
(ii) The accident rate for buses and public light buses is very high. The Transport Department should strengthen supervision and urge bus companies to urge their drivers to pay attention to safety.
(iii) There are always red public light buses making reckless U-turns at the intersection of Wo Yi Hop Road and Lei Muk Road. He recommends that the Transport Department add double white lines and 'No U-Turn' signs at that location or take other improvement measures in order to improve the safety of pedestrians and drivers.

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

9. Mr. Lee Tim Choi's comprehensive response is as follows:

(i) The relevant locations where the nine traffic accidents that caused someone to be injured or where the six traffic accidents that caused a pedestrian to be injured that took place within the past 12 months, or the two fatal traffic incidents that took place within the past five years will be deemed as traffic blind spots. At present, there are four traffic blind spots in the New Territories, all of which are not in the Kwai Tsing District.
(ii) There are currently seven traffic points that are of interest. The Accident Groups for the Kwai Tsing District and New Territories South District participate in quarterly meetings to carry out supervision. Liu To Road is one of them, where the police has already added railings at the above location.
(iii) Since Container Port Road is relatively long, such as the five-meter long Container Port Road South, there are many vehicles that enter and exit the road, and thus the number of traffic accidents will also be higher.
(iv) Council Member Tsui Sang Hung mentioned that public light buses are often making U-turns on Wo Yu Hop Road by Yee Fat Building. The police will liaise with the Transport Department and Council Member Tsui to jointly follow up on this later on.
(v) Regarding the causes of the two traffic accidents in Tsing Yi that took place this May, he will contact Council Member Poon Chi Shing after obtaining understanding.
(vi) With respect to the suggestion of the Committee that traffic accident reports should be optimized to include the severity of injury to drivers and age distribution of injured pedestrians among other information, he will reflect this to the Road Safety Team of the New Territories South District.
(vii) There were only four traffic incidents in Kwai Tsing District involving serious injuries that took place this May, which is significantly less than the ten cases in April and the 21 cases last May.
(viii) There are many causes of traffic accidents. The report only listed the top five items.

10. Council Member Hui Kei Cheung praised the police for providing detailed information in the report, and from this, one can see that the accidents mostly involved insufficient road facilities or signs. This serves as useful reference materials to the Engineering Department of the Transport Department for follow-up work in the future. In addition, there were five accidents involving bicycles this May. The working groups under the District Council will refer to these data and strengthen the awareness of bicycle safety.

11. Council Member Wong Yiu Chung appreciated the detailed information in the report. This April, a serious traffic accident took place in the fourth section of Lai Yiu Street in the Kwai Chung Sub-District. While the above road is a two-lane road without official pedestrian crossing facilities, he urged the Transport Department to look into the need to add adequate pedestrian crossing facilities. In addition, public light buses often pass other public light buses that are picking up and dropping off passengers in front of them in the above road section, causing dangerous conditions. He hopes that the Transport Department can strictly oversee situations related to the relevant violations.

12. Council Member Leung Kam Wai asked about the progress of the construction of pedestrian crossings which the Transport Department stated it would implement at relevant locations in response to a fatal traffic accident in Lai Chi Kok that took place this May. The traffic at the above location is relatively busy around the times school starts and ends. He is grateful that the police have dispatched traffic police officers to maintain order at the above location and hopes that the Transport Department will make changes to the traffic arrangements at the intersection of Sheung Kok Street and a nearby private road.

13. Mr. Lau Wing Fai asked whether the Transport Department will expedite its investigation as to the addition of bicycle paths in the Kwai Tsing District in response to the five bicycle accidents this May.

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

14. Council Member Lam Siu Fai praised the police for providing the report, which allows the Committee Members to be able to understand the traffic conditions within the district and have discussions. In addition, the police have not obtained testimony from the child or his or her family with respect to the traffic accident that took place near Shek Lei Community Hall at Tai Pak Tin in Kwai Chung. The officer responsible for this should contact the family of the child to report on the progress of the investigation as soon as possible.

15. Mr. Lee Tim Choi's response is as follows:

(i) The Traffic Accident Group for the New Territories South District is primarily responsible for the investigation of traffic accidents. Under general conditions, after a traffic accident takes place, the police will first arrive at the accident site to investigate, gather evidence, and then evaluate as to whether any charges should be made against anyone involved upon completion of the investigation. The Police have never actively provided interim investigation reports to injured persons, however, the Traffic Accident Group commits to complete its investigation within a certain number of months. According to laws and regulations, if the police have to file a charge against anyone for any traffic offense (with the exception of indictable offenses), it must bring the charge within six months. He will pass on Council Member Lam Siu Fai's concern to the responsible person in the investigation team.
(ii) There are no formal bicycle paths in the Kwai Tsing District. There were 40 traffic accidents involving bicycles in 2012, of which 28 of them did not involve any third party; there were 16 cases in the first five months of 2012, of which 13 of them did not involve any third party; and there were 10 cases in the first five months of 2013, of which seven did not involve any third party. The number of bicycle accidents in Kwai Tsing District is the lowest in the entire New Territories South District (except for the airport).
(iii) With respect to the traffic issues on Lai Yiu Street, he will contact Council Member Wong Yiu Chung and the Transport Department to follow up.

16. Mr. Lai King Wai suggested that the relevant bureau should reconsider the construction of bicycle lanes in Hong Kong, promoting green transportation.

17. Council Member Chow Wai Hung urged the Transport Department and the police to strengthen education on and improve the driving attitude of drivers.

18. Engineer for the Transportation Department Mr. Lee Chun Wa's comprehensive response is as follows:

(i) The Transport Department and the police will look into ways to improve Wo Yee Hop Road, Lai Yiu Street, and other traffic facilities.
(ii) Since the fatal traffic accident at Sheung Kok Street in Kwai Chung, the Transport Department has already discussed improvement measures with the Housing Department. The current rule only allows vehicles leaving from the Sheung Kok Street car park to make a left turn, however, some drivers do not strictly abide by it. The Department has already requested the police to aggressively bring charges against violating drivers.
(iii) Since the Kwai Tsing District is considered a developed urban area and the usage of roads within the district is extremely high, there is lack of space to add bicycle lanes. He hopes that the police can strengthen awareness and education to road users, especially reminders to drivers to be more tolerant of bicyclists.
(iv) The location where Sheung Kok Street residents frequently cross the street is actually not an official crossing. Since there are vehicles entering and exiting from both sides of the site, the Transport Department is unable to install railings to prevent residents from recklessly crossing the street, and can only install signs and traffic instruction signs and extend the double white lines.

19. Mr. Lee Tim Choi's response is as follows:

(i) There is a gap at Sheung Kok Street by Chuen Yuen Primary School where there is no actual need or use. The police has already suggested that the Transport Department close the gap to prevent pedestrians from passing the gap to cross the street.

(ii) The current laws and regulations provide that it is considered a violation if pedestrians cross the street without using the relevant crosswalks, crosswalk lights, and other facilities that are within 15 meters. The location of the above fatal traffic accident is 25 meters away from the pedestrian crossing, so it is not a violation if pedestrians carefully observe the road traffic conditions before crossing the street.

20. Council Member Wong Yun Tat explained that the gap at Sheung Kok Street by Chuen Yuen Primary School is there for the convenience of picking up and dropping off passengers. He recommends the Transport Department add a structural column or railings between the Sheung Kok Street car park exit or the crosswalk, preventing the vehicles leaving the car park from making a right turn. It would be ideal if a safety island is added, which would remind drivers of this or that they may be pedestrians crossing.

21. Chairman Tai hopes that representatives of the Transport Department and the police will contact individual Committee members, jointly discussing the ways to improve relevant road facilities.

22. Mr. Lee Tim Choi indicated that when citizens cross the street from the gap at Sheung Kok Street, they must cross the street to reach the car park, and the longer they stay on the road, the more dangerous it is. Therefore, the gap is not the ideal crossing.

23. Mr. Lee Chun Wa stated that he will once again look at ways to improve the facilities at the intersection of Sheung Kok Street with the police. The top priority is to ensure that drivers comply with the rules and only turn left when they leave the car park. Hopefully, the police will strengthen enforcement.

Meeting document:

ttc_doc_27_2013.pdf

Draft Minutes of the 5th Meeting of 2013 (Excerpts) (2013-10-17)

The Highways Department completed within the last two months and currently carrying out or planning the main traffic improvement projects and timeline in its action plan for the next six months (Traffic and Transport Document 52/2013)

2. The Committee Members reviewed the above document.

3. Council Member Chow Yik Hay stated that he had mentioned the road improvement project at Joint Street in various meetings several times, however, the problem still has not improved. This project is also not on the list of the main traffic improvement projects in the Highways Department's action plan for the next six months and he expressed his disappointment on this. The traffic accident report for Kwai Tsing District indicates that there were already two traffic accidents near Joint Street this August. The patients in the nearby lower Kwai Chung branch clinic were mostly elderly and disabled persons. He hopes that the Transport Department and Highways Department will actively follow up on this. (See also Traffic and Transport Document No. 51/2013).

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Meeting documents:

ttc_doc_52_2013.pdf ttc_doc_51_2013.pdf

Draft Minutes of the 6th Meeting of 2013 (Excerpts) (2013-12-12)

Kwai Tsing District Traffic Accident Report
(Traffic and Transport Document No. 59/2013)

2. The Committee Members reviewed the above document.

3. Council Member Lam Siu Fai pointed out that there was another traffic accident at the intersection of Tai Pak Tin Street and Tai Loong Street that caused injuries to an old man. He urged the Transport Department to look into ways to improve pedestrian safety at the above location, such as by adding applicable pedestrian crossing facilities and restricting the speed of vehicles, etc.

4. Council Member Lam Lap Chi expressed that there was a traffic accident in Cheung Hang Estate on Liu To Road in Tsing Yi that took place this October, causing serious injuries to a student. There had also been traffic accidents at this location over the past several years. The above location is near the exit of the reservoir, but there are no pedestrian crossing facilities, making it more likely for there to be traffic accidents. He urged the Transport Department and Highways Department to jointly look into ways to improve the crossing facilities at the above location.

5. Council Member Lee Chi Keung expressed that there were as many as 90 traffic accidents involving public buses and public light buses this November, which means that there was an average of one traffic accident involving buses / public light buses every three days. He asked KMB what measures it has to train captains to reduce accidents and whether the police have any plans to increase awareness.

6. Head of the Police Department's Traffic Team in Kwai Tsing Wong Chi Kwong's response stated that, according to statistics from the police, traffic accidents involving public buses mostly occurred in the interior of the vehicle and those involving vehicular collisions were less common.

7. Engineer for the Transportation Department Mr. Lee Chun Wa expressed that there is a "Yield" sign at the intersection between Tai Pak Tin Street and Tai Loong Street, a crosswalk in the upstream of the interaction, a "Drive Slowly" sign above the crosswalk, and sufficient field of vision. He will carry out a field inspection at the above location and look into ways to further improve the safety of the pedestrian crossing at the above location.

8. Council Member Lee Chi Keung indicated that the majority of traffic accidents involving public buses were due to captains driving the vehicle before passengers could sit down or hold onto the poles while standing. He hopes that KMB can take appropriate measures to prevent the occurrence of accidents.

9. Mr. Tam Wing Keung of KMB expressed that he will follow up on the accident report prepared by the police, search for the causes of the relevant bus accidents, and will also further remind captains to pay attention to safety at busy bus stops.

10. Council Member Leung Tsz Wing pointed out that the intersection between Tai Pak Tin Street and Tai Loong Street is considered a downhill location. There is no traffic safety sign and it is likely that an accident will occur if pedestrians are not aware of the traffic conditions in all directions. He recommends the Transport Department and Highways Department to conduct an onsite inspection at the above location and look into ways to enforce road regulations to reduce the occurrence of accidents.

11. Council Member Lam Siu Fai stated that there was a certain traffic accident this April that occurred at the crosswalk. The critical point of the problem is that there are vehicles driving on both sides of the above location and while pedestrians pay attention to the traffic conditions across the street, they would neglect to pay attention to the vehicles from above the intersection, resulting in accidents. He praised the Transport Department for transforming the layby into a pedestrian crossing earlier, preventing large trucks from occupying the road and blocking the sight of pedestrians.

12. The Chairman hopes that representatives of the Transport Department can carry out field inspections onsite at the relevant traffic accident locations and closely work with the police to look into ways to improve safety at pedestrian crossings. With respect to the pedestrian crossing facilities at Cheung Hang Estate on Liu To Road in Tsing Yi, representative of the Transport Department will follow up after the meeting.

Meeting document:

ttc_doc_59_2013.pdf

Draft Minutes of the 1st Meeting of 2015 (Excerpts) (2015-02-12)

Motion: "The Traffic and Transport Committee of the Kwai Tsing District Council requests the Transport Department to construct traffic lights as soon as possible at Kwai Chuen Estate on Kwai Chuen Road in Kwai Chung and Kwai Shing Circuit"
(Motion by Council Member Ng Kim Sing)
(Seconded by Council Member Wong Bing Kuen and Council Member Hui Kei Cheung)
(Traffic and Transport Document No. 5, 5a, and 5b/2015)

2. Council Member Ng Kim Sing introduced Document No. 5.

3. Council Member Chow Wai Hung expressed that after Kwai Chuen Estate has first been occupied, all of the traffic accidents have involved elderly persons and children, causing residents to become very concerned. The data provided by the police indicates that in the past year, of the traffic accidents at Kwai Shing Circuit and Kwai Chuen Road, 20% was due to careless driving by drivers. The Transport Department should not focus on the lack of pedestrian traffic on the road in not constructing traffic lights.

4. Mr. Lee Chun Wa's response indicated that the Transport Department has already made arrangements to add crosswalk lights at Kwai Shing Lutheran Primary School and will coordinate with the Highways Department to implement the project as soon as possible. The Transport Department is paying close attention to the accident in Kwai Shing Circuit where a female student was hit and seriously injured. The Department has already conducted an onsite inspection at the relevant school and as submitted the improvement plan to Highways Department for consideration.

(See also Traffic and Transport Document No. 8/2015)

5. Mr. Wong Chi Kwong's response indicated that as a result of the initial occupancy of Kwai Chuen Estate, the number of people in the district has increased, resulting in the corresponding increase in the number of traffic accidents. The police will work to reduce the occurrence of traffic accidents by simultaneously reinforcing traffic safety education at the school and issuing charges for illegal parking.

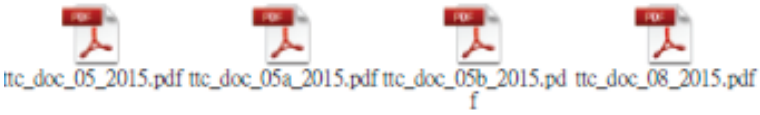
6. Council Member Hui Kei Cheung indicated that even one traffic accident is too many. The Transport Department should carry out supporting measures before the launch of new housing estates. The current proposal to increase traffic lights is an emergency corrective measure to rectify the problem.

7. Council Member Chow Wai Hung expressed that based on his understanding, there had already been two traffic accidents at the section of the road across the park on Kwai Chuen Road. Since the launch of Kwai Chuen Estate, the number of traffic accidents has significantly increased. He urged the Transport Department to recognize the urgency of the problem and carry out improvement projects as soon as possible. (See also Traffic and Transport Document No. 8/2015).

8. Chairman Tai announced that with respect to voting on the motion, the motion will be unanimously passed by the Committee if there is no objection.

9. Chairman Tai announced that due to an insufficient quorum, the remaining time will be used as a seminar. (Record of the seminar is attached to the Appendix.)

Meeting documents:



葵青區交通意外報告 2013

No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Goods Vehicle	貨車	24	9	29	30	28								**120**
Private Car	私家車	20	19	14	27	17								**97**
Taxi	的士	26	13	20	20	8								**87**
Motorcycle	電單車	5	11	12	7	4								**39**
Franchised Public Bus	公共巴士	6	7	10	8	9								**40**
Public Light Bus	公共小巴	8	5	10	6	7								**36**
Other Buses	其他巴士	7	3	1	1	2								**14**
Bicycle	單車	1	3	0	2	5								**11**
Other Vehicle	其他車輛	3	3	6	4	2								**18**
Private bus	私家巴士	0	0	0	0	0								**0**
Private Light Bus	私家小巴	0	1	1	0	0								**2**
Road Casualties Role	**道路使用者**													
Driver	司機	24	11	28	36	27								**126**
Motorcycle Rider	電單車司機	5	11	11	7	4								**38**
Cyclist	騎單車者	0	3	0	2	5								**10**
Pedestrian	行人	23	11	16	14	14								**78**
Passenger	乘客	33	21	31	33	19								**137**
意外成因 Cause Factors of Accidents	**(top 5)**													
Driving inattentively	司機不留心駕駛	19.67%	16.00%	25.81%	19.35%	21.05%								20.38%
Improper turning	司機轉彎不恰當	10.17%	10.00%	12.90%	4.84%	1.75%								7.93%
Passenger lost balance	乘客失平衡	6.78%	10.00%	11.29%	8.06%	12.28%								9.68%
Careless lane changing	司機不小心轉線	8.20%	10.00%	8.06%	3.23%	8.06%								7.51%
Driving too close to vehicle in front	司機跟前車太貼	14.75%	10.00%	6.45%	17.74%	1.75%								10.14%

葵青區有人受傷交通意外報告

2013 年 4 月						
地區	死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
葵涌分區	0	4	27	**葵涌 青沙公路支路 近燈柱CF 8039 #**	**1 的士**	**1 司機**
				葵涌 大白田街近石籬社區會堂近燈柱AC0415 #	**1 的士**	**1 行人**
				葵涌 葵聯路 近燈柱 FB 3244 (葵盛西邨方向) #	**1 公共小型巴士**	**1 行人**
				葵涌 麗瑤街 近燈柱FC1120(麗瑤邨街市外) #	**1 輕型貨車**	**1 行人**
				葵昌路41號至49號 樂聲工業中心場內行車通道	1 特別用途車輛	1 行人
				葵涌 大窩口道葵涌方向近上角街燈柱 W0540	1 的士	1 行人
				青山公路 - 葵涌段近燈柱W2373(嘉翠園外)	1 私家車	1 司機
				葵涌道近燈柱FB7977(新界方向近荔景邨)	1 的士	1 司機
				葵涌禮芳街近燈柱U7662	1 私家車	1 行人
				和宜合道訊發大廈A座外	1 公共小型巴士	1 行人
				葵涌 葵盛圍 近燈柱 FA 9766 (荃灣方向)	1 私家車	1 司機
				葵涌 興芳路 近燈柱 FB 6606 (青衣大橋方向)	1 的士	2 乘客
				葵涌道近青山公路-葵涌段 (往新界方向)	1 電單車	1 司機
				荔景 荔枝窩路18號荔景紀律部隊宿舍外近燈柱U7445	1 電單車	1 司機
				葵涌 興寧路近燈柱DC0127	1 公共小型巴士	1 乘客
				葵涌 葵福路近葵盛游泳池	1 私家車	1 司機
				葵涌道近燈柱FA6081(九龍方向)	1 九巴	1 乘客
				葵涌 葵盛圍 葵盛東邨 停車場 入口處 行車通道	1 私家車	1 行人
				葵涌 石建街近燈柱BC 1405	1 私家車	1 行人
				葵涌 大連排道144號至150號金豐工業大廈對出(向九龍方向)	1 私家車	1 司機
				葵涌 興盛路 近燈柱W4831(香港專業教育學院葵涌分校)	1 公共小型巴士	1 行人
				葵涌 葵聯路 近 燈柱 FB 3249	1 電單車	1 司機
				葵涌 和宜合道 麗晶中心外 近燈柱 FB2889 九龍方向	1 的士	2 乘客
				葵涌 葵涌道 近 燈柱 FA 6202	1 九巴	1 乘客
				葵盛圍近燈柱HA9797	1 私家車	1 行人
				葵涌 石蔭路與石宜路交界 (近燈柱FB5652)	1 輕型貨車	1 行人
				荃灣路近燈柱FB7997(九龍方向)	1 中型貨車	1 司機
				葵涌 大連排道152號至160號金龍工業中心1座對面近燈柱FB5144	1 輕型貨車	1 行人
				葵涌道近四號貨櫃碼頭 往葵涌方向	1 私家車	1 司機, 1 乘客
				葵芳 高芳街與興盛路交界	1 單車	1 騎腳踏車者
				健全街 與 青山公路(葵涌段) 交界	1 的士, 1 私家車	2 司機

註

交通黑點: 沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2013 年 4 月						
地區	死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
青衣分區	0	5	25	**青衣 長青公路機場方向 近 CH14.3N近燈柱BC1810 #**	**1 私家車, 1 電單車**	**2 司機, 1 乘客**
				青衣 青葵公路往機場方向近燈柱FB6118(近長青隧道口) #	**1 電單車, 1 城巴, 1 中型貨車**	**3 司機, 6 乘客**
				青衣鄉事會路近長環街交界 #	**1 私家車**	**1 行人**
				葵涌 青葵公路近里程路段11.2近燈柱FB6124長青隧道入口往新界方向 #	**1 私家車**	**2 乘客**
				青衣 青敬路 與 担杆山交滙處 交界 近燈柱 FC 0582 #	**1 電單車**	**1 司機, 1 乘客**
				葵涌 貨櫃碼頭南路8號亞洲貨櫃物流中心A座行車通道近5樓第5A號車輛入	1 中型貨車	1 司機
				葵涌 青葵公路近公里路段8.3(S)	1 私家車	1 乘客
				青衣 青衣路51號衛和化學廢物處理中心外近燈柱W3543	1 的士	1 司機
				長青公路近里程標志14.3N屯門方向	2 私家車	2 司機, 1 乘客
				永順街近燈柱W5030	1 電單車	1 司機
				青衣 青荃路號青荃橋近燈柱FC2796	1 的士	1 司機
				葵涌 青沙公路支路近燈柱編號CF8038九龍方向	1 私家車	1 司機
				青衣西路近燈柱FC4237(青衣邨方向)	1 私家車	1 乘客
				青衣北岸公路 近 燈柱 AC0939	1 的士	1 司機
				青衣鄉事會路往荃灣方向青衣消防局對出	1 私家車	1 司機
				青嶼幹線往青衣方向近燈柱MW076N	4 的士	3 司機, 3 乘客
				葵涌 貨櫃碼頭南路亞洲貨櫃物流中心A座與B座之間地面 T 字路口	1 輕型貨車	1 乘客
				葵涌 勝耀街3號嘉里(荃灣)貨倉近燈柱 GC0096	1 輕型貨車	1 司機
				青衣 航運路9號貨櫃碼頭D7行車通道近第754號貨櫃位	1 特別用途車輛	1 司機
				青嶼幹線往九龍方向近公里路段13.7E	1 的士	1 司機, 3 乘客
				青衣 青敬路近担杆山交匯處 (荃灣方向)	1 私家車	1 司機
				担杆山交匯處近楓樹窩路	1 公共巴士	1 乘客
				荃灣路近里程標誌14.4E (九龍方向) 近荔景邨	1 私家車	1 司機
				葵芳 興芳路華業工業大廈外近燈柱FB6606	1 私家車	1 司機
				青衣 担杆山路10號青衣東北公園內單車徑	1 單車	1 騎腳踏車者
				荃灣路支路落斜近燈柱FC0473	1 私家車	1 司機
				葵涌 4號貨櫃碼頭內行車通道 近香港國際貨櫃碼頭大樓3座	1 輕型貨車	1 司機
				青衣 青荃橋近燈柱FB3170 (荃灣方向)	1 公共小型巴士	1 乘客
				青衣 航運路近燈柱AC4459往葵涌方向	1 中型貨車	1 司機
				青衣 青敬路 近長安邨安湄樓巴士站 (往担杆山交匯處方向)	1 九巴	2 乘客

註
交通黑點: 沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2013 年 5 月						
地區	死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
葵涌分區	1	2	19	**葵涌 上角街 葵涌邨 芷葵樓 外 (大窩口道方向) !**	**1 輕型貨車**	**1 行人**
				葵涌 大連排道與葵安道交界 #	**1 公共小型巴士, 1 中型貨車**	**1 司機, 1 乘客**
				葵涌 葵涌道 近 燈柱 FB 6605 (近 大連排道 九龍方向) #	**1 九巴**	**1 乘客**
				葵涌 永基路55號 嘉里貨倉 13樓	1 輕型貨車	1 行人
				葵涌 大自田街 近 燈柱 FA4422	2 單車	1 騎腳踏車者
				大連排道與葵秀路交界	1 私家車	1 行人
				葵涌 大窩口道 夏葵樓 巴士站 近 燈柱 W0382	1 城巴	1 乘客
				大窩口道近葵盛圍(九龍方向)	1 九巴	1 行人
				葵涌興寧路近燈柱DC0116	1 公共小型巴士	1 行人
				葵涌 大連排道近葵安道	1 的士	1 司機
				葵涌 工業街近大連排道	1 單車	1 騎腳踏車者
				葵涌 大窩口道 與 興芳路 交界	1 公共小型巴士	1 乘客
				葵涌 葵盛圍盛和樓外近燈柱FA9810(葵興方向)	1 公共小型巴士	1 行人
				葵涌 梨木道4號至30號億萬工業中心地下	1 特別用途車輛	1 行人
				打磚坪街29號 外	1 輕型貨車	1 行人
				和宜合道33號 雍雅軒外近燈柱號碼FB2887(九龍方向)	1 輕型貨車	1 司機, 2 乘客
				葵涌 梨木道99號寧峰苑外	1 的士	1 行人
				葵涌 葵盛圍 與 盛福街 交界	1 單車	1 騎腳踏車者, 1 行人
				葵涌 和宜合道 近 大隴街 交界 (向梨木道方向)	1 私家車	1 行人
				葵芳 興芳路 近燈柱 FA 1793	1 九巴	1 司機, 1 乘客
				葵涌 石蔭路近燈柱FB 5650	1 九巴	1 乘客
				葵涌 興芳路近燈柱DC 0140(葵芳邨對開)	1 九巴	1 乘客

註
交通黑點: 沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2013 年 5 月						
地區	死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
青衣分區	2	2	29	**青衣 長達路14號至20號 偉力工業大廈地下停車場L5車位！**	**1 中型貨車**	**1 司機**
				青衣 楓樹窩路與青衣西路交界往青衣邨方向！	**1 的士**	**1 行人**
				青衣 担杆山交匯處與青荃路交界 #	**1 電單車**	**1 司機**
				葵涌 貨櫃碼頭南路6號碼頭4號停泊位 #	**1 中型貨車**	**1 司機**
				青嶼幹線支路近D16B	1 私家車	1 司機
				青衣 青康路近燈柱W2537往美景花園方向	1 的士	1 行人
				青衣 北岸公路近燈柱AC0943(青衣方向)	1 的士	1 司機
				青衣 寮肚路 近 燈柱 FA5113	1 單車	1 騎腳踏車者
				青衣 長青公路近公里路段 14.0 S (九龍方向)	1 私家車	1 司機
				葵涌 青沙公路 近 公里路段 26.7W (青衣方向)	1 私家車	1 司機, 1 乘客
				葵涌 永基路近信興中心近燈柱FA5455	1 輕型貨車	1 司機
				青衣 寮肚路與青衣西路交界	1 電單車	1 司機
				青衣 青衣西路近燈柱FC4255(向青康路方向)	1 輕型貨車	1 司機
				青沙公路近燈柱CF8037	1 的士	1 司機
				青衣 寮肚路3號曉峰園5座外	1 電單車	1 司機
				青衣 楓樹窩路與担杆山交匯處交界	1 輕型貨車	1 司機, 1 乘客
				葵涌 荃灣路九龍方向近里程標誌15.5E	1 私家車	1 乘客
				葵涌 貨櫃碼頭南路近興華街西	1 私家車	1 司機, 1 乘客
				葵涌 葵豐街近燈柱GC0599(向貨櫃碼頭路)	1 輕型貨車	1 行人
				青衣 涌美路 近燈柱U7286	1 電單車	1 司機
				葵涌 貨櫃碼頭南路六號貨櫃碼頭第三轉籠路與S 段行車道交界	1 中型貨車	1 司機
				青衣 青鴻路近燈柱AC4621(青衣路方向)	1 輕型貨車, 1 私家車	1 司機, 1 乘客
				青衣 青沙公路 支路 青沙管制區 近燈柱 TS 0590 (九龍方向)	1 中型貨車	1 司機
				青衣 航運路九號貨櫃碼頭內(近7B街)	1 中型貨車	1 司機
				青衣路29號至33號大同機械中心	1 特別用途車輛	1 司機
				青衣 航運路 九號貨櫃碼頭內行車通道近9C貨櫃區	1 中型貨車	1 司機
				青衣 青沙公路近公里路段23.3E (九龍方向)	1 私家車	1 司機, 2 乘客
				青衣青葵公路號里程標誌11.3(S)	1 私家車	1 司機
				青衣美景花園12座外行車通道	1 公共小型巴士	1 乘客
				葵涌貨櫃碼頭南路 1號迴旋處近燈柱FC 1669	1 私家車	1 司機
				葵青路(葵涌方向)近燈柱 FB 1543	1 公共小型巴士	1 司機, 1 乘客
				貨櫃碼頭南路 八號貨櫃碼頭內 中遠碼頭LA間第47間位	1 中型貨車	1 司機
				葵涌 興芳路(葵芳方向)近燈柱FB 1549	1 九巴	1 司機

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

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Report on Traffic Accident in Kwai Tsing District 2013														
No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Goods Vehicle	貨車	24	9	29	30	28								**120**
Private Car	私家車	20	19	14	27	17								**97**
Taxi	的士	26	13	20	20	8								**87**
Motorcycle	電單車	5	11	12	7	4								**39**
Franchised Public Bus	公共巴士	6	7	10	8	9								**40**
Public Light Bus	公共小巴	8	5	10	6	7								**36**
Other Buses	其他巴士	7	3	1	1	2								**14**
Bicycle	單車	1	3	0	2	5								**11**
Other Vehicle	其他車輛	3	3	6	4	2								**18**
Private bus	私家巴士	0	0	0	0	0								**0**
Private Light Bus	私家小巴	0	1	1	0	0								**2**
Road Casualties Role	**道路使用者**													
Driver	司機	24	11	28	36	27								**126**
Motorcycle Rider	電單車司機	5	11	11	7	4								**38**
Cyclist	騎單車者	0	3	0	2	5								**10**
Pedestrian	行人	23	11	16	14	14								**78**
Passenger	乘客	33	21	31	33	19								**137**
意外成因 Cause Factors of Accidents	**(top 5)**													
Driving inattentively	司機不留心駕駛	19.67%	16.00%	25.81%	19.35%	21.05%								20.38%
Improper turning	司機轉灣不恰當	10.17%	10.00%	12.90%	4.84%	1.75%								7.93%
Passenger lost balance	乘客失平衡	6.78%	10.00%	11.29%	8.06%	12.28%								9.68%
Careless lane changing	司機不小心轉線	8.20%	10.00%	8.06%	3.23%	8.06%								7.51%
Driving too close to vehicle in front	司機跟前車太貼	14.75%	10.00%	6.45%	17.74%	1.75%								10.14%

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Traffic and Transport Document No. 27/2013 - Annex (I)

April 2013						
Region	Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
Kwai Chung District	0	4	27	**Near lamppost CF 8039 at the slip road leading to Tsing Sha Highway, Kwai Chung #**	**1 taxi**	**1 driver**
				Near lamppost AC0415, near Shek Lei Community Hall, Tai Pak Tin Street, Kwai Chung #	**1 taxi**	**1 pedestrian**
				Near lamppost FB 3244 (Kwai Shing West Estate bound), Kwai Luen Road, Kwai Chung #	**1 public light bus**	**1 pedestrian**
				Near lamppost FC1120 (outside Lai Yiu Estate market), Lai Yiu Street, Kwai Chung #	**1 light goods vehicle**	**1 pedestrian**
				Vehicular access inside Roxy Industrial Centre, 41-49, Kwai Cheong Road	1 special purpose vehicle	1 pedestrian
				Near lamppost W0540, Sheung Kok Street, Tai Wo Hau Road (Kwai Chung bound), Kwai Chung	1 taxi	1 pedestrian
				Near lamppost W2373 (outside Clifford Mansion), Castle Peak Road - Kwai Chung section	1 private car	1 driver
				Near lamppost FB7977 (near Lai King Estate, New Territories bound), Kwai Chung Road	1 taxi	1 driver
				Near lamppost U7662, Lai Fong Street, Kwai Chung	1 private car	1 pedestrian
				Outside Block A, Yee Fat Building, Wo Yi Hop Road	1 public light bus	1 pedestrian
				Near lamppost FA 9766 (Tsuen Wan bound), Kwai Shing Circuit, Kwai Chung	1 private car	1 driver
				Near lamppost FB 6606 (Tsing Yi Bridge bound), Hing Fong Road, Kwai Chung	1 taxi	2 passengers
				Near Castle Peak Road - Kwai Chung section (New Territories bound), Kwai Chung Road	1 motorcycle	1 driver
				Near lamppost U7445 outside Lai King Disciplined Services Quarters, 18 Lai Chi Ling Road, Lai King	1 motorcycle	1 driver
				Near lamppost DC0127, Hing Ning Road, Kwai Chung	1 public light bus	1 passenger
				Near Kwai Shing Swimming Pool, Kwai Fuk Road, Kwai Chung	1 private car	1 driver
				Near lamppost FA6081 (Kowloon bound), Kwai Chung Road	1 KMB	1 passenger
				Vehicular access to the entrance of the car park in Kwai Shing East Estate, Kwai Shing Circuit, Kwai Chung	1 private car	1 pedestrian
				Near lamppost BC 1405, Shek Kin Road, Kwai Chung	1 private car	1 pedestrian
				Outside Goldfield Industrial Building, 144-150 Tai Lin Pai Road, Kwai Chung (Kowloon bound)	1 private car	1 driver
				Near lamppost W4831 (Hong Kong Institute of Vocational Education, Kwai Chung Branch), Hing Shing Road, Kwai Chung	1 public light bus	1 pedestrian
				Near lamppost FB 3249, Kwai Luen Road, Kwai Chung	1 motorcycle	1 driver

				Near lamppost FB2889 (Kowloon bound), outside Regent Centre, Wo Yi Hop Road, Kwai Chung	1 taxi	2 passengers
				Near lamppost FA 6202, Kwai Chung Road, Kwai Chung	1 KMB	1 passenger
				Near lamppost HA9797, Kwai Shing Circuit	1 private car	1 pedestrian
				(Near lamppost FB5652) at the junction of Shek Yam Road and Shek Yi Road, Kwai Chung	1 light goods vehicle	1 pedestrian
				Near lamppost FB7997 (Kowloon bound), Tsuen Wan Road	1 medium goods vehicle	1 driver
				Near lamppost FB5144 opposite to Block 1, Golden Dragon Industrial Centre, 152-160 Tai Lin Pai Road, Kwai Chung	1 light goods vehicle	1 pedestrian
				Near Terminal 4 (Kwai Chung bound), Kwai Chung Road	1 private car	1 driver, 1 passenger
				At the junction of Ko Fong Road and Hing Shing Road, Kwai Fong	1 bicycle	1 cyclist
				At the junction of Kin Chuen Street and Castle Peak Road (Kwai Chung section)	1 taxi, 1 private car	2 drivers

Notes:

Traffic black spot: nil

A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours

! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Traffic and Transport Document No. 27/2013 - Annex (II)

April 2013						
Region	Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
Tsing Yi District	0	5	25	**Near lamppost CH14.3N and BC1810, Cheung Tsing Highway (Airport bound), Tsing Yi #**	**1 private car, 1 motorcycle**	**2 drivers, 1 passenger**
				Near lamppost FB6118 (near the entrance of Cheung Tsing Tunnel), Tsing Kwai Highway (Airport bound), Tsing Yi #	**1 motorcycle, 1 Citybus, 1 medium goods vehicle**	**3 drivers, 6 passengers**
				Near the junction of Cheung Wan Street, Heung Sze Wui Road, Tsing Yi #	**1 private car**	**1 pedestrian**
				Near lamppost FB6124 at the entrance of Cheung Tsing Tunnel (New Territories bound) near chainage section 11.2, Tsing Kwai Highway, Kwai Chung #	**1 private car**	**2 passengers**
				Near lamppost FC 0582 at the junction of Tsing King Road and Tam Kon Shan Interchange, Tsing Yi #	**1 motorcycle**	**1 driver, 1 passenger**
				Near the vehicle entrance at No. 5A, 5/F, vehicular access to Block A, ATL Logistics Centre, 8 Container Port Road South, Kwai Chung	1 medium goods vehicle	1 driver
				Near kilometer section 8.3(S), Tsing Kwai Highway, Kwai Chung	1 private car	1 passenger
				Near lamppost W3543 outside Ecospace Ltd., 51 Tsing Yi Road, Tsing Yi	1 taxi	1 driver
				Near chainage marker 14.3N (Tuen Mun bound), Cheung Tsing Highway	2 private cars	2 drivers, 1 passenger
				Near lamppost W5030, Wing Shun Street	1 motorcycle	1 driver
				Near lamppost FC2796, Tsing Tsuen Bridge, Tsing Tsuen Road, Tsing Yi	1 taxi	1 driver
				Near lamppost numbered CF8038 (Kowloon bound) at slip road leading to Tsing Sha Highway, Kwai Chung	1 private car	1 driver
				Near lamppost FC4237 (Tsing Yi Estate bound), Tsing Yi Road West	1 private car	1 passenger
				Near lamppost AC0939, Tsing Yi North Coastal Road	1 taxi	1 driver
				Outside Tsing Yi Fire Station, Heung Sze Wui Road (Tsuen Wan bound), Tsing Yi	1 private car	1 driver
				Near lamppost MW076N, Lantau Link (Tsing Yi bound)	4 taxis	3 drivers, 3 passengers
				T junction at Block A and Block B of ATL Logistics Centre, Container Port Road South, Kwai Chung	1 light goods vehicle	1 passenger
				Near lamppost GC0096 outside Kerry Warehouse (Tsuen Wan), 3 Shing Yiu Street, Kwai Chung	1 light goods vehicle	1 driver
				Near the 754th container at vehicular access to Terminal D7, 9 Hong Wan Road, Tsing Yi	1 special purpose vehicle	1 driver
				Near kilometer section 13.7E, Lantau Link (Kowloon bound)	1 taxi	1 driver, 3 passengers
				Near Tam Kon Shan Interchange (Tsuen Wan bound), Tsing King Road, Tsing Yi	1 private car	1 driver
				Near Fung Shue Wo Road, Tam Kon Shan Interchange	1 franchised public bus	1 passenger

				Near Lai King Estate and chainage marker 14.4E (Kowloon bound), Tsuen Wan Road	1 private car	1 driver
				Near lamppost FB6606 outside Marvel Industrial Building, Hing Fong Road, Kwai Fong	1 private car	1 driver
				Cycling track in Tsing Yi Northeast Park, 10 Tam Kon Shan Road, Tsing Yi	1 bicycle	1 cyclist
				Near lamppost FC0743 at down ramp slip road to Tsuen Wan Road	1 private car	1 driver
				Vehicular access inside Terminal 4 near Block 3 of Hongkong International Terminals, Kwai Chung	1 light goods vehicle	1 driver
				Near lamppost FB3170 (Tsuen Wan bound), Tsing Tsuen Bridge, Tsing Yi	1 public light bus	1 passenger
				Near lamppost AC4459 (Kwai Chung bound), Hong Wan Road, Tsing Yi	1 medium goods vehicle	1 driver
				Near the bus stop outside On Mei House, Cheung On Estate, Tsing King Road (Tam Kon Shan Interchange bound), Tsing Yi	1 KMB	2 passengers

Notes:

Traffic black spot: nil

A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours

! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Traffic and Transport Document No. 27/2013 - Annex (III)

May 2013						
Region	Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
Kwai Chung District	1	2	19	**Outside Tsz Kwai House, Kwai Chung Estate, Sheung Kok Street, Kwai Chung (Tai Wo Hau Road bound) !**	**1 light goods vehicle**	**1 pedestrian**
				At the junction of Tai Lin Pai Road and Kwai On Road, Kwai Chung #	**1 public light bus, 1 medium goods vehicle**	**1 driver, 1 passenger**
				Near lamppost FB 6605 (near Tai Lin Pai Road, Kowloon bound), Kwai Chung Road, Kwai Chung #	**1 KMB**	**1 passenger**
				13/F Kerry Warehouse, 55 Wing Kei Road, Kwai Chung	1 light goods vehicle	1 pedestrian
				Near lamppost FA4422, Tai Pak Tin Street, Kwai Chung	2 bicycles	1 cyclist
				At the junction of Tai Lin Pai Road and Kwai Sau Road	1 private car	1 pedestrian
				Near lamppost W0382 at the bus stop of Ha Kwai House, Tai Wo Hau Road, Kwai Chung	1 Citybus	1 passenger
				Near Kwai Shing Circuit, Tai Wo Hau Road (Kowloon bound)	1 KMB	1 pedestrian
				Near lamppost DC0116, Hing Ning Road, Kwai Chung	1 public light bus	1 pedestrian
				Near Kwai On Road, Tai Lin Pai Road, Kwai Chung	1 taxi	1 driver
				Near Tai Lin Pai Road, Kung Yip Street, Kwai Chung	1 bicycle	1 cyclist
				At the junction of Tai Wo Hau Road and Hing Fong Road, Kwai Chung	1 public light bus	1 passenger
				Near lamppost FA9810 outside Shing Wo House, Kwai Shing Circuit, Kwai Chung (Kwai Hing bound)	1 public light bus	1 pedestrian
				Ground floor of Edwick Industrial Building, 4-30 Lei Muk Road, Kwai Chung	1 special purpose vehicle	1 pedestrian
				Outside 29 Ta Chuen Ping Street	1 light goods vehicle	1 pedestrian
				Near lamppost numbered FB2887, outside The Apex, 33 Wo Yi Hop Road (Kowloon bound)	1 light goods vehicle	1 driver, 2 passengers
				Outside Ning Fung Court, 99 Lei Muk Road, Kwai Chung	1 taxi	1 pedestrian
				At the junction of Kwai Shing Circuit and Shing Fuk Street, Kwai Chung	1 bicycle	1 cyclist, 1 pedestrian
				Near the junction of Tai Loong Street, Wo Yi Hop Road, Kwai Chung (Lei Muk Road bound)	1 private car	1 pedestrian
				Near lamppost FA 1793, Hing Fong Road, Kwai Chung	1 KMB	1 driver, 1 passenger
				Near lamppost FB 5650, Shek Yam Road, Kwai Chung	1 KMB	1 passenger
				Near lamppost DC 0140, Hing Fong Road, Kwai Chung (outside Kwai Fong Estate)	1 KMB	1 passenger

Notes:

Traffic black spot: nil

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! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Traffic and Transport Document No. 27/2013 - Annex (IV)

May 2013						
Region	Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
Tsing Yi District	2	2	29	**L5 parking space, underground car park, Vigor Industrial Building, 14-20 Cheung Tat Road, Tsing Yi !**	**1 light goods vehicle**	**1 driver**
				At the junction of Fung Shue Wo Road and Tsing Yi Road West, Tsing Yi (Tsing Yi Estate bound) !	**1 taxi**	**1 pedestrian**
				At the junction of Tam Kon Shan Interchange and Tsing Tsuen Road, Tsing Yi #	**1 motorcycle**	**1 driver**
				Terminal 4 berth, 6 Container Port Road South, Kwai Chung #	**1 light goods vehicle**	**1 driver**
				Near D16B, Lantau Link slip road	1 private car	1 driver
				Near lamppost W2537, Ching Hong Road, Tsing Yi (Mayfair Gardens bound)	1 taxi	1 pedestrian
				Near lamppost AC0943, North Coastal Road, Tsing Yi (Tsing Yi bound)	1 taxi	1 driver
				Near lamppost FA5113, Liu To Road, Tsing Yi	1 bicycle	1 cyclist
				Near kilometer section 14.0 S, Cheung Tsing Highway, Tsing Yi (Kowloon bound)	1 private car	1 driver
				Near kilometer section 26.7W, Tsing Sha Highway, Kwai Chung (Tsing Yi bound)	1 private car	1 driver, 1 passenger
				Near lamppost FA5455, near Shun Hing Centre, Wing Kei Road, Kwai Chung	1 light goods vehicle	1 driver
				At the junction of Liu To Road and Tsing Yi Road West, Tsing Yi	1 motorcycle	1 driver
				Near lamppost FC4255, Tsing Yi Road West, Tsing Yi (Ching Hong Road bound)	1 light goods vehicle	1 driver
				Near lamppost CF8037, Tsing Sha Highway	1 taxi	1 driver
				Outside Block 5 Mount Haven, Liu To Road, Tsing Yi	1 motorcycle	1 driver
				At the junction of Fung Shue Wo Road and Tam Kon Shan Interchange, Tsing Yi	1 light goods vehicle	1 driver, 1 passenger
				Near chainage marker 15.5E, Tsuen Wan Road (Kowloon bound), Kwai Chung	1 private car	1 passenger
				Near Hing Wah Street West, Container Port Road South, Kwai Chung	1 private car	1 driver, 1 passenger
				Near lamppost GC0599, Kwai Fung Street, Kwai Chung (Container Port Road bound)	1 light goods vehicle	1 pedestrian
				Near lamppost U7286, Chung Mei Road, Tsing Yi	1 motorcycle	1 driver
				At the junction of the third tumble road and S-section carriageway, Terminal 6, Container Port Road South, Kwai Chung	1 medium goods vehicle	1 driver
				Near lamppost AC4621, Tsing Hung Road, Tsing Yi (Tsing Yi Road bound)	1 light goods vehicle, 1 private car	1 driver, 1 passenger
				Near lamppost TS 0590, Tsing Sha Control Area, Tsing Sha Highway slip road, Tsing Yi (Kowloon bound)	1 medium goods vehicle	1 driver
				Inside Terminal 9, Hong Wan Road, Tsing Yi (near 7B Street)	1 medium goods vehicle	1 driver
				Cosmos Machinery Centre, 29-33 Tsing Yi Road	1 special purpose vehicle	1 driver
				Near 9C Container Area, vehicular access to Terminal 9, Hong Wan Road, Tsing Yi	1 medium goods vehicle	1 driver

				Near kilometer section 23.3E, Tsing Sha Highway, Tsing Yi (Kowloon bound)	1 private car	1 driver, 2 passengers
				Chainage marker 11.3(S), Tsing Kwai Highway, Tsing Yi	1 private car	1 driver
				Vehicular access outside Block 12 Mayfair Gardens, Tsing Yi	1 public light bus	1 passenger
				Near lamppost FC 1669, Roundabout No. 1, Container Port Road South, Kwai Chung	1 private car	1 driver
				Near lamppost FB 1543, Kwai Tsing Road (Kwai Chung bound)	1 public light bus	1 driver, 1 passenger
				No. 47 in LA, COSCO Terminal, inside Terminal 8, Container Port Road South	1 medium goods vehicle	1 driver
				Near lamppost FB 1549, Hing Fong Road (Kwai Fong bound), Kwai Chung	1 KMB	1 driver

Notes:
Traffic black spot: nil
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

葵青區交通意外報告 2013

No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Total**
Goods Vehicle	貨車	24	9	29	30	28	18	30	37	31				**236**
Private Car	私家車	20	19	14	27	17	20	16	25	18				**176**
Taxi	的士	26	13	20	20	8	29	22	20	14				**172**
Motorcycle	電單車	5	11	12	7	4	12	8	11	2				**72**
Franchised Public Bus	公共巴士	6	7	10	8	9	12	7	9	6				**74**
Public Light Bus	公共小巴	8	5	10	6	7	11	10	12	4				**73**
Other Buses	其他巴士	7	3	1	1	2	3	0	0	4				**21**
Bicycle	單車	1	3	0	2	5	5	3	2	6				**27**
Other Vehicle	其他車輛	3	3	6	4	2	3	0	2	6				**29**
Private bus	私家巴士	0	0	0	0	0	0	0	1	0				**1**
Private Light Bus	私家小巴	0	1	1	0	0	0	0	0	0				**2**
Road Casualties Role	**道路使用者**													
Driver	司機	24	11	28	36	27	34	35	36	18				**249**
Motorcycle Rider	電單車司機	5	11	11	7	4	9	7	11	2				**67**
Cyclist	騎單車者	0	3	0	2	5	4	3	2	4				**23**
Pedestrian	行人	23	11	16	14	14	24	14	15	14				**145**
Passenger	乘客	33	21	31	33	19	44	37	40	25				**283**
意外成因 Cause Factors of Accidents	**(top 8)**													
Driving inattentively	司機不留心駕駛	19.67%	16.00%	25.81%	19.35%	21.05%	25.30%	10.81%	17.81%	16.36%				19.13%
Improper turning	司機轉灣不恰當	10.17%	10.00%	12.90%	4.84%	1.75%	7.23%	13.51%	6.85%	5.45%				8.08%
Passenger lost balance	乘客失平衡	6.78%	10.00%	11.29%	8.06%	12.28%	1.20%	4.05%	6.85%	7.27%				7.53%
Careless lane changing	司機不小心轉線	8.20%	10.00%	8.06%	3.23%	8.06%	6.02%	9.46%	13.70%	9.09%				8.42%
Driving too close to vehicle in front	司機跟前車太貼	14.75%	10.00%	6.45%	17.74%	1.75%	6.02%	12.16%	10.96%	14.55%				10.49%
To avoid collision or otherwise:Swerving	避免撞車而失控	6.56%	16.00%	4.84%	11.29%	14.04%	10.84%	14.86%	12.33%	3.64%				10.49%
Pedestrians negligence	行人疏忽	16.40%	10.00%	1.61%	6.45%	7.02%	6.02%	5.41%	8.22%	7.28%				7.60%
Lost control of vehicle	司機駕車失控	1.69%	6.00%	3.23%	8.06%	5.26%	6.02%	2.70%	5.48%	9.09%				5.28%

葵青區有人受傷交通意外報告

附件(一)

2013 年 8 月 葵涌分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
1	3	26	**新界葵涌青山公路葵涌段港鐵大窩口站B出口對面！**	**1 輕型貨車**	**1 行人(男,74)**
			新界 葵涌 大隴街巴士總站 近 43A巴士站 #	**1 公共巴士(九巴)**	**1 司機(男,58)**
			葵涌葵涌道近公里路段13.1W(荃灣方向) #	**1 私家車**	**1 司機,1乘客(2男,20-24)**
			新界 葵涌 葵福路與葵喜街交界往興芳路方向 #	**1 的士(香港及九龍)**	**1 行人(女,10歲以下)**
			葵涌葵盛圍葵盛西邨10座對出近燈柱號碼FA9779(往盛福街方向)	1 私家車,1 公共小型巴士	1 司機(男,38)
			新界葵涌麗祖路近燈柱AC0068	1 的士(香港及九龍),1 電單車	1 電單車司機(女,27)
			新界 葵涌 青沙公路支路 近燈柱CF8038 (九龍方向)	1 的士(香港及九龍)	1 司機(男,52)
			新界 葵涌 華景山路 海峰花園外 近燈柱 W3339 往華景山莊方向	1 公共小型巴士,1的士(香港及九龍)	1 司機,3 乘客(3男1女,3-52)
			新界葵涌大隴街近大隴街巴士總站	1 公共巴士(九巴)	1 乘客(女,66)
			新界 葵涌 青山公路－葵涌段(荃灣方向)近燈柱編號 BC0211	1 公共巴士(九巴), 1 的士(香港及九龍)	2 乘客(2女,35-62)
			新界 葵涌 葵涌道近燈柱FB7978	1 私家車,1 的士(香港及九龍)	1 司機,5乘客(1男5女,22-83)
			新界葵涌青山公路-葵涌段中葵涌公園外(九龍方向) 近燈柱編號W2363	1 私家車,1 電單車	1 電單車司機(男,39)
			新界葵涌葵盛圍盛和樓對開近燈柱FA 9803	1 輕型貨車	1 行人(女,53)
			葵涌聯接街往荔景山路方向近燈柱號碼FB4071	1 公共巴士(九巴)	1 行人(男,69)
			新界葵涌德士古道近大窩口道交界(向青衣方向)	1 電單車	1 電單車司機(男,35)
			新界葵涌上角街近燈柱FC 3925	1 私家車	1 行人(男,6)
			新界 葵涌 葵富路與葵仁路交界	1 公共小型巴士,1的士(香港及九龍)	1 司機,1乘客(1男1女,50-61)
			新界 葵涌 大連排道(九龍方向)近燈柱 FB 5139	1 的士(香港及九龍)	1 司機(男,55)
			新界 荔景 荔景山路 近 聯接街 交界	1 公共小型巴士,1 電單車	1 電單車司機(女,36)
			葵芳興寧路新都會廣場外(青衣方向)	1 公共小型巴士	1 行人(女,20)
			新界 葵涌 荔景 麗瑤街 近 燈柱 FC 1120	1 公共小型巴士	1 乘客(女,84)
			青山公路－葵涌段近燈柱號碼FB2864荃灣方向	1 私家車, 1 輕型貨車	1 司機(男,29)
			葵涌荔枝嶺路近燈柱U7435往華瑤路方向	1 私家車	1 司機(男,41)
			新界葵涌華星街近燈柱FC2291	1 中型貨車	1 行人(男,50)
			新界葵涌光輝里近燈柱 FB 0391	1 私家車	1 行人(男,70)
			大窩口道與上角街交界(葵涌方向)	1 私家車,1 的士(香港及九龍)	1 司機(男,49)
			新界葵芳邨內行車通道近燈柱 FC 4376 往出口方向	1 輕型貨車,1 電單車	1 電單車司機(男,33)
			葵涌葵芳興寧路近燈柱號碼DC 0121	1 公共小型巴士	1 行人(男,58)
			新界青衣貨櫃碼頭南路三號迴旋處近燈柱FC2770	1 電單車	1 電單車司機(男,45)
			華景山路華景山莊北停車場4樓	1 單車	1 騎腳踏車者(男,5)

註

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(二)

2013 年 8 月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
0	7	36	新界葵涌青葵公路公里路段 8.0N 近燈柱 FB 7627 (屯門方向) #	1 的士(香港及九龍), 1 中型貨車	1 司機,2 乘客(1男2女,34-60)
			新界青衣貨櫃碼頭南路近燈柱BC1283(往昂船洲方向) #	1 輕型貨車,中型貨車,重型貨車	1 司機,1 乘客(2男,26-34)
			新界葵涌貨櫃碼頭南路七號迴旋處 近燈柱 BC1415 #	1 電單車,中型貨車	1 電單車司機(男,46)
			新界葵涌荃灣路近公里路段 14.5E (九龍方向) #	1 電單車,私家車	1 電單車司機(男,54)
			新界青衣青康路長青巴士總站 #	1 公共巴士(九巴)	1 乘客(男,65)
			新界馬灣馬灣路2號近燈柱 AC 4900 #	1 中型貨車	1 司機, 1 乘客, 1 行人(3男,22-57)
			葵涌貨櫃碼頭南路8號亞洲貨櫃物流中心11樓11013W 倉外行車道 #	1 貨運鏟車	1 行人(男,61)
			青衣青康路巴士站近燈柱BW4668 往美景花園	1 公共巴士(九巴)	1 乘客(女,77)
			新界葵涌八號貨櫃碼頭 1A 區內	1 中型貨車	1 行人(男,33)
			新界青衣貨櫃碼頭南路8號亞洲貨櫃物流中心4樓往3樓彎位	1 輕型貨車,2 中型貨車	1 司機,5 乘客(4男1女,29-52)
			新界青衣貨櫃碼頭南路五號迴旋處近燈柱FD0137(葵涌方向)	1 單車	1 騎腳踏車者(男,38)
			興華街西近燈柱CF0121	1 的士(香港及九龍),1 重型貨車	1 司機(男,39)
			新界青衣長青公路長青隧道內近第6號緊急出口(九龍方向)	2 的士(香港及九龍),1 私家車	1 司機,2 乘客(3男,34-59)
			新界青衣青敬路燈柱FC2244(近宏福花園)	2 私家車	1 司機(女,43)
			新界青衣青衣西北交匯處近青朗公路交界	1 私家車,1 中型貨車	1 司機(男,59)
			新界青衣長達路近燈柱W0691(向長環街方向)	1 中型貨車	1 行人(男,27)
			葵衷貨櫃碼頭南路8號亞洲貨櫃物流中心2樓2B區外行車道	1 私家車,1 中型貨車	1 司機(男,51)
			新界葵涌貨櫃碼頭路近燈柱FC1383	1 私家車	1 行人(男,16)
			葵涌盛福街1號中華傳道會李賢堯紀念中學外	2 私家車	1 司機(男,51)
			新界青衣担杆山路近鼗柱FC 0581	1 輕型貨車,1 公共巴士(九巴)	1 司機(男,40)
			新界葵涌 貨櫃碼頭南路 亞洲貨櫃物流中心2樓B座行車通道	1 私家車,1 輕型貨車	1 司機(男,48)
			新界青衣西北交匯處青馬大橋觀景台外近燈柱FB8958	1 的士(香港及九龍)	1 司機,1 乘客(2男,31-43)
			新界青衣葵青路青衣穚近燈柱FC 0937	1 私家巴士,1 公共小型巴士	3 乘客(3男,34-54)
			青衣楓樹窩路迴旋處(青衣碼頭方向)	1 的士(香港及九龍), 1 公共小型巴士	1 乘客(女,40)
			新界葵涌貨櫃碼頭南路和黃物流中心天台停車場 36 號風房邊的車位	2 中型貨車	1 司機(男,34)
			青葵公路近里程標誌8.6(往新界方向)	1 的士(香港及九龍),1 私家車	1 司機(男,48)
			新界青衣青荃路支路近燈柱FA5300往青衣方向	1 私家車	1 乘客(女,22)

註

交通黑點: 沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(二)

2013 年 8 月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			新界葵青青荃路近燈柱FA5310 (向青衣方向)	1 電單車	1 電單車司機(男,48)
			貨櫃碼頭南路號八號貨櫃碼頭	1 輕型貨車,1 中型貨車	1 司機(男,29)
			新界青衣 青衣交匯處往青衣路方向近燈柱FC0940	1 電單車	1 電單車司機(男,18)
			新界青衣 青康路近青芊街	2 的士(香港及九龍)	1 司機,2 乘客(2男1女,28-64)
			新界青衣青綠街近燈柱W4081	1 電單車	1 電單車司機(男,41)
			新界葵涌貨櫃碼頭南路和黃物流中心4樓東區入口	1 私家車	1 行人(男,54)
			新界葵涌葵涌道公里路段12.9E近瑪嘉烈醫院往九龍方向	1 的士(香港及九龍),1 輕型貨車	1 司機(男,54)
			新界青衣 青敬路近担杆山交匯處 長安邨外	1 輕型貨車,1 公共小型巴士	1 司機(男,49)
			荃灣路與荃青交匯處交界	1 私家車,1 的士(香港及九龍)	1 司機(男,44)
			新界青衣担杆山交匯處往荃灣方向近燈柱FC0581	1 公共巴士(九巴)	1 乘客(男,5)
			新界青衣楓樹窩路往青衣鄉事會路方向近燈柱FB0842	1 公共巴士(九巴)	1 乘客(女,57)
			新界青衣長青隧道內往屯門方向近11號緊急出口	2 輕型貨車	1 乘客(男,55)
			新界青衣青衣路近青強街交界(向西草灣路方向)	1 輕型貨車,1 中型貨車	1 司機(男,36)
			新界荃灣 荃灣路 公里路段16.2W 近燈柱FC0371 (屯門方向)	1 公共小型巴士,1 中型貨車,2 私家車	2 司機,1 乘客(2男1女,31-71)
			葵泰路一號迴旋處貨櫃碼頭南路	2 輕型貨車	1 司機,1 乘客(2男,28-30)
			新界青衣路西行線近燈柱FB4924	2 中型貨車,1公共小型巴士	1 司機(男,35)

註
交通黑點: 沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(三)

2013 年 9 月 葵涌分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
0	4	20	**葵涌青山公路－葵涌段585號至609號 和記行大廈外#**	**1 的士(香港及九龍), 1 私家車**	**1 乘客(女,35)**
			葵涌工業街23號至31號美聯工業大廈#	**1 輕型貨車**	**1 司機(男,51)**
			葵涌興寧路近燈柱DC0128葵青劇院外#	**1 的士(香港及九龍)**	**1 行人(男,80)**
			葵涌大窩口道往大廈街方向近燈柱號碼W0356#	**1 的士(香港及九龍)**	**1 行人(男,19)**
			葵涌大連排道136號至138號建華工業大廈外(荔景方向)	1 私家車, 1 的士(香港及九龍)	1 司機(男,22)
			新界葵涌 葵涌道 近 燈柱 FA 6129 往荃灣方向	1 私家車, 2 輕型貨車	1 司機(男,37)
			新界葵涌 興盛路 與高芳街 交界	1 私家車, 1 的士(香港及九龍)	1 乘客(女,44)
			新界葵涌 貨櫃碼頭南路 八號貨櫃碼頭 場內通道 MA15至MA16	1 中型貨車	1 司機(男,61)
			新界葵涌 敬祖路 近燈柱FB7521(祖堯坊外)	1 公共小型巴士	1 行人(男,62)
			新界葵涌葵盛圍盛豐樓外近燈柱FA9794	1 私家車, 1 公共小型巴士	1 司機(女,33),乘客(女,62)
			葵涌藍田街近燈柱號碼FB2943	1 輕型貨車, 2 中型貨車	1 司機(男,69)
			新界葵涌永順街藍巴勒海峽貨物裝卸區外 (往東行)	1 公共小型巴士	1 乘客(女,27)
			新界葵涌 葵聯路葵盛西巴士總站近燈柱FB3260	1 的士(香港及九龍)	1 行人(男,31)
			新界葵涌興寧路近燈柱DC0115(向興芳路方向)	1 私家車	1 行人(女,39)
			新界葵涌青山公路－葵涌段(新界方向)近燈柱FB 2868	1 單車	1 騎腳踏車者(男,63)
			新界葵涌石排街近燈柱W1755	1 公共巴士(九巴), 1 的士(香港及九龍)	1 司機(男,46)
			新界葵涌葵涌道(九龍方向)近豪華工業大廈	1 私家車, 1 輕型貨車	1 司機(男,28)
			新界葵涌葵聯路近葵盛東巴士總站	1 私家車	1 行人(女,39)
			新界葵涌大白田街近與童子街交界	1 公共巴士(九巴)	1 乘客(女,62)
			新界荃灣青山公路－葵涌段近大窩口巴士站近燈柱FB2871	1 公共巴士(九巴)	1 乘客(女,62)
			新界葵涌葵涌道近燈柱FA6145 (新界方向)	1 私家車, 1 輕型貨車	2 乘客(男,27)(女,35)
			新界葵涌華瑤路近燈柱FC1106	1 公共小型巴士	5 乘客(2男3女,25-53)
			新界葵涌大窩口道 葵涌邨 秋葵樓外	1 單車	1 行人(男,55)
			新界葵涌青山公路-荃灣段 (荃灣方向) 近 大窩口巴士站	2 輕型貨車	1 司機(男,37)

註

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(四)

2013 年 9 月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
1	3	27	**青衣青敬路 近 燈柱FB 6628 !**	**1 的士**	**1 行人 (男,83)**
			青綠街38號青衣街市內停車場#	**1 輕型貨車**	**1 行人 (女,58)**
			葵涌永賢街近燈柱FA4572 (往崇利中心方向)#	**2 輕型貨車**	**1 乘客 (男,25)**
			青衣長亨邨寮肚路近曉峰園 往青衣西路#	**1 單車**	**1 騎腳踏車者 (男,29)**
			新界葵涌青沙公路近里程標誌20.7W (向元朗方向)	1 輕型貨車, 1 特別用途車輛	1 乘客 (男,29)
			新界青衣青衣航運路九號貨櫃碼頭內行車通道5街554位	1 中型貨車, 1 特別用途車輛	1 司機 (男,38)
			新界青衣青沙公路近公里路段23.1(W)青衣方向	1 的士(香港及九龍)	1 乘客 (女,31)
			新界葵涌貨櫃碼頭南路卓德停車場內行車通道近出入口	1 輕型貨車	1 司機 (男,28)
			新界青衣楓樹窩路青衣邨行車通道近燈柱FA 4725	1 單車	1 行人 (男,59)
			新界葵涌 青葵公路近公里路段11.3N往荃灣方向(近長青隧道新界入口)	2 的士(香港及九龍)	1 乘客 (女,30)
			貨櫃碼頭南路號六號貨櫃碼頭第三轉龍路近O2	1 輕型貨車, 1 中型貨車	1 司機 (男,36)
			新界葵涌 無名路近永基路交界近燈柱 FB9960 (嘉里溫控貨倉2 外)	1 公共巴士	1 行人 (男,28)
			新界青衣 馬灣 芳園路近燈柱號碼DC1392	1 單車	1 騎腳踏車者 (男,34)
			新界葵涌 貨櫃碼頭南路8號 亞洲貨櫃物流中心 B座 3樓 3020W落貨區	1 輕型貨車, 1 中型貨車	1 司機(男,24)
			新界青衣北岸公路近燈柱TY03	1 的士(香港及九龍), 1 公共巴士	1 乘客(男,46)
			青衣9號貨櫃碼頭等候區近55號車位(往北行)	2 中型貨車	1 司機(男,63)
			新界青衣 担杆山交匯處 與 青敬路交界	1 公共巴士(九巴)	1 乘客(女,36)
			青衣青康路近燈柱BW4656九龍方向	1 電單車, 1 輕型貨車	1 電單車司機(男,32)
			新界青衣青敬路近燈柱FA0559 (向南行)	1 單車	1 騎腳踏車者(男,45)
			新界青衣楓樹窩路近担杆山交匯處交界	1 公共巴士(龍運),2 公共巴士, 1 私家車	2 乘客 (女,37-86)
			新界葵涌貨櫃碼頭南路四號迴旋處 葵涌方向	2 中型貨車	1 司機(男,30)
			新界青朗公路近里程標誌17.5S (向九龍方向)	2 私家車	1 司機(女,47)
			新界青衣青敬路青衣港鐵站C出口外	1 的士(香港及九龍)	1 行人(女,51)
			新界青衣青衣路近燈柱AC 4595	2 私家車	1 司機(男,31)
			新界青衣青荃路近燈柱FA 5373	1 輕型貨車	2 乘客 (男,51)(女,55)
			新界青衣青康路青盛苑外東行線	1 不知名車輛	1 行人(女,21)
			葵涌青衣青敬路九巴灝景灣巴士站	1 公共巴士(九巴)	1 乘客(男,65)
			新界青衣荃灣路 與 荃青交匯處交界近燈柱 W4953	1 電單車, 1 輕型貨車	1 電單車司機(男,49)

註

交通黑點: 青衣 青敬路

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(四)

2013 年 9 月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			新界青衣青沙公路 公里路段18.3E 近燈柱TS1815(九龍方向)	1 輕型貨車, 1 私家車, 1 中型貨車	1 司機(男,56)
			新界青衣長青邨青柏樓 停車場 出口	1 輕型貨車	1 行人(女,61)
			新界青衣青敬路近燈柱FC0584	1 的士(香港及九龍), 私家車	1 乘客(女,34)

註
交通黑點: 青衣 青敬路
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

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Report on Traffic Accident in Kwai Tsing District 2013														
No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Goods Vehicle	貨車	24	9	29	30	28	18	30	37	31				**236**
Private Car	私家車	20	19	14	27	17	20	16	25	18				**176**
Taxi	的士	26	13	20	20	8	29	22	20	14				**172**
Motorcycle	電單車	5	11	12	7	4	12	8	11	2				**72**
Franchised Public Bus	公共巴士	6	7	10	8	9	12	7	9	6				**74**
Public Light Bus	公共小巴	8	5	10	6	7	11	10	12	4				**73**
Other Buses	其他巴士	7	3	1	1	2	3	0	0	4				**21**
Bicycle	單車	1	3	0	2	5	5	3	2	6				**27**
Other Vehicle	其他車輛	3	3	6	4	2	3	0	2	6				**29**
Private bus	私家巴士	0	0	0	0	0	0	0	1	0				**1**
Private Light Bus	私家小巴	0	1	1	0	0	0	0	0	0				**2**
Road Casualties Role	**道路使用者**													
Driver	司機	24	11	28	36	27	34	35	36	18				**249**
Motorcycle Rider	電單車司機	5	11	11	7	4	9	7	11	2				**67**
Cyclist	騎單車者	0	3	0	2	5	4	3	2	4				**23**
Pedestrian	行人	23	11	16	14	14	24	14	15	14				**145**
Passenger	乘客	33	21	31	33	19	44	37	40	25				**283**
意外成因 Cause Factors of Accidents	**(top 8)**													
Driving inattentively	司機不留心駕駛	19.67%	16.00%	25.81%	19.35%	21.05%	25.30%	10.81%	17.81%	16.36%				19.13%
Improper turning	司機轉灣不恰當	10.17%	10.00%	12.90%	4.84%	1.75%	7.23%	13.51%	6.85%	5.45%				8.08%
Passenger lost balance	乘客失平衡	6.78%	10.00%	11.29%	8.06%	12.28%	1.20%	4.05%	6.85%	7.27%				7.53%

Careless lane changing	司機不小心轉線	8.20%	10.00%	8.06%	3.23%	8.06%	6.02%	9.46%	13.70%	9.09%				8.42%
Driving too close to vehicle in front	司機跟前車太貼	14.75%	10.00%	6.45%	17.74%	1.75%	6.02%	12.16%	10.96%	14.55%				10.49%
To avoid collision or otherwise: Swerving	避免撞車而失控	6.56%	16.00%	4.84%	11.29%	14.04%	10.84%	14.86%	12.33%	3.64%				10.49%
Pedestrians negligence	行人疏忽	16.40%	10.00%	1.61%	6.45%	7.02%	6.02%	5.41%	8.22%	7.28%				7.60%
Lost control of vehicle	司機駕車失控	1.69%	6.00%	3.23%	8.06%	5.26%	6.02%	2.70%	5.48%	9.09%				5.28%

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (I)

August 2013 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
1	3	26	**Opposite to Exit B of Tai Wo Hau MTR Station, Castle Peak Road-Kwai Chung, Kwai Chung, New Territories !**	**1 light goods vehicle**	**1 pedestrian (male, 74)**
			Near 43A bus stop, Tai Loong Street Bus Terminal, Kwai Chung, New Territories #	**1 franchised public bus (KMB)**	**1 driver (male, 58)**
			Near kilometer section 13.1W, Kwai Chung Road, Kwai Chung (Tsuen Wan bound) #	**1 private car**	**1 driver, 1 passenger (2 males, 20-24)**
			At the junction of Kwai Fuk Road and Kwai Hei Street, Kwai Chung, New Territories (Hing Fong Road bound) #	**1 taxi (Hong Kong & Kowloon)**	**1 pedestrian (female, under 10 years old)**
			Near lamppost numbered FA9779, outside Block 10 Kwai Shing West Estate, Kwai Shing Circuit, Kwai Chung (Shing Fuk Street bound)	1 private car, 1 public light bus	1 driver (male, 38)
			Near lamppost AC0068, Lai Cho Road, Kwai Chung, New Territories	1 taxi (Hong Kong & Kowloon), 1 motorcycle	1 motorcycle rider (female, 27)
			Near lamppost CF8038 at slip road leading to Tsing Sha Highway, Kwai Chung, New Territories (Kowloon bound)	1 taxi (Hong Kong & Kowloon)	1 driver (male, 52)
			Near lamppost W3339, outside Regency Park, Wah King Hill Road, Kwai Chung, New Territories (Wonderland Villas bound)	1 public light bus, 1 taxi (Hong Kong & Kowloon)	1 driver, 3 passengers (3 males & 1 female, 3-52)
			Near Tai Loong Street Bus Terminal, Tai Loong Street, Kwai Chung, New Territories	1 franchised public bus (KMB)	1 passenger (female, 66)
			Near lamppost numbered BC0211, Castle Peak Road-Kwai Chung (Tsuen Wan bound), Kwai Chung, New Territories	1 franchised public bus (KMB), 1 taxi (Hong Kong & Kowloon)	2 passengers (2 females, 35-62)
			Near lamppost FB7978, Kwai Chung Road, Kwai Chung, New Territories	1 private car, 1 taxi (Hong Kong & Kowloon)	1 driver, 5 passengers (1 male & 5 females, 22-83)
			Near lamppost numbered W2363, outside Kwai Chung Park, Castle Peak Road-Kwai Chung (Kowloon bound), Kwai Chung, New Territories	1 private car, 1 motorcycle	1 motorcycle rider (male, 39)
			Near lamppost FA 9803, outside Shing Wo House, Kwai Shing Circuit, Kwai Chung, New Territories	1 light goods vehicle	1 pedestrian (female, 53)
			Near lamppost numbered FB4071, Joint Street (Lai King Hill Road bound), Kwai Chung	1 franchised public bus (KMB)	1 pedestrian (male, 69)
			Near the junction of Tai Wo Hau Road (Tsing Yi bound), Texaco Road, Kwai Chung, New	1 motorcycle	1 motorcycle rider

			Territories		(male, 35)
			Near lamppost FC 3925, Sheung Kok Street, Kwai Chung, New Territories	1 private car	1 pedestrian (male, 6)
			At the junction of Kwai Foo Road and Kwai Yan Road, Kwai Chung, New Territories	1 public light bus, 1 taxi (Hong Kong & Kowloon)	1 driver, 1 passenger (1 male & 1 female, 50-61)
			Near lamppost FB 5139, Tai Lin Pai Road (Kowloon bound), Kwai Chung, New Territories	1 taxi (Hong Kong & Kowloon)	1 driver (male, 55)
			Near the junction of Joint Street, Lai King Hill Road, Lai King, New Territories	1 public light bus, 1 motorcycle	1 motorcycle rider (female, 36)
			Outside Metroplaza, Hing Ning Road, Kwai Fong (Tsing Yi bound)	1 public light bus	1 pedestrian (female, 20)
			Near lamppost FC 1120, Lai Yiu Street, Lai King, Kwai Chung, New Territories	1 public light bus	1 passenger (female, 84)
			Near lamppost numbered FB2864, Castle Peak Road-Kwai Chung (Tsuen Wan bound)	1 private car, 1 light goods vehicle	1 driver (male, 29)
			Near lamppost U7435, Lai Chi Ling Road, Kwai Chung (Wah Yiu Road bound)	1 private car	1 driver (male, 41)
			Near lamppost FC2291, Wah Sing Street, Kwai Chung, New Territories	1 medium goods vehicle	1 pedestrian (male, 50)
			Near lamppost FB 0391, Kwong Fai Lane, Kwai Chung, New Territories	1 private car	1 pedestrian (male, 70)
			At the junction of Tai Wo Hau Road and Sheung Kok Street (Kwai Chung bound)	1 private car, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 49)
			Near lamppost FC 4376, vehicular access inside Kwai Fong Estate (exit bound), New Territories	1 light goods vehicle, 1 motorcycle	1 motorcycle rider (male, 33)
			Near lamppost numbered DC 0121, Hing Ning Road, Kwai Fong, Kwai Chung	1 public light bus	1 pedestrian (male, 58)
			Near lamppost FC2770, Roundabout No. 3, Container Port Road South, Tsing Yi, New Territories	1 motorcycle	1 motorcycle rider (male, 45)
			4/F, Wonderland Villas north car park, Wah King Hill Road	1 bicycle	1 cyclist (male, 5)

Notes:

Traffic black spot: nil

A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours

! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (II)

August 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
0	7	36	**Near lamppost FB 7627, kilometer section 8.0N, Tsing Kwai Highway, Kwai Chung, New Territories (Tuen Mun bound) #**	**1 taxi (Hong Kong & Kowloon), 1 medium goods vehicle**	**1 driver, 2 passengers (1 male & 2 females, 34-60)**
			Near lamppost BC1283, Container Port Road South, Tsing Yi, New Territories (Stonecutters Island bound) #	**1 light goods vehicle, medium goods vehicle, heavy goods vehicle**	**1 driver, 1 passenger (2 males, 26-34)**
			Near lamppost BC1415, Roundabout No. 7, Container Port Road South, Kwai Chung, New Territories #	**1 motorcycle, medium goods vehicle**	**1 motorcycle rider (male, 46)**
			Near kilometer section 14.5E, Tsuen Wan Road, Kwai Chung, New Territories (Kowloon bound) #	**1 motorcycle, private car**	**1 motorcycle rider (male, 54)**
			Cheung Ching Bus Terminal, Ching Hong Road, Tsing Yi, New Territories #	**1 franchised public bus (KMB)**	**1 passenger (male, 65)**
			Near lamppost AC 4900, 2 Ma Wan Road, Ma Wan, New Territories #	**1 medium goods vehicle**	**1 driver, 1 passenger, 1 pedestrian (3 males, 22-57)**
			Carriageway outside warehouse 11013W, 11/F ATL Logistics Centre, 8 Container Port Road South, Kwai Chung #	**1 forklift**	**1 pedestrian (male, 61)**
			Near lamppost BW4668, Ching Hong Road bus stop, Tsing Yi (Mayfair Gardens bound)	1 franchised public bus (KMB)	1 passenger (female, 77)
			Inside Zone 1A, Terminal 8, Kwai Chung, New Territories	1 medium goods vehicle	1 pedestrian (male, 33)
			Towards the bend from 3/F to 4/F ATL Logistics Centre, 8 Container Port Road South, Tsing Yi, New Territories	1 light goods vehicle, 2 medium goods vehicles	1 driver, 5 passengers (4 males & 1 female, 29-52)
			Near lamppost FD0137, Roundabout No. 5, Container Port Road South, Tsing Yi, New Territories (Kwai Chung bound)	1 bicycle	1 cyclist (male, 38)
			Near lamppost CF0121, Hing Wah Street West	1 taxi (Hong Kong & Kowloon), 1 heavy goods vehicle	1 driver (male, 39)
			Near emergency exit No. 6 inside Cheung Tsing Tunnel, Cheung Tsing Highway, Tsing Yi, New Territories (Kowloon bound)	2 taxis (Hong Kong & Kowloon), 1 private car	1 driver, 2 passengers (3 males, 34-59)
			Near lamppost FC2244, Tsing King Road, Tsing Yi, New Territories (near Tivoli Garden)	2 private cars	1 driver (female, 43)
			Near the junction of Tsing Long Highway, North West Tsing Yi Interchange, Tsing Yi, New Territories	1 private car, 1 medium goods vehicle	1 driver (male, 59)
			Near lamppost W0691, Cheung Tat Road, Tsing Yi, New Territories (Cheung Wan Street	1 medium goods	1 pedestrian (male,

			bound)	vehicle	27)
			Carriageway outside Zone 2B, 2/F ATL Logistics Centre, 8 Container Port Road South, Kwai Chung	1 private car, 1 medium goods vehicle	1 driver (male, 51)
			Near lamppost FC 1383, Container Port Road, Kwai Chung, New Territories	1 private car	1 pedestrian (male, 16)
			Outside CNEC Lee I Yao Memorial Secondary School, 1 Shing Fuk Street, Kwai Chung	2 private cars	1 driver (male, 51)
			Near lamppost FC 0581, Tam Kon Shan Road, Tsing Yi, New Territories	1 light goods vehicle, 1 franchised public bus (KMB)	1 driver (male, 40)
			Vehicular access to Block B, 2/F ATL Logistics Centre, Container Port Road South, Kwai Chung, New Territories	1 private car, 1 light goods vehicle	1 driver (male, 48)
			Near lamppost FB8958, outside Tsing Ma Bridge Viewing Platform, North West Tsing Yi Interchange, New Territories	1 taxi (Hong Kong & Kowloon)	1 driver, 1 passenger (2 males, 31-43)
			Near lamppost FC 0937, Tsing Yi Bridge, Kwai Tsing Road, Tsing Yi, New Territories	1 private bus, 1 public light bus	3 passengers (3 males, 34-54)
			At Fung Shue Wo Road Roundabout, Tsing Yi (Tsing Yi Ferry bound)	1 taxi (Hong Kong & Kowloon), 1 public light bus	1 passenger (female, 40)
			Parking space No. 36, rooftop car park, Hutchison Logistics Centre, Container Port Road South, Kwai Chung, New Territories	2 medium goods vehicles	1 driver (male, 34)
			Near chainage marker 8.6, Tsing Kwai Highway (New Territories bound)	1 taxi (Hong Kong & Kowloon), 1 private car	1 driver (male, 48)
			Near lamppost FA5300 at the slip road leading to Tsing Tsuen Road, Tsing Yi, New Territories (Tsing Yi bound)	1 private car	1 passenger (female, 22)

Notes:

Traffic black spot: nil

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! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (II)

August 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Near lamppost FA5310, Tsing Tsuen Road, Kwai Tsing, New Territories (Tsing Yi bound)	1 motorcycle	1 motorcycle rider (male, 48)
			Terminal 8, Container Port Road South	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 29)
			Near lamppost FC0940, Tsing Yi Interchange, Tsing Yi, New Territories (Tsing Yi Road bound)	1 motorcycle	1 motorcycle rider (male, 18)
			Near Tsing Chin Street, Ching Hong Road, Tsing Yi, New Territories	2 taxis (Hong Kong & Kowloon)	1 driver, 2 passengers (2 males & 1 female, 28-64)
			Near lamppost W4081, Tsing Luk Street, Tsing Yi, New Territories	1 motorcycle	1 motorcycle rider (male, 41)
			East Entrance, 4/F Hutchison Logistics Centre, Container Port Road South, Kwai Chung, New Territories	1 private car	1 pedestrian (male, 54)
			Near Princess Margaret Hospital, kilometer section 12.9E, Kwai Chung Road, Kwai Chung, New Territories (Kowloon bound)	1 taxi (Hong Kong & Kowloon), 1 light goods vehicle	1 driver (male, 54)
			Outside Cheung On Estate, near Tam Kon Shan Interchange, Tsing King Road, Tsing Yi, New Territories	1 light goods vehicle, 1 public light bus	1 driver (male, 49)
			At the junction of Tsuen Wan Road and Tsuen Tsing Interchange	1 private car, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 44)
			Near lamppost FC0581, Tam Kon Shan Interchange, Tsing Yi, New Territories (Tsuen Wan bound)	1 franchised public bus (KMB)	1 passenger (male, 5)
			Near lamppost FB0842, Fung Shue Wo Road, Tsing Yi, New Territories (Tsing Yi Heung Sze Wui Road bound)	1 franchised public bus (KMB)	1 passenger (female, 57)
			Near emergency exit No. 11 inside Cheung Tsing Tunnel (Tuen Mun bound), Tsing Yi, New Territories	2 light goods vehicles	1 passenger (male, 55)
			Near the junction of Tsing Keung Street, Tsing Yi Road, Tsing Yi, New Territories (Sai Tso Wan Road bound)	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 36)
			Near lamppost FC0371, kilometer section 16.2W, Tsuen Wan Road, Tsuen Wan, New Territories (Tuen Mun bound)	1 public light bus, 1 medium goods vehicle, 2 private cars	2 drivers, 1 passenger (2 males & 1 female, 31-71)
			Container Port Road South, Roundabout No. 1, Kwai Tai Road	2 light goods vehicles	1 driver, 1 passenger (2 males, 28-30)
			Near lamppost FB4924, Westbound Tsing Yi Road, New Territories	2 medium goods vehicles, 1 public light bus	1 driver (male, 35)

Notes:
Traffic black spot: nil
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (III)

September 2013 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
0	4	20	**Outside Wo Kee Hong Building, 585-609 Castle Peak Road-Kwai Chung, Kwai Chung #**	**1 taxi (Hong Kong & Kowloon), 1 private car**	**1 passenger (female, 35)**
			Mei Luen Industrial Building, 23-31 Kung Yip Street, Kwai Chung #	**1 light goods vehicle**	**1 driver (male, 51)**
			Outside Kwai Tsing Theatre, near lamppost DC0128, Hing Ning Road, Kwai Chung #	**1 taxi (Hong Kong & Kowloon)**	**1 pedestrian (male, 80)**
			Near lamppost numbered W0356, Tai Wo Hau Road (Tai Ha Street bound), Kwai Chung #	**1 taxi (Hong Kong & Kowloon)**	**1 pedestrian (male, 19)**
			Outside Kinway Industrial Building, 136-138 Tai Lin Pai Road, Kwai Chung (Lai King bound)	1 private car, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 22)
			Near lamppost FA 6129, Kwai Chung Road, Kwai Chung, New Territories (Tsuen Wan bound)	1 private car, 2 light goods vehicles	1 driver (male, 37)
			At the junction of Hing Shing Road and Ko Fong Street, Kwai Chung, New Territories	1 private car, 1 taxi (Hong Kong & Kowloon)	1 passenger (female, 44)
			Indoor access MA15-MA16, Terminal 8, Container Port Road South, Kwai Chung, New Territories	1 medium goods vehicle	1 driver (male, 61)
			Near lamppost FB7521 (outside Cho Yiu Centre), King Cho Road, Kwai Chung, New Territories	1 public light bus	1 pedestrian (male, 62)
			Near lamppost FA9794, outside Shing Fung House, Kwai Shing Circuit, Kwai Chung, New Territories	1 private car, 1 public light bus	1 driver (female, 33), passenger (female, 62)
			Near lamppost numbered FB2943, Lam Tin Street, Kwai Chung	1 light goods vehicle, 2 medium goods vehicles	1 driver (male, 69)
			Outside Rambler Channel Public Cargo Working Area, Wing Shun Street, Kwai Chung, New Territories (Eastbound)	1 public light bus	1 passenger (female, 27)
			Near lamppost FB3260, Kwai Shing West Bus Terminal, Kwai Luen Road, Kwai Chung, New Territories	1 taxi (Hong Kong & Kowloon)	1 pedestrian (male, 31)
			Near lamppost DC0115, Hing Ning Road, Kwai Chung, New Territories (Hing Fong Road bound)	1 private car	1 pedestrian (female, 39)
			Near lamppost FB 2868, Castle Peak Road-Kwai Chung (New Territories bound), Kwai Chung, New Territories	1 bicycle	1 cyclist (male, 63)
			Near lamppost W1755, Shek Pai Street, Kwai Chung, New Territories	1 franchised public bus (KMB), 1 taxi (Hong Kong & Kowloon)	1 driver (male, 46)

			Near Hoover Industrial Building, Kwai Chung Road (Kowloon bound), Kwai Chung, New Territories	1 private car, 1 light goods vehicle	1 driver (male, 28)
			Near Kwai Shing East Bus Terminal, Kwai Luen Road, Kwai Chung, New Territories	1 private car	1 pedestrian (female, 39)
			At the junction of Tai Pak Tin Street and Tung Chi Street, Kwai Chung, New Territories	1 franchised public bus (KMB)	1 passenger (female, 62)
			Near lamppost FB2871, near Tai Wo Hau bus stop, Castle Peak Road-Kwai Chung, Tsuen Wan, New Territories	1 franchised public bus (KMB)	1 passenger (female, 62)
			Near lamppost FA6145, Kwai Chung Road, Kwai Chung, New Territories (New Territories bound)	1 private car, 1 light goods vehicle	2 passengers (male, 27) (female, 35)
			Near lamppost FC1106, Wah Yiu Road, Kwai Chung, New Territories	1 public light bus	5 passengers (2 males & 3 females, 25-53)
			Outside Chau Kwai House, Kwai Chung Estate, Tai Wo Hau Road, Kwai Chung, New Territories	1 bicycle	1 pedestrian (male, 55)
			Near Tai Wo Hau bus stop, Castle Peak Road-Tsuen Wan (Tsuen Wan bound), Kwai Chung, New Territories	2 light goods vehicles	1 driver (male, 37)

Notes:
Traffic black spot: nil
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (IV)

September 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
1	3	27	**Near lamppost FB 6628, Tsing King Road, Tsing Yi !**	**1 taxi**	**1 pedestrian (male, 83)**
			Car park inside Tsing Yi Market, 38 Tsing Luk Street #	**1 light goods vehicle**	**1 pedestrian (female, 58)**
			Near lamppost FA4572, Wing Yin Street, Kwai Chung (Sunley Centre bound) #	**2 light goods vehicles**	**1 passenger (male, 25)**
			Near Mount Haven, Liu To Road, Cheung Hang Estate, Tsing Yi (Tsing Yi Road West bound) #	**1 bicycle**	**1 cyclist (male, 29)**
			Near chainage marker 20.7W, Tsing Sha Highway, Kwai Chung, New Territories (Yuen Long bound)	1 light goods vehicle, 1 special purpose vehicle	1 passenger (male, 29)
			Vehicular access to the 554th lot inside Terminal 9, Hong Wan Road, Tsing Yi, New Territories	1 medium goods vehicle, 1 special purpose vehicle	1 driver (male, 38)
			Near kilometer section 23.1(W) (Tsing Yi bound), Tsing Sha Highway, Tsing Yi, New Territories	1 taxi (Hong Kong & Kowloon)	1 passenger (female, 31)
			Near the entrance and exit of vehicular access inside Skye Parking, Container Port Road South, Kwai Chung, New Territories	1 light goods vehicle	1 driver (male, 28)
			Near lamppost FA 4725, vehicular access to Tsing Yi Estate, Fung Shue Wo Road, Tsing Yi, New Territories	1 bicycle	1 pedestrian (male, 59)
			Near kilometer section 11.3N (Tsuen Wan bound), Tsing Kwai Highway, Kwai Chung, New Territories (near Cheung Tsing Tunnel – New Territories entrance)	2 taxis (Hong Kong & Kowloon)	1 passenger (female, 30)
			Near O2, the third road for turning gantry, Terminal 6, Container Port Road South	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 36)
			Near lamppost FB9960, near the junction of Wing Kei Road, Unnamed Road, Kwai Chung, New Territories (outside Kerry TC Warehouse 2)	1 franchised public bus	1 pedestrian (male, 28)
			Near lamppost numbered DC1392, Fong Yuen Road, Ma Wan, Tsing Yi, New Territories	1 bicycle	1 cyclist (male, 34)
			Unloading Area 3020W, 3/F, Block B ATL Logistics Centre, 8 Container Port Road South, Kwai Chung, New Territories	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 24)
			Near lamppost TY03, Tsing Yi North Coastal Road, New Territories	1 taxi (Hong Kong & Kowloon), 1 franchised public bus	1 passenger (male, 46)
			Near parking space No. 55, Terminal 9 Waiting Area, Tsing Yi (Northbound)	2 medium goods vehicles	1 driver (male, 63)
			At the junction of Tam Kon Shan Interchange and Tsing King Road, Tsing Yi, New Territories	1 franchised public bus (KMB)	1 passenger (female, 36)
			Near lamppost BW4656, Ching Hong Road, Tsing Yi (Kowloon bound)	1 motorcycle, 1 light goods vehicle	1 motorcycle rider (male, 32)

			Near lamppost FA0559, Tsing King Road, Tsing Yi, New Territories (Southbound)	1 bicycle	1 cyclist (male, 45)
			Near the junction of Tam Kon Shan Interchange, Fung Shue Wo Road, Tsing Yi, New Territories	1 franchised public bus (Long Win), 2 franchised public buses, 1 private car	2 passengers (females, 37-86)
			At Roundabout No. 4, Container Port Road South, Kwai Chung, New Territories (Kwai Chung bound)	2 medium goods vehicles	1 driver (male, 30)
			Near chainage marker 17.5S, Tsing Long Highway, New Territories (Kowloon bound)	2 private cars	1 driver (female, 47)
			Outside Exit C of Tsing Yi MTR Station, Tsing King Road, Tsing Yi, New Territories	1 taxi (Hong Kong & Kowloon)	1 pedestrian (female, 51)
			Near lamppost AC 4595, Tsing Yi Road, Tsing Yi, New Territories	2 private cars	1 driver (male, 31)
			Near lamppost FA 5373, Tsing Tsuen Road, Tsing Yi, New Territories	1 light goods vehicle	2 passengers (male, 51) (female, 55)
			Outside Ching Shing Court, Ching Hong Road, Tsing Yi, New Territories (Eastbound)	1 unknown vehicle	1 pedestrian (female, 21)
			At Villa Esplanada KMB bus stop, Tsing King Road, Tsing Yi, New Territories	1 franchised public bus (KMB)	1 passenger (male, 65)
			Near lamppost W4953, at the junction of Tsuen Wan Road and Tsuen Tsing Interchange, Tsing Yi, New Territories	1 motorcycle, 1 light goods vehicle	1 motorcycle rider (male, 49)

Notes:
Traffic black spot: Tsing King Road, Tsing Yi
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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (IV)

September 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Near lamppost TS1815, kilometer section 18.3E, Tsing Sha Highway, Tsing Yi, New Territories (Kowloon bound)	1 light goods vehicle, 1 private car, 1 medium goods vehicle	1 driver (male, 56)
			At the exit of car park of Ching Pak House, Cheung Ching Estate, Tsing Yi, New Territories	1 light goods vehicle	1 pedestrian (female, 61)
			Near lamppost FC0584, Tsing King Road, Tsing Yi, New Territories	1 taxi (Hong Kong & Kowloon), private car	1 passenger (female, 34)

Notes:
Traffic black spot: Tsing King Road, Tsing Yi
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

葵青區議會交通及運輸委員會會議
路政署(葵青區)小型交通改善工程項目及時間表(截至二零一三年十月九日)
由過去兩個月到未來六個月內已經完成、正在施工或規劃動工的工程項目

項目編號	擬建的交通改善工程項目	地點	預期動工日期 [實際動工日期]	預期完工日期 [實際完工日期]	備註	運輸署工程師 姓名(電話)	路政署工程師 姓名(電話)
NW/13/01078	加設九個電單車車位	寮肚路近長亨	[2013年8月]	[2013年8月]	工程已完成	張競思女士 (2399 2426)	梁祖明先生 (2762 3494)
NW/13/01379	拆除部份欄杆	祖堯邨巴士站	[2013年9月]	[2013年9月]	工程已完成	李鎮華先生 (2399 2420)	梁祖明先生 (2762 3494)
NW/13/01279	安裝路邊欄杆	大隴街近石籬社區會堂對出	[2013年9月]	[2013年10月]	工程已完成	李鎮華先生 (2399 2420)	梁祖明先生 (2762 3494)
NW/12/00805	加設紅綠燈過路設施	石排街石籬邨電梯塔對出	[2013年8月]	2013年12月	工程進行中	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)
NW/12/02011	擴闊行人路	寮肚路	[2013年7月]	2013年12月	工程進行中	張競思女士 (2399 2426)	孫忠良先生 (2762 3987)
NW/13/00306	改善巴士站前段行人路	葵涌道葵昌中心對出巴士站	[2013年8月]	2013年11月	工程進行中	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)
NW/12/02049	改善行人過路設施	青敬路盈翠半島七座對出	[2013年9月]	2013年12月	工程進行中	張競思女士 (2399 2426)	孫忠良先生 (2762 3987)
NW/13/00874	縮短現有避車處，改善行車線路	大白田街近石富樓對出避車處	[2013年9月]	2013年11月	工程進行中	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)
NW/13/01325	改善路面行車指示	昌榮路近梨木道	[2013年7月]	2013年10月	工程進行中	李鎮華先生 (2399 2420)	莊國偉先生 (2762 4090)
NW/12/02334	加設行人過路設施	高芳街近榮芳路	2013年11月	2014年1月	工程規劃中 施工紙已發出予承建商	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)

葵青區議會交通及運輸委員會會議
路政署(葵青區)小型交通改善工程項目及時間表(截至二零一三年十月九日)
由過去兩個月到未來六個月內已經完成、正在施工或規劃動工的工程項目

項目編號	擬建的交通改善工程項目	地點	預期動工日期 [實際動工日期]	預期完工日期 [實際完工日期]	備註	運輸署工程師 姓名(電話)	路政署工程師 姓名(電話)
NW/12/01157	擴闊行人路及加設行人過路設施	石梨街近安足街	2013年11月	2014年8月	工程規劃中 施工紙已發出予承建商	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)
NW/13/01128	改善路面行車指示	葵康街與葵德街	2013年10月	2013年11月	工程規劃中 施工紙已發出予承建商	張競思女士 (2399 2426)	孫忠良先生 (2762 3987)
NW/13/01496	改善路牌行車指示	和宜合道近打磚坪街	2013年10月	2013年11月	工程規劃中 施工紙已發出予承建商	李鎮華先生 (2399 2420)	莊國偉先生 (2762 4090)
NW/13/01591	改善路牌行車指示	貨櫃碼頭路近永得利廣場	2013年10月	2013年10月	工程規劃中 施工紙已發出予承建商	張競思女士 (2399 2426)	孫忠良先生 (2762 3987)
NW/12/00948	擴闊行人路加設行人過路設施	盛芳街/禮芳街/信芳街/仁芳街第一期	2013年12月	2014年3月	由於工程所需工地正被水務署的掘路工程申請所佔據，本署與水務署商討協調後，這項工程將於十二月中展開。	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)
NW/13/00505	擴闊行人路	葵盛圍近葵孝街	2014年1月	2014年8月	正申請掘路許可証	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)
NW/12/02568	加設路邊鐵柱	担杆山路近青衣東北公園	[2013年7月]	待定	部份鐵柱已完成安裝，餘下六枝鐵柱需要等候和記電訊搬遷電線才能完成安裝。	張競思女士 (2399 2426)	孫忠良先生 (2762 3987)
XX/10/00452	鋪設防滑鋼沙	昌榮路(南行方向)近珍醬油對出	[2010年3月]	待定	部份工程已完成(水務工程將於十二月完工，餘下工程將於二月後展開進行)。	鄧偉文先生 (2294 2536)	孫忠良先生 (2762 3987)

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葵青區議會交通及運輸委員會會議
路政署(葵青區)小型交通改善工程項目及時間表(截至二零一三年十月九日)
由過去兩個月到未來六個月內已經完成、正在施工或規劃動工的工程項目

項目編號	擬建的交通改善工程項目	地點	預期動工日期 [實際動工日期]	預期完工日期 [實際完工日期]	備註	運輸署工程師 姓名(電話)	路政署工程師 姓名(電話)
NW/12/02300	改善巴士站	大白田街	2014年5月	2014年9月	由於工程所需工地正被煤氣公司的掘路工程申請所佔據，經與煤氣公司商討後，這項工程將於明年年中展開。	李鎮華先生 (2399 2420)	孫忠良先生 (2762 3987)

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Traffic and Transport Document No. 52/2013

Kwai Tsing District Council Traffic and Transport Committee Meeting

Highways Department (Kwai Tsing District) Small Traffic Improvement Project and Schedule (as of 9 October 2013)

Construction projects that have been completed, are under progress, or are planned to commence from the past two months to the next six months

Item no.	Proposed traffic improvement project	Location	Expected commencement period [Actual commencement period]	Expected completion period [Actual completion period]	Remarks	Engineer of the Transport Department Name (Telephone)	Engineer of the Highways Department Name (Telephone)
NW/13/01078	Addition of nine motorcycle parking spaces	Near Cheung Hang, Liu To Road	[August 2013]	[August 2013]	Project completed	Ms. CHEUNG King Sze, Cici (2399 2426)	Mr. LEUNG Cho Ming (2762 3494)
NW/13/01379	Removal of some railings	Cho Yiu Chuen bus stop	[September 2013]	[September 2013]	Project completed	Mr. LEE Chun Wah (2399 2420)	Mr. LEUNG Cho Ming (2762 3494)
NW/13/01279	Installation of roadside railings	Outside Shek Lei Community Hall, Tai Loong Street	[September 2013]	[October 2013]	Project completed	Mr. LEE Chun Wah (2399 2420)	Mr. LEUNG Cho Ming (2762 3494)
NW/12/00805	Addition of traffic facilities with traffic lights	Outside the lift of Shek Lei Estate, Shek Pai Street	[August 2013]	December 2013	In progress	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)
NW/12/02011	Widening of pavements	Liu To Road	[July 2013]	December 2013	In progress	Ms. CHEUNG King Sze, Cici (2399 2426)	Mr. SUN Chung Leung (2762 3987)
NW/13/00306	Improvement of pavement at the front of the bus stop	Bus stop outside Kwai Cheong Centre, Kwai Chung Road	[August 2013]	November 2013	In progress	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)
NW/12/02049	Improvement of pedestrian crossing facilities	Outside Block 7 Tierra Verde, Tsing King Road	[September 2013]	December 2013	In progress	Ms. CHEUNG King Sze, Cici (2399 2426)	Mr. SUN Chung Leung (2762 3987)
NW/13/00874	Shorten existing laybys and improvement of driving lanes	Laybys outside Shek Fu House, Tai Pak Tin Street	[September 2013]	November 2013	In progress	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)
NW/13/01325	Improvement of road traffic sign	Near Lei Muk Road, Cheung	[July 2013]	October 2013	In progress	Mr. LEE Chun Wah	Mr. CHONG Kwok Wai

		Wing Road				(2399 2420)	(2762 4090)
NW/12/02334	Addition of pedestrian crossing facilities	Near Wing Fong Road, Ko Fong Street	November 2013	January 2014	Project under planning Consent on commencement of construction has been issued to contractors	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)

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Traffic and Transport Document No. 52/2013

Kwai Tsing District Council Traffic and Transport Committee Meeting

Highways Department (Kwai Tsing District) Small Traffic Improvement Project and Schedule (as of 9 October 2013)

Construction projects that have been completed, are under progress, or are planned to commence from the past two months to the next six months

Item no.	Proposed traffic improvement project	Location	Expected commencement period [Actual commencement period]	Expected completion period [Actual completion period]	Remarks	Engineer of the Transport Department Name (Telephone)	Engineer of the Highways Department Name (Telephone)
NW/12/01157	Widening of pavements and addition of pedestrian crossing facilities	Near On Chuk Street, Shek Li Street	November 2013	August 2014	Project under planning Consent on commencement of construction has been issued to contractors	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)
NW/13/01128	Improvement of road traffic sign	Kwai Hong Street and Kwai Tak Street	October 2013	November 2013	Project under planning Consent on commencement of construction has been issued to contractors	Ms. CHEUNG King Sze, Cici (2399 2426)	Mr. SUN Chung Leung (2762 3987)
NW/13/01496	Improvement of road traffic sign	Near Ta Chuen Ping Street, Wo Yi Hop Road	October 2013	November 2013	Project under planning Consent on commencement of construction has been issued to contractors	Mr. LEE Chun Wah (2399 2420)	Mr. CHONG Kwok Wai (2762 4090)
NW/13/01591	Improvement of road traffic sign	Near Ever Gain Plaza, Container Port Road	October 2013	October 2013	Project under planning Consent on commencement of construction has been issued to contractors	Ms. CHEUNG King Sze, Cici (2399 2426)	Mr. SUN Chung Leung (2762 3987)

NW/12/00948	Widening of pavements and addition of pedestrian crossing facilities	Shing Fong Street/Lai Fong Street/Shun Fong Street/Yan Fong Street Phase 1	December 2013	March 2014	As the site required for the project is currently being occupied by the Water Supplies Department's road excavation project, after consultation with the Water Supplies Department, this project will commence in mid-December.	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)
NW/13/00505	Widening of pavements	Near Kwai Hau Street, Kwai Shing Circuit	January 2014	August 2014	Applying for excavation permit	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)
NW/12/02568	Addition of roadside iron pillars	Near Tsing Yi Northeast Park, Tam Kon Shan Road	[July 2013]	To be determined	Some of the iron pillars have been installed, and installation of the remaining six pillars will be completed upon relocation of wires by Hutchison Telecom.	Ms. CHEUNG King Sze, Cici (2399 2426)	Mr. SUN Chung Leung (2762 3987)
XX/10/00452	Laying of anti-skid dressing	Outside Tung Chun Soy Sauce, Cheung Wing Road (Southbound)	[March 2010]	To be determined	Part of the project has been completed (waterworks will be completed in December and the remaining works will commence in February).	Mr. TANG Wai Man (2294 2536)	Mr. SUN Chung Leung (2762 3987)

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Traffic and Transport Document No. 52/2013

Kwai Tsing District Council Traffic and Transport Committee Meeting

Highways Department (Kwai Tsing District) Small Traffic Improvement Project and Schedule (as of 9 October 2013)

Construction projects that have been completed, are under progress, or are planned to commence from the past two months to the next six months

Item no.	Proposed traffic improvement project	Location	Expected commencement period [Actual commencement period]	Expected completion period [Actual completion period]	Remarks	Engineer of the Transport Department Name (Telephone)	Engineer of the Highways Department Name (Telephone)
NW/12/02300	Improvement of bus stops	Tai Pak Tin Street	May 2014	September 2014	As the site required for the project is currently being occupied by Towngas' road excavation project, after consultation with Towngas, the project will commence in mid-year next year.	Mr. LEE Chun Wah (2399 2420)	Mr. SUN Chung Leung (2762 3987)

葵青區交通意外報告 2013

No. of Veh involved in injury accident														
Vehicle Type	**車輛類別**	**Jan**	**Feb**	**Mar**	**Apr**	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**	**Dec**	**Total**
Goods Vehicle	貨車	24	9	29	30	28	18	30	37	31	26	15		**277**
Private Car	私家車	20	19	14	27	17	20	16	25	18	15	14		**205**
Taxi	的士	26	13	20	20	8	29	22	20	14	7	19		**198**
Motorcycle	電單車	5	11	12	7	4	12	8	11	2	10	14		**96**
Franchised Public Bus	公共巴士	6	7	10	8	9	12	7	9	6	10	7		**91**
Public Light Bus	公共小巴	8	5	10	6	7	11	10	12	4	9	11		**93**
Other Buses	其他巴士	7	3	1	1	2	3	0	0	4	4	1		**26**
Bicycle	單車	1	3	0	2	5	5	3	2	6	1	1		**29**
Other Vehicle	其他車輛	3	3	6	4	2	3	0	2	6	0	3		**32**
Private bus	私家巴士	0	0	0	0	0	0	0	1	0	0	0		**1**
Private Light Bus	私家小巴	0	1	1	0	0	0	0	0	0	0	0		**2**
Total No. of Vehicles		100	74	103	105	82	113	96	119	91	82	85		**1050**
Road Casualties Role	**道路使用者**													
Driver	司機	24	11	28	36	27	34	35	36	18	30	28		**307**
Motorcycle Rider	電單車司機	5	11	11	7	4	9	7	11	2	9	13		**89**
Cyclist	騎單車者	0	3	0	2	5	4	3	2	4	1	1		**25**
Pedestrian	行人	23	11	16	14	14	24	14	15	14	14	12		**171**
Passenger	乘客	33	21	31	33	19	44	37	40	25	28	31		**342**
意外成因 Causation Factors of Accidents	**(top 8)**													
Driving inattentively	**司機不留心駕駛**	19.67%	16.00%	25.81%	19.35%	21.05%	25.30%	10.81%	17.81%	16.36%	21.70%	22.40%		**19.66%**
Careless lane changing	**司機不小心轉線**	8.20%	10.00%	8.06%	3.23%	8.06%	6.02%	9.46%	13.70%	9.09%	7.20%	13.40%		**8.77%**
To avoid collision or otherwise:Swerving	**避免撞車而失控**	6.56%	16.00%	4.84%	11.29%	14.04%	10.84%	14.86%	12.33%	3.64%	5.80%	10.40%		**10.05%**
Pedestrians negligence	**行人疏忽**	16.40%	10.00%	1.61%	6.45%	7.02%	6.02%	5.41%	8.22%	7.28%	7.20%	9.00%		**7.69%**
Passenger lost balance	**乘客失平衡**	6.78%	10.00%	11.29%	8.06%	12.28%	1.20%	4.05%	6.85%	7.27%	13.00%	7.50%		**8.03%**
Driving too close to vehicle in front	**司機跟前車太貼**	14.75%	10.00%	6.45%	17.74%	1.75%	6.02%	12.16%	10.96%	14.55%	7.20%	7.50%		**9.92%**
Improper turning	**司機轉彎不恰當**	10.17%	10.00%	12.90%	4.84%	1.75%	7.23%	13.51%	6.85%	5.45%	7.20%	4.50%		**7.67%**
Lost control of vehicle	**司機駕車失控**	1.69%	6.00%	3.23%	8.06%	5.26%	6.02%	2.70%	5.48%	9.09%	2.90%	4.50%		**4.99%**

葵青區有人受傷交通意外報告

附件(一)

2013 年 10 月 葵涌分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
2	5	24	葵涌興芳路近燈柱 DC0150(近葵信樓)!	1 輕型貨車	1 行人(女,72)
			葵涌葵安道近燈柱 FB4767 !	1 重型貨車	1 行人 (男，72)
			葵涌和宜合道310號伍若瑜夫人健康院外（往葵涌方向）#	1 電單車	1 電單車司機 (男,43)
			葵涌荔景山路近燈柱 FB4079 #	1 公共小型巴士	1 行人 (男，57)
			葵涌貨櫃碼頭路 一號貨櫃碼頭 地下 G20 (A&S物流有限公司)貨倉 外 #	1 輕型貨車	1 行人 (女，26)
			葵涌葵盛圍298號電訊盈科(近燈柱 FA9735) #	1 私家車	1 行人 (男，57)
			葵涌和宜合道近燈柱 FB2893(向青山公路葵涌段) #	1 公共巴士(九巴)	1 乘客 (女，74)
			青葵公路近長青隧道 (九龍方向)	1 輕型貨車，1 私家車	1 司機 (男，43)
			葵涌大窩口道近燈柱 FC4352	1 公共小型巴士	1 乘客 (男，60)
			葵涌禮芳街與盛芳街交界	1 輕型貨車	1 行人(女，68)
			葵興禾葵里近燈柱 FB4843 (葵涌道方向)	1 輕型貨車,1 的士(香港及九龍)	2 司機 (男，33-34)
			葵涌梨木道99號 寧峰苑停車場外	1 私家車	1 行人 (男，55)
			葵涌荔景山路 近 燈柱 FB4056 (葵芳方向)	2 公共小型巴士	1 乘客 (女，48)
			葵涌昌榮路與和宜合道交界	2 輕型貨車	1 乘客 (女,61)
			葵涌興芳路186號 京寶大廈外巴士站 荃灣方向	1 公共巴士(九巴)	1 乘客 (女，82)
			葵涌葵福路與盛福街交界近燈柱 FA9717	2 的士(香港及九龍)	2 司機，1 乘客 (3男，47-49)
			葵涌道近青山公路－荃灣段交界(荃灣方向)	1 輕型貨車,1 中輕貨車	1 乘客 (女，40)
			葵涌大廈街近燈柱 CC0870	2 輕型貨車	1 司機 (男，35)
			葵涌興芳路 近 燈柱 DC0140	1 公共巴士(城巴)	1 乘客 (女，71)
			葵涌和宜合道近打磚坪街交界	1 私家車	1 行人 (女，21)
			葵涌青山公路-葵涌段 近 燈柱 AA7667 (九龍方向)	1 電單車	1 電單車司機 (男，57)
			葵涌健全街與青山公路交界	1 電單車,1 私家車	1 電單車司機 (男，44)
			葵涌石排街與安足街交界	1 公共小型巴士,1 私家車	1 乘客 (女，46)
			葵涌仁芳街近燈柱 AC0608	1 私家車	1 行人 (女，42)
			葵涌葵興路港鐵葵興站外	1 公共巴士(九巴)	1 乘客 (女, 33)
			葵涌葵涌道近燈柱 FA6088 往九龍方向	1 電單車	1 電單車司機 (男，34)

註

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(一)

2013 年 10 月 葵涌分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			葵涌葵盛圍近燈柱 FA9808 向葵孝路方向	1 電單車,1 輕型貨車	1 電單車司機（男，32）
			葵涌和宜合道 (九龍方向) 近大隴街	1 私家車,1 輕型貨車	1 司機（男，30）
			葵涌葵安道近燈柱 FB4767	1 輕型貨車	1 司機（男，22）
			葵涌石籬邨石逸樓高座外	1 的士(香港及九龍)	1 司機（男，56）
			葵涌興芳路177號 葵芳邨葵信樓外九龍方向 巴士站	1 公共巴士(九巴)	1 乘客 (女, 83)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(二)

2013 年 10 月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
0	4	34	**青衣青敬路與青綠街交界 #**	**1 單車，1 私家車**	**1 騎單車者 (男, 56)**
			青衣荃灣路支路與荃青交匯處交界 （ 葵涌方向 ） #	**1 電單車**	**1 乘客（女，49）**
			青衣寮肚路長亨邨外近燈柱 FA5102 #	**1 公共小型巴士**	**1 乘客（女，8）**
			荃灣荃灣路近里程碑 CH15.3E 往九龍方向 #	**1 重型貨車，2 中型貨車， 1 輕型貨車**	**1 司機（男，37）**
			葵涌貨櫃碼頭南路8號 亞洲貨櫃物流中心 6/F	1 私家車,1 中型貨車	1 司機（男，48）
			葵涌貨櫃碼頭南路 (荃灣方向) 六號貨櫃碼頭外近燈柱 FA 4881	1 私家車,1 中型貨車	2 司機（2男，37-61）
			青衣青康路近燈柱 W4669 (往北行)	1 電單車,1 的士(香港及九龍)	1 電單車司機（男，28）
			青衣青衣路 2號迴旋處近青衣路交界	1 私家車,1 中型貨車	1 司機（男，53）
			青衣青衣鄉事會路近燈柱 W3472（往九龍方向近青衣警署）	1 私家車,1 輕型貨車	1 司機（男,36）
			青衣青嶼幹線近里程碑 CH16.0E（九龍方向）	1 私家車	1 司機（男，20）
			青衣青康路近燈柱 BW4001(青衣路方向)	1 專利巴士，1 輕型貨車	1 司機（男，36） 1 乘客（女，59）
			青沙公路近里程碑 CH19.1W (屯門方向)	1 的士(香港及九龍)	1 司機（男，63）
			青衣青敬路近青綠街交界	1 電單車,1 的士(香港及九龍)	1 電單車司機（男，35）
			葵涌葵福路93號 中信電訊大廈外 近燈柱 FA9728	1 輕型貨車	1 乘客（男，54）
			青衣昂船路昂船洲污水處理廠外	1 電單車	1 電單車司機（男，38）
			青衣青康路美景花園外	1 專利巴士(不能確認)	1 乘客（女，66）
			青衣青嶼幹線 大嶼山收費廣場 近 6號收費亭 (九龍方向)	1 的士(香港及九龍),1 私家車	1 司機（男，55）
			青衣担杆山交匯處近燈柱 FC0584	1 電單車,1 私家車	1 電單車司機（男，38）
			葵涌葵涌道近里程碑 CH13.3E	1 私家車	1 司機（男，25）
			葵涌青葵公路近里程碑 CH10.4N	1 公共巴士(城巴)	2 乘客（男，40）
			青衣青衣西北交匯處 近燈柱 HM15	1 專利巴士(不能確認)	1 乘客（女，39）
			葵涌達洋路□高停車場地下	1 輕型貨車,1 中型貨車	1 司機（男，52）
			葵涌葵泰路綽德停車場內	1 中型貨車	1 行人（男，57）
			青衣青衣路近燈柱 AC0779 往青衣鄉事會路 近藍澄灣	1 公共小型巴士	1 乘客（女，31）
			青衣青康路近燈柱 W3992	1 公共小型巴士	1 行人（男，12）

註

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(二)

2013 年 10 月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			荃灣路近荃青交匯處 近燈柱 W4950 青衣青衣鄉事會路偉力工業大廈外 近 燈柱 FC1022	1 私家車,1 輕型貨車 1 公共巴士(九巴),1 輕型貨車	1 司機 (男, 51) 1 司機 (男, 32)
			葵涌青葵公路往九龍方向近 里程碑 CH8.8S	1 輕型貨車, 1 的士(香港及九龍)	1 司機 (男, 37) 1 乘客 (男, 57)
			青葵公路近里程碑 CH8.4S (九龍方向)近燈柱 FB7635	2 私家車,2 公共巴士(九巴), 2 輕型貨車	1 司機, 3 乘客 (2男 2女, 26-55)
			青衣航運路 九號貨櫃碼頭 A8區	2 中型貨車	2 司機 (2男, 55-56)
			青衣青衣路39號 嘉民領達中心 2至3樓行車通道	1 輕型貨車	1 行人 (男, 63)
			葵涌 貨櫃碼頭南路六號貨櫃碼頭 第3轉龍路北行綫向九龍 近X3區無名行車通道	2 中型貨車	1 司機 (男, 61)
			葵涌永基路55號 嘉里貨倉9樓停車場行車通道	1 中型貨車	1 行人 (女, 66)
			葵涌貨櫃碼頭南路 六號貨櫃碼頭內	2 中型貨車	1 司機 (男, 42)
			葵涌貨櫃碼頭南路 三號迴旋處 近燈柱 FC2770	1 輕型貨車,1 中型貨車	1 乘客 (女, 19)
			青衣青衣西路(楓樹窩路方向)近燈柱編號 FC4237	1 私家車,1 輕型貨車	2 乘客 (1男 1女, 40-52)
			青衣青康路近燈柱W4675(長青巴士總站)	1 公共巴士(九巴)	1 乘客 (男, 79)
			青衣担杆山路(担杆山迴旋處方向)近燈柱編號 FA5027	1 私家車,1 公共小型巴士	1 司機, 2 乘客 (3男, 18-25)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(三)

2013 年 11 月 葵涌分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
1	3	28	葵涌葵涌道近里程碑 CH13.1(向九龍方向) !	1 私家車,1 的士(香港及九龍)	2 司機 (1女，35-死亡) (1男，54-輕傷)
			大廈街大窩口邨街市停車場出口近燈柱 GC0602 #	1 私家車	1 行人 (男，89)
			葵涌葵泰路明興水務渠務工程公司地盤內 #	1 輕型貨車	1 行人 (女，52)
			葵涌葵仁路 港鐵葵芳站外 #	1 公共小型巴士	1 行人 (女，59)
			葵涌葵涌道近燈柱 FA6284 (新界方向)	1 公共小型巴士	4 乘客 (4男，45 - 50)
			葵涌葵涌道近貨櫃碼頭南路	1 電單車	1 電單車司機 (男，27)
			葵涌葵義路與葵富路 交界 近 燈柱 DC1347	1 私家車,1 公共小型巴士	1 司機 (男，55)
			葵福路往麗景邨方向近燈柱 CC0237	2 的士(香港及九龍)	1 乘客 (女，46)
			葵涌華瑤路 與荔枝嶺路交界 (華員邨交界)	2 私家車	1 司機(女，33)
			葵涌童子街往梨木道方向近燈柱 AC0230	1 的士(香港及九龍)	1 行人 (女，10)
			葵涌禾塘咀街往青山公路方向 近大窩口道	1 的士(香港及九龍)	1 行人 (女，9)
			葵涌荔景山路 與聯接街交界 近燈柱 AC3747	1 私家車,1 電單車	1 電單車司機 (男，34)
			葵涌大連排道近葵秀路 燈柱 FB 5170	1 私家車	1 行人 (女，45)
			葵涌葵盛圍盛安樓 外 巴士站	1 公共巴士(九巴)	1 乘客 (女，73)
			葵涌和宜合道麗晶中心外 近 燈柱 FB2870	1 輕型貨車，1 公共小型巴士	1 司機，1 乘客 (1男 1女，25-59)
			葵涌盛芳街近燈柱 U7656	1 的士(香港及九龍)	1 行人 (男，12)
			葵涌華瑤路葵涌循道中學外	1 公共小型巴士， 1 的士(香港及九龍)	1 司機 (男，59)
			葵涌葵富路近葵涌廣場	1 公共小型巴士,1 電單車	1 電單車司機 (男，29)
			葵涌華瑤路與大窩交匯處交界	1 電單車	1 電單車司機 (男，43)
			葵涌葵涌道近燈柱 FA6069 (向九龍方向)	1 公共巴士(九巴)	1 乘客 (女，47)
			葵涌葵聯路近燈柱 FC3533 (葵盛信義學校外)	1 公共小型巴士	1 行人 (男，8)
			葵涌葵富路近燈柱 DC0133 (葵涌廣場外)	1 公共巴士(九巴),1 公共小型巴士 1 的士(香港及九龍)	2 司機 (2男，48-50)

註

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(三)

2013 年 11 月 葵涌分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			葵涌葵涌道與大連排道交界往葵安街方向 近燈柱FA6085	1 公共巴士(九巴)	2 乘客（2女，54-59）
			葵涌大隴街110號 石籬購物中心第二期外	1 公共小型巴士	1 乘客（男，35）
			葵涌葵昌路51號 九龍貿易中心 3樓往2樓之間行車通道	1 私家車	1 司機（男 ,45）
			葵涌青山公路近石排街 (九龍方向)	1 的士(香港及九龍),1 私家車, 1 輕型貨車	1 的士司機（男，45） 1 的士乘客（女，26）
			葵涌葵盛圍葵盛西邨10座外近燈柱 FA9729	1 單車,1 的士(香港及九龍)	1 司機（男，43）
			葵涌興盛路近燈柱W4831	1 私家車	1 行人（男，18）
			葵涌上角街近燈柱 FC3925 往大窩口道方向	1 輕型貨車	1 行人（男，76）
			葵涌念祖街啟恆樓外近燈柱 AC0001	1 電單車	1 電單車司機（男，28）
			葵涌石蔭路近燈柱 FB5647(近北葵涌街市)	1 私家車,1 電單車	1 電單車司機（男，35）
			葵涌大連排道近嘉定路近燈柱 FB5147	1 中型貨車,1 電單車	1 電單車司機（男，36）

註

交通黑點：沒有

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! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(四)

2013 年 11月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
2	0	33	**青衣北岸公路支路 往担杆山路 近燈柱 AC1709 !**	**1 私家車**	**1 乘客 (男, 6)**
			葵涌貨櫃碼頭南路 六號貨櫃碼頭內 HITQ3段82間 !	**1 特別用途車輛**	**1 司機(男,59)-重傷 1 乘客(男,59)-死亡**
			青衣青敬路青衣街市外巴士站	1 公共小型巴士	1 乘客 (女, 58)
			青衣涌美路近燈柱 W4304	1 公共巴士(九巴)	1 乘客 (男, 69)
			青衣楓樹窩路海悅花園商場外 近燈柱 FA4547	1 公共巴士, 1 的士(香港及九龍)	1 乘客 (女, 43)
			貨櫃碼頭南路八號貨櫃碼頭A3A與A4A區之間行車道 近13號船泊位	2 中型貨車	1 司機 (男, 48)
			青衣担杆山交匯處與担杆山路 交界 近燈柱FC0580	1 輕型貨車, 1 的士(香港及九龍)	1 司機, 2 乘客 (2男 1女, 27-38)
			葵涌貨櫃碼頭南路一號迴旋處與葵泰路交界 近燈柱 FC1669	1 中型貨車, 1 電單車	1 電單車司機 (男, 47)
			青衣青衣鄉事會路 與 楓樹窩路交界迴旋處 近燈柱 FC3537	2 私家車	1 司機, 2 乘客 (2男 1女, 34-55)
			葵涌八號貨櫃碼頭(東) (十東路) 往中遠國際貨櫃碼頭方向	2 中型貨車	1 司機 (男, 55)
			葵涌 四號貨櫃碼頭 (HIT)內行車通道近T1位	2 中型貨車	1 司機 (男, 59)
			荃青交匯處 近燈柱 FB3157	1 輕型貨車, 1 的士(香港及九龍)	1 司機 (男, 55)
			葵涌葵青路近燈柱 FB1539 往青衣方向	1 私家車, 1 公共巴士(九巴), 1 輕型貨車	1 司機 (女, 40)
			荃灣路近里程碑 CH14.5E	1 私家車,1 輕型貨車	1 乘客 (女, 26)
			青衣青康路迴旋處 近燈柱 W4650	1 公共巴士(九巴)	1 乘客 (女, 5)
			青衣寮肚路曉峰園外	2 私家車	1 司機 (男, 56)
			荃青交匯處 近燈柱 W4951	2 的士(香港及九龍)	1 乘客 (女, 43)
			青衣青尚路 近燈柱 AC4528	1 輕型貨車	1 行人 (男, 55)
			青衣担杆山交匯處近燈柱 FC 0580	1 輕型貨車, 1 公共小型巴士	1 乘客 (男, 38)
			青衣青衣北岸公路近燈柱 AC1723 (青衣市中心方向)	1 的士(香港及九龍)	1 司機, 1 乘客 (2男, 46-60)
			葵涌貨櫃碼頭南路 6號迴旋處向7號迴旋處方向	1 的士(香港及九龍), 1 電單車	1 電單車司機 (男, 36)
			青衣青康路近燈柱 AW4005	1 中型貨車, 1 公共巴士(九巴)	1 司機 (男, 54)
			青衣青敬路青衣城地下近 港鐵站C出口 (青敬路方向)	1 電單車	1 電單車司機 (男, 40)

註

交通黑點：沒有

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! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

附件(四)

2013 年 11月 青衣分區					
死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			青衣青衣西路近燈柱 FB6638 (向長發邨方向)	1 單車	1 騎單車者 (男, 20)
			青衣長青公路近里程碑 CH14.3N 往新界方向	1 輕型貨車, 1 的士(香港及九龍)	1 司機, 1 乘客 (2男, 34-63)
			青衣担杆山路近燈柱 FC0580	1 公共巴士(九巴), 1 的士(香港及九龍)	1 乘客 (女, 53)
			青衣青衣路近燈柱 AC4595 (近29號至33號大同工業設備有限公司)	1 輕型貨車, 1 中型貨車	1 司機 (男, 29)
			葵涌永創街與葵喜街交界 近燈柱 FC4636	1 私家車, 1 輕型貨車	1 司機 (男, 35)
			葵涌昂運路近燈柱 AC3697	2 中型貨車	1 司機 (男, 55)
			葵涌葵豐街1號至15號 盈業大廈外	1 中型貨車	1 行人 (男, 52)
			葵涌荃灣路支路與葵青交匯處交界	2 私家車, 1 的士(香港及九龍)	1 司機 (男, 28)
			青衣青衣西路往市中心方向 近燈柱 FC4223	1 公共巴士(九巴)	1 乘客 (女, 64)
			青衣西北交匯處 近里程碑 CH14.8N(元朗方向)	1 重型貨車, 1 輕型貨車	1 司機 (男, 31)
			青衣青敬路與 楓樹窩路 交界 迴旋處 近 燈柱FC 3537	1 的士(香港及九龍), 1 電單車	1 乘客 (女, 19)
			青衣青敬路近燈柱 AC5013 往青衣碼頭方向	1 電單車	1 電單車司機 (男, 19)

註
交通黑點: 沒有
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! 死亡交通意外, # 嚴重交通意外

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Report on Traffic Accident in Kwai Tsing District 2013														
No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Goods Vehicle	貨車	24	9	29	30	28	18	30	37	31	26	15		**277**
Private Car	私家車	20	19	14	27	17	20	16	25	18	15	14		**205**
Taxi	的士	26	13	20	20	8	29	22	20	14	7	19		**198**
Motorcycle	電單車	5	11	12	7	4	12	8	11	2	10	14		**96**
Franchised Public Bus	公共巴士	6	7	10	8	9	12	7	9	6	10	7		**91**
Public Light Bus	公共小巴	8	5	10	6	7	11	10	12	4	9	11		**93**
Other Buses	其他巴士	7	3	1	1	2	3	0	0	4	4	1		**26**
Bicycle	單車	1	3	0	2	5	5	3	2	6	1	1		**29**
Other Vehicle	其他車輛	3	3	6	4	2	3	0	2	6	0	3		**32**
Private bus	私家巴士	0	0	0	0	0	0	0	1	0	0	0		**1**
Private Light Bus	私家小巴	0	1	1	0	0	0	0	0	0	0	0		**2**
Total No. of Vehicles		100	74	103	105	82	113	96	119	91	82	85		**1050**
Road Casualties Role	**道路使用者**													
Driver	司機	24	11	28	36	27	34	35	36	18	30	28		**307**
Motorcycle Rider	電單車司機	5	11	11	7	4	9	7	11	2	9	13		**89**
Cyclist	騎單車者	0	3	0	2	5	4	3	2	4	1	1		**25**
Pedestrian	行人	23	11	16	14	14	24	14	15	14	14	12		**171**
Passenger	乘客	33	21	31	33	19	44	37	40	25	28	31		**342**
意外成因 Causation Factors of Accidents	**(top 8)**													
Driving inattentively	司機不留	19.67%	16.00%	25.81%	19.35%	21.05%	25.30%	10.81%	17.81%	16.36%	21.70%	22.40%		**19.66%**

	心駕駛													
Careless lane changing	司機不小心轉線	8.20%	10.00%	8.06%	3.23%	8.06%	6.02%	9.46%	13.70%	9.09%	7.20%	13.40%		**8.77%**
To avoid collision or otherwise: Swerving	避免撞車而失控	6.56%	16.00%	4.84%	11.29%	14.04%	10.84%	14.86%	12.33%	3.64%	5.80%	10.40%		**10.05%**
Pedestrians negligence	行人疏忽	16.40%	10.00%	1.61%	6.45%	7.02%	6.02%	5.41%	8.22%	7.28%	7.20%	9.00%		**7.69%**
Passenger lost balance	乘客失平衡	6.78%	10.00%	11.29%	8.06%	12.28%	1.20%	4.05%	6.85%	7.27%	13.00%	7.50%		**8.03%**
Driving too close to vehicle in front	司機跟前車太貼	14.75%	10.00%	6.45%	17.74%	1.75%	6.02%	12.16%	10.96%	14.55%	7.20%	7.50%		**9.92%**
Improper turning	司機轉彎不恰當	10.17%	10.00%	12.90%	4.84%	1.75%	7.23%	13.51%	6.85%	5.45%	7.20%	4.50%		**7.67%**
Lost control of vehicle	司機駕車失控	1.69%	6.00%	3.23%	8.06%	5.26%	6.02%	2.70%	5.48%	9.09%	2.90%	4.50%		**4.99%**

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (I)

October 2013 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
2	5	24	**Near lamppost DC0150, Hing Fong Road, Kwai Chung (near Kwai Shun House) !**	**1 light goods vehicle**	**1 pedestrian (female, 72)**
			Near lamppost FB4767, Kwai On Road, Kwai Chung !	**1 heavy goods vehicle**	**1 pedestrian (male, 72)**
			Outside Mrs. Wu York Yu Health Centre, 310 Wo Yi Hop Road, Kwai Chung (Kwai Chung bound) #	**1 motorcycle**	**1 motorcycle rider (male, 43)**
			Near lamppost FB4079, Lai King Hill Road, Kwai Chung #	**1 public light bus**	**1 pedestrian (male, 57)**
			Outside warehouse of (A&S (HK) Logistics Limited), G20 ground floor, Terminal 1, Container Port Road, Kwai Chung #	**1 light goods vehicle**	**1 pedestrian (female, 26)**
			PCCW (near lamppost FA9735), 298 Kwai Shing Circuit, Kwai Chung #	**1 private car**	**1 pedestrian (male, 57)**
			Near lamppost FB2893, Wo Yi Hop Road, Kwai Chung (Castle Peak Road-Kwai Chung bound) #	**1 franchised public bus (KMB)**	**1 passenger (female, 74)**
			Near Cheung Tsing Tunnel (Kowloon bound), Tsing Kwai Highway	1 light goods vehicle, 1 private car	1 driver (male, 43)
			Near lamppost FC4352, Tai Wo Hau Road, Kwai Chung	1 public light bus	1 passenger (male, 60)
			At the junction of Lai Fong Street and Shing Fong Street, Kwai Chung	1 light goods vehicle	1 pedestrian (female, 68)
			Near lamppost FB4843, Wo Kwai Lane, Kwai Hing (Kwai Chung Road bound)	1 light goods vehicle, 1 taxi (Hong Kong & Kowloon)	2 drivers (male, 33-34)
			Outside Ning Fung Court car park, 99 Lei Muk Road, Kwai Chung	1 private car	1 pedestrian (male, 55)
			Near lamppost FB4056, Lai King Hill Road, Kwai Chung (Kwai Fong bound)	2 public light buses	1 passenger (female, 48)
			At the junction of Cheung Wing Road and Wo Yi Hop Road, Kwai Chung	2 light goods vehicles	1 passenger (female, 61)
			Bus stop outside King Po Mansion, 186 Hing Fong Road, Kwai Chung (Tsuen Wan bound)	1 franchised public bus (KMB)	1 passenger (female, 82)
			Near lamppost FA9717, at the junction of Kwai Fuk Road and Shing Fuk Street, Kwai Chung	2 taxis (Hong Kong & Kowloon)	2 drivers, 1 passenger (3 males, 47-49)
			Near the junction of Castle Peak Road-Tsuen Wan (Tsuen Wan bound), Kwai Chung Road	1 light goods vehicle, 1 medium goods vehicle	1 passenger (female, 40)

			Near lamppost CC0870, Tai Ha Street, Kwai Chung	2 light goods vehicles	1 driver (male, 35)
			Near lamppost DC0140, Hing Fong Road, Kwai Chung	1 franchised public bus (KMB)	1 passenger (female, 71)
			Near the junction of Ta Chuen Ping Street, Wo Yi Hop Road, Kwai Chung	1 private car	1 pedestrian (female, 21)
			Near lamppost AA7667, Castle Peak Road-Kwai Chung (Kowloon bound), Kwai Chung	1 motorcycle	1 motorcycle rider (male, 57)
			At the junction of Kin Chuen Street and Castle Peak Road, Kwai Chung	1 motorcycle, 1 private car	1 motorcycle rider (male, 44)
			At the junction of Shek Pai Street and On Chuk Street, Kwai Chung	1 public light bus, 1 private car	1 passenger (female, 46)
			Near lamppost AC0608, Yan Fong Street, Kwai Chung	1 private car	1 pedestrian (female, 42)
			Outside Kwai Hing MTR Station, Kwai Hing Road, Kwai Chung	1 franchised public bus (KMB)	1 passenger (female, 33)
			Near lamppost FA6088, Kwai Chung Road, Kwai Chung (Kowloon bound)	1 motorcycle	1 motorcycle rider (male, 34)

Notes:
Traffic black spot: no
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (I)

October 2013 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Near lamppost FA9808, Kwai Shing Circuit, Kwai Chung (Kwai Hau Road bound)	1 motorcycle, 1 light goods vehicle	1 motorcycle rider (male, 32)
			Near Tai Loong Street, Wo Yi Hop Road (Kowloon bound), Kwai Chung	1 private car, 1 light goods vehicle	1 driver (male, 30)
			Near lamppost FB4767, Kwai On Road, Kwai Chung	1 light goods vehicle	1 driver (male, 22)
			Outside Shek Yat High Block, Shek Lei Estate, Kwai Chung	1 taxi (Hong Kong & Kowloon)	1 driver (male, 56)
			Bus stop (Kowloon bound) outside Kwai Shun House, Kwai Fong Estate, 177 Hing Fong Road, Kwai Chung	1 franchised public bus (KMB)	1 passenger (female, 83)

Notes:

Traffic black spot: no

A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours

! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (II)

October 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
0	4	34	**At the junction of Tsing King Road and Tsing Luk Street, Tsing Yi #**	**1 bicycle, 1 private car**	**1 cyclist (male, 56)**
			At the junction of Tsuen Wan Road slip road and Tsuen Tsing Interchange (Kwai Chung bound), Tsing Yi #	**1 motorcycle**	**1 passenger (female, 49)**
			Near lamppost FA5102, outside Cheung Hang Estate, Liu To Road, Tsing Yi #	**1 public light bus**	**1 passenger (female, 8)**
			Near chainage marker CH15.3E (Kowloon bound), Tsuen Wan Road, Tsuen Wan #	**1 heavy goods vehicle, 2 medium goods vehicles, 1 light goods vehicle**	**1 driver (male, 37)**
			6/F ATL Logistics Centre, 8 Container Port Road South, Kwai Chung	1 private car, 1 medium goods vehicle	1 driver (male, 48)
			Near lamppost FA 4881, outside Terminal 6, Container Port Road South (Tsuen Wan bound), Kwai Chung	1 private car, 1 medium goods vehicle	2 drivers (2 males, 37-61)
			Near lamppost W4669, Ching Hong Road, Tsing Yi (Northbound)	1 motorcycle, 1 taxi (Hong Kong & Kowloon)	1 motorcycle rider (male, 28)
			Near the junction of Tsing Yi Road, Roundabout No. 2, Tsing Yi Road, Tsing Yi	1 private car, 1 medium goods vehicle	1 driver (male, 53)
			Near lamppost W3472, Tsing Yi Heung Sze Wui Road, Tsing Yi (near Tsing Yi Police Station (Kowloon bound))	1 private car, 1 light goods vehicle	1 driver (male, 36)
			Near chainage marker CH16.0E (Kowloon bound), Lantau Link, Tsing Yi	1 private car	1 driver (male, 20)
			Near lamppost BW4001, Ching Hong Road, Tsing Yi (Tsing Yi Road bound)	1 franchised public bus, 1 light goods vehicle	1 driver (male, 36), 1 passenger (female, 59)
			Near chainage marker CH19.1W (Tuen Mun bound), Tsing Sha Highway	1 taxi (Hong Kong & Kowloon)	1 driver (male, 63)
			Near the junction of Tsing Luk Street, Tsing King Road, Tsing Yi	1 motorcycle, 1 taxi (Hong Kong & Kowloon)	1 motorcycle rider (male, 35)
			Near lamppost FA9728, outside CITIC Telecom Tower, 93 Kwai Fuk Road, Kwai Chung	1 light goods vehicle	1 passenger (male, 54)
			Outside Stonecutters Island Sewage Treatment Works, Ngong Shung Road, Tsing Yi	1 motorcycle	1 motorcycle rider (male, 38)
			Outside Mayfair Gardens, Ching Hong Road, Tsing Yi	1 franchised public bus (failed to be confirmed)	1 passenger (female, 66)
			Near toll booth No. 6, Lantau Toll Plaza, Lantau Link, Tsing Yi (Kowloon bound)	1 taxi (Hong Kong & Kowloon), 1 private car	1 driver (male, 55)

			Near lamppost FC0584, Tam Kon Shan Interchange, Tsing Yi	1 motorcycle, 1 private car	1 motorcycle rider (male, 38)
			Near chainage marker CH13.3E, Kwai Chung Road, Kwai Chung	1 private car	1 driver (male, 25)
			Near chainage marker CH10.4N, Tsing Kwai Highway, Kwai Chung	1 franchised public bus (Citybus)	2 passengers (males, 40)
			Near lamppost HM15, North West Tsing Yi Interchange, Tsing Yi	1 franchised public bus (unable to be confirmed)	1 passenger (female, 39)
			Ground floor, Harbour View Carpark, Tat Yeung Road, Kwai Chung	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 52)
			Inside Skye Parking, Kwai Tai Road, Kwai Chung	1 medium goods vehicle	1 pedestrian (male, 57)
			Near Rambler Crest, Tsing Yi Heung Sze Wui Road bound, near lamppost AC0779, Tsing Yi Road, Tsing Yi	1 public light bus	1 passenger (female, 31)
			Near lamppost W3992, Ching Hong Road, Tsing Yi	1 public light bus	1 pedestrian (male, 12)

Notes:
Traffic black spot: nil
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (II)

October 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Near lamppost W4950, near Tsuen Tsing Interchange, Tsuen Wan Road	1 private car, 1 light goods vehicle	1 driver (male, 51)
			Near lamppost FC1022, outside Vigor Industrial Building, Tsing Yi Heung Sze Wui Road	1 franchised public bus (KMB), 1 light goods vehicle	1 driver (male, 32)
			Near chainage marker CH8.8S, Tsing Kwai Highway (Kowloon bound), Kwai Chung	1 light goods vehicle, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 37), 1 passenger (male, 57)
			Near lamppost FB7635, near chainage marker CH8.4S (Kowloon bound), Tsing Kwai Highway	2 private cars, 2 franchised public buses (KMB), 2 light goods vehicles	1 driver, 3 passengers (2 males & 2 females, 26-55)
			Zone A8, Terminal 9, Hong Wan Road, Tsing Yi	2 medium goods vehicles	2 drivers (2 males, 55-56)
			Vehicular access to 2-3/F Goodman Interlink, 39 Tsing Yi Road, Tsing Yi	1 light goods vehicle	1 pedestrian (male, 63)
			Near an unnamed vehicular access to Zone X3, the third road for turning gantry (Northbound to Kowloon), Terminal 6, Container Port Road South, Kwai Chung	2 medium goods vehicles	1 driver (male, 61)
			Vehicular access to car park on 9/F Kerry Warehouse, 55 Wing Kei Road, Kwai Chung	1 medium goods vehicle	1 pedestrian (female, 66)
			Inside Terminal 6, Container Port Road South, Kwai Chung	2 medium goods vehicles	1 driver (male, 42)
			Near lamppost FC2770, Roundabout No. 3, Container Port Road South, Kwai Chung	1 light goods vehicle, 1 medium goods vehicle	1 passenger (female, 19)
			Near lamppost numbered FC4237, Tsing Yi Road West (Fung Shue Wo Road bound), Tsing Yi	1 private car, 1 light goods vehicle	2 passengers (1 male & 1 female, 40-52)
			Near lamppost W4675 (Cheung Ching Bus Terminal), Ching Hong Road, Tsing Yi	1 franchised public bus (KMB)	1 passenger (male, 79)
			Near lamppost numbered FA5027, Tam Kon Shan Road (Tam Kon Shan Roundabout bound), Tsing Yi	1 private car, 1 public light bus	1 driver, 2 passengers (3 males, 18-25)

Notes:

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (III)

November 2013 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
1	3	28	**Near chainage marker CH13.1, Kwai Chung Road, Kwai Chung (Kowloon bound) !**	**1 private car, 1 taxi (Hong Kong & Kowloon)**	**2 drivers (1 female, 35-dead) (1 male, 54-minor injury)**
			Near lamppost GC0602, at the exit of the car park of Tai Wo Hau Estate Market, Tai Ha Street #	**1 private car**	**1 pedestrian (male, 89)**
			At the site of Ming Hing Waterworks Engineering Company Limited, Kwai Tai Road, Kwai Chung #	**1 light goods vehicle**	**1 pedestrian (female, 52)**
			Outside Kwai Fong MTR Station, Kwai Yan Road, Kwai Chung #	**1 public light bus**	**1 pedestrian (female, 59)**
			Near lamppost FA6284, Kwai Chung Road, Kwai Chung (New Territories bound)	1 public light bus	4 passengers (4 males, 45-50)
			Near Container Port Road South, Kwai Chung Road, Kwai Chung	1 motorcycle	1 motorcycle rider (male, 27)
			Near lamppost DC1347, at the junction of Kwai Yi Road and Kwai Foo Road, Kwai Chung	1 private car, 1 public light bus	1 driver (male, 55)
			Near lamppost CC0237, Kwai Fuk Road (Lai King Estate bound)	2 taxis (Hong Kong & Kowloon)	1 passenger (female, 46)
			At the junction of Wah Yiu Road and Lai Chi Ling Road, Kwai Chung (at the junction of Wah Yuen Chuen)	2 private cars	1 driver (female, 33)
			Near lamppost AC0230, Tung Chi Street (Lei Muk Road bound), Kwai Chung	1 taxi (Hong Kong & Kowloon)	1 pedestrian (female, 10)
			Near Tai Wo Hau Road, Wo Tong Tsui Street (Castle Peak Road bound), Kwai Chung	1 taxi (Hong Kong & Kowloon)	1 pedestrian (female, 9)
			Near lamppost AC3747, at the junction of Lai King Hill Road and Joint Street, Kwai Chung	1 private car, 1 motorcycle	1 motorcycle rider (male, 34)
			Near lamppost FB 5170, near Kwai Sau Road, Tai Lin Pai Road, Kwai Chung	1 private car	1 pedestrian (female, 45)
			Bus stop outside Shing On House, Kwai Shing Circuit, Kwai Chung	1 franchised public bus (KMB)	1 passenger (female, 73)
			Near lamppost FB2870, outside Regent Centre, Wo Yi Hop Road, Kwai Chung	1 light goods vehicle, 1 public light bus	1 driver, 1 passenger (1 male & 1 female, 25-59)
			Near lamppost U7656, Shing Fong Street, Kwai Chung	1 taxi (Hong Kong & Kowloon)	1 pedestrian (male, 12)

			Outside Kwai Chung Methodist College, Wah Yiu Road, Kwai Chung	1 public light bus, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 59)
			Near Kwai Chung Plaza, Kwai Foo Road, Kwai Chung	1 public light bus, 1 motorcycle	1 motorcycle rider (male, 29)
			At the junction of Wah Yiu Road and Tai Wo Interchange, Kwai Chung	1 motorcycle	1 motorcycle rider (male, 43)
			Near lamppost FA6069, Kwai Chung Road, Kwai Chung (Kowloon bound)	1 franchised public bus (KMB)	1 passenger (female, 47)
			Near lamppost FC3533, Kwai Luen Road, Kwai Chung (outside E.L.C.H.K. Kwai Shing Lutheran Primary School)	1 public light bus	1 pedestrian (male, 8)
			Near lamppost DC0133, Kwai Foo Road, Kwai Chung (outside Kwai Chung Plaza)	1 franchised public bus (KMB), 1 public light bus, 1 taxi (Hong Kong & Kowloon)	2 drivers (2 males, 48-50)

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (III)

November 2013 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Near lamppost FA6085, at the junction of Kwai Chung Road and Tai Lin Pai Road (Kwai On Street bound), Kwai Chung	1 franchised public bus (KMB)	2 passengers (2 females, 54-59)
			Outside Shek Lei Shopping Centre Phase II, 110 Tai Loong Street, Kwai Chung	1 public light bus	1 passenger (male, 35)
			Vehicular access from 3/F to 2/F, Kowloon Commerce Centre, 51, Kwai Cheong Road, Kwai Chung	1 private car	1 driver (male, 45)
			Near Shek Pai Street, Castle Peak Road, Kwai Chung (Kowloon bound)	1 taxi (Hong Kong & Kowloon), 1 private car, 1 light goods vehicle	1 taxi driver (male, 45), 1 taxi passenger (female, 26)
			Near lamppost FA9729, outside Block 10, Kwai Shing West Estate, Kwai Shing Circuit, Kwai Chung	1 bicycle, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 43)
			Near lamppost W4831, Hing Shing Road, Kwai Chung	1 private car	1 pedestrian (male, 18)
			Near lamppost FC3925, Sheung Kok Street, Kwai Chung (Tai Wo Hau Road bound)	1 light goods vehicle	1 pedestrian (male, 76)
			Near lamppost AC0001, outside Kai Hang House, Lim Cho Street, Kwai Chung	1 motorcycle	1 motorcycle rider (male, 28)
			Near lamppost FB5647, Shek Yam Road, Kwai Chung (near North Kwai Chung Market)	1 private car, 1 motorcycle	1 motorcycle rider (male, 35)
			Near lamppost FB5147, near Ka Ting Road, Tai Lin Pai Road, Kwai Chung	1 medium goods vehicle, 1 motorcycle	1 motorcycle rider (male, 36)

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (IV)

November 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
2	0	33	**Near lamppost AC1709, slip road leading to Tsing Yi North Coastal Road (Tam Kon Shan Road bound) !**	**1 private car**	**1 passenger (male, 6)**
			Lot 82, Section 3, HIT inside Terminal 6, 8 Container Port Road South, Kwai Chung !	**1 special purpose vehicle**	**1 driver (male, 59) – serious injury 1 passenger (male, 59) – dead**
			Bus stop outside Tsing Yi Market, Tsing King Road, Tsing Yi	1 public light bus	1 passenger (female, 58)
			Near lamppost W4304, Chung Mei Road, Tsing Yi	1 franchised public bus (KMB)	1 passenger (male, 69)
			Near lamppost FA4547, outside Serene Garden Plaza, Fung Shue Wo Road, Tsing Yi	1 franchised public bus, 1 taxi (Hong Kong & Kowloon)	1 passenger (female, 43)
			Near berth No. 13, carriageway between Zone A3A and Zone A4A in Terminal 8, Container Port Road South	2 medium goods vehicles	1 driver (male, 48)
			Near lamppost FC0580, at the junction of Tam Kon Shan Interchange and Tam Kon Shan Road, Tsing Yi	1 light goods vehicle, 1 taxi (Hong Kong & Kowloon)	1 driver, 2 passengers (2 males & 1 female, 27-38)
			Near lamppost FC1669, at the junction of Roundabout No. 1 and Kwai Tai Road, Container Port Road South, Kwai Chung	1 medium goods vehicle, 1 motorcycle	1 motorcycle rider (male, 47)
			Near lamppost FC3537, at the Roundabout of the junction of Tsing Yi Heung Sze Wui Road and Fung Shue Wo Road, Tsing Yi	2 private cars	1 driver, 2 passengers (2 males & 1 female, 34-55)
			Terminal 8 (East) (Shi Tung Road) (COSCO-HIT Terminals (Hong Kong) Limited bound), Kwai Chung	2 medium goods vehicles	1 driver (male, 55)
			Near T1, vehicular access inside Terminal 4 (HIT), Kwai Chung	2 medium goods vehicles	1 driver (male, 59)
			Near lamppost FB3157, Tsuen Tsing Interchange	1 light goods vehicle, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 55)
			Near lamppost FB1539, Kwai Tsing Road, Kwai Chung (Tsing Yi bound)	1 private car, 1 franchised public bus (KMB), 1 light goods vehicle	1 driver (female, 40)
			Near chainage marker CH14.5E, Tsuen Wan Road	1 private car, 1 light goods vehicle	1 passenger (female, 26)
			Near lamppost W4650, Ching Hong Road Roundabout, Tsing Yi	1 franchised public bus	1 passenger (female,

				(KMB)	5)
			Outside Mount Haven, Liu To Road, Tsing Yi	2 private cars	1 driver (male, 56)
			Near lamppost W4951, Tsuen Tsing Interchange	2 taxis (Hong Kong & Kowloon)	1 passenger (female, 43)
			Near lamppost AC4528, Tsing Sheung Road, Tsing Yi	1 light goods vehicle	1 pedestrian (male, 55)
			Near lamppost FC 0580, Tam Kon Shan Interchange, Tsing Yi	1 light goods vehicle, 1 public light bus	1 passenger (male, 38)
			Near lamppost AC1723, Tsing Yi North Coastal Road, Tsing Yi (Tsing Yi Town Centre bound)	1 taxi (Hong Kong & Kowloon)	1 driver, 1 passenger (2 males, 46-60)
			Roundabout No. 6 (Roundabout No. 7 bound), Container Port Road South, Kwai Chung	1 taxi (Hong Kong & Kowloon), 1 motorcycle	1 motorcycle rider (male, 36)
			Near lamppost AW4005, Ching Hong Road, Tsing Yi	1 medium goods vehicle, 1 franchised public bus (KMB)	1 driver (male, 54)
			Near MTR Station exit C (Tsing King Road bound), G/F Maritime Square, Tsing King Road, Tsing Yi	1 motorcycle	1 motorcycle rider (male, 40)

Notes:
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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

Annex (IV)

November 2013 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Near lamppost FB6638, Tsing Yi Road West, Tsing Yi (Cheung Fat Estate bound)	1 bicycle	1 cyclist (male, 20)
			Near chainage marker CH14.3N (New Territories bound), Cheung Tsing Highway, Tsing Yi	1 light goods vehicle, 1 taxi (Hong Kong & Kowloon)	1 driver, 1 passenger (2 males, 34-63)
			Near lamppost FC0580, Tam Kon Shan Road, Tsing Yi	1 franchised public bus (KMB), 1 taxi (Hong Kong & Kowloon)	1 passenger (female, 53)
			Near lamppost AC4595, Tsing Yi Road, Tsing Yi (near 29-33, Tai Tung Industrial Equipment Ltd.)	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 29)
			Near lamppost FC4636, at the junction of Wing Chong Street and Kwai Hei Street, Kwai Chung	1 private car, 1 light goods vehicle	1 driver (male, 35)
			Near lamppost AC3697, Ngong Wan Road, Kwai Chung	2 medium goods vehicles	1 driver (male, 55)
			Outside Profit Industrial Building, 1-15 Kwai Fung Crescent, Kwai Chung	1 medium goods vehicle	1 pedestrian (male, 52)
			At the junction of Tsuen Wan Road slip road and Kwai Tsing Interchange, Kwai Chung	2 private cars, 1 taxi (Hong Kong & Kowloon)	1 driver (male, 28)
			Near lamppost FC4223, Tsing Yi Road West (Town Centre bound), Tsing Yi	1 franchised public bus (KMB)	1 passenger (female, 64)
			Near chainage marker CH14.8N (Yuen Long bound), North West Tsing Yi Interchange	1 heavy goods vehicle, 1 light goods vehicle	1 driver (male, 31)
			Near lamppost FC 3537, at the roundabout at the junction of Tsing King Road and Fung Shue Wo Road, Tsing Yi	1 taxi (Hong Kong & Kowloon), 1 motorcycle	1 passenger (female, 19)
			Near lamppost AC5013, Tsing King Road, Tsing Yi (Tsing Yi Ferry bound)	1 motorcycle	1 motorcycle rider (male, 19)

Notes:

Traffic black spot: nil

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! Fatal traffic accident, # Serious traffic accident

二零一五年二月十二日
葵青區議會
交通及運輸委員會
第一次會議(二零一五)

致：葵青區議會交通及運輸委員會

動議人： 吳劍昇議員

和議人： 黃炳權議員、許祺祥議員

日期：二零一五年一月二十八日

背景：

自葵聯邨在 2011 年入伙後 ，葵盛人口增加約 3000 至 4000 人，新人口不乏長者及兒童，對於區內設施尤以對交通及過路設施的需求為大。

舊有的葵聯路只連接葵盛西邨至葵盛東邨兩個大型的屋邨，但自從葵盛西邨及葵盛東邨中間興建兩棟新公共屋邨後，使到交通發展及道路設施需要作出急速轉變以應付人口需求。

葵聯路自 2011 年自今先後發生多次交通意外，雖然部份交通意外發生的責任源於行人過路時的不小心，但歸根究底都是區內人口急速轉變而帶來的社會、環境及運輸問題。

政府在建屋計劃的同時，沒有配合興建基礎設施（交通及道路設施）去供市民使用，導致葵聯路多次發生交通意外，雖幸無任何身亡事故，但對葵聯邨的居民造成沉重的精神壓力，由於鄰近葵盛信義學校，家長及校方極度關注有關道路安全事宜，不影響交通意外會再次發生。

另外，2014 年 7 月葵盛圍葵聯邨再度有兩棟新公共屋邨入伙，人口再度增加約 4000 至 5000 人，居民再次關注到葵盛圍以至葵聯路及區內的道路設施及交通發展。由於人口發展，導致交通流量增加，而葵盛圍與葵聯路的情況一樣，為一條大直路，在沒有任何交通訊號燈的緩衝下，導致車速過快，容易引致交通意

外的發生，如本年 1 月 20 日上午 8 時葵盛圍發生交通意外，導致一位女學生被撞倒及昏迷被送往瑪嘉烈醫院深切治療部。

動議:

葵青區議會交通及運輸委員會要求運輸署儘快在葵涌葵聯邨葵聯路及葵盛圍興建交通訊號燈

要求: 警務處交代及提供由 2011 年 7 月 1 日至 2015 年 1 月 31 日在葵涌葵聯路及葵盛圍發生交通意外的次數、原因、類型、性質。運輸署交代具體加設交通訊號燈的政策及當中考慮加設的因素，及提供現時葵涌葵聯路及葵盛圍的平均每小時車輛流量、車輛類型等數據。

二零一五年二月十二日
交通及運輸委員會
第一次會議(二零一五)

動議: 葵青區議會交通及運輸委員會要求運輸署儘快在葵涌葵聯邨葵聯路及葵盛圍興建交通訊號燈

運輸署回覆如下 :

本署非常關注葵涌葵聯邨葵聯路及葵盛圍的道路安全和過去所發生的意外。

為加強葵聯路的道路安全，本署於過去 2 年多次實地視察，將葵聯邨聯喜樓對出的行人欄杆適當地延長,並加設了交通標誌提醒駕駛者注意行人過路處。

本署也注意到葵聯邨第 2 期的公共房屋經已完成和現正陸續入伙，為減低行人胡亂橫過馬路的情況，本署已經將該新屋邨出口和信義小學對出的行人路欄杆延長。此外亦審視葵聯路過去兩年的交通意外記錄,儘管當中發現很大部份涉及行人胡亂過馬路所致,本署亦已為聯欣樓及聯喜樓對出現有的輔助行人過路處前加置「慢駛」路面標記,以提醒駕駛者減慢車速和注意行人安全。

此外，在本署於去年 9 月 17 日與吳劍聲議員實地視察葵聯路的行人過路處和討論後，已經制訂建議方案，包括建議在葵聯路基督教香港信義會葵盛信義學校前設置斑馬線,以取代葵聯邨聯欣樓前的現有行人輔助線,此舉可以改善學童和附近居民橫過葵聯路時的道路安全。由於有關方案在 11 月透過葵青民政事務處進行地區諮詢時獲得支持，本署已安排路政署落實方案。

同樣地，本署非常關注葵盛圍的道路安全。目前，該道路已經配置多個過路處，例如在南葵涌賽馬會普通科診所前、以及為附近學校所建立的行人輔助過路處。此外，房屋署會在葵聯邨第 2 期的公共房屋發展中，在相關葵盛圍路段添置一個新的過路處。

本署非常關注發生在本年 1 月 20 日上午，導致一位女學生在葵盛圍樂善堂顧超文中學門前受傷的交通意外，本署現正制定方案以加強該段葵盛圍的道路安全。方案的目的是防止車輛在該路段越線超車，以保護正在橫過馬路的人士。本署會在本月中將方案交予路政署以便盡快進行改善工程。

至於在葵聯邨葵聯路及葵盛圍增建交通訊號燈的建議，考慮到目前在該兩個路段的交通流量和過路處行人的情況，本署認為並不適宜落實有關建議。

運輸署
二零一五年二月

二零一五年二月十二日
交通及運輸委員會
第一次會議(二零一五)

動議: 葵青區議會交通及運輸委員會要求運輸署儘快在葵涌葵聯邨葵聯路及葵盛圍興建交通訊號燈

警務處回覆如下 :

該宗交通意外案件發生於 2015 年 1 月 20 日早上 8 時，在葵盛圍樂善堂顧超文中學外,當時一名女學生在專線小巴車頭橫過馬路時，被一部行駛中正在超越專線小巴的學校巴士撞倒，女學生頭部嚴重受傷並送去醫院治療,案件由新界南交通部意外調查隊接手處理，在意外發生後警方隨即在意外現場進行安全教育週，指導學生正確使用行人過路處，另外亦與運輸署工程師到達現場視察，並與學校開會商討改善路面設施，以避免意外發生及保障學生安全，因應葵聯邨入伙後人口增多，警方會密切留意葵盛圍及葵聯路的交通情況,加强巡邏及檢控違法司機以維持交通安全。

附件是過去 3 年發生在葵盛圍及葵聯路的交通意外統計數字。

警務處
二零一五年二月

附件

01/07/2011-31/01/2015

交通意外數字及原因

葵盛圍	司機不留心駕駛	行人疏忽	乘客失平衡	司機跟前車太貼	司機駕車失控	不小心騎單車	避免撞車而失控	司機違反交通標誌	原因不明	總數
交通意外有人受傷案件	26	17	13	9	7	3	2	1	5	83
只造成損毀交通意外案件	22			2			4	2	1	31
葵聯路										
交通意外有人受傷案件	17	16	8				1	1		43
只造成損毀交通意外案件	11									11
	76	33	21	11	7	3	7	4	6	168

葵青區有人受傷交通意外報告

2014 年 12月　葵涌分區

死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
1	7	30	***葵涌 打磚坪街 近燈柱FB2916 圳邊街交界!***	***1 中型貨車***	***1 行人(男,48)***
			葵涌 興芳 路近燈柱DC0150#	**1 公共小型巴士, 1 輕型貨車**	**1 司機(男,55)**
			葵涌 青山公路-葵涌段近燈柱2866#	**1 輕型貨車**	**1 乘客(男,57)**
			葵涌 華瑤路 近燈柱 FC1100 (九龍方向)#	**1 輕型貨車**	**1 司機(男,51)**
			葵涌 大隴街 近燈柱AC0362#	**1 公共小型巴士**	**1 行人(女,73)**
			葵涌 大窩口道近與禾塘咀街交界 近燈柱CC0010#	**1 電單車**	**1 行人(男,61)**
			葵涌 大窩口道 近燈柱W0381#	**1 公共巴士(九巴)**	**1 乘客(女,81)**
			葵涌 荔景山路近葵涌交匯處#	**1 電單車**	**1 電單車司機(男,49)**
			葵涌 大窩口道與興芳路交界 近燈柱 DC0157	1 公共巴士(龍運)	1 乘客(男,1)
			葵涌 荔景山路與聯接街交界	1 私家車, 1 的士	2 司機(2男, 38&52)
			葵涌 禾塘咀街與健全街交界	1 專利巴士	1 乘客(女,9)
			葵涌 梨木道達利中心正門外	1 的士	1 行人(女,30)
			葵涌 荔枝嶺路近荔崗街交界	1 的士	1 乘客(女,32)
			葵涌 梨木道達利中心停車場內	1 中型貨車	1 行人(男,58)
			葵涌 新葵街與大連排道交界 近燈柱W4499	1 私家車, 1 電單車	1 電單車司機(男,33)
			葵涌 葵涌道 近燈柱FA6043	2 的士	2 司機(2男,55&63)
			葵涌 葵涌道 近燈柱 FA1791 (九龍方向)	1 中型貨車, 1 的士	2 司機 (2男,29&52)
			葵涌 葵聯路 近燈柱FB3250(葵盛西邨方向)	1 專利巴士	1 乘客(男,11)
			葵涌 葵安道近中石化油站 近燈柱FA6184(葵興方向)	1 輕型貨車, 1 中型貨車	1 司機(男,47)
			葵涌 葵涌道999號葵涌警署外(荃灣方向)	1 私家車, 1 輕型貨車	1 司機(男,31)
			葵涌 昌榮路 近燈柱FA6337	1 輕型貨車, 1 公共巴士(九巴)	1 乘客(女,58)
			葵涌 敬祖路巴士站近祖堯邨商場	1 專利巴士	1 乘客(女,38)
			葵涌 葵聯路 近燈柱GC0674	1 的士	1 行人(男,9)
			葵涌 葵涌道近荔景天主教中學(九龍方向)	1 私家車, 1 的士	1 乘客(男,24)
			葵涌 葵盛圍 近燈柱FA9779	1 輕型貨車	1 乘客(男,38)
			葵涌 葵福路與興芳路交界	1 公共小型巴士, 1 的士	4 乘客(2男2 女, 20 - 44)
			葵涌 和宜合道 近燈柱W5016(荃灣方向)	1 私家車, 1 公共小型巴士	2 乘客 (2男,40&63)
			葵涌 葵涌道近公里路段13.8E(荃灣方向)	1 私家車, 1 電單車	1 電單車司機(男,30)
			葵涌 荔景山路 近燈柱FB4058(九龍方向)	1 公共小型巴士	1 行人(男,46)
			葵涌 石蔭路 福蔭大廈外(石宜路方向)	1 私家車	1 行人(女,74)
			葵涌 葵富路 近燈柱DC0130(葵仁路方向)	2 公共小型巴士	1 乘客(男,29)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2014 年 12月　葵涌分區

死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			葵涌 上角街 近燈柱FC 2653	1 的士	1 行人(男 61)
			葵涌 葵涌道 近燈柱FA6079	1 公共巴士, 1 輕型貨車	1 乘客(男,23)
			葵涌 和宜合道 近燈柱FB2895(九龍方向)	1 輕型貨車, 1 的士	3 乘客(2男1女, 26-37)
			葵涌 葵涌道近葵安道(九龍方向)	1 中型貨車, 1 的士	1 司機(男,61)
			葵涌 興寧路 近燈柱 DC0121(興芳路方向)	1 的士	1 行人(男,33)
			葵涌 葵聯路葵盛東巴士總站	1 公共巴士(九巴)	1 乘客(女,71)
			葵涌 興寧路近燈柱DC0120	1 公共小型巴士	1 行人(女,53)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2014 年 12月 青衣分區

死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
1	7	32	***青衣 青衣西路近燈柱FA4904 (荃灣方向)!***	***1 私家車, 1 中型貨車***	***1 司機(男,58)***
			青衣 長青公路近公里路段13.6N(大嶼山方向)#	**1電單車**	**1 電單車司機(男,38)**
			青衣 長環街東行線近燈柱W1688#	**1 私家車, 1 的士**	**2 司機(2男,42-51), 2 乘客(1男1女,65-71)**
			青衣 青衣路近燈柱CC0964往青衣西路方向#	**1 輕型貨車, 1 中型貨車**	**1 司機(男,25)**
			葵涌 貨櫃碼頭南路亞洲貨櫃物流中心B座 2樓行車通道#	**1 中型貨車**	**1 行人(男,54)**
			葵涌 貨櫃碼頭南路三號貨櫃碼頭亞洲貨櫃物流中心5樓上斜近5A#	**1 輕型貨車**	**1 行人(男,44)**
			葵涌 葵青路近燈柱編號FC0919(青衣方向)#	**1 的士**	**1 司機(男,75)**
			青衣 青荃路近燈柱CC0784(荃灣方向)#	**1 私家車, 1 電單車**	**1 電單車司機(女,27)**
			葵涌 青葵公路近公里路段8.4 (九龍方向)	1 公共巴士, 1 私家車	1 司機(男,30)
			葵涌 貨櫃碼頭南路 亞洲貨櫃物流中心內	1 輕型貨車, 1 中型貨車	1 乘客(男,52)
			葵涌 葵喜街 與 葵樂街 交界 近 燈柱 FC4675	1 電單車	1 電單車司機(男,31)
			青衣 涌美路近燈柱W2545	1 公共小型巴士	1 乘客(女,39)
			青衣 青荃路與担杆山交匯處交界 近燈柱FC0568	1 輕型貨車, 1 專利巴士	1 司機(男,52)
			荃灣 荃灣路支路近燈柱FC0471 (新界方向)	1 中型貨車, 1 的士	2 乘客(2女,27&31)
			葵涌 青葵公路近公里路段8.4S(九龍方向)	1 私家車, 1 的士, 1 中型貨車	1 乘客(女,57)
			葵涌 青葵公路近公里路段8.4S(九龍方向)	3 私家車	2 司機(2男,32&49)
			荃灣 德士古道北近燈柱 W1531	1 私家車, 1 重型貨車	1 司機(女,47)
			葵涌 貨櫃碼頭南路8號亞洲貨櫃物流中心外近燈柱FA4811	1 公共巴士, 1 輕型貨車	1 司機(男,47)
			荃灣 荃灣路近公里路段 14.4W(屯門方向)	1 私家車	1 司機(男,21), 1 乘客 (男,29)
			大嶼山 青嶼幹線青馬大橋近公里路段15.9W	2 私家車, 1 電單車	1 電單車司機(男,49), 2 乘客(2男,57&19)
			葵涌 貨櫃碼頭路近燈柱FC1375	1 的士	1 行人(女,44)
			葵涌 葵涌交匯處近貨櫃碼頭南路交界	1 輕型貨車, 1 中型貨車	1 司機(男,26)
			葵涌 青葵公路 近 燈柱 FB7634 (九龍方向)	1 私家車, 1 公共巴士(九巴)	1 乘客(女,42)
			青衣 青衣鄉事會路近燈柱FC1022(南橋方向)	1 私家車, 1 的士	1 乘客(女,37)
			葵涌 貨櫃碼頭南路8號亞洲貨櫃物流中心B座地下近的士站	2 私家車	1 司機(男,44)
			葵涌 葵喜街近燈柱FC4661	2 中型貨車	1 司機(男,36)
			葵涌 興芳路近燈柱FB6606	1 私家車, 1 輕型貨車	1 乘客(男,49)
			葵涌 興芳路近燈柱編號FB9917	1 專利巴士	1 乘客(女,51)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2014 年 12月 青衣分區

死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			葵涌 貨櫃碼頭南路4號貨櫃碼頭內	2 中型貨車	1 司機(男,56)
			青衣 貨櫃碼頭南路8號貨櫃碼頭內	1 中型貨車	1 司機(男,60)
			葵涌 貨櫃碼頭南路8號亞洲貨櫃物流中心	1 特別用途車輛	1 行人(男,58)
			青衣 葵涌道近公里路段14.2E	1 電單車	1 電單車司機(男,45) 1 乘客 (女,43)
			青衣 涌美路近燈柱W3016	1 公共巴士(九巴)	1 乘客(女,78)
			青衣 涌美路近燈柱W4009	1 的士	1 行人(男,72)
			青衣 青沙公路近燈柱CF8037	1 私家車	1 司機(男,41), 1 乘客 (女,37)
			荃灣 荃灣路近公里路段 15.3E (九龍方向)	2 輕型貨車	1 司機(男,39)
			新界 葵涌 葵福路 與 盛福街 交界	1 私家車, 1 的士	1 司機(男,58), 2 乘客 (1男1女,20-29)
			青衣 葵青路近燈柱W3181	1 中型貨車	1 司機(男,57)
			葵涌 貨櫃碼頭南路8號亞洲貨櫃物流中心	3 中型貨車	1 司機(男,29)
			葵涌 青沙公路尖山隧道內 近 10號緊急出口 (九龍方向)	1 輕型貨車, 1 中型貨車	1 司機(男,29)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2015年 1月 葵涌分區

死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
0	3	40	**葵涌 大窩口道近葵盛圍#**	**1 輕型貨車, 1 公共小型巴士**	**1 乘客(女,20)**
			葵涌 葵盛圍樂善堂顧超文中學外近燈柱FA9774#	**1 公共巴士**	**1 行人(女,17)**
			青衣 葵福路與興芳路交界近燈柱DC0101#	**1 的士, 1 私家車, 1 輕型貨車**	**2 司機(2男,34-45), 2 乘客(2女,28-44)**
			葵涌 興芳路180號 運芳洋樓外巴士站近燈柱 DC0142	1 公共巴士(九巴)	1 乘客(女,20)
			葵涌 和宜合道與石蔭路交界	1 的士, 1 電單車	1 電單車司機(男,24)
			葵涌 梨木道近燈柱AC0236	1 的士, 1 電單車	1 電單車司機(男,38)
			葵涌 興芳路近榮芳路交界(荃灣方向)	1 公共巴士(九巴)	1 乘客(女,61)
			葵涌 石蔭路光輝樓外近燈柱FB5647(石籬邨方向)	1 的士	1 行人(男,10)
			葵涌 葵仁路近燈柱DC0117	1 輕型貨車	1 行人(女,56)
			葵涌 大白田近禮石樓外(童子街方向)	1 公共巴士, 1 電單車	1 電單車司機(男,29)
			葵涌 興芳路與葵益道交界	1 私家車, 1 私家巴士	1 司機(男,57)
			葵涌 石排街與大白田街交界近燈柱FA4423	1 專利巴士	1 乘客(女,77)
			葵涌 梨木道近燈柱FB8454	2 輕型貨車	1 司機(男,52)
			葵涌 大窩口道富貴樓外	1 專利巴士	1 乘客(男,9)
			葵涌 葵盛圍近燈柱FA9760	1 公共小型巴士	1 行人(女,80)
			葵涌 葵盛圍323號聯悅樓外近燈柱 FA9762 (葵芳方向)	1 公共小型巴士	1 乘客(女,59)
			葵涌 葵盛圍葵盛西邨10座外近燈柱FA9779	1 的士	1 行人(女,58)
			葵涌 葵義路近燈柱DC1346	1 私家車, 1 輕型貨車	1 司機(男,39)
			葵涌 興芳路近燈柱FC4356	1 電單車	1 乘客(女,34)
			葵涌 石梨街近燈柱FB5918	1 單車	1 騎腳踏車者(男,8)
			葵涌 興芳路近燈柱FC4356	1 電單車	1 電單車司機(男,20), 1 乘客(女,27)
			葵涌 華瑤路與麗瑤街交界近燈柱 FC1110	1 公共小型巴士, 1 電單車	1 電單車司機(男,40)
			葵涌 荔景山路近燈柱FB4024	2 私家車	2 司機 (2男,39-58)
			葵涌 禾塘咀街近耀榮街	1 公共小型巴士, 1 中型貨車	1 乘客(女,35)
			葵涌 大窩口道富貴樓近燈柱FA6899	1 專利巴士	1 乘客(女,33)
			葵涌 葵涌道近燈柱FB1478(新界方向)	1 私家車, 1 中型貨車	1 司機(女,48), 2 乘客(2男, 29-52)
			葵涌 石排街石排街公園外近燈柱W3861	1 電單車	1 電單車司機(男,28), 1 行人(女,58)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2015年 1月 葵涌分區

死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
			葵涌 葵聯路葵盛西邨8座對出	1 的士, 1 電單車	1 電單車司機(男,48)
			葵涌 葵盛圍與葵孝街交界	1 公共小型巴士	1 行人(女,6)
			葵涌 葵涌道葵昌中心外(九龍方向)	1 公共巴士	1 乘客(女,62)
			葵涌 青山公路-葵涌段與健全街交界(荃灣方向)	1 電單車	1 電單車司機(男,43), 1 乘客(女,38)
			葵涌 石排街與安足街交界近燈柱FA4403(荃灣方向)	1 輕型貨車, 1 公共巴士(九巴)	1 乘客(女,59)
			葵涌 葵涌道近燈柱FA6204(荃灣方向)	2 私家車	1 司機(男,44)
			葵涌 荔景山路近與聯接街交界近燈柱AC3747	1 公共小型巴士, 1 的士	1 司機(女,52)
			葵涌 禾塘咀街世和中心外近燈柱FB4833	2 的士	1 司機(男,65)
			葵涌 石宜路近燈柱FB5654	1 輕型貨車	1 行人(女,81)
			葵涌 興盛路近燈柱W4821	1 單車	1 騎腳踏車者(男,16)
			葵涌 葵福路與興盛路交界	1 私家車, 1 電單車	1 電單車司機(男,38)
			葵涌 葵仁路港鐵葵芳站外	1 公共巴士(九巴)	1 乘客(女,35)
			葵涌 石頭街近大窩口道小巴站 外	1 電單車	1 行人(男,60)
			葵涌 大窩口道富安樓外(葵涌邨方向)	1 私家小型巴士, 1 電單車	1 電單車司機(男,45)
			葵涌 葵安道近燈柱FB4769(大連排道方向)	1 輕型貨車	1 行人(男,27)
			葵涌 和宜合道近燈柱FB2884 (梨木樹邨方向)	1 輕型貨車, 1 的士	1 司機(男,63)

註
交通黑點：沒有
嚴重交通意外是指受傷人仕入院留醫超過12小時
! 死亡交通意外, # 嚴重交通意外

葵青區有人受傷交通意外報告

2015 年 1月 青衣分區

死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
1	1	27	***青衣 珀欣路近馬灣消防局!***	***1 單車, 1 公共巴士***	***1 騎腳踏車者(男, 54)***
			青衣 楓樹窩路與青葉街交界#	1 公共巴士	1 行人(女, 28)
			青衣 寮肚路近燈柱FA5097	1 私家車, 1 的士	1 司機(男, 31)
			青衣 貨櫃碼頭南路R7A迴旋處近燈柱CF0118	1 私家車, 1 公共巴士(九巴)	1 司機(男, 42)
			葵涌 貨櫃碼頭南路號七號迴旋處近燈柱CF0101	1 公共小型巴士, 1 電單車	1 電單車司機(男, 38)
			青衣 葵青路近燈柱FB6073	1 的士, 1 電單車	1 電單車司機(男, 34)
			青衣 青康路與青衣路迴旋處交界	1 私家車, 1 的士	1 乘客(女, 29)
			青衣 青衣鄉事會路近燈柱FC1030	2 的士	1 乘客(女, 34)
			青衣 青荃路青荃橋	1 電單車	1 電單車司機(男, 50)
			葵涌 貨櫃碼頭南路近燈柱FB7878	1 輕型貨車, 1 中型貨車	1 司機(男, 34)
			青衣 長青公路近公里路段18.2W(元朗方向)	1 電單車	1 電單車司機(男, 27)
			葵涌 葵福路與永基路交界近燈柱 FA 1886 (葵芳方向)	1 公共小型巴士, 1 的士	1 乘客(女, 36)
			葵涌 貨櫃碼頭路2號貨櫃碼頭出口與2號迴旋處交界近燈柱 FB4172	1 私家車, 1 中型貨車	1 司機(男, 22)
			葵涌 葵德街葵德工業中心停車場出入口	1 輕型貨車	1 行人(男, 50)
			葵涌 貨櫃碼頭路一號貨櫃碼頭Q5街	1 中型貨車	1 司機(男, 57)
			青衣 牙鷹洲街8號近灝景灣	1 的士	1 乘客(女, 0)
			葵涌 貨櫃碼頭南路近燈柱FA4881 (葵芳方向)	2 中型貨車	1 司機(男, 51)
			青衣 楓樹窩路近青葉街交界	1 私家車	1 行人(男, 16)
			葵涌貨櫃碼頭南路號 6號貨櫃碼頭近P5 區	2 中型貨車	1 司機(男, 29)
			葵涌 貨櫃碼頭南路4號貨櫃碼頭內	2 中型貨車	1 司機(男, 62)
			葵涌 貨櫃碼頭南路號3號迴旋處近燈柱FB7788	1 中型貨車, 1 的士	1 司機(男, 40)
			青衣 荃灣路近公里路段14.9W(屯門方向)	2 私家車, 1 輕型貨車	1 司機(男, 28)， 1 乘客(女, 53)
			青衣 涌美路近燈柱W0416 (新界方向)	1 私家車	1 行人(女, 19)
			青衣 長青公路近公里路段13.9N(新界方向)	2 私家車, 1 的士	1 司機(男, 28)， 1 乘客(女, 62)
			青衣 楓樹窩路近燈柱FB0842	2 私家車, 1 中型貨車	1 乘客(男, 70)
			青衣 長輝路室內停車場	1 中型貨車	1 行人(男, 49)
			青衣 葵泰路綽德停車場	2 中型貨車	1 司機(男, 42)， 2乘客(2男, 24-25)
			青衣 荃灣路近公里路段15.1(九龍方向)	2 私家車	1 司機(男, 27)
			葵涌 貨櫃碼頭南路7號迴旋處(昂船州方向)	1 私家車, 1 單車	1 司機(男, 60)， 1 騎腳踏車者(男, 52)

註

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過12小時

! 死亡交通意外, # 嚴重交通意外

葵青區交通意外報告 2014

No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Total**
Goods Vehicle	貨車	21	17	36	35	35	43	38	31	17	26	19	42	**360**
Private Car	私家車	21	13	13	23	30	32	24	20	18	17	18	26	**255**
Taxi	的士	17	6	15	18	22	35	17	19	19	13	18	22	**221**
Motorcycle	電單車	11	3	22	9	15	12	11	9	13	11	12	9	**137**
Franchised Public Bus	公共巴士	11	6	8	5	14	14	8	14	14	9	13	14	**130**
Public Light Bus	公共小巴	7	1	5	4	11	8	10	11	5	10	11	9	**92**
Other Buses	其他巴士	0	0	0	5	1	0	0	0	0	0	0	0	**6**
Bicycle	單車	2	1	0	0	3	2	2	2	2	4	2	0	**20**
Other Vehicle	其他車輛	1	1	1	0	1	3	1	4	2	0	2	2	**18**
Private bus	私家巴士	0	1	0	0	1	0	0	0	0	0	0	0	**2**
Private Light Bus	私家小巴	0	0	0	1	0	1	0	3	3	0	0	0	**8**
Total No. of Vehicles		91	49	100	100	133	150	111	113	93	90	95	124	**1249**
Road Casualties Role	**道路使用者**													
Driver	司機	19	10	25	29	30	45	34	28	23	19	20	35	**317**
Motorcycle Rider	電單車司機	11	3	20	8	14	10	9	9	11	11	12	8	**126**
Cyclist	騎單車者	1	1	0	0	1	2	2	2	1	3	2	0	**15**
Pedestrian	行人	24	6	12	12	17	16	15	13	20	12	15	16	**178**
Passenger	乘客	17	18	18	23	42	42	33	49	31	22	21	41	**357**
意外成因 Cause Factors of Accidents	**(top 8)**													
Driving inattentively	司機不留心駕駛	26.15%	33.33%	28.13%	16.67%	21.25%	22.22%	23.29%	37.9%	29.0%	26.7%	29.0%	24.5%	26.51%
Careless lane changing	司機不小心轉線	4.62%	16.67%	9.38%	10.61%	8.75%	7.78%	1.37%	6.1%	7.2%	5.0%	9.7%	7.3%	7.87%
To avoid collision or otherwise:Swerving	避免撞車而失控	12.31%	6.67%	15.63%	12.12%	12.50%	10.00%	8.22%	13.6%	13.0%	13.3%	8.1%	10.5%	11.33%
Pedestrians negligence	行人疏忽	3.08%	3.33%	6.25%	4.55%	7.50%	8.89%	5.48%	7.6%	7.2%	10.0%	8.1%	6.0%	6.50%
Passenger lost balance	乘客失平衡	13.85%	16.67%	6.25%	6.06%	7.50%	6.67%	10.96%	1.5%	13.0%	3.3%	9.7%	8.0%	8.62%
Driving too close to vehicle in front	司機跟前車太貼	1.54%	6.67%	4.69%	9.09%	15.00%	7.78%	8.22%	4.5%	2.9%	10.0%	3.2%	6.1%	6.65%
Improper turning	司機轉彎不恰當	4.62%	6.67%	6.25%	13.64%	6.25%	8.89%	9.59%	13.6%	5.8%	3.3%	9.7%	7.4%	7.98%
Lost control of vehicle	司機駕車失控	6.15%	3.33%	4.69%	4.55%	6.25%	7.78%	6.85%	1.5%	2.9%	6.7%	1.6%	4.4%	4.72%

葵青區交通意外報告 2015

No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	**Total**
Goods Vehicle	貨車	29												**29**
Private Car	私家車	24												**24**
Taxi	的士	19												**19**
Motorcycle	電單車	16												**16**
Franchised Public Bus	公共巴士	13												**13**
Public Light Bus	公共小巴	9												**9**
Other Buses	其他巴士	0												**0**
Bicycle	單車	5												**5**
Other Vehicle	其他車輛	0												**0**
Private bus	私家巴士	1												**1**
Private Light Bus	私家小巴	1												**1**
Total No. of Vehicles		117	0	0	0	0	0	0	0	0	0	0	0	**117**
Road Casualties Role	**道路使用者**													
Driver	司機	26												**26**
Motorcycle Rider	電單車司機	14												**14**
Cyclist	騎單車者	4												**4**
Pedestrian	行人	15												**15**
Passenger	乘客	28												**28**
意外成因 Cause Factors of Accidents	**(top 8)**													
Driving inattentively	司機不留心駕駛	19.4%												19.40%
Careless lane changing	司機不小心轉線	2.8%												2.80%
To avoid collision or otherwise:Swerving	避免撞車而失控	12.5%												12.50%
Pedestrians negligence	行人疏忽	6.9%												6.90%
Passenger lost balance	乘客失平衡	9.7%												9.70%
Driving too close to vehicle in front	司機跟前車太貼	8.3%												8.30%
Improper turning	司機轉彎不恰當	9.7%												9.70%
Lost control of vehicle	司機駕車失控	5.6%												5.60%

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Traffic and Transport Document No. 8_2015

Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

December 2014 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
1	7	30	***Near lamppost FB2916, at the junction of Chun Pin Street, Ta Chuen Ping Street, Kwai Chung !***	***1 medium goods vehicle***	***1 pedestrian (male, 48)***
			Near lamppost DC0150, Hing Fong Road, Kwai Chung #	**1 public light bus, 1 light goods vehicle**	**1 driver (male, 55)**
			Near lamppost 2866, Castle Peak Road - Kwai Chung, Kwai Chung #	**1 light goods vehicle**	**1 passenger (male, 57)**
			Near lamppost FC1100, Wah Yiu Road, Kwai Chung (Kowloon bound) #	**1 light goods vehicle**	**1 driver (male, 51)**
			Near lamppost AC0362, Tai Loong Street, Kwai Chung #	**1 public light bus**	**1 pedestrian (female, 73)**
			Near lamppost CC0010, at the junction of Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung #	**1 motorcycle**	**1 pedestrian (male, 61)**
			Near lamppost W0381, Tai Wo Hau Road, Kwai Chung #	**1 public bus (KMB)**	**1 passenger (female, 81)**
			Near Kwai Chung Interchange, Lai King Hill Road, Kwai Chung #	**1 motorcycle**	**1 motorcycle rider (male, 49)**
			Near lamppost DC0157, at the junction of Tai Wo Hau Road and Hing Fong Road, Kwai Chung	1 public bus (Long Win)	1 passenger (male, 1)
			At the junction of Lai King Hill Road and Joint Street, Kwai Chung	1 private car, 1 taxi	2 drivers (2 males, 38 & 52)
			At the junction of Wo Tong Tsui Street and Kin Chuen Street, Kwai Chung	1 franchised bus	1 passenger (female, 9)
			Outside the main entrance of Riley House, Lei Muk Road, Kwai Chung	1 taxi	1 pedestrian (female, 30)
			Near the junction of Lai Kong Street, Lai Chi Ling Road, Kwai Chung	1 taxi	1 passenger (female, 32)
			Inside the car park of Riley House, Lei Muk Road, Kwai Chung	1 medium goods vehicle	1 pedestrian (male, 58)
			Near lamppost W4499, at the junction of San Kwai Street and Tai Lin Pai Road, Kwai Chung	1 private car, 1 motorcycle	1 motorcycle rider (male, 33)
			Near lamppost FA6043, Kwai Chung Road, Kwai Chung	2 taxis	2 drivers (2 males, 55 & 63)
			Near lamppost FA1791, Kwai Chung Road, Kwai Chung (Kowloon bound)	1 medium goods vehicle, 1 taxi	2 drivers (2 males, 29 & 52)

			Near lamppost FB3250, Kwai Luen Road, Kwai Chung (Kwai Shing West Estate bound)	1 franchised bus	1 passenger (male, 11)
			Near lamppost FA6184, near Sinopec petrol station, Kwai On Road, Kwai Chung (Kwai Hing bound)	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 47)
			Outside Kwai Chung Police Station, 999 Kwai Chung Road, Kwai Chung (Tsuen Wan bound)	1 private car, 1 light goods vehicle	1 driver (male, 31)
			Near lamppost FA6337, Cheung Wing Road, Kwai Chung	1 light goods vehicle, 1 public bus (KMB)	1 passenger (female, 58)
			Near Commercial Complex, Cho Yiu Chuen, at the bus stop of King Cho Road, Kwai Chung	1 franchised bus	1 passenger (female, 38)
			Near lamppost GC0674, Kwai Luen Road, Kwai Chung	1 taxi	1 pedestrian (male, 9)
			Near Lai King Catholic Secondary School, Kwai Chung Road, Kwai Chung (Kowloon bound)	1 private car, 1 taxi	1 passenger (male, 24)
			Near lamppost FA9779, Kwai Shing Circuit, Kwai Chung	1 light goods vehicle	1 passenger (male, 38)
			At the junction of Kwai Fuk Road and Hing Fong Road, Kwai Chung	1 public light bus, 1 taxi	4 passengers (2 males & 2 females, 20-44)
			Near lamppost W5016, Wo Yi Hop Road, Kwai Chung (Tsuen Wan bound)	1 private car, 1 public light bus	2 passengers (2 males, 40 & 63)
			Near kilometer section 13.8E (Tsuen Wan bound), Kwai Chung Road, Kwai Chung	1 private car, 1 motorcycle	1 motorcycle rider (male, 30)
			Near lamppost FB4058, Lai King Hill Road, Kwai Chung (Kowloon bound)	1 public light bus	1 pedestrian (male, 46)
			Outside Fortuna House, Shek Yam Road, Kwai Chung (Shek Yi Road bound)	1 private car	1 pedestrian (female, 74)
			Near lamppost DC0130, Kwai Foo Road, Kwai Chung (Kwai Yan Road bound)	2 public light buses	1 passenger (male, 29)

Notes:
Traffic black spot: nil
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

December 2014 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Near lamppost FC 2653, Sheung Kok Street, Kwai Chung	1 taxi	1 pedestrian (male, 61)
			Near lamppost FA6079, Kwai Chung Road, Kwai Chung	1 public bus, 1 light goods vehicle	1 passenger (male, 23)
			Near lamppost FB2895, Wo Yi Hop Road, Kwai Chung (Kowloon bound)	1 light goods vehicle, 1 taxi	3 passengers (2 males & 1 female, 26-37)
			Near Kwai On Road (Kowloon bound), Kwai Chung Road, Kwai Chung	1 medium goods vehicle, 1 taxi	1 driver (male, 61)
			Near lamppost DC0121, Hing Ning Road, Kwai Chung (Hing Fong Road bound)	1 taxi	1 pedestrian (male, 33)
			Kwai Shing East bus terminal, Kwai Luen Road, Kwai Chung	1 public bus (KMB)	1 passenger (female, 71)
			Near lamppost DC0120, Hing Ning Road, Kwai Chung	1 public light bus	1 pedestrian (female, 53)

Notes:
Traffic black spot: nil
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

December 2014 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
1	7	32	***Near lamppost FA4904, Tsing Yi Road West, Tsing Yi (Tsuen Wan bound) !***	***1 private car, 1 medium goods vehicle***	***1 driver (male, 58)***
			Near kilometer section 13.6N (Lantau Island bound), Cheung Tsing Highway, Tsing Yi #	**1 motorcycle**	**1 motorcycle rider (male, 38)**
			Near lamppost W1688, Cheung Wan Street (Eastbound), Tsing Yi #	**1 private car, 1 taxi**	**2 drivers (2 males, 42-51), 2 passengers (1 male & 1 female, 65-71)**
			Near lamppost CC0964, Tsing Yi Road, Tsing Yi (Tsing Yi Road West bound) #	**1 light goods vehicle, 1 medium goods vehicle**	**1 driver (male, 25)**
			Vehicular access to 2/F, Block B, ATL Logistics Centre, Container Port Road South, Kwai Chung #	**1 medium goods vehicle**	**1 pedestrian (male, 54)**
			Near 5A, up ramp at 5/F, ATL Logistics Centre, Terminal 3, Container Port Road South, Kwai Chung #	**1 light goods vehicle**	**1 pedestrian (male, 44)**
			Near lamppost numbered FC0919, Kwai Tsing Road, Kwai Chung (Tsing Yi bound) #	**1 taxi**	**1 driver (male, 75)**
			Near lamppost CC0784, Tsing Tsuen Road, Tsing Yi (Tsuen Wan bound) #	**1 private car, 1 motorcycle**	**1 motorcycle rider (female, 27)**
			Near kilometer section 8.4 (Kowloon bound), Tsing Kwai Highway, Kwai Chung	1 public bus, 1 private car	1 driver (male, 30)
			Inside ATL Logistics Centre, Container Port Road South, Kwai Chung	1 light goods vehicle, 1 medium goods vehicle	1 passenger (male, 52)
			Near lamppost FC4675, at the junction of Kwai Hei Street and Kwai Lok Street, Kwai Chung	1 motorcycle	1 motorcycle rider (male, 31)
			Near lamppost W2545, Chung Mei Road, Tsing Yi	1 public light bus	1 passenger (female, 39)
			Near lamppost FC0568, at the junction of Tsing Tsuen Road and Tam Kon Shan Interchange, Tsing Yi	1 light goods vehicle, 1 franchised bus	1 driver (male, 52)
			Near lamppost FC0471, Tsuen Wan Road slip road, Tsuen Wan (New Territories bound)	1 medium goods vehicle, 1 taxi	2 passengers (2 females, 27 & 31)
			Near kilometer section 8.4S (Kowloon bound), Tsing Kwai Highway, Kwai Chung	1 private car, 1 taxi, 1 medium goods vehicle	1 passenger (female, 57)
			Near kilometer section 8.4S (Kowloon bound), Tsing Kwai Highway, Kwai Chung	3 private cars	2 drivers (2 males, 32 & 49)
			Near lamppost W1531, Texaco Road, Tsuen Wan	1 private car, 1 heavy goods vehicle	1 driver (female, 47)
			Near lamppost FA4811, outside ATL Logistics Centre, 8 Container Port Road South, Kwai Chung	1 public bus, 1 light goods vehicle	1 driver (male, 47)

			Near kilometer section 14.4W (Tuen Mun bound), Tsuen Wan Road, Tsuen Wan	1 private car	1 driver (male, 21), 1 passenger (male, 29)
			Near kilometer section 15.9W, Tsing Ma Bridge, Lantau Link, Lantau Island	2 private cars, 1 motorcycle	1 motorcycle rider (male, 49), 2 passengers (2 males, 57 & 19)
			Near lamppost FC1375, Container Port Road, Kwai Chung	1 taxi	1 pedestrian (female, 44)
			Near the junction of Container Port Road South, Kwai Chung Interchange, Kwai Chung	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 26)
			Near lamppost FB7634, Tsing Kwai Highway, Kwai Chung (Kowloon bound)	1 private car, 1 public bus (KMB)	1 passenger (female, 42)
			Near lamppost FC1022, Tsing Yi Heung Sze Wui Road, Tsing Yi (South Bridge bound)	1 private car, 1 taxi	1 passenger (female, 37)
			Near the taxi stand, G/F, Block B, ATL Logistics Centre, 8 Container Port Road South, Kwai Chung	2 private cars	1 driver (male, 44)
			Near lamppost FC4661, Kwai Hei Street, Kwai Chung	2 medium goods vehicles	1 driver (male, 36)
			Near lamppost FB6606, Hing Fong Road, Kwai Chung	1 private car, 1 light goods vehicle	1 passenger (male, 49)
			Near lamppost numbered FB9917, Hing Fong Road, Kwai Chung	1 franchised bus	1 passenger (female, 51)

Notes:
Traffic black spot: nil
A serious traffic accident refers to any case in which any injured person was admitted to the hospital for more than 12 hours
! Fatal traffic accident, # Serious traffic accident

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

December 2014 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Inside Terminal 4, Container Port Road South, Kwai Chung	2 medium goods vehicles	1 driver (male, 56)
			Inside Terminal 8, Container Port Road South, Tsing Yi	1 medium goods vehicle	1 driver (male, 60)
			ATL Logistics Centre, 8 Container Port Road South, Kwai Chung	1 special purpose vehicle	1 pedestrian (male, 58)
			Near kilometer section 14.2E, Kwai Chung Road, Tsing Yi	1 motorcycle	1 motorcycle rider (male, 45), 1 passenger (female, 43)
			Near lamppost W3016, Chung Mei Road, Tsing Yi	1 public bus (KMB)	1 passenger (female, 78)
			Near lamppost W4009, Chung Mei Road, Tsing Yi	1 taxi	1 pedestrian (male, 72)
			Near lamppost CF8037, Tsing Sha Highway, Tsing Yi	1 private car	1 driver (male, 41), 1 passenger (female, 37)
			Near kilometer section 15.3E (Kowloon bound), Tsuen Wan Road, Tsuen Wan	2 light goods vehicles	1 driver (male, 39)
			At the junction of Kwai Fuk Road and Shing Fuk Street, Kwai Chung, New Territories	1 private car, 1 taxi	1 driver (male, 58), 2 passengers (1 male & 1 female, 20-29)
			Near lamppost W3181, Kwai Tsing Road, Tsing Yi	1 medium goods vehicle	1 driver (male, 57)
			ATL Logistics Centre, 8 Container Port Road South, Kwai Chung	3 medium goods vehicles	1 driver (male, 29)
			Near emergency exit No. 10, inside Eagle's Nest Tunnel, Tsing Sha Highway, Kwai Chung (Kowloon bound)	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 29)

Notes:

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

January 2015 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
0	3	40	**Near Kwai Shing Circuit, Tai Wo Hau Road, Kwai Chung #**	**1 light goods vehicle, 1 public light bus**	**1 passenger (female, 20)**
			Near lamppost FA9774, outside LST Ku Chiu Man Secondary School, Kwai Shing Circuit, Kwai Chung #	**1 public bus**	**1 pedestrian (female, 17)**
			Near lamppost DC0101, at the junction of Kwai Fuk Road and Hing Fong Road, Tsing Yi #	**1 taxi, 1 private car, 1 light goods vehicle**	**2 drivers (2 males, 34-45), 2 passengers (2 females, 28-44)**
			Near lamppost DC0142, bus stop outside Win Fong Heights, 180 Hing Fong Road, Kwai Chung (Kowloon bound)	1 public bus (KMB)	1 passenger (female, 20)
			At the junction of Wo Yi Hop Road and Shek Yam Road, Kwai Chung	1 taxi, 1 motorcycle	1 motorcycle rider (male, 24)
			Near lamppost AC0236, Lei Muk Road, Kwai Chung	1 taxi, 1 motorcycle	1 motorcycle rider (male, 38)
			Near the junction of Wing Fong Road (Tsuen Wan bound), Hing Fong Road, Kwai Chung	1 public bus (KMB)	1 passenger (female, 61)
			Near lamppost FB5647, outside Kwong Fai Building, Shek Yam Road, Kwai Chung (Shek Lei Estate bound)	1 taxi	1 pedestrian (male, 10)
			Near lamppost DC0117, Kwai Yan Road, Kwai Chung	1 light goods vehicle	1 pedestrian (female, 56)
			Near Lai Shek House, Tai Pak Tin, Kwai Chung (Tung Chi Street bound)	1 public bus, 1 motorcycle	1 motorcycle rider (male, 29)
			At the junction of Hing Fong Road and Kwai Yik Road, Kwai Chung	1 private car, 1 private bus	1 driver (male, 57)
			Near lamppost FA4423, at the junction of Shek Pai Street and Tai Pak Tin Street, Kwai Chung	1 franchised bus	1 passenger (female, 77)
			Near lamppost FB8454, Lei Muk Road, Kwai Chung	2 light goods vehicles	1 driver (male, 52)
			Outside Fu Kwai House, Tai Wo Hau Road, Kwai Chung	1 franchised bus	1 passenger (male, 9)
			Near lamppost FA9760, Kwai Shing Circuit, Kwai Chung	1 public light bus	1 pedestrian (female, 80)
			Near lamppost FA9762, outside Luen Yuet House, 323 Kwai Shing Circuit, Kwai Chung (Kwai Fong bound)	1 public light bus	1 passenger (female, 59)
			Near lamppost FA9779, outside Block 10, Kwai Shing West Estate, Kwai Shing Circuit, Kwai Chung	1 taxi	1 pedestrian (female, 58)
			Near lamppost DC1346, Kwai Yi Road, Kwai Chung	1 private car, 1 light goods vehicle	1 driver (male, 39)
			Near lamppost FC4356, Hing Fong Road, Kwai Chung	1 motorcycle	1 passenger (female, 34)

			Near lamppost FB5918, Shek Li Street, Kwai Chung	1 bicycle	1 cyclist (male, 8)
			Near lamppost FC4356, Hing Fong Road, Kwai Chung	1 motorcycle	1 motorcycle rider (male, 20), 1 passenger (female, 27)
			Near lamppost FC1110, at the junction of Wah Yiu Road and Lai Yiu Street, Kwai Chung	1 public light bus, 1 motorcycle	1 motorcycle rider (male, 40)
			Near lamppost FB4024, Lai King Hill Road, Kwai Chung	2 private cars	2 drivers (2 males, 39-58)
			Near Yiu Wing Street, Wo Tong Tsui Street, Kwai Chung	1 public light bus, 1 medium goods vehicle	1 passenger (female, 35)
			Near lamppost FA6899, Fu Kwai House, Tai Wo Hau Road, Kwai Chung	1 franchised bus	1 passenger (female, 33)
			Near lamppost FB1478, Kwai Chung Road, Kwai Chung (New Territories bound)	1 private car, 1 medium goods vehicle	1 driver (female, 48), 2 passengers (2 males, 29-52)
			Near lamppost W3861, outside Shek Pai Street Park, Shek Pai Street, Kwai Chung	1 motorcycle	1 motorcycle rider (male, 28), 1 pedestrian (female, 58)

Notes:
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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

January 2015 Kwai Chung District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
			Outside Block 8, Kwai Shing West Estate, Kwai Luen Road, Kwai Chung	1 taxi, 1 motorcycle	1 motorcycle rider (male, 48)
			At the junction of Kwai Shing Circuit and Kwai Hau Street, Kwai Chung	1 public light bus	1 pedestrian (female, 6)
			Outside Kwai Cheong Centre, Kwai Chung Road, Kwai Chung (Kowloon bound)	1 public bus	1 passenger (female, 62)
			At the junction of Castle Peak Road - Kwai Chung and Kin Chuen Street, Kwai Chung (Tsuen Wan bound)	1 motorcycle	1 motorcycle rider (male, 43), 1 passenger (female, 38)
			Near lamppost FA4403, at the junction of Shek Pai Street and On Chuk Street, Kwai Chung (Tsuen Wan bound)	1 light goods vehicle, 1 public bus (KMB)	1 passenger (female, 59)
			Near lamppost FA6204, Kwai Chung Road, Kwai Chung (Tsuen Wan bound)	2 private cars	1 driver (male, 44)
			Near lamppost AC3747, at the junction of Lai King Hill Road and Joint Street, Kwai Chung	1 public light bus, 1 taxi	1 driver (female, 52)
			Near lamppost FB4833, outside World Peace Centre, Wo Tong Tsui Street, Kwai Chung	2 taxis	1 driver (male, 65)
			Near lamppost FB5654, Shek Yi Road, Kwai Chung	1 light goods vehicle	1 pedestrian (female, 81)
			Near lamppost W4821, Hing Shing Road, Kwai Chung	1 bicycle	1 cyclist (male, 16)
			At the junction of Kwai Fuk Road and Hing Shing Road, Kwai Chung	1 private car, 1 motorcycle	1 motorcycle rider (male, 38)
			Outside Kwai Fong MTR Station, Kwai Yan Road, Kwai Chung	1 public bus (KMB)	1 passenger (female, 35)
			Outside Tai Wo Hau Road light bus stop, Shek Tau Street, Kwai Chung	1 motorcycle	1 pedestrian (male, 60)
			Outside Fu On House, Tai Wo Hau Road, Kwai Chung (Kwai Chung Estate bound)	1 private light bus, 1 motorcycle	1 motorcycle rider (male, 45)
			Near lamppost FB4769, Kwai On Road, Kwai Chung (Tai Lin Pai Road bound)	1 light goods vehicle	1 pedestrian (male, 27)
			Near lamppost FB2884, Wo Yi Hop Road, Kwai Chung (Lei Muk Shue Estate bound)	1 light goods vehicle, 1 taxi	1 driver (male, 63)

Notes:

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Report on Traffic Accident with Injured Person(s) in Kwai Tsing District

January 2015 Tsing Yi District					
Death	Serious	Minor	Location	Type(s) and number of vehicle(s)	Injured person(s)
1	1	27	***Near Ma Wan Fire Station, Pak Yan Road, Tsing Yi !***	***1 bicycle, 1 public bus***	***1 cyclist (male, 54)***
			At the junction of Fung Shue Wo Road and Tsing Yip Street, Tsing Yi #	**1 public bus**	**1 pedestrian (female, 28)**
			Near lamppost FA5097, Liu To Road, Tsing Yi	1 private car, 1 taxi	1 driver (male, 31)
			Near lamppost CF0118, Roundabout R7A, Container Port Road South, Tsing Yi	1 private car, 1 public bus (KMB)	1 driver (male, 42)
			Near lamppost CF0101, Roundabout No. 7, Container Port Road South, Kwai Chung	1 public light bus, 1 motorcycle	1 motorcycle rider (male, 38)
			Near lamppost FB6073, Kwai Tsing Road, Tsing Yi	1 taxi, 1 motorcycle	1 motorcycle rider (male, 34)
			At the junction of Ching Hong Road and Tsing Yi Road Roundabout, Tsing Yi	1 private car, 1 taxi	1 passenger (female, 29)
			Near lamppost FC1030, Tsing Yi Heung Sze Wui Road, Tsing Yi	2 taxis	1 passenger (female, 34)
			Tsing Tsuen Bridge, Tsing Tsuen Road, Tsing Yi	1 motorcycle	1 motorcycle rider (male, 50)
			Near lamppost FB7878, Container Port Road South, Kwai Chung	1 light goods vehicle, 1 medium goods vehicle	1 driver (male, 34)
			Near kilometer section 18.2W (Yuen Long bound), Cheung Tsing Highway, Tsing Yi	1 motorcycle	1 motorcycle rider (male, 27)
			Near lamppost FA 1886, at the junction of Kwai Fuk Road and Wing Kei Road, Kwai Chung (Kwai Fong bound)	1 public light bus, 1 taxi	1 passenger (female, 36)
			Near lamppost FB4172, at the junction of the exit of Terminal 2 and Roundabout No. 2, Container Port Road, Kwai Chung	1 private car, 1 medium goods vehicle	1 driver (male, 22)
			At the entrance and exit of the car park of Kwai Tak Industrial Centre, Kwai Tak Street, Kwai Chung	1 light goods vehicle	1 pedestrian (male, 50)
			Q5 Street, Terminal 1, Container Port Road, Kwai Chung	1 medium goods vehicle	1 driver (male, 57)
			Near Villa Esplanada, 8 Nga Ying Chau Street, Tsing Yi	1 taxi	1 passenger (female, 0)
			Near lamppost FA4881, Container Port Road South, Kwai Chung (Kwai Fong bound)	2 medium goods vehicles	1 driver (male, 51)
			Near the junction of Tsing Yip Street, Fung Shue Wo Road, Tsing Yi	1 private car	1 pedestrian (male, 16)
			Near Zone P5, Terminal 6, Container Port Road South, Kwai Chung	2 medium goods vehicles	1 driver (male, 29)
			Inside Terminal 4, Container Port Road South, Kwai Chung	2 medium goods	1 driver (male, 62)

				vehicles	
			Near lamppost FB7788, Roundabout No. 3, Container Port Road South, Kwai Chung	1 medium goods vehicle, 1 taxi	1 driver (male, 40)
			Near kilometer section 14.9W (Tuen Mun bound), Tsuen Wan Road, Tsing Yi	2 private cars, 1 light goods vehicle	1 driver (male, 28), 1 passenger (female, 53)
			Near lamppost W0416, Chung Mei Road, Tsing Yi (New Territories bound)	1 private car	1 pedestrian (female, 19)
			Near kilometer section 13.9N (New Territories bound), Cheung Tsing Highway, Tsing Yi	2 private cars, 1 taxi	1 driver (male, 28), 1 passenger (female, 62)
			Near lamppost FB0842, Fung Shue Wo Road, Tsing Yi	2 private cars, 1 medium goods vehicle	1 passenger (male, 70)
			Indoor car park, Cheung Fai Road, Tsing Yi	1 medium goods vehicle	1 pedestrian (male, 49)
			Skye Parking, Kwai Tai Road, Tsing Yi	2 medium goods vehicles	1 driver (male, 42), 2 passengers (2 males, 24-25)
			Near kilometer section 15.1 (Kowloon bound), Tsuen Wan Road, Tsing Yi	2 private cars	1 driver (male, 27)
			Roundabout No. 7, Container Port Road South, Kwai Chung (Stonecutters Island bound)	1 private car, 1 bicycle	1 driver (male, 60), 1 cyclist (male, 52)

Notes:
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Report on Traffic Accident in Kwai Tsing District 2014														
No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Goods Vehicle	貨車	21	17	36	35	35	43	38	31	17	26	19	42	**360**
Private Car	私家車	21	13	13	23	30	32	24	20	18	17	18	26	**255**
Taxi	的士	17	6	15	18	22	35	17	19	19	13	18	22	**221**
Motorcycle	電單車	11	3	22	9	15	12	11	9	13	11	12	9	**137**
Franchised Public Bus	公共巴士	11	6	8	5	14	14	8	14	14	9	13	14	**130**
Public Light Bus	公共小巴	7	1	5	4	11	8	10	11	5	10	11	9	**92**
Other Buses	其他巴士	0	0	0	5	1	0	0	0	0	0	0	0	**6**
Bicycle	單車	2	1	0	0	3	2	2	2	2	4	2	0	**20**
Other Vehicle	其他車輛	1	1	1	0	1	3	1	4	2	0	2	2	**18**
Private bus	私家巴士	0	1	0	0	1	0	0	0	0	0	0	0	**2**
Private Light Bus	私家小巴	0	0	0	1	0	1	0	3	3	0	0	0	**8**
Total No. of Vehicles		91	49	100	100	133	150	111	113	93	90	95	124	**1249**
Road Casualties Role	**道路使用者**													
Driver	司機	19	10	25	29	30	45	34	28	23	19	20	35	**317**
Motorcycle Rider	電單車司機	11	3	20	8	14	10	9	9	11	11	12	8	**126**
Cyclist	騎單車者	1	1	0	0	1	2	2	2	1	3	2	0	**15**
Pedestrian	行人	24	6	12	12	17	16	15	13	20	12	15	16	**178**
Passenger	乘客	17	18	18	23	42	42	33	49	31	22	21	41	**357**
意外成因 Cause Factors of Accidents	**(top 8)**													
Driving inattentively	司機不留心駕駛	26.15%	33.33%	28.13%	16.67%	21.25%	22.22%	23.29%	37.9%	29.0%	26.7%	29.0%	24.5%	26.51%
Careless lane changing	司機不小心轉線	4.62%	16.67%	9.38%	10.61%	8.75%	7.78%	1.37%	6.1%	7.2%	5.0%	9.7%	7.3%	7.87%
To avoid collision or otherwise: Swerving	避免撞車而失控	12.31%	6.67%	15.63%	12.12%	12.50%	10.00%	8.22%	13.6%	13.0%	13.3%	8.1%	10.5%	11.33%
Pedestrians negligence	行人疏忽	3.08%	3.33%	6.25%	4.55%	7.50%	8.89%	5.48%	7.6%	7.2%	10.0%	8.1%	6.0%	6.50%

Passenger lost balance	乘客失平衡	13.85%	16.67%	6.25%	6.06%	7.50%	6.67%	10.96%	1.5%	13.0%	3.3%	9.7%	8.0%	8.62%
Driving too close to vehicle in front	司機跟前車太貼	1.54%	6.67%	4.69%	9.09%	15.00%	7.78%	8.22%	4.5%	2.9%	10.0%	3.2%	6.1%	6.65%
Improper turning	司機轉彎不恰當	4.62%	6.67%	6.25%	13.64%	6.25%	8.89%	9.59%	13.6%	5.8%	3.3%	9.7%	7.4%	7.98%
Lost control of vehicle	司機駕車失控	6.15%	3.33%	4.69%	4.55%	6.25%	7.78%	6.85%	1.5%	2.9%	6.7%	1.6%	4.4%	4.72%

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No. of Veh involved in injury accident														
Vehicle Type	車輛類別	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Goods Vehicle	貨車	29												**29**
Private Car	私家車	24												**24**
Taxi	的士	19												**19**
Motorcycle	電單車	16												**16**
Franchised Public Bus	公共巴士	13												**13**
Public Light Bus	公共小巴	9												**9**
Other Buses	其他巴士	0												**0**
Bicycle	單車	5												**5**
Other Vehicle	其他車輛	0												**0**
Private bus	私家巴士	1												**1**
Private Light Bus	私家小巴	1												**1**
Total No. of Vehicles		117	0	0	0	0	0	0	0	0	0	0	0	**117**
Road Casualties Role	**道路使用者**													
Driver	司機	26												**26**
Motorcycle Rider	電單車司機	14												**14**
Cyclist	騎單車者	4												**4**
Pedestrian	行人	15												**15**
Passenger	乘客	28												**28**
意外成因 Cause Factors of Accidents	**(top 8)**													
Driving inattentively	司機不留心駕駛	19.4%												19.40%
Careless lane changing	司機不小心轉線	2.8%												2.80%
To avoid collision or otherwise: Swerving	避免撞車而失控	12.5%												12.50%
Pedestrians negligence	行人疏忽	6.9%												6.90%
Passenger lost balance	乘客失平衡	9.7%												9.70%

Driving too close to vehicle in front	司機跟前車太貼	8.3%												8.30%
Improper turning	司機轉彎不恰當	9.7%												9.70%
Lost control of vehicle	司機駕車失控	5.6%												5.60%

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香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

香港中環統一碼頭道38號
海港政府大樓11樓
中西區區議會
葉永成主席, BBS, MH, JP

葉主席：

邀請中西區區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉中西區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請中西區區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由中西區區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

[1] 委員會得悉於2012年至2018年2月期間，中西區曾發生一宗涉及專營巴士並引致他人死亡的交通意外，即是在2014年6月27日，於德輔道中28號發生的交通意外。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

香港金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書
(經辦人：陳炳輝先生)

陳先生：

回覆：邀請中西區區議會向香港專營巴士服務獨立檢討委員會提供書面意見

貴會於 2018 年 5 月 4 日的來函收悉。秘書處已將有關來信轉交中西區交通及運輸委員會委員。截止 2018 年 5 月 24 日下午 5 時前，秘書處收到一位委員就專營巴士的運作及管理模式提供意見，現隨函附上委員回覆(見附件)。

另外，中西區區議會未曾就 2014 年 6 月 27 日於德輔道中發生的交通意外作出討論；以及於 2012 年至 2018 年 2 月期間未曾討論涉及專營巴士的交通意外，所以未能提供有關會議紀錄及文件。

如有任何查詢，請與本人聯絡。

中西區區議會
交通及運輸委員會 秘書
黃筱靜

2018 年 5 月 24 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

24 May 2018

Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service
21/F, Queensway Government Offices,
66 Queensway, Hong Kong
(Attn: Mr Chan Ping Fai)

Mr Chan,

Reply: Invitation to Central and Western District Council for Written Submissions for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for your Committee's letter of 4 May 2018. This Secretariat has referred the letter to members of the Traffic and Transport Committee of the Central and Western District Council. By the deadline of 5pm on 24 May 2018, this Secretariat had received a member's submission on the operation and management of franchised buses, which is enclosed herewith (see attachment).

In addition, the Central and Western District Council neither conducted a discussion on the traffic accident happened on 27 June 2014 at Des Voeux Road Central nor discussed any traffic accidents involving franchised buses during the period from 2012 to February 2018. As such, there are no relevant meeting minutes or documents for submission.

For any enquiries, please contact me.

Secretary, Traffic and Transport Committee,
Central and Western District Council

回　條

(請於 2018 年 5 月 24 日下午 5 時或之前回覆)

致：中西區區議會
交通及運輸委員會秘書
(請交黃筱靜小姐辦理)
(傳真號碼：2542 2696 或 3691 8024)

邀請區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

1. 本人的意見如下：巴士司机之工作时间不应该太长，提供适当之休息时间。安装限速器。奖励表现良好司机。增加司机收入

簽署：

姓名：陳財喜

日期：18-5-2018

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.
本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Reply Slip
(Please reply on or before 5pm, 24 May 2018)

To: Secretary, Traffic and Transport Committee,
Central and Western District Council
(name of secretary)
(fax numbers)

Invitation for Written Submissions for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

My views are as follows:

The working hours of bus captains should not be too long and sufficient rest time should be provided for bus captains. To install speed limiters in buses. To reward bus captains having good performance. To increase the remuneration of bus captains.

Signature: (signed)
Name: Chan Choi Hi
Date: 18.5.2018

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界粉嶺璧峰路3號
北區政府合署3樓
北區區議會
蘇西智主席, SBS, MH

蘇主席：

邀請北區區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉北區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請北區區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由北區區議會曾經討論涉及專營巴士的交

[1] 委員會得悉於2012年至2018年2月期間，北區曾發生兩宗涉及專營巴士並引致他人死亡的交通意外，包括：
(i) 在2015年9月10日，於新運路（近智昌路）發生的交通意外；及
(ii)在2017年1月22日，於龍運街（近上水站小巴總站）發生的交通意外。

通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（ 陳炳輝 陳炳輝 ）

香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

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邀請北區區議會向香港專營巴士服務獨立檢討委員會提供書面意見

24.05.2018 12:37

From: "ndcadm" <ndcadm@ndc.had.gov.hk>
To: <secretariat@irc-bus.gov.hk>,

1 attachment

北區區議會就涉及專營巴士的交通意外的會議文件及記錄.pdf

香港專營巴士服務獨立檢討委員會秘書
陳炳輝先生

陳先生：

感謝閣下於2018年5月4日就題述事宜致北區區議會主席的信函。北區區議會秘書處已將有關信函分送給各北區區議員，未有收到議員提交的書面意見。另外，秘書處已翻查相關的會議文件，未有發現北區區議會曾就涉及專營巴士並導致他人死亡的交通意外進行討論，而交通及運輸委員會曾於2016年1月19日和3月23日的會議上就涉及專營巴士的交通意外進行討論，詳情請參閱附件。

如有任何查詢，請致電2675 1570與下開代行人聯絡。謝謝。

北區區議會秘書
(何達文　代行)

北區區議會及其轄下的委員會和工作小組就
北區近年曾發生涉及專營巴士並引致他人死亡的交通意外，以及
2012 年至 2018 年 2 月期間涉及專營巴士的交通意外的會議文件及記錄

會議日期	會議名稱	相關議題	相關文件
2016 年 1 月 19 日	交通及運輸委員會 第 1 次會議	2016 年 1 月 11 日上水及粉嶺發生 多宗交通事故引致北區交通癱瘓事宜	**附錄一** － 會議摘要
2016 年 3 月 23 日	交通及運輸委員會 第 2 次會議	巴士玻璃門的安全	**附錄二** － 委員提案 **附錄三** － 會議摘要

北區區議會交通及運輸委員會
2016 年 1 月 19 日第 1 次會議摘要

第 4 項——就 2016 年 1 月 11 日上水及粉嶺發生多宗交通事故引致北區交通癱瘓事宜及日後安排以及北區長期的交通問題及解決方案

2. 主席表示，有關 2016 年 1 月 11 日上水和粉嶺發生多宗交通事故引致北區交通癱瘓事宜(下稱「交通癱瘓事宜」)，林卓廷議員、劉其烽議員和陳旭明議員要求區議會討論有關事件和日後安排，以及北區長期的交通問題和解決方案。

3. 主席歡迎下列運輸署、警務處和九巴公司代表列席會議，就議員的提問和意見作出回應：

運輸署高級運輸主任／北區吳冠雄先生
運輸署工程師／北區一吳嘉華先生
運輸署工程師／北區二謝慧女士
警務處大埔區行動主任曾海亮先生
警務處新界北交通部執行及管制組總督察李文杰先生
警務處大埔區交通隊警署警長徐翼福先生
警務處邊界區交通隊警署警長黃志文先生
九巴公司社區事務經理張立基先生
九巴公司車務主任施超強先生

4. 林卓廷議員表示，交通癱瘓事宜嚴重影響北區居民出行，持續時間亦長。他已於事件發生後聯絡和約見相關部門商討，期望運輸署、警務處和九巴公司在是次會議進一步說明情況，提供道路設計和交通安排等方面的改善措施，預防類似事件再次發生。

5. 主席表示，包括他本人在內的多名委員曾與運輸署和警務處開會討論交通癱瘓事宜。他請委員、相關部門和機構在是次會議上發表意見，討論有關事件。

6. 劉其烽議員表示，在交通癱瘓事宜當日，首宗交通意外約在早上 8 時發生，但市民約在早上 11 時才取得消息，反映運輸署的通報機制有欠妥當。他在有關事件發生時，一直與運輸署和警務處保持聯絡，但未能找到掌握所有資訊的人員。此外，有關事件發生期間，新運路完全擠塞，警務處曾經嘗試指示巴士改道，但巴士司機

表示因九巴公司未有指示而未能配合，九巴公司應採取措施，改善與警務處的溝通和協調。

7. 姚銘議員提出以下意見和建議：

(a) 在交通癱瘓事宜當日，於早上 8 時至 9 時 30 分期間，北區發生十多宗交通意外，反映區內的道路設計和各個迴旋處均有很大擴建和改善空間。隨着沙頭角和皇后山等地發展，北區將有很多新屋苑落成，相關部門應盡早改善北區的道路配套；

(b) 運輸署的緊急事故交通協調中心(下稱「協調中心」)未能發揮應有作用，令各部門間缺乏協調，未能準確向外公布消息；

(c) 北區泊車位不足是導致有關事件發生的原因之一。很多鄉郊居民駕車前往北區市中心轉乘公共交通工具，但未能在市中心便捷地停泊私家車，而須在市中心繞圈，進一步影響北區的交通情況。運輸署應增加北區泊車位，紓緩鄉郊居民在市中心難於找到泊車位的情況。

8. 曾興隆議員表示，交通癱瘓事宜是 30 年來首見，相關部門和機構應汲取教訓。他認為巴士佔用較多路面空間，九巴公司應預備後備路線，在再有類似事件發生時讓巴士改道，紓緩擠塞情況。此外，他要求運輸署提供優化北區各個迴旋處的方案，以應對未來區內新增人口帶來的交通壓力，以及與警務處一同檢討協調中心的工作，讓市民及早獲得資訊。

9. 彭振聲議員表示，雞嶺迴旋處是北區交通問題的癥結，平日繁忙時間即使沒有交通意外，大量私家車、小巴和巴士使用該迴旋處，車龍一直伸延至粉嶺公路和新運路，反映該迴旋處在設計上存在問題。運輸署、警務處和九巴公司應正視問題，研究改善雞嶺迴旋處擠塞情況的方法。

10. 陳旭明議員表示，在交通癱瘓事宜當日，巴士司機表示九巴公司未有特別指示，因此繼續接載乘客依原定路線行駛，令擠塞問題進一步惡化。他詢問九巴公司在協調中心扮演甚麼角色，以及有

甚麼改善方案。

11. 何樹光議員表示，雞嶺迴旋處在平日的上下午繁忙時間已經常出現擠塞情況，車龍一直伸延至百和路和裕泰路。此外，百和路上經常有單車行駛，影響道路安全。他表示交通癱瘓事宜幸而沒有影響緊急救援服務，要求運輸署和警務處提供過往一年的北區交通意外數據，按數據考慮採取改善措施，並做好危機管理工作。

12. 曾勁聰議員表示，除交通癱瘓事宜外，北區過往亦曾發生較小型的交通擠塞事故，反映區內道路配套有待改善。上屆委員會轄下北區交通調查工作小組曾對雞嶺迴旋處進行車流量調查，結果反映該迴旋處的容量已接近飽和，委員亦曾提案要求改善該迴旋處的設計，但運輸署一直沒有作出交代。運輸署應檢討雞嶺迴旋處的設計，及早改善擠塞情況，應付北區未來新增人口帶來的交通壓力。另一方面，運輸署沒有監控雞嶺迴旋處的交通情況，反映運輸署不重視該迴旋處，由於該迴旋處是北區的交通命脈，運輸署應進行監控。

13. 藍偉良議員表示，他曾向上屆委員會提交委員會文件第12/2015 號，要求在雞嶺迴旋處興建行車天橋以疏導交通，並得到委員會支持。運輸及房屋局雖曾就提案作出書面回應，但並沒有實質跟進行動，他請委員支持再次向相關部門反映問題。他認為運輸署對北區的交通問題責無旁貸，應正面回應委員的意見。此外，他不贊成九巴公司隨便轉換巴士的行車路線，以免引起混亂，並詢問九巴公司有否預備後備路線。

14. 廖興洪議員表示，交通癱瘓事宜源於在迴旋處發生的交通意外，相關部門應考慮在迴旋處興建行車天橋，讓汽車經天橋直接越過迴旋處。此外，九巴公司應考慮在再有類似事件發生時修改部分行車路線，繞過擠塞路段。

15. 林卓廷議員詢問在上屆委員會任期內，部門和機構會否在會議前先向委員會提交書面回覆，方便委員在會議上進行討論。他建議要求運輸署、警務處和九巴公司在是次會議後提交書面報告，解釋交通癱瘓事宜的原因和改善方法。

16. 主席回應指，在上屆委員會任期內，部門和機構會因應個別情況在會議前向委員會提交或於席上派發書面回覆，委員會亦曾要求部門和機構在會議後提交書面報告。他支持林卓廷議員的建議，要求相關部門和機構在是次會議後就交通癱瘓事宜提交書面報告。

17. 林卓廷議員詢問相關部門和機構為甚麼沒有在會議前先向委員會提交書面回覆，令委員難於進行討論和向市民交代跟進情況。

18. 主席表示，在交通癱瘓事宜當日，在短時間內接連發生 14 宗交通意外，實屬不幸。他曾與運輸署和警務處商討有關事件，認為相關部門低估了事件的嚴重程度和應變不足，而交通配套亦有待改善。

19. 曾海亮先生就委員的意見和建議回應如下：

(a) 交通癱瘓事宜由多項事故引起，在當日早上 6 時至下午 4 時期間，共發生 21 宗交通事故，包括 11 宗交通意外，其中一宗交通意外中有人受傷，另有一宗交通燈號故障事故，以及其他交通擠塞和糾紛事故。在眾多交通事故中，兩宗牽涉貨櫃車，清理意外現場時遇到較大困難，另有三宗牽涉巴士、一宗牽涉校巴，以及一宗 4 車連環相撞。部分交通意外發生在主要交通幹道，直接影響幹道和附近支路的交通流量，包括三宗在大頭嶺迴旋處發生，一宗牽涉巴士和校巴的意外在百和路和掃管埔路近雞嶺迴旋處的交匯處發生，另有三宗在粉嶺公路發生和一宗在新運路發生。有關意外接連發生，令車龍難以及時消化；

(b) 警務處在當日已派遣包括後勤部門的各組別人員處理不同交通意外。警務處認同在處理事件上有改善空間，並正就溝通和資源調配進行檢討，研究提升應對類似事件的效率；

(c) 他會在會議後就百和路上經常有單車行駛影響交通安全的事宜個別回應何樹光議員；

(d) 警務處將以書面方式向委員會闡述交通癱瘓事宜當日的交通意外發生情況。

20. 李文杰先生回應指，警務處新界北交通部有既定措施應對大型交通事故，如主要幹道出現車龍，會派出一名警長級人員前往現場疏導交通，並派出一名警署警長級人員找出交通擠塞的原因，以盡快解決擠塞問題。由於交通癱瘓事宜當日發生多宗交通事故，警務處人員應接不暇，令解決擠塞問題的效率降低。警務處會研究改善協調機制，在出現交通擠塞時考慮派遣交通部以外的其他組別人員前往處理，提升解決擠塞問題的效率。

21. 吳冠雄先生就委員的意見和建議回應如下：

(a) 在交通癱瘓事件當日，運輸署的協調中心如常運作，並與相關部門和機構保持聯絡。協調中心在收到大頭嶺迴旋處近北區醫院及新運路近上水廣場的交通意外報告後，已即時發出新聞稿，透過各大電台和電視台發放有關意外及交通擠塞的消息，呼籲駕駛者耐心忍讓。協調中心在意外發生後亦留意到掃管埔迴旋處一帶的交通開始繁忙，遂再次發放有關交通擠塞的消息，提醒駕駛人士忍讓和考慮改用其他道路，同時調較區內多個燈號控制路口的訊號，以疏導區內交通。協調中心其後留意到上水一帶出現交通擠塞，遂發出了多次更新信息，呼籲市民盡量使用非路面交通工具；

(b) 協調中心上載所有相關資料至運輸署的網站和手機應用程式，提醒市民有關交通擠塞的情況，運輸署發言人亦透過電台發放廣播信息。另外，協調中心亦透過安裝在新田公路、新深路及吐露港公路的可變信息顯示屏發出「上水區交通非常擠塞」的訊息，向在路途上的市民提供有關路面的交通情況；

(c) 一般來說，當接獲交通事故報告後，協調中心會協調相關政府部門處理事故，並會因應事故的規模和嚴重性及對駕駛人士和公共交通工具的影響，透過不同渠道向公眾發放經核實的最新交通及公共運輸服務情況和相關安排，委員可透過電台或手機應用程式留意交通情況；

(d) 運輸署與九巴公司有就個別局部阻塞情況制定巴士改道方案，惟交通癱瘓事宜當日所有替代路線均受阻塞，致改道方案未能實行。

22. 施超強先生就委員的意見和建議回應如下：

(a) 九巴公司並非政府部門，控制室掌握的資訊不及部門豐富。九巴公司的控制室會與協調中心和警務處的控制中心互換訊息，亦會由巴士司機和巡邏人員報告路面情況。按照現行標準，如發生延誤超過 30 分鐘或兩個班次，九巴公司的控制室會派員視察和向相關部門了解；

(b) 並非所有路段都適合雙層巴士行駛，決定巴士改道時，九巴公司須充分考慮有關因素。九巴公司已為駛經石湖墟一帶道路的巴士路線制定後備行車路線，以區外線為例，所有前往上水的巴士在離開雞嶺迴旋處後會改經粉嶺圍，並在港鐵粉嶺站調頭，但在交通癱瘓事宜當日，有關方案因雞嶺迴旋處完全擠塞而未能實行。九巴公司會研究另一個使用清河邨巴士總站的替代方案；

(c) 巴士司機不會隨便更改行車路線，以免造成混亂和事故，警務處有需要時可與九巴公司的控制室聯絡；

(d) 在交通癱瘓事宜當日其中一宗牽涉巴士的交通意外中，九巴公司派遣拖車由石湖墟巴士廠前往意外現場，但拖車受交通擠塞影響而被困。九巴公司需要改由沙田巴士廠派遣拖車，影響清理現場的效率。

23. 藍偉良議員對運輸署和警務處在交通癱瘓事宜當日所作的努力予以肯定。另一方面，他認為北區的道路網絡已經飽和，遇上類似事件時，私家車和其他公共交通工具均被困在北區內。運輸署和警務處應改善交通資訊的發放，以及提升北區各個迴旋處的容量。

24. 黃宏滔議員表示，北區的道路網絡已不能應付需求，運輸署應盡快研究優化雞嶺迴旋處。此外，運輸署的協調中心應定期與其他部門進行演練，讓協調中心在再有事故發生時發揮更大作用。

25. 彭振聲議員表示，雞嶺迴旋處有空間容納兩層行車天橋，因應經常出現交通擠塞情況，該迴旋處有急切需要興建行車天橋，讓汽車無須進入迴旋處往返馬會道和百和路。

26. 主席表示，雖然運輸署和警務處已在交通癱瘓事宜當日盡了很大努力，但交通癱瘓事宜揭示了相關部門在溝通機制、影響評估和道路網絡設計等方面的不足。另一方面，他詢問九巴公司在巴士遇上交通意外時，會否接受非九巴公司的拖車協助拖走巴士，以提升清理意外現場的效率。

27. 施超強先生回應指，九巴公司的拖車一般能夠迅速到達交通意外現場，亦會在有需要時聯絡警務處派員開路。此外，非九巴公司的拖車未必有合適工具拖走巴士。

28. 林卓廷議員建議要求相關部門和機構在兩星期內就交通癱瘓事宜提交書面報告。

29. 藍偉良議員表示，在雞嶺迴旋處興建行車天橋可有效解決北區的道路網絡設計問題，建議致函相關部門詢問跟進情況。此外，他認為運輸署一直未能解決新運路巴士站和邨巴站重組事宜等造成北區交通擠塞的原因，建議要求運輸署在下次會議作出交代。

30. 主席請運輸署、警務處和九巴公司在會議後就交通癱瘓事宜向委員會提交書面報告，並請秘書處邀請土木工程拓展署在下次會議就雞嶺迴旋處興建行車天橋一事交代跟進情況。此外，他請相關部門和機構接納委員提出有關交通癱瘓事宜的意見，並進行檢討和改善。

運輸署
警務處
九巴公司
秘書處

(會後按語：運輸署、警務處和九巴公司已分別於 2016 年 1 月 28 日和 2 月 2 日就交通癱瘓事宜向委員會提交書面報告。)

附錄二

北區區議會
交通及運輸委員會
文件第 20/2016 號

2016 年 3 月 23 日
討論文件

提案：要求提升巴士玻璃門的安全

事由：

有關乘客在巴士轉彎時，撞破玻璃門被拋出車外的事件被廣泛報導。

建議：

提升巴士玻璃門的安全，例如幕門，建議增加安全欄，使用強化玻璃進一步保護乘客安全，加強呼籲，提醒乘客不要站近摺門，司機入彎時要收減速度。

提案人：
劉其烽　林卓廷　陳旭明

2016 年 3 月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Annex II

North District Council
23 March 2016 Traffic and Transport Committee
Discussion Paper Paper No. 20/2016

Proposal: Request for Enhancements to the Safety of Glass Doors of Buses

Cause:

An incident was widely reported that passengers were thrown out of a bus after crashing through the glass door when the bus was making a turn.

Suggestion:

The safety of glass doors of buses shall be enhanced. For example, it is suggested to install safety barriers to screen doors, use toughened glasses to further ensure the safety of passengers, and remind passengers not to stand near the folding doors and buses to slow down when driving into a road bend through enhanced appeal.

Proposer:
Mr. LAU Ki Fung Mr. LAM Cheuk Ting Mr. CHAN Yuk Ming

March 2016

北區區議會交通及運輸委員會
2016 年 3 月 23 日第 2 次會議摘要

第 12 項——提案：要求提升巴士玻璃門的安全
(委員會文件第 20/2016 號)

2. 劉其烽議員介紹委員會文件第 20/2016 號。

3. 張立基先生回應說，2016 年 2 月曾發生兩宗涉及乘客在巴士行車期間撞破車門玻璃的意外，九巴公司關注相關事故，全力配合香港警務處(下稱「警務處」)的調查工作。九巴公司於意外發生後成立委員會檢討乘客安全事宜，並已向運輸署呈交報告，提出各項改善建議和措施，包括成立工作小組研究在向外開啟的車門加裝欄杆以加強保障乘客安全、檢查現有巴士車門以確保車門沒有出現問題、派遣專家測試車門玻璃的質量、加強宣傳和提醒乘客注意安全和緊握扶手、培訓車長安全駕駛，以及在車廂內張貼標語提醒乘客不要倚門站立。另一方面，現時九巴公司的巴士都使用強化玻璃，符合歐盟和巴士業內標準。

4. 劉其烽議員詢問在向外開的車門加裝欄杆是否可行，以及有沒有方法避免相關事故再次發生。

(溫和輝議員於此時離席。)

5. 張立基先生回應說，在向外開的車門加裝欄杆是否可行須留待專家研究，九巴公司會繼續考慮其他改善措施。

6. 主席請九巴公司汲取經驗，減少相關事故發生的機會。他建議有關議題的討論到此為止，不需於下次會議繼續。 九巴公司

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Annex III

Summary of the 2nd Meeting of the Traffic and Transport Committee of the North District Council on 23 March 2016

Item 12 – **Proposal: Request for Enhancements to the Safety of Glass Doors of Buses**
(TTC Paper No. 20/2016)

2. Mr. LAU Ki Fung introduced TTC Paper No. 20/2016.

3. Mr. CHEUNG Lap Kei replied that there were two accidents in February 2016 involving passengers crashing through glass doors of buses when the buses were running. The Kowloon Motor Bus Company (1933) Limited expressed concerns about the incidents and fully cooperated with the investigation being carried out by the Hong Kong Police Force ("HKPF"). The Kowloon Motor Bus Company (1933) Limited set up a committee to review the matters about safety of passengers after such accidents happened, and had submitted to the Transport Department a report on enhancement suggestions and measures, including the setting up of a working group to study the installation of barriers to the outward opening bus doors for better protection of passengers' safety, inspect and ensure there are no problems with the existing bus doors, send specialists to test the quality of the glass doors, strengthen promotion and remind passengers to be careful and hold the handrails, train bus captains to drive safely, and post slogans inside bus compartments to remind passengers not to lean against bus doors. On the other hand, toughened glasses are being used on all existing buses of The Kowloon Motor Bus Company (1933) Limited, which meets the standard of European Union and the bus industry.

4. Mr. LAU Ki Fung asked about the feasibility of installing barriers to the outward opening bus doors and whether there would be methods to avoid the reoccurrence of similar incidents.

(Mr. WAN Wo Fai left the meeting at this moment.)

5. Mr. CHEUNG Lap Kei replied that while the feasibility of installing barriers to the outward opening bus doors was to be studied by specialists, The Kowloon Motor Bus Company (1933) Limited would continue to consider other improvement measures.

6. The Chairman asked The Kowloon Motor Bus Company (1933) Limited to learn from this experience so as to lower the chances of such incidents. He suggested that the relevant discussion should come to an end and there was no need to continue the relevant discussion at the next meeting. The Kowloon Motor Bus Company (1933)

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

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深水埗區議會
張永森主席, BBS, MH, JP

張主席：

邀請深水埗區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉深水埗區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函

[1] 委員會得悉於2012年至2018年2月期間，深水埗區曾發生八宗涉及專營巴士並引致他人死亡的交通意外，包括：
(i) 在2013年6月25日，於長沙灣道（近大南西街）發生的交通意外；
(ii)在2013年10月16日，於南昌街（近窩仔街）發生的交通意外；
(iii)在2015年2月23日，於長沙灣道（近美荔道）發生的交通意外；
(iv)在2015年3月2日，於長沙灣道（近大南西街）發生的交通意外；
(v)在2015年5月17日，於南昌街（近巴域街）發生的交通意外；
(vi)在2016年4月25日，於廣利道（近發祥街）發生的交通意外；
(vii)在2016年12月30日，於呈祥道（近明愛醫院）發生的交通意外；及
(viii)在2017年9月22日，於長沙灣道（近欽州街）發生的交通意外。

貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請深水埗區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於 2012 年至 2018 年 2 月期間發生並由深水埗區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於 2018 年 5 月 24 日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（ 陳炳輝

香港專營巴士服務獨立檢討委員會秘書

2018 年 5 月 4 日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

SHAM SHUI PO
DISTRICT COUNCIL

4/F Cheung Sha Wan Government Offices,
303 Cheung Sha Wan Road, Kowloon
E-mail: sspdcadm@sspdc.had.gov.hk
Fax: 2785 4218

深水埗區議會

九龍長沙灣道 303 號
長沙灣政府合署 4 字樓
電郵： sspdcadm@sspdc.had.gov.hk
傳真： 2785 4218

檔號：HAD SSP DC 13/12/1/1/(5)I
電話：2150 8110

香港金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務
獨立檢討委員會
秘書
陳炳輝先生

陳先生：

邀請深水埗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

謝謝貴會 2018 年 5 月 4 日的函件。深水埗區議會及其轄下委員會於 2012 年至 2018 年 2 月期間曾多次討論涉及專營巴士的交通意外，現附上有關討論文件及會議紀錄，以供參閱。

深水埗區議會主席張永森

2018 年 5 月 25 日

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SHAM SHUI PO DISTRICT COUNCIL

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E-mail: sspdcadm@sspdc.had.gov.hk

Fax: 2785 4218

Document no.: HAD SSP DC 13/12/1/1/(5)I

Tel: 2150 8110

Mr. CHAN Ping-fai
Secretary
Independent Review Committee on
Hong Kong's Franchised Bus Service
66 Queensway, Hong Kong
21/F Queensway Government Offices

Dear Mr. CHAN,

The Sham Shui Po District Council is Invited to

Provide Written Opinions for the Independent Review Committee on Franchised Bus Services in Hong Kong

Thank you for your letter dated May 4, 2018. The Sham Shui Po District Council and its committees held numerous discussions between 2012 and February 2018 in relation to the traffic accidents involving franchised buses. The relevant discussion papers and meeting minutes are hereby attached for your reference.

CHEUNG Wing-sum, Chairman of Sham Shui Po District Council [Seal: CHEUNG Wing-sum]

25 May, 2018

關注美孚五個月內兩宗致命交通意外

美孚於去年十月十三日及今年二月二十三日，五個月內發生了兩宗致命的交通意外，兩宗意外的位置都是在美荔道、長沙灣道交界一帶。美孚位處九龍和新界連接的位置，人流和車流量的十分高，過去經常發生交通意外，大部份都是車輛輕微碰撞。今次接連發生兩宗致命交通意外，我們十分關注，要求部門採取有效措施，防止悲劇再次發生。

- 警方調查所得，兩宗意外的原因分別是甚麼？
    - 兩宗意外發生的位置是否交通黑點？
    - 要求警方提供美孚巴士總站及一帶地方，過去一年交通意外的數字，當中涉及傷亡的有多少？
    - 道路設施上有沒有改善空間，以減少再出現類似這兩宗致命意外再發生的機會？
    - 警方過去於案發位置曾對未依正式途徑橫過馬路的市民作出了多少檢控？
- 每天上班時間，不少由新界出市區的市民，在中電電站前巴士站下車，再轉乘其他交通工具。如依正確途徑他們需要先橫過美荔道，再過長沙灣道。但依這路線要用上幾分鐘時間，很多市民都鋌而走險，直接在巴士站處橫過長沙灣道，險象橫生。
    - 是否可能在該位置增加正式的過路處，讓市民安全地直接橫過長沙灣道？
    - 如果技術上有困難，是否可以調整荔灣道，長沙灣道交界幾組交通燈的時間，讓市民可以更迅速地過橫長沙灣道，以減低胡亂過馬路的意欲？
    - 建議於美孚一帶加強道路安全宣傳教育工作；
    - 建議加強檢控胡亂橫過馬路的市民。
- 二月二十三日的一宗意外有街坊指是發生在巴士總站內。觀察所見，巴士總站地方較大，市民進出巴士總站時，往往掉以輕心，沒有留意往來車輛。出入巴士總站的巴士數量超過總站可以負荷，市民很多時被迫於巴士之間穿插。
    - 要求在巴士總站加強宣傳，提高市民交通安全的意識。
    - 巴士總站須加入適當設施，讓市民安全出入，並避免走到高危的位置。
    - 巴士公司有必要加強車長安全方面的培訓。

2015 年 2 月 24 日

文件提交 3 月 10 日深水埗區議會會議討論
文件提交人：[redacted]

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Concerns over the Two Fatal Traffic Accidents in Mei Foo within Five Months

Mei Foo saw the occurrence of two fatal traffic accidents within five months, on October 13 last year and February 23 this year. Both accidents took place at the junction of Mei Lai Road and Cheung Sha Wan Road. Mei Foo is located in the junction between Kowloon and the New Territories where people and traffic flows are very high, and traffic accidents took place frequently in the past, and most of such accidents were minor collisions between vehicles. These two fatal traffic accidents have occurred in succession, which we are very much concerned about, and we have requested the authorities to take effective measures to prevent such tragedy from happening again.

- What was the cause of each of the two accidents as found in the investigation by the police?
  - Did the two accidents take place at traffic blind spots?
  - We requested the police to provide information on the number of traffic accidents that took place at the Mei Foo Bus Terminus and its vicinity for the past year. What was the number of casualties involved?
  - Is there room for improvement on road facilities to reduce the chance of reoccurrence of such fatal accidents?
  - In the past, how many prosecutions have been initiated by the police against the people who did not cross the road through proper channels at the locations of the accidents?
- During morning commuting hours every day, a lot of people who travel from the New Territories to the city get off at the bus stop in front of the CLP Power Station and transfer to other modes of transportation. If following the right channel, they need to first cross the Mei Lai Road and then pass through Cheung Sha Wan Road. However, it takes a few minutes to follow this route. Many people take the risk and go straight across Cheung Sha Wan Road from the bus station, which is quite dangerous.
  - Is it possible to add a formal crossing at this location so that the general public can cross Cheung Sha Wan Road in a safe manner?
  - In case of technical difficulties, is it possible to re-adjust the timing of several sets of traffic lights at the junction of Lai Wan Road and Cheung Sha Wan Road so that people will be able to cross Cheung Sha Wan Road faster and reduce their intention to cross the road improperly?
  - It is recommended to pay greater efforts on road safety publicity and education around Mei Foo;
  - It is recommended to step up prosecution against citizens who cross the road improperly.
- There was an accident on February 23 alleged by members of the nearby community to have occurred within the bus terminus. Observations show that the bus terminus is relatively large. People tend to take it lightly when entering or leaving the bus terminus, without an eye on the traffic. The bus terminus is overloaded with bus traffic, where people often have to walk between buses.
  - We request enhanced publicity at the bus terminus to raise public awareness of traffic safety.
  - Appropriate facilities shall be added to the bus terminus to provide safe access for the public, avoiding any cases of going to high-risk locations.
  - It is necessary for bus companies to enhance safety training for bus captains.

February 24, 2015

This document is submitted for discussion at the Sham Shui Po District Council meeting to be held on March 10.

Submitted by: [redacted]

要求緊急檢討欽州街與長沙灣道交界交通安全措施

在9月22日傍晚繁忙時間，深水埗欽州街與長沙灣道交界發生一宗奪命車禍，一輛E21A巴士剷上行人路，導致3死30傷。我們對意外造成傷亡，深感難過。雖然警方正在調查意外成因，但該處由2010年起已是深水埗區的交通黑點，過去一年共發生過6宗交通意外，深水埗區議會交通事務委員會過去亦多次跟進，包括催促政府研究擴闊行人路及設置行人天橋等。雖然運輸署指在該處已進行了部分改善道路安全措施，但我們一直認為做得不夠，也不滿意。

我們過去留意到，在最近數年，特別在上班及下班繁忙時段，上址十字路口車多人多，特別是人流有增無減。根據規劃署「香港規劃標準與準則」規定，行人路應有足夠闊度，以容納人流；在釐定行人地帶闊度時，視乎鄰近地帶性質及發展密度，行人路的闊度或需比建議標準的為寬。而該處行人路面闊度現時只有兩米，較一般有三至四米行人路面狹窄。另外，該處既是交通黑點，但沒有告示牌提醒道路使用者。而行經長沙灣道的巴士，有二十多條路線。行人路及行車路面是否已超出可承擔的負荷，交通道路安全設施是否不足、專營巴士車長工時過長及休息時間不足等，為保障道路使用者的安全，我們要求當局盡快作出全面檢討。

鑑於今次嚴重的致命車禍，我們向當局提出下列要求：

1. 檢視及擴闊車禍肇事現場的行人路面；
2. 全面檢視現時長沙灣道一帶路面車輛承載量；
3. 研究擴闊長沙灣道路面或在附近設置行人天橋的可行性；
4. 在上址增設交通黑點告示牌，提醒道路使用者注意安全；
5. 運輸署及巴士公司應全面檢討「巴士車長工作、休息及用膳時間指引」，把工時與駕駛時間上限降至合理水平。

文件提交至2017年9月28日深水埗區議會第一次特別會議討論，並要求警方、運輸署及城巴派員出席會議回應及跟進。

文件提交人：[redacted]

文件提交日期：2017年9月25日

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Sham Shui o District Council Document 209/17

Request for Urgent Review of Traffic Safety Measures at the Junction of Yen Chow Street and Cheung Sha Wan Road

During the peak hours on the evening of September 22, a fatal car accident occurred at the junction of Yen Chow Street and Cheung Sha Wan Road in Sham Shui o. A Route E21A bus mounted the pavement, resulting in 3 dead and 30 injured. We are deeply saddened by this accident which resulted in multiple casualties. Although the police are investigating the cause of the accident, the location has been a traffic blind spot of Sham Shui o District since 2010. There have been a total of six traffic accidents in the past year. The Sham Shui o District Council's Traffic Affairs Committee has also followed up on this quite a few times in the past, including urging the Government to consider the expansion of the pavement and build a pedestrian overpass, etc. Although the Transport Department pointed out that some measures have already been implemented for the improvement of road safety in this area, we have always considered it inadequate and unsatisfactory.

We have noticed that, in the past few years, particularly during the busy hours of morning and evening commuting, a large number of automobiles and pedestrians travel through the crossroads in the above location. The flow of pedestrians, especially, continues to increase. In accordance with the provisions of the *Hong Kong Planning Standards and Guidelines* by the lanning Department, pavements shall be of sufficient width to accommodate pedestrian flows. When determining the width of the pedestrian zone, depending on the nature and development density of the adjacent areas, the pavement may need to be wider than the proposed standard. The current surface width of the pavement at this location is only two meters, narrower than the general three to four meters. In addition, it is a traffic blind spot, but there are no signs to alert road users. There are more than 20 bus routes travelling through Cheung Sha Wan Road. Whether or not the pavement and the traffic lanes have been working beyond their bearable loads, whether or not there is a lack of safety facilities for road traffic, the excessive working hours of franchised bus captains and a lack of rest time for them, etc.; to ensure the safety of road users, we request that the authorities perform a comprehensive inspections as soon as possible.

In view of this serious and fatal car accident, we have made the following requests to the authorities:

1. Examine and widen the pavement at the location of the accident;
2. Perform a comprehensive review of the current carrying capacity along the surface of Cheung Sha Wan Road;
3. Study the feasibility of widening the surface of Cheung Sha Wan Road or building a pedestrian overpass nearby;
4. Add signs of traffic blind spots in the above location to alert road users to be careful;
5. The Transport Department and the bus companies shall conduct a comprehensive review of the *Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks* to reduce the ceiling for working hours and driving times to a reasonable level.

This document is submitted for discussion at the first special meeting of Sham Shui Po District Council to be held on September 28, 2017. The police, the Transport Department and Citybus will be requested to send staff to attend the meeting, respond and follow up.

Document submitted by: [redacted]

Document submitted on: September 25, 2017

強烈關注深水埗長沙灣道
近欽州街發生的致命交通意外

背景

在 9 月 22 日晚上，長沙灣道與欽州街交界近長沙灣政府合署往旺角方向，發生一宗嚴重車禍，一輛城巴 E21A 路線巴士疑收掣不及，車長向左扭軚衝前及剷上行人路，有乘客被前後座位夾緊，另有多名途人走避不及，被撞倒及捲入車底被困。事件做成 3 死 29 傷的慘劇。

我們首先謹向死傷者親屬致以誠摯慰問，然而，事件除了引起了公眾對於車長工作時間的擔憂外，也突顯了深水埗長沙灣道及欽州街一帶人多車多的問題，為免類似的意外發生，政府各部門有責任改善是次交通意外黑點的行人及行車配套，並落實規限司機的工作工時，我們的建議如下：

1. 加快研究興建行人天橋

過去一段時間已有議員提議興建行人天橋橫跨欽州街以紓減地面上的人流，但運輸署及有關部門卻予冷處理，這次的意外更突顯上址的路口人流流量過多，一有交通意外就會造成大傷亡，運輸署及有關部門有必要加快研究有效措施紓減路上的人流，例如更積極跟進以上行人天橋興建之研究及其他有效措施等。

2. 將經長沙灣道巴士線分流至荔枝角道及青山道

長沙灣道是深水埗區的重要交通樞紐，不少巴士線取道長沙灣道向油尖旺及新界西北區，然而，當區內人口不斷上升，巴士路線逐漸增加，長沙灣道的行人及行車數目均超過負荷，尤其在欽州街口，為了更有效地分流巴士數目，我們建議將部份巴士線分流至荔枝角道及青山道，甚至深旺道(參考我們早前反對 796C 改經欽州街及長沙灣道）。

3. 加強規管巴士車長工作時數

事件另一樣受關注點就是車長的工作時數，在外國，歐盟限制司機每日只可駕駛 9 小時，香港巴士車長每日最長做足 14 小時，每個月總工時甚至超過 360 小時，據傳媒報導，巴士車長之所以這麼長，是因

為人工低，新入職平均只有$15000，與職業司機平均工資$19562，相差成$4000，因此車長都為了增加收入養家而加班，我們要求運輸署修改指引，規定每日最長駕駛時間為 10 小時，同時巴士公司應該提高司機收入減少加班情況。

本文提交 2017 月 9 月 28 日深水埗區議會第一次特別會議討論

[redacted]

2017 年 9 月 25 日

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Great Concerns about the Fatal Traffic Accident Occurred near Yen Chow Street on Cheung Sha Wan Road Sham Shui Po

Background

On the evening of September 22, a severe car accident occurred at the junction of Cheung Sha Wan Road and Yen Chow Street near Cheung Sha Wan Government Offices towards Mong Kok. A Citybus Route E21A bus is suspected to have had too little time to brake, where the bus captain turned the steering wheel to the left causing the bus to charge towards and mount the pavement. There were passengers being caught between the front and the rear seats, and many passers-by had too little time to dodge. They were knocked down and caught into the bottom of the bus. The incident ended up causing a tragedy with 3 dead and 29 injured.

First of all, we would like to express our sincere condolences to the family relatives of the deceased and the injured. However, apart from arousing public concerns about the working hours of the bus captain, the incident also highlighted the issue of the large number of pedestrians and vehicles in the vicinity of Cheung Sha Wan Road and Yen Chow Street in Sham Shui Po. To prevent such accidents from happening again, all government departments have the responsibility to improve pedestrian and driving support at the blind spot of this traffic accident and implement the restrictions on working hours for drivers. Our recommendations are as follows:

1. **To accelerate the study for the construction of a pedestrian overpass**
   In the past, some Members have proposed the construction of a pedestrian overpass that spans across Yen Chow Street to reduce the flow of people on the ground. However, the Transport Department and related departments have played it cool. This accident has even highlighted the excessive flow of pedestrians at the intersection of the above location. Once there is a traffic accident, it will cause major casualties. It is necessary for the Transport Department and relevant authorities to expedite the study of effective measures to reduce the flow of people on the road, such as being more proactive to follow up on the study of the construction of a pedestrian overpass and other effective measures.

2. **Divert bus routes that travel through Cheung Sha Wan Road to Lai Chi Kok Road and Castle Peak Road**
   Cheung Sha Wan Road is an important transportation hub for Sham Shui Po District. Many bus routes go to Yau Tsim Mong and New Territories West and North Districts through Cheung Sha Wan Road. However, as the population in the district continues to rise and bus routes gradually increase, Cheung Sha Wan Road has become overloaded with both pedestrians and automobiles, especially at the Yen Chow Street entrance. In order to more effectively divert the number of buses, we propose to divert some of the bus routes to Lai Chi Kok Road and Castle Peak Road, or even Sham Mong Road (Refer to our earlier opposition to 796C re-routed to Yen Chow Street and Cheung Sha Wan Road) .

3. **Strengthen the management of working hours for bus captains**
   Another concern from the incident is the working hours of bus captains. In a foreign country, such as the EU, there are restrictions on drivers from driving more than 9 hours a day, whereas the bus captains in Hong Kong work for a maximum of 14 hours per day, amounting

to 360 plus hours per month. According to media reports, the reason why bus captains work such long hours is their low pay, only $15,000 on average for new recruits, and $19,562 on average for professional drivers, showing a difference of $4,000; therefore, the bus captains have to work overtime to increase their income to support their family. We ask the Transport Department to revise their guidelines, to the effect that the longest driving time per day is 10 hours. At the same time, the bus companies should increase the drivers' income and reduce overtime work.

This document is submitted for discussion at the first special meeting of the Sham Shui Po District Council to be held on September 28, 2017

[redacted]

25 September, 2017

關注廣利道致命交通意外

背景：本年 4 月 26 日上午 11 時，於廣利道近善道小學對開發生了一宗嚴重交通意外，導致一名李鄭屋邨居民死亡。一輛掛「私家車」牌的 112 號九巴，行經廣利道前往蘇屋邨巴士總站，撞倒一名長者，並拖行百餘米至巴士總站才被發現。據警方消息，是次意外涉及一輛停泊於近禮讓樓巴士站的九巴。而事源於，該輛停泊於巴士站的 112 號巴士開車時與死者接觸並將死者捲入車底，最終傷重致死。

廣利道雖並非交通黑點，但亦有不少潛在交通危險：

1. 蘇屋邨巴士站泊位不足，導致經常有巴士泊於巴士站外，佔領整條行車道
2. 廣利道既長且為一大直路，平日人流不多，因而有不少私家車或大型車輛在此高速行駛，對行人造成潛在危險
3. 廣利道設有三個過路處，惟很多行人貪一時之便，不使用斑馬線等過路處。另外，有不少私家車或大型車輛在此高速行駛，即使有過路處，行人安全也未有充分保障。

要求：

1. 要求九巴及運輸署就是次嚴重交通意外展開詳細調查，及向公眾交代詳情。
2. 有指是次巴士司機將車停泊於廣利道近禮讓樓，是為了方便前往午膳，請運輸署調查九巴或其屬下司機於是次意外中有否違反何指引，而引致是次意外發生。
3. 要求九巴做好善後工作，跟進死者家屬要求及賠償，並加強監管司機操守，改善司機駕駛態度
4. 要求運輸署做好善後跟進工作，改善廣利道潛在交通危險。

以上文件交 2016 年 5 月 12 日的交通事務委員會討論

文件提交人: [redacted]

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Transport Affairs Committee Document 33/16

Concerns over the Fatal Traffic Accident on Kwong Lee Road

Background: At 11 a.m. on April 26 this year, a serious traffic accident occurred near Good Counsel Catholic Primary School on Kwong Lee Road, resulting in the death of a member of Lei Cheng Uk Estate. A KMB Route 112 bus carrying a "Private Car" plate was heading for So Uk Bus Terminus through Kwong Lee Road. It knocked down an elderly person and dragged him along by more than 100 metres before the incident was discovered. According to the police information, this accident involved a KMB bus parked near the Lai Yeung House Bus Stop. The cause of this accident was that when the Route 112 bus parked at the bus stop was starting, contact took place between the deceased and the bus, whereby the former was caught into the bottom of the vehicle, and eventually died.

Although Kwong Lee Road is not a traffic blind spot, there are also many potential traffic hazards:

1. The shortage of parking bays at the bus stop of So Uk Estate resulted in frequent occurrence of buses being parked outside the bus stop and occupying the entire driveway
2. Kwong Lee Road is a long and straight road generally with few pedestrians. As a result, many private cars or large vehicles travel through at a high speed, causing potential danger to pedestrians.
3. There are three crossings at Kwong Lee Road. However, many pedestrians would, for the sake of convenience, not use crossings such as the pavement. In addition, there are many private cars or large vehicles traveling through at a high speed. Even the crossings may not be able to provide adequate protection for the pedestrians.

Requests：

1. KMB and the Transport Department should carry out detailed investigation of this serious traffic accident and provide a detailed explanation to the public.
2. It is alleged that the bus driver parked his vehicle near Lai Yeung House on Kwong Lee Road, and went for lunch for the sake of convenience. The Transport Department should investigate KMB or its drivers whether or not any violation of guidelines took place in the accident, leading to this accident.
3. KMB should cope with the aftermath of this accident, follow up on the demands of the family members of the deceased and compensation, and enhance supervision over its drivers for their conduct and to improve the drivers' driving attitude
4. The Transport Department should properly handle the follow-up work and improve traffic conditions on Kwong Lee Road against potential traffic hazards.

The above document is submitted for discussion at the Traffic Affairs Committee on 12 May 2016

Document submitted by: [redacted]

香港特別行政區
第四屆深水埗區議會
第二十次會議記錄

日期：二零一五年三月十日(星期二)
時間：上午九時三十分
地點：深水埗區議會會議室

出席者

主席

郭振華先生，BBS，MH，JP

議員

陳鏡秋先生，BBS，MH，JP
陳偉明先生，MH
鄭泳舜先生　　(下午三時五十分離席)
張永森先生，MH，JP
覃德誠先生
馮檢基議員，SBS，JP　　(下午三時四十五分離席)
林家輝先生，JP
劉佩玉女士
李詠民先生
梁文廣先生　　(下午二時四十五分離席)
梁有方先生
李祺逢先生　　(下午四時十五分離席)
吳貴雄先生，MH
盧永文先生，JP
吳　美女士
沈少雄先生
秦寶山先生
韋海英女士　　(下午四時三十分離席)
衞煥南先生　　(下午四時五十二分離席)
黃志勇先生　　(下午二時三十分離席)
黃頌良博士　　(下午一時四十分離席)
黃達東先生，MH
甄啟榮先生

負責人/部門

列席者：

莫君虞先生，JP	深水埗民政事務專員
賈亦恒女士	深水埗民政事務助理專員(1)
韋俊彥先生	深水埗民政事務助理專員(2)
陳子儀女士	深水埗民政事務處高級聯絡主任 1
王良炳先生	深水埗民政事務處高級聯絡主任 2
吳淑綿女士	深水埗民政事務處高級聯絡主任 3
蔡玉光先生	香港警務處深水埗區指揮官
張煒成先生	香港警務處深水埗區警民關係主任
汪志成先生	土木工程拓展署九龍拓展處總工程師九龍 2(九龍)
張潤屏女士	社會福利署深水埗區助理福利專員 2
黎煊林先生	社會福利署深水埗區助理福利專員 1
廖偉城先生	康樂及文化事務署總康樂事務經理(香港東)
李嘉美女士	康樂及文化事務署深水埗區康樂事務經理
趙汝洲先生	食物環境衞生署深水埗區環境衞生總監
呂廣輝先生	房屋署物業管理總經理(西九龍及港島)
蔡植生先生	運輸署總運輸主任/深水埗
劉江華先生，JP	政制及內地事務局副局長
梁詠心女士	政制及內地事務局助理秘書長
唐智強先生，JP	勞工處處長
嚴麗群女士	勞工處高級勞工事務主任(就業)(行政)
周偉業先生	消防處長沙灣消防局局長
林耀新先生	消防處助理消防區長(九龍西防火分區辦事處)
劉達輝先生	香港警務處西九龍交通部意外調查組總督察
黃裕廷先生	九龍巴士(一九三三)有限公司高級車務主任
黃勁文先生	九龍巴士(一九三三)有限公司社區事務經理
單　丹醫生	衞生署高級醫生(社區聯絡)
黃凱豪先生	房屋署建築師

秘書

趙必強先生	深水埗民政事務處高級行政主任(區議會)

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68. 主席總結表示：(i)他身兼香港工業總會副主席，業界的意見與文件的方向相同；(ii)由於活化工廈必須得到百分百的業權同意方能進行，若政府能推出鼓勵性的政策配合，將有助本土經濟的發展，以及締造更多就業機會；(iii)建議相關部門盡早規劃及研究，於活化工廈以外提出其他寬鬆政策；(iv)待整合會議文件及意見後，會再次約見商務及經濟發展局的代表，以了解局方就文件及議員意見的回應，繼續跟進。

(e) 關注美孚五個月內兩宗致命交通意外(深水埗區議會文件34/15)

69. 主席歡迎運輸署、警務處及九龍巴士(一九三三)有限公司(九巴)的代表出席會議。

70. 張永森先生以投影片輔助介紹文件34/15。

71. 沈少雄先生有以下補充意見及建議：(i)不少巴士於繁忙時段過後停泊於總站，佔用上落客空間，希望九巴適度指揮車輛停泊的位置；(ii)從新界往九龍區的乘客部分以美孚為中途站，再轉乘其他交通工具。若他們於中華電力有限公司附近下車，將需要行經五個交通燈號位置，大大減低行人遵守交通規則的意欲；(iii)建議署方於荔灣道中央安全島位置增設過路處，讓市民可直接前往長沙灣道。

72. 黃達東先生有以下查詢及補充意見：(i)美孚巴士總站在不同時段可停泊的巴士數量；(ii)巴士總站現時有否足夠空間予巴士停泊，其停泊的數量是否合乎比例；(iii)美孚港鐵站A出口前往巴士總站的路段平均約有五輛巴士停泊，阻礙行人視線。建議署方或九巴設置行人通道指示，避免造成危險。

73. 蔡植生先生回應如下：

(i) 署方對上述意外深表遺憾，並已於本年二月二十五日與部分議員前往實地視察。儘管該處的過路設施均符合設計標準，署方仍會研究有關在荔灣道中央島加建過路設施的建議。

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(ii) 短期而言，署方於實地視察後，已要求九巴提醒車長留意行人過路的情況，並於適當位置張貼海報及告示，提醒行人注意安全及使用行人過路處，同時加強車長培訓。署方亦會與九巴研究巴士停泊的情況，要求車長避免於出入口位置泊車。警方最近亦於有關位置進行道路安全的宣傳。

(iii) 中期而言，署方會檢視美孚巴士總站於非繁忙時段的巴士停泊情況。由於上述巴士站的使用量已接近飽和，署方會與九巴研究分流車輛的可行性。

(iv) 長遠而言，署方會研究可否於相關巴士總站附近路段適當位置增設指示牌，藉以提醒行人使用行人通道/過路處，提升行人過路安全。

74. 劉達輝先生回應如下：

(i) 警方重視上述兩宗致命交通意外，分析顯示有關意外涉及行人及行駛中的車輛，而上址的人車流量較高，屬密集的交匯處。

(ii) 在意外發生後，警方已進行一連串的教育宣傳活動，亦與部分議員前往實地視察，探討可行的交通改善措施。警方會繼續跟進，研究可行的緩解方案。

75. 黃裕廷先生回應表示，九巴向來重視車長於總站範圍駕駛巴士時的安全。九巴已因應早前兩宗交通意外實施下列措施：

(i) 為配合不同路線的車輛數目，九巴將於本年三月十五日調動美孚總站內數條巴士路線的停泊月台：(1)因應路線的頻密程度，把車數較少的 6D 號線及班次較頻密的 46X 號線使用的月台對調，避免因月台停泊空間不足而影響其他巴士路線的運作；(2)鑑於 102 號線班次非常頻密，九巴將安排 102 號線與 98C 號

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線的月台對調，增加可容納的巴士數量，從而減少巴士停泊於非月台位置的情況。

(ii) 九巴會於美孚巴士總站增設標示，提醒行人使用站內的行人過路線出入，並要求車長避免把巴士停泊於行人過路線，以免阻礙行人視線。

76. 黃勁文先生回應如下：

(i) 車長入職前會先接受訓練，其後亦會接受有關駕駛安全的在職培訓。

(ii) 九巴會提醒車長在日常駕駛期間留意車站附近的車輛及行人，包括部分因低頭注視手提電話或平板電腦而未有留意路面情況的道路使用者。

77. 李祺逢先生有以下查詢及意見：(i)有見美孚巴士總站的使用量接近飽和，查詢擴充巴士站的可行性；(ii)要求九巴增派人手指揮站內的人車出入情況。

78. 張永森先生欣悉九巴於短時間內採取改善措施，並提出以下意見及查詢：(i)暫時未見九巴增派人手檢視巴士上落客及車輛出入的情況；(ii)再次查詢九巴如何改善泊車情況；(iii)歡迎將 102 號線調至另一月台的建議，但其議員辦事處近月接獲不少弱視人士的投訴，提及過去五個月 102 號線的車長態度及停車位置均未如理想，令弱視人士下車後未能使用行人引路帶過路，而該線巴士的報站器亦出現失靈，令乘客未能準確得知下車位置。另外，特別班次總站停於旺角弼街的指示不清，令乘客容易混淆。希望九巴小心處理對調月台的事宜，確保新月台仍設有行人引路帶，減少對視障人士的影響；(iv)促請署方跟進上述總站的停泊事宜，以及增設由美孚港鐵站 A 出口至巴士總站一帶的行人指示；(v)有關去年十月十三日發生的交通意外，認同相關路段於早上約七時的人流量甚高。他又留意到葵涌道斜路前往美孚美荔道位置設有一條巴士專線直接駛往巴士總站，令其他車輛從葵涌道下斜

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後，需於短時間內切入左線轉至美荔道，容易發生意外，希望警方及署方跟進有關情況。

79. 黃達東先生有以下意見及建議：(i)美孚巴士總站的使用量已接近飽和，希望運輸署及九巴提供資料，列出不同時段可停泊於該總站的巴士數量，並提供可行的改善方案；(ii)促請署方聯同九巴制訂有關車站安全的程序守則；(iii)要求九巴提供相關訓練，讓車長多加注意車站的路面情況。同時派出督導員駐守車站指揮；(iv)重新檢視美孚巴士總站及其行人通道的流暢性及安全性；(v)希望署方擔當統籌角色，適時向議會匯報可行的改善方案。

80. 沈少雄先生有以下觀察及意見：(i)現時總站內部分站長會指揮巴士入站，希望有關措施得以持續；(ii)由於牽涉社區重點項目的發展及影響空氣質素，美孚巴士總站向後擴建的可行性不大；(iii)可否尋覓區內其他位置擴展有關總站；(iv)建議署方可先就道路使用者安全研究改善方案；(v)希望警方盡快完成檢討報告；(vi)歡迎九巴對調路線月台的建議，為方便市民得悉路線改動後的位置，建議九巴增設大型路線牌；(vii)希望署方及九巴研究於總站的尾部位置增設行人過路處及相關路標。

81. 梁有方先生有以下建議：(i)以發光二極體顯示巴士路線編號，令乘客即使在天色昏暗的情況下仍能清晰看見車號；(ii)九巴可參考建築地盤的做法，當有車輛出入時，預設的警示燈及鐘聲便會啟動以作提示。

82. 蔡植生先生回應如下：

(i) 認同九巴應增派人手，以確保繁忙時段巴士進出及運作順暢的建議。會後將與九巴再作跟進。

(ii) 鑑於美孚巴士總站位於天橋底，相對有較多柱躉，而另一方亦有紅色及綠色專線小巴運作，故可騰出用以擴展巴士總站的空間有限。署方會與相關部門研究可否於附近地點擴展巴士總站。

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(iii) 署方會與九巴研究巴士停泊的情況，物色其他可供停泊的位置。

(iv) 有關 102 號線的投訴，基於車站前方位置會有巴士停泊，導致不少車長選擇讓乘客先行於後方下車。署方已敦促九巴於適當的落客區予乘客下車，以免造成危險。

(v) 九巴已發出內部指引，要求車長於月台位置上落客，亦將於本年三月十五日對調部分路線月台，切合不同路線的停泊需要。

(vi) 署方會與九巴商討，設立清晰易明的指示牌，讓乘客尤其是長者更容易理解。

(vii) 認同制訂車站安全程序守則的建議，可研究派發單張或小卡片，讓乘客了解更多有關車站安全的資訊。

(viii) 等候警方的調查報告期間，署方會積極研究各項中期改善措施的可行性。

83. 劉達輝先生回應如下：

(i) 二零一四年十月發生的交通意外調查報告已接近完成，現階段會尋求律政司的指示，研究是否提出起訴。

(ii) 警方會盡快就本年二月發生的交通意外安排意外重組，並與相關部門分享有關細節。

84. 黃裕廷先生回應如下：

(i) 待 102 號線調動路線月台後，巴士於既定月台以外位置落客的情況將有所改善。九巴亦於去年年底再三提醒 102 號線的車長於月台位置上落客。

負責人/部門

(ii) 102號線以旺角為總站的班次已停止運作。

(iii) 會後將研究盡快增設大型路線編號指示的可行性。

(iv) 九巴已於去年年底安排額外人手於車長用膳期間，把巴士駛至騰出的月台位置，以減少對行人的影響。

(v) 九巴一直有相關人員負責監察車長表現，會後將再作內部溝通，研究安排人手提醒乘客注意過路安全。

85. 李祺逢先生不滿署方及九巴的表現，並提出以下意見：(i)九巴應於繁忙時段及節日加派人手，確保車站運作順暢及乘客的過路安全；(ii)要求九巴制訂時間表，列出增派人手的日期；(iii)建議署方於地底增建一層巴士站，以應付人口增長的需求。

86. 梁有方先生再次查詢以發光二極體顯示巴士路線編號，以及參考建築地盤增設警示燈及鐘聲的可行性。

87. 張永森先生有以下意見：(i)要求九巴承諾加派站內人手，並提交相關時間表；(ii)署方應明確界定停泊及不可停泊的區域；(iii)支持上述由議員及部門代表提及的建議，希望各部門研究建議的可行性及優次；(iv)希望與相關部門前往美孚巴士總站及去年十月的肇事地點進行實地視察，研究如何落實上述各項建議。

88. 劉達輝先生回應表示，警方會採取三管齊下的措施，在上述路段進行宣傳、教育及執法，並要求相關警務人員多加留意美孚一帶的情況。

89. 蔡植生先生回應如下：

(i) 認同九巴須安排巴士總站的站長於繁忙時段指揮站內交通。

(ii) 署方會研究增設指示燈的可行性及成效。

負責人/部門

(iii) 會與警方研究不適宜泊車的位置，再作跟進。

90. 黃裕廷先生回應如下：

(i) 九巴已加派人手把巴士駛至原位，以騰出空間予巴士駛入或停泊。

(ii) 會後將與運輸署研究如何於站內劃分泊車及非泊車位置。

(iii) 不反對運輸署於巴士總站加裝任何對行人及車長帶來正面作用的指示。

91. 黃達東先生查詢，署方是否同意設立工作小組跟進上述情況。

92. 蔡植生先生回應表示，署方會與警方及九巴商討跟進工作，並適時向議會匯報。

93. 主席總結表示，美孚巴士總站有逾四十年歷史，使用量接近飽和。為配合未來需要，署方及九巴應加強交通管理及考慮交通重組的配套。議會促請相關部門及九巴在不影響調查及檢控程序的情況下，盡快改善肇事巴士總站的不足。他建議現階段先在區議會討論有關議題，待進行實地視察後，再與相關部門交換意見，並由交通事務委員會跟進。

[會後補註：運輸署已於本年三月十六日與警方及九巴代表會面，商討及跟進美孚巴士總站的安全事宜。署方將於五月六日與議員前往該總站進行實地視察以研究可行的改善方案。]

(f) 要求立即啟動重置石硤尾健康院(深水埗區議會文件35/15)

94. 主席歡迎衞生署及房屋署(房署)的代表出席會議，並表示秘書處於會前曾邀請食物及衞生局(食衞局)派員出席會議，但局方表示未能派員出席，並附上書面回應。主席請議

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

The 4th Sham Shui Po District Council of the Hong Kong Special Administrative Region

Minutes of the Twentieth Meeting

Date: March 10, 2015 (Tuesday)

Time: 9:30 AM

Location: Conference Room of Sham Shui Po District Council

Attendees

Chairman

Mr. KWOK Chan-wah, BBS, MH, JP

Members

Mr. CHAN Keng-chau, BBS, MH, JP

Mr. CHAN Wai-ming, MH

Mr. CHENG Wing-shun (Departed at 3:50 PM)

Mr. CHEUNG Wing-sum, MH, JP

Mr. TSUM Tat-sing

Hon. FUNG Kim-kei, SBS, JP (Departed at 3:45 PM)

Mr. LAM Ka-fai, JP

Ms. LAU Pui-yuk

Mr. LEE Wing-man

Mr. LEUNG Man-kwong (Departed at 2:45 PM)

Mr. LEUNG Yau-fong

Mr. LEE Kei-fung (Departed at 4:15 PM)

Mr. NG Kuai-hung, MH

Mr. LO Wing-man, JP

Ms. NG Mei

Mr. SHUM Siu-hung

Mr. CHUN Po-shan

Ms. WAI Hoi-ying (Departed at 4:30 PM)

Mr. WAI Woon-nam (Departed at 4:52 PM)

Mr. WONG Tsz-yung (Departed at 2:30 PM)

Dr. WONG Chung-leung (Departed at 1:40 PM)

Mr. WONG Tat-tung, MH

Mr. YAN Kai-wing

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Responsible person / department

Attending as non-voting delegates:

Mr. MOK Kwun-yu, JP	District Officer for Sham Shui Po
Ms. KA Yik-hang	Assistant District Officer (1) for Sham Shui Po
Mr. WAI Chun-yin	Assistant District Officer (2) for Sham Shui Po
Ms. CHAN Tsz-yi	Senior Liaison Officer (1) for Sham Shui Po
Mr. WONG Leung-ping	Senior Liaison Officer (2) for Sham Shui Po
Ms. NG Shuk-min	Senior Liaison Officer (3) for Sham Shui Po
Mr. CHOI Yuk-kwong	Hong Kong Police Force Regional Commander of Sham Shui Po
Mr. CHEUNG Wai-sing	Hong Kong Police Force Police Community Relations Officer (Sham Shui Po)
Mr. WONG Chi-sing	Chief Engineering for Kowloon 2 (Kowloon) Civil Engineering and Development Department Kowloon Development Office
Ms. CHEUNG Yun-ping	Assistant District Social Welfare Officer (Sham Shui Po) 2
Mr. LAI Huen-lam	Assistant District Social Welfare Officer (Sham Shui Po) 1
Mr. LIU Wai-sing	Chief Leisure Manager (Hong Kong East) Leisure and Cultural Services Department
Ms. LEE Ka-mei	District Leisure Manager (Sham Shui Po) Leisure and Cultural Services Department
Mr. CHIU Yu-chau	District Environmental Hygiene Superintendent (Sham Shui Po) Food and Environmental Hygiene Department
Mr. LUI Kwong-fai	Chief Estate Manger (West Kowloon and Hong Kong Island) Housing Authority
Mr. CHOI Chik-sang	Chief Transport Officer / Sham Shui Po, Transport Department
Mr. LAU Kong-wah, JP	Under Sectary for Constitutional & Mainland Affairs
Mr. LEUNG Wing-sum	Assistant Secretary (Constitutional & Mainland Affairs)
Mr. TONG Chi-keung, JP	Commissioner for Labour
Ms. YIM Lai-kwun	Senior Labour Officer (Employment Services) (Operation), Labour Department
Mr. CHAU Wai-yip	Station Commander Cheung Sha Wan Fire Station, Fire Services Department
Mr. LAM Yiu-sun	Assistant Division Officer (Hong Kong & Kowloon West Fire Protection Regional Office), Fire Services Department
Mr. LAU Tat-fai	CIP (Investigation & Support Division)(Traffic Kowloon West)
Mr. WONG Yu-ting	Senior Vehicle Officer, The Kowloon Motor Bus Company (1933) Limited
Mr. WONG King-man	Community Affairs Manager, The Kowloon Motor Bus Company (1933) Limited
Dr. Sin Tan	Senior Doctor, Department of Health (Community Liaison)
Mr. WONG Hoi-ho	Architect, Housing Authority

Secretary

Mr. CHIU Pik-keung, Senior Executive Officer for Sham Shui Po (District Council), Home

Responsible person / department

68. The Chairman concluded that: (i) He acted as Vice Chairman of the Federation of Hong Kong Industries, and the views of the industry are in line with the documents; (ii) If the industrial building is to be activated, such activation will not proceed unless consented to by 100% ownership holders, and if the government can introduce encouraging and cooperative policies, it will help the development of the local economy and create more employment opportunities; (iii) It is recommended that the relevant authorities should plan and conduct research as soon as possible and propose other easing policies apart from the activation of the industrial building; (iv) Upon consolidation of the meeting documents and comments, we will make another appointment with the representative of the Commerce and Economic Development Bureau to understand the response of the Bureau regarding the documents and the views of the Members and continue to follow up.

(e) Concerns about the two fatal traffic accidents in Mei Foo within five months (Sham Shui Po District Council Document 34/15)

69. The Chairman welcomed the representatives of the Transport Department, the Hong Kong Police Force and the Kowloon Motor Bus Company (1933) Limited (KMB) to attend the meeting.

70. Mr. CHEUNG Wing-sum introduced the Document 34/15 with the aid of slides.

71. Mr. SHUM Siu-hung has the following additional comments and suggestions: (i) Many buses are parked at the terminus after the peak hours occupying the loading and unloading space, and hope that KMB will properly direct their buses to be parked at the right place; (ii) Some of the passengers travelling from the New Territories to Kowloon District use Mei Foo as the connective station for interchange to other modes of transportation. If they get off the bus near CLP Power Hong Kong Limited, they will need to walk through five traffic light sections, which greatly discourage the pedestrians to comply with traffic regulations; (iii) The Transport Department is advised add a crossing at the central pedestrian refuge island on Lai Wan Road so that the public may have direct access to Cheung Sha Wan Road.

72. Mr WONG Tat-tung has the following enquiries and additional comments: (i) the number of buses that can be parked at Mei Foo Bus Terminus at different times; (ii) whether or not the bus terminus currently has enough parking space to accommodate the buses and whether or not the number of parked buses is proportionate; (iii) an average of about five buses are parked on the way from Mei Foo MTR Station Exit A to the bus terminus, obstructing pedestrians' sight. It is suggested that the Transport Department or the KMB should set up directions to pedestrian passage in order to avoid any danger.

73. Mr. CHOI Chik-sang responded as follows:

(i) The Transport Department feels deeply regretful of the above accident and has already visited the site with some Members on February 25 this year. Although the crossing facilities at the site are in line with the design standards, the Transport Department will still study the proposal for additional crossing facilities to be set on the central pedestrian refuge island on Lai Wan Road.

Responsible person / department

(ii) In the short term, after the site inspections, the Transport Department has asked KMB to remind the bus captains to pay attention to pedestrians crossing the road and to post posters and notices at appropriate locations to remind pedestrians to be careful and to use the pedestrian crossings, and to strengthen training of their bus captains. The Transport Department will also work with KMB to study the parking of buses and ask the bus captains to avoid parking at the entry points. The police have also recently conducted road safety promotion at the relevant locations.

(iii) In the medium term, the Transport Department will review the parking of buses at the Mei Foo Bus Terminus during non-peak hours. As the use of the above bus stations is reach the limitation, the Transport Department will study with KMB the feasibility of diverting vehicles.

(iv) In the long run, the Transport Department will examine whether it is possible to add signposts at appropriate locations along the road sections near the relevant bus terminus to remind pedestrians of the use of pedestrian crossings/crossings to enhance pedestrian safety for improved road safety for the pedestrians crossing the road.

74. Mr. LAU Tat-fai responded as follows:

(i) The police attached great importance to the above two fatal traffic accidents. The analysis revealed that the relevant accidents involved pedestrians and vehicles in motion. The high traffic volume of people and vehicles at the site makes it an intensive interchange.

(ii) After the accident, the police has carried out a series of educational and publicity activities. They also went for on-site inspections with some Members to explore feasible traffic improvement measures. The police will continue to follow up and study feasible mitigation plans.

75. Mr WONG Yu-ting responded by saying that KMB has always attached importance to the safety of the bus captains while driving buses at the terminus. KMB has implemented the following measures in response to the two previous traffic accidents:

(i) To tie in with the volume of vehicles on different routes, KMB will readjust the parking platforms for a number of bus routes within the Mei Foo Terminus on March 15 this year: (1) Based on the frequency of the routes, platforms will be exchanged between Route 6D with a smaller volume of vehicles and Route 46X that runs at a higher frequency to avoid affecting the operation of other bus routes due to the insufficient parking capacity at the platforms; (2) In view of the high frequency of Route 102, KMB will arrange exchange of platforms between Route 102 and Route 98C, to increase the number of buses that can be accommodated, thereby reducing the number of buses parked at non-platform locations.

Responsible person / department

(ii) KMB will add a sign at the Mei Foo Bus Terminus to remind pedestrians to use the pavements in the station to cross the route and to ask the bus captains to avoid parking their buses at a pedestrian crossing in order not to obstruct the pedestrian's sight.

76. Mr. WONG King-man responded as follows:

(i) The captains will receive induction training before entering the service and will subsequently receive on-the-job training on driving safety.

(ii) KMB will remind the captains to pay attention to the vehicles and pedestrians in the vicinity of the station during daily driving, including some road users who are not paying attention to the road conditions because they are looking down at their mobile phones or tablets.

77. Mr. LEE Kei-fung has the following enquiries and comments: (1) Given the use of the Mei Foo Bus Terminus is reaching its limitation, the feasibility of any expansion of the bus station is inquired; (ii) KMB is required to send more manpower to direct the entry and exit of people and vehicles in the station.

78. Mr. CHEUNG Wing-sum is delighted to hear that KMB will take improvement measures within a short period of time and puts forward the following comments and inquiries: (i) For the moment KMB is not found to be deploying additional staff to monitor the boarding and disembarking of passengers and the entry and exit of buses; (ii) Re-inquire about how KMB will improve parking conditions; (iii) Welcome the proposal to switch Route 102 to another platform, but his Member's office has received many complaints from visually impaired persons in recent months, mentioning that the attitude of Route 102's bus captains and their parking locations in the past five months have not been satisfactory. As a result, the visually impaired could not use the pedestrian guiding strips to cross the road. The bus stop announcer of the route also malfunctioned, rendering the passengers unable to find out exactly where to get off. In addition, the instructions for the terminus of special services at Bute Street in Mong Kok are unclear and confusing passengers. Hope that KMB will handle the matter relating to the exchange of platforms carefully to ensure that there are still pedestrian guiding strips from the new platform to reduce the impact on the visually impaired; (iv) Urge the Transport Department to follow up on the above-mentioned parking matter at the terminus and the addition of the instructions for pedestrians on the way from Hong Kong MTR Exit A to the bus terminus; (v) Regarding the traffic accidents occurred on October 13 last year, agree that the pedestrian flow at the relevant road section at about 7:00 am was very high. He also noticed that the Kwai Chung Road ramp towards Mei Foo Mei Lai Road provided a dedicated bus service direct to the bus terminus, which leaves a short time for other vehicles to cut into the left lane into Mei Lai Road after travelling down the ramp from Kwai Chung Road, prone to causing accidents. I hope that the police and the Transport Department will follow up the relevant situation.

Responsible person / department

79. Mr. WONG Tat-tung has the following comments and suggestions: (i) The use of the Mei Foo Bus Terminus is reaching its limitation. I hope the Transport Department and KMB will provide information on the number of buses that can be parked at the terminus at different times and provide feasible improvement plans; (ii) Urge the Transport Department to work with KMB on the procedural rules for station safety; (iii) Request KMB to provide relevant training so that the bus captains will pay more attention to the road conditions at the station. At the same time, they should send supervisors to be stationed at the station to give directions; (iv) Re-examine the smoothness and safety of the Mei Foo Bus Terminus and its pedestrian access; (v) I hope the Transport Department will play a co-ordinating role and report to the Member in a timely fashion with feasible improvement plans.

80. Mr. SHUM Siu-hung has the following observations and comments: (i) Some of the stationmasters in the terminus will direct the buses to enter the station, and I hope that the relevant measures will continue; (ii) The rear expansion of the Mei Foo Bus Terminus is not quite likely to take place due to the development of the community's key projects and the impact on air quality; (iii) Is it possible to extend the relevant terminus at another locations in the district; (iv) Suggest that the Transport Department should first consider improvement plans for road users' safety; (v) Hope that the police will complete the review report as soon as possible; (vi) Welcome KMB's proposal on platform exchange for the routes. To facilitate the public's understanding of the changed locations of the routes, suggest that KMB add big route signs; (vii) hope that the Transport Department and KMB will study the addition of pedestrian crossings and related road signs to the rear part of the terminus.

81. Mr. LEUNG Yau-fong has the following suggestions: (i) Display the bus route numbers with light-emitting diodes so that passengers can clearly see the vehicle number even when it is dim; (ii) KMB may refer to the practice of construction sites that when there is a vehicle coming or departing, a pre-set alert light and bell will be activated as signs.

82. Mr. CHOI Chik-sang responded as follows:

(i) Agreed with suggestion that KMB should deploy additional manpower to ensure that bus access and operations are smooth during busy hours. After the meeting, I will follow up with KMB.

(ii) Given that Mei Foo Bus Terminus is located at the bottom of a flyover and there are many columns, while on the other side there are also operations of the red and green minibuses, spaces that can be freed up to expand the bus terminus are limited. The Transport Department will work with the relevant departments to study whether it is possible to expand the bus terminus at a nearby location.

Responsible person / department

(iii) The Transport Department will work with KMB to study parking of buses and identify other available parking locations.

(iv) With regard to complaints about Route 102, due to the fact that there may be another bus parked in front of the station, a good number of bus captains would choose to let passengers get off from the rear first. The Transport Department has urged KMB to allow passengers to get off at the appropriate drop-off area to avoid danger.

(v) KMB has issued internal guidelines requiring the bus captains to drop passengers at the platform. They will also exchange platforms for some routes commencing from March 15 this year to meet the parking needs of different routes.

(vi) The Transport Department will discuss with KMB and set up clear and easy-to-understand signs so that passengers, especially the elderly, can understand it more easily.

(vii) Agree with the proposal for the establishment of a code of station safety procedures, and it is worth consideration to distribute leaflets or small cards for passengers to learn more about station safety.

(viii) While awaiting the investigation report of the police, the Transport Department will actively study the feasibility of various medium-term improvement measures.

83. Mr. LAU Tat-fai responded as follows:

(i) The investigation report of the traffic accident that occurred in October 2014 is almost completed. At this stage, instructions will be sought from the Department of Justice to consider whether or not to initiate a complaint.

(ii) The police will arrange for a reproduction of the traffic accident that occurred in February this year as soon as possible and share relevant details with relevant departments.

84. Mr. WONG Yue-ting responded as follows:

(i) After the platform exchange for Route 102, the situation where buses drop off and pick up passengers outside of the given platform will be improved. At the end of last year, KMB also repeatedly reminded the bus captains of Route 102 to drop off and pick up passengers at the platform.

Responsible person / department

(ii) Route 102 services that terminate at Mong Kok have been discontinued.

(iii) After the meeting, the study on the feasibility of adding a large route number sign will be conducted as soon as possible.

(iv) Since the end of last year, KMB has arranged additional manpower to drive the buses to vacated platform spaces while the bus captains are eating meals, to reduce the impact on pedestrians.

(v) KMB has always had relevant staff in charge of monitoring the performance of the bus captains. After the meeting, they will make further internal communication and study the arrangement of staff to remind passengers to mind for their own safety while crossing the road.

85. Mr. LEE Kei-fung is dissatisfied with the performance of the Transport Department and KMB, and provides the following comments:

(i) KMB should deploy additional manpower during busy hours and holidays to ensure the smooth operation of the station and the safe passage of the passengers; (ii) Request KMB to set up a timetable setting out the dates of additional staff deployment; (iii) Propose that the Transport Department should build an underground bus station to meet the needs of population growth.

86. Mr. LEUNG Yau-fang again inquires about the feasibility of displaying the numbers of bus routes with light-emitting diodes and the addition of alert lights and bells with reference to construction sites.

87. Mr. CHEUNG Wing-sum has the following comments: (i) Request KMB to commit additional manpower to the station and submit the relevant timetable; (ii) The Transport Department should clearly define the areas for parking and not for parking; (iii) Support the above-mentioned suggestions made by the Members and department representatives and hope that the various departments will study proposals for feasibility and priority; (iv) We hope to conduct on-site inspections with the relevant departments at the Mei Foo Bus Terminus and the site of the accident of October last year to study how to implement the above suggestions.

88. Mr. LAU Tat-fai responds that the police will adopt three-pronged measures to conduct publicity, education and law enforcement on the above road sections, and requests relevant police officers to pay more attention to the circumstances in the vicinity of Mei Foo.

89. Mr. CHOI Chik-sang responded as follows:

(i) Agree that KMB must arrange for head of the bus terminus to direct traffic within the station during peak hours.

(ii) The Transport Department will study the feasibility and effectiveness of the additional signal lights.

Responsible person / department

(iii) Will follow up with the police to study and find out locations unsuitable for parking and follow up further.

90. Mr. WONG Yue-ting responded as follows:

(i) KMB has deployed additional manpower to put the buses to its original locations to make room for buses to entering or parking.

(ii) After the meeting, will study with the Transport Department how to divide parking and non-parking locations within the station.

(iii) No objection to the Transport Department putting on any additional instructions that will have a positive effect on the pedestrians and the bus captains at the bus terminus.

91. Mr. WONG Tat-tung asks if the Transport Department agrees with the set-up of a working group to follow up on the above.

92. Mr. CHOI Chik-sang responded that the Transport Department will discuss follow-up actions with the police and KMB and report to the Legislative Council in due course.

93. The Chairman concluded that the Mei Foo Bus Terminus has a history of more than 40 years and its use is nearly reaching its limitations. In order to meet future needs, the Transport Department and KMB should strengthen traffic management and consider supporting measures for transport reorganization. The Council urges the relevant departments and KMB to improve on any shortfalls of the bus terminus where the accident occurred as soon as possible without affecting the investigation and prosecution procedures. He suggests that the relevant issues be discussed should first be discussed in the district council at the present stage. After field inspections are conducted, they will exchange opinions with the relevant departments and have the Transport Affairs Committee follow up.

[Post-meeting notes: The Transport Department met with representatives of the police and KMB on March 16 this year to discuss and follow up on the safety matters of Mei Foo Bus Terminus. The Transport Department will conduct a site visit with the Members on May 6 to study possible improvement plans.]

(f) Request immediate resettlement of Shek Kip Mei Health Centre (Sham Shui Po District Council Document 35/15)

94. The Chairman welcomes the representatives from the Department of Health and the Housing Authority (HA) and said that the Secretariat had invited the Food and Health Bureau (FHB) to attend the meeting before the meeting. However, the Bureau stated that it was unable to send staff to attend the meeting, with written response. The Chairman's proposal

第五屆深水埗區議會交通事務委員會
第三次會議記錄

日期：二零一六年五月十二日(星期四)
時間：上午九時三十分
地點：深水埗區議會會議室

出席者

主席
鄭泳舜先生

委員
陳國偉先生
陳偉明先生，MH
陳穎欣女士
張永森先生，MH，JP　(上午十一時正出席)
鄒穎恒女士　(上午十一時三十分出席)
覃德誠先生　(上午十一時正出席)
何啟明先生　(上午十時正出席，下午十二時五十五分離席)
江貴生先生　(上午十時正出席，下午十二時五十五分離席)
林家輝先生，JP　(上午十時二十分出席)
劉佩玉女士
李梓敬先生
李詠民先生
梁文廣先生
梁有方先生　(上午十時零六分出席)
吳　美女士　(下午一時三十分離席)
伍月蘭女士　(上午十一時十八分出席)
譚國僑先生，MH，JP　(下午一時十五分離席)
衞煥南先生
黃達東先生，MH，JP　(下午一時正出席)
甄啟榮先生　(下午十二時十分出席)
楊　彧先生
袁海文先生　(下午一時二十分離席)

負責人/部門

增選委員

劉建誠先生
李俊晞先生　　(下午一時二十五分離席)
謝曉虹女士

列席者：

陳佩琪女士	深水埗民政事務助理專員 1
劉建熙先生	運輸署高級運輸主任/深水埗
戴凱佑先生	運輸署工程師/深水埗
鍾秀梅女士	路政署區域工程師/深水埗
劉鍵衡先生	香港警務處深水埗區副行動主任
江偉峰先生	香港警務處深水埗區副行動主任
歐陽中正先生	香港警務處深水埗警區交通組主管
梁嘉慧女士	食物環境衞生署深水埗區衞生總督察 1
林玉嫦女士	食物環境衞生署署理深水埗區衞生總督察 2
黃裕廷先生	九龍巴士(一九三三)有限公司高級車務主任
袁志偉先生	新世界第一巴士服務有限公司助理營運經理

秘書

陳永豪先生　　深水埗民政事務處行政主任(區議會)3

增選委員

陳銘基先生
袁嘉蔚女士

負責人/部門

站牌及考慮延長其服務時間。

(d)關注廣利道致命交通意外(交通事務委員會文件 33/16)

56. 江貴生先生介紹文件 33/16。

57. 戴凱佑先生回應表示，廣利道的路面設計雖合符標準，但該路段在繁忙時間有不少學生經過，運輸署正收集數據，研究如何改善道路安全。

58. 歐陽中正先生回應如下：(i)西九龍交通特別調查隊第二隊現正調查廣利道致命交通意外，並拘捕涉嫌「危險駕駛引致他人死亡」的司機；(ii)廣利道並非交通意外黑點，過去 12 個月只發生了三宗造成損毀及兩宗引致受傷的交通意外；(iii)意外發生後，警方已進行道路安全宣傳及教育工作，並會繼續留意廣利道的交通狀況。

59. 黃裕廷先生回應如下：(i)九巴會配合警方調查，並已慰問死者家屬及跟進賠償工作；(ii)會提醒車長途經廣利道時須注意的事項，包括巴士司機的視線盲點、留意路面情況、小心駕駛及在斑馬線前先讓行人過路；(iii)已嚴禁車長在任何時段途經發祥街。

60. 江貴生先生有以下意見及查詢：(i)運輸署會如何改善廣利道的路面設計；(ii)蘇屋巴士總站地方狹窄，不便新式長型巴士進入，間接導致是次意外，他查詢該站何時重建。

61. 李俊晞先生有以下意見及查詢：(i)廣利道車流不算多，司機容易掉以輕心，但附近有五間中小學及幼稚園，以及診所等社區設施，司機必須小心駕駛；(ii)廣利道及發祥街常有巴士停泊，阻礙候車乘客視線，他查詢是否因為蘇屋巴士總站空間不足所致；(iii)運輸署批准蘇屋巴士總站的巴士停泊數量；(iv)查詢新巴會否仿傚九巴，禁止巴士駛經發祥街；(v)蘇屋巴士總站的設計是否適合 12.8 米長的新式巴士。

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62. 衞煥南先生有以下意見及查詢：(i)明白巴士在晚間收車後會停泊在總站附近，但事發當日肇事巴士卻在白天停泊在廣利道，他查詢九巴對空車的停泊位置有何指引；(ii)如能擴闊蘇屋巴士總站的泊位，或能避免是次意外。該站地方狹窄，巴士出入有困難，加上常有兒童途經該處，故此應盡快重建。

63. 謝曉虹女士有以下意見：(i)廣利道一帶常有泥頭車等候進入地盤，對其他行人及車輛構成危險；(ii)司機小心駕駛，才能確保交通安全；(iii)蘇屋巴士總站的設計有待改善，希望運輸署積極考慮。

64. 梁有方先生有以下意見及查詢：(i)重建蘇屋巴士總站刻不容緩，因為這樣才能長遠改善交通安全；(ii)九巴對車長泊車有何指引；(iii)是次意外由於車長疏忽所致，鑑於廣利道車速甚高，易生危險，促請九巴訓示車長；(iv)廣利道一帶非法泊車嚴重，促請警方正視問題。

65. 吳美女士有以下意見及查詢：(i)蘇屋巴士總站的使用率已達百分百，難以應付蘇屋邨入伙後的需求，當局應盡快改善該站設計；(ii)若新式的長型巴士無法進入蘇屋巴士總站，巴士泊在站外的問題便無法解決。

66. 陳偉明先生有以下意見：(i)九巴須設法改善車長的駕駛態度；(ii)蘇屋巴士總站的設計應與時並進，隨着蘇屋邨入伙，運輸署須盡快推動巴士公司改善車站設計。

67. 譚國僑先生有以下意見：(i)當局在重建蘇屋邨前應作全面考慮，一併重建蘇屋巴士總站及善用站內空間；(ii)希望運輸署盡快重建蘇屋巴士總站，改善交通安全；(iii)肇事巴士在上落客點停泊，做法失當，一般車輛如停泊在該位置屬違泊，質疑警方優待巴士，認為警方應一視同仁。

68. 楊彧先生有以下意見及查詢：(i)蘇屋巴士總站現已飽和，泊位短缺令不少巴士須泊於站外；(ii)若巴士泊於站外是違法行為，警方會否加強執法；(iii)要求九巴交代肇事巴士

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泊於站外的原因，如因泊位不足，運輸署須設法改善；(iv)巴士司機在駕駛空車時往往掉以輕心，希望九巴改善司機的駕駛態度。

69. 戴凱佑先生回應表示，署方現正為改善廣利道設計收集數據，暫未能提供確實方案。署方會盡快完成研究，再諮詢議員及市民的意見。

70. 劉建熙先生回應如下：(i)蘇屋巴士總站位處蘇屋邨外，因此蘇屋邨重建並未包括重建該站，署方現正與路政署研究如何改善該站設計；(ii)蘇屋巴士總站現時可容納 20 至 30 多輛巴士。

71. 歐陽中正先生回應表示，警方會繼續留意廣利道的交通狀況，不論是否巴士，如有違泊便會執法。

72. 主席詢問警方廣利道違泊的檢控數字。

73. 歐陽中正先生回應表示，二零一五年警方在廣利道一帶向違泊車輛發出共 561 張定額罰款通知書，二零一六年一月至四月則發出共 118 張。

74. 主席詢問警方會否檢控違泊的巴士。

75. 歐陽中正先生回應表示，警方會檢控違泊的巴士。

76. 黃裕廷先生回應如下：(i)12.8 米長的巴士無法進入蘇屋巴士總站，故相關路線並沒有使用該款巴士；(ii)九巴已發出內部通告，提醒司機途經廣利道一帶時須注意的事項，並會定時派員至該處查看巴士車速及車長駕駛態度，違泊車長會交由九巴紀律部門處理，超速者更會被嚴厲處分；(iii)九巴同意巴士不應泊在中途站，並已再三督促外勤員工，提醒他們在調配車輛時不得讓巴士停泊於中途站，違規車長會被嚴厲處分。

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77. 主席認為蘇屋巴士總站已飽和，查詢未能停泊在站內的巴士應停泊在何處。

78. 黃裕廷先生回應如下：(i)九巴已盡量安排駛至蘇屋巴士總站的巴士順序離開，避免有巴士長泊站內，至於暫時無須行駛的巴士，則會泊在總站外的指定停車位置；(ii)九巴會把委員的關注事項告知員工，並嚴格要求員工不得將巴士停泊於中途站。

79. 袁志偉先生回應如下：(i)新巴會訓示車長盡量不要將非載客巴士駛進發祥街；(ii)新巴沒有安排巴士停泊於中途站，並會訓示車長及安排突擊檢查，違規車長將受嚴厲處分；(iii)新巴在測試 12.8 米長的巴士時，發現這款巴士無法駛進蘇屋巴士總站，因此沒有計劃在途經該站的路線使用這款巴士；(iv)蘇屋巴士總站的泊位狹窄，在車務調動方面彈性較低，因此巴士會在站外進行車務調動；(v)如運輸署有意重建或改善蘇屋巴士總站，新巴願意配合。

80. 譚國僑先生有以下意見：(i)欣悉警方對巴士執法標準一致；(ii)蘇屋巴士總站的設計容易導致意外，促請運輸署安排重建該站。

81. 楊彧先生表示，蘇屋巴士總站泊位不足，車長迫於無奈才將巴士泊在站外，運輸署必須設法改善，才能解決問題。

82. 李俊晞先生表示，曾目睹新巴巴士停在發祥街禁區範圍，希望新巴改善。

83. 梁有方先生希望警方提供廣利道一帶的違泊檢控數字，讓委員知悉警方的跟進力度。

84. 主席表示警方較早時已提供有關數字，但希望警方重覆數字。

85. 歐陽中正先生回應表示，二零一五年警方在廣利道發出

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共 561 張定額罰款通知書，在二零一六年一月至四月則發出共 118 張。

86. 主席總結如下：(i)希望運輸署向委員會報告改善廣利道路面設計的進度，讓委員給予意見；(ii)要求盡快重建蘇屋巴士總站，以改善安全問題及配合蘇屋邨入伙；(iii)希望警方執法時對違泊的車輛一視同仁；(iv)要求巴士公司改善車長的駕駛態度。

(e) 關注大埔道近赫德傑山路段再發生嚴重交通意外 要求政府立即成立跨部門小組，改善上述路段設計(交通事務委員會文件 34/16)

87. 吳美女士介紹文件 34/16。

88. 戴凱佑先生有以下回應：(i)大埔道原本已鋪有防滑鋼沙及裝設了防撞欄，意外發生後，署方會考慮擴大防滑鋼沙的覆蓋範圍，並會加裝防撞欄和減速標誌；(ii)署方會繼續與警方研究其他改善方案。

89. 江偉峰先生有以下回應：(i)過去 12 個月，大埔道近郝德傑道共發生 23 宗只造成損毀的交通意外及 42 宗引致受傷的交通意外，其中 1 宗為致命交通意外；(ii)警方一直與運輸署研究如何改善該路段的設計，該署在二零一六年四月已為上述路段鋪設防滑鋼沙；(iii)警方建議運輸署加設交通圓柱、減速標示及偵速攝影機，以改善路段安全。

90. 主席查詢只造成損毀的交通意外及引致受傷的交通意外數字是否分別計算。

91. 江偉峰先生回應表示，兩組數字是分別計算的，因此意外數字合共為 65 宗。

92. 吳美女士有以下意見：(i)現時的路面設計或會令司機未能及時煞車，造成意外；(ii)不少遠足及騎單車人士會使用大

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Traffic Affairs Committee of the Fifth Sham Shui Po District Council
Minutes of the Third Meeting

Date: May 12, 2016 (Thursday)
Time: 9:30 AM
Venue: Meeting Room of Sham Shui Po District Council

Attendees

Chairman
Mr. CHENG Wing-shun, Vincent

Members

Mr. CHAN Kwok-wai	
Mr. CHAN Wai-ming, MH	
Ms. CHAN Wing-yan	
Mr. CHEUNG Wing-sum, MH, JP	(attended at 11:00 AM)
Ms. CHOW Wing-heng	(attended at 11:30 AM)
Mr. CHUM Tak-shing	(attended at 11:00 AM)
Mr. HO Kai-ming, Kalvin	(attended at 10:00 AM, left at 12:55 PM)
Mr. KONG Kwai-sang	(attended at 10:00 AM, left at 12:55 PM)
Mr. LAM Ka-fai, JP	(attended at 10:20 AM)
Ms. LAU Pui-yuk	
Mr. LEE Tsz-king, Dominic	
Mr. LEE Wing-man	
Mr. LEUNG Man-kwong	
Mr. LEUNG Yau-fong	(attended at 10:06 AM)
Ms. NG Mei	(left at 1:30 PM)
Ms. NG Yuet-lan	(attended at 11:18 AM)
Mr. TAM Kwok-kiu, MH, JP	(left at 1:15 PM)
Mr. WAI Woon-nam	
Mr. WONG Tat-tung, Dennis, MH, JP	(attended at 1:00 PM)
Mr. YAN Kai-wing	(attended at 12:10PM)
Mr. YEUNG Yuk	
Mr. YUEN Hoi-man	(left at 1:20 PM)

Responsible Person/Department

Co-opted Members

Mr. LAU Kin Shing

Mr. Li Chun Hei (left at 1:25 PM)

Ms. TSE Hiu-hung

Participants

Ms. CHAN Pui-ki	Associate Specialist, Home Affairs Bureau, Sham Shui Po 1
Mr. Louis K.H. LAU	Senior Transport Executive, Transport Department/Sham Shui Po
Mr. TAI Hoi Yau	Engineer, Transport Department/Sham Shui Po
Ms. CHUNG Sau Mui	Regional Engineer, Highways Department/Sham Shui Po
Mr. LAU Kin Hang	Deputy Action Executive, Sham Shui Po, Hong Kong Police Force
Mr. KONG Wai Fung	Deputy Action Executive, Sham Shui Po, Hong Kong Police Force
Mr. AU YEUNG Chung-ching	Regional Traffic Manager, Sham Shui Po, Hong Kong Police Force
Ms. LEUNG Ka Wai	Chief Hygiene Inspector, Sham Shui Po, Food and Environmental Hygiene Department 1
Ms. LAM Yuk Sheung	Chief Hygiene Inspector, Sham Shui Po, Food and Environmental Hygiene Department 1
Mr. WONG Yue-ting	Senior Facilities Management Officer,The Kowloon Motor Bus Company (1933) Limited
Mr. YUEN Chi Wai	Associate Operating Manager, New World First Bus Services Limited

Secretary

Mr. CHAN Wing Ho	Administration Executive Home Affairs Bureau, Sham Shui Po (District Council) 3

Co-opted Councilors

Mr. Chan Ming Kei

Ms. YUEN KA WAI

Responsible Person/Department

Station signs and consider extending the service time.

(d) Fatal Traffic Accident on Kwong Lee Road (Document of Traffic Affairs Committee No. 33/16)

56. Mr. KONG Kwai-san introduced Document 33/16.

57. Mr.TAI Hoi-yau answered that, though the design of Kwong Lee Road met relevant standards, many students go through this road when this section is at rush hours. The Transport Department is collecting data to study how to improve the road safety.

58 . Mr. AU YEUNG Chung-ching answered as follows: (i) the second special traffic investigation team of West Kowloon is now investigating the fatal traffic accident on Kwong Lee Road, and has arrested the driver who is a suspect to a "dangerous driving that caused deaths"; (ii) Kwong Lee Road is not the blind point of traffic accidents. Over the past 12 months, there were only three traffic incidents that caused damage and injuries; (iii) after the accident, Police have started the promotion and education of traffic safety. The Police will continue to pay attention to the traffic status on Kwong Lee Road.

59. Mr. WONG Yue-ting answered as follows: (i) KMB will help Police with the investigation. KMB has consoled the families of deaths and follows up with the compensation process; (ii) KMB will remind drivers of the items that drivers have to notice when they pass the road, such as drivers' blind spots, road conditions, carefully driving, making way to pedestrians in front of zebra crossing; (iii) drivers are already forbidden to drive via Fat Tseung Street at any time.

60. Mr. KONG Kwai-san had the following comments and inquiries: (i) How Transport Department will improve the road surface design of Kwong Lee Road; (ii) As So Uk Bus Terminus is very narrow, the new long-shaped bus is not easy to go inside, which caused this accident indirectly. He checked when this Terminus could be rebuilt.

61. Mr. LI Chun-hei had the following comments and inquiries: (i) as there is no high traffic volume on Kwong Lee Road, drivers might not pay too much attention. However, in the nearby there are five elementary or middle schools, kindergartens, and clinics and community facilities, etc. Drivers must drive carefully; (ii) Buses park often on Kwong Lee Road and Fat Tseung Street, which blocks passengers' vision. He checked if this happens as a result of limited parking space at So Uk Bus Terminus; (iii) Transport Department approves the number of buses parking at So Uk Bus Terminus; (iv) Check if NWFB will forbid buses driving via Fat Tseung Street, as KMB does; (v) If the design of So Uk Bus Terminus is suitable for a 12.8-meter long new bus.

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62. Mr. WAI Woon-nam had the following comments and inquiries: (i) buses usually park near the Terminus at night after drivers leave work. However, the bus involved in the accident parked at Kwong Lee Road at daytime when the accident happened. He checked if KMB has any instruction on the location of parking vacant bus; (ii) if the parking space at So Uk Bus Terminus could be enlarged, this accident might be avoided. This Terminus is very narrow. It is not easy for buses to pass through it. Additionally, children come to this place quite often. Therefore, this place should be rebuilt as soon as possible.

63. Mr. TSE Hiu-hung had the following comments: (i) Around Kwong Lee Road there are always dump trucks awaiting, which is dangerous to other pedestrians and vehicles; (ii) drivers must drive very carefully to ensure traffic safety; (iii) the design of So Uk Bus Terminus should be improved. He hoped the Transport Department should consider about it.

64. Mr. LEUNG Yau-fong had the following comments and inquiries: (i) So Uk Bus Terminus should be rebuilt immediately, so that traffic safety can be improved in the long run; (ii) If KMB has any suggestion on bus parking; (iii) this accident is caused by the driver's neglect. There is always danger, as the driving speed on Kwong Lee Road is very high. He requested KMB to criticize the driver; (iv) Illegal parking around Kwong Lee Road is quite serious. He urged police to investigate this problem.

65. Ms. NG Mei had the following comments and inquiries: (i) the usage rate of So Uk Bus Terminus reaches 100%. It cannot meet the demand when So Uk Estate is completed. The government should improve the design as soon as possible; (ii) if new model buses cannot come inside So Uk Bus Terminus, buses can only park outside.

66. Mr. CHAN Wai-ming had the following comments: (i) KMB has to improve drivers' work attitude; (ii) the design of So Uk Bus Terminus should be up to date. As So Uk Estate is finished, Transport Department should urge bus companies to improve terminus design.

67. Mr. TAM Kwok-kiu had the following comments: (i) before rebuilding So Uk Estate, the government should have a comprehensive plan. So Uk Bus Terminus should also be rebuilt. The internal space should be used more efficiently; (iii) he hoped the Transport Department rebuilds the So Uk Bus Terminus as soon as possible to improve traffic safety; (iii) the accident bus had parked at the boarding place, which was not proper. It is illegal for other vehicles to park at that place. He suspected that Police gave special treatment to buses. He believed that Police should treat all vehicles equally.

68. Mr. YEUNG Yuk had the following comments and inquiries: (i) So Uk Bus Terminus is full. Due to shortage of parking slots, many buses have to park outside; (ii) if it is illegal for buses parking outside, would Police strengthen law enforcement? (iii) Request KMB to give the reason for

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accident driver parking outside. If shortage of parking slots is the reason, Transport Department shall try best to improve it; (iv) bus drivers usually don't pay close attention they drive vacant buses. He hoped KMB would improve drivers' driving attitude.

69. Mr. TAI Hoi-yau answered that, the department is collecting data for improving design of Kwong Lee Road and therefore cannot provide an accurate plan. The department will consult the comments of councilors and citizens until the study is finished.

70. Mr. LAU Kin-hei answered as follows: (i) As So Uk Bus Terminus is located outside of the So Uk Estate, the reconstruction of So Uk Estate didn't include the terminus. The Police are now working together with the Highways Department studying how to improve the design of the terminus; (ii) So Uk Bus Terminus can now house 20 to 30 buses.

71. Mr. AU YEUNG Chung-ching answered that Police will continue to watch the traffic status on Kwong Lee Road. Police will enforce the law to see if there is illegal parking, no matter whether it is bus or not.

72. The Chairman inquired Police about the number of inspected illegal parking on Kwong Lee Road.

73. Mr. AU YEUNG Chung-ching stated that, the Police issued totally 561 Fixed Penalty Notices around Kwong Lee Road in 2015, 118 notices from January to April in 2016.

74. The Chairman inquired if Police inspects and controls illegally parking buses.

75. Mr. AU YEUNG Chung-ching answered that Police would inspect and control illegally parked buses.

76. Mr. WONG Yue-ting answered as follows: (i) a 12.8-meter long bus is not able to enter the So Uk Bus Terminus. Therefore, relevant routes didn't use this model; (ii) KMB has issued an internal report reminding drivers of issues to be noticed near Kwong Lee Road. KMB would assign people to that place to check bus driving speed and drivers' attitude. The KMB discipline department will handle illegally parked drivers. Speeding drivers will get a strict punishment: (iii) KMB agrees that buses should not be parked at middle stops. On-site staff has been required many times to stop buses from parking at middle stops when they transfer buses. Illegally parked drivers would get a serious punishment.

Responsible Person/Department

77. The Chairman believed that So Uk Bus Terminus is already full. He inquired where buses can park, if these buses can not park inside.

78. Mr. WONG Yue-ting answered as follows: (i) the KMB has tried its best to arrange for buses to leave the terminus after they arrive at So Uk Bus Terminus. Buses are prevented from parking inside. Those buses that do not need to be driven, can park at the designated places outside of the terminus; (ii) KMB will inform employees of councillors' concerns, and will strictly require them not to park buses at middle stops.

79. Mr. YUEN Chi-wai answered as follows: (i) NFWB had informed drivers that passenger buses should not drive into Fat Tseung Street; (ii) NFWB didn't arrange for buses to park at middle stops. Drivers had been informed of this. Undercover investigation was arranged. Illegally parked drivers would be severely punished; (iii) when testing the 12.8-meter long bus, NFWB found this model didn't fit the So Uk Bus Terminus. Therefore, there is no plan to use this model on routes via this terminus; (iv) Parking space at So Uk Bus Terminus is too narrow. It is not flexible to transfer buses. Because of that, buses used to be transferred outside the terminus; (v) if Transport Department has plans to rebuild or improve So Uk Bus Terminus, NFWB will cooperate with this move.

80. Mr. TAM Kwok-kiu had comments as below: (i) he was glad to learn that Police has same law enforcement standard for buses; (ii) design of So Uk Bus Terminus might lead to incidents. He urged Transport Department to arrange reconstruction of the terminus.

81. Mr. YEUNG Yuk stated, So Uk Bus Terminus has a shortage of parking slots. Drivers have no choice rather than parking outside. Transport Department has to improve it to solve the problem.

82. Mr. LI Chun-hei stated that he used to witness NFWB bus parking in the forbidden area of Fat Tseung Street. He hoped NFWB could improve this situation.

83. Mr. LEUNG Yau-fong hoped Police could provide the number of inspected illegal parking on Kwong Lee Road to inform councillors of Police follow-up progress.

84. The Chairman said Police had provided relevant numbers but hoped Police could repeat numbers.

85. Mr. AU YEUNG Chung-ching answered that Police had total 561 Fixed Penalty Notices at Kwong Lee Road

Responsible Person/Department

in 2015, 118 notices from January to April in 2016.

86. The Chairman made a conclusion as below: (i) he hoped that Transport Department would provide the committee with reports on the progress of improving road surface design of Kwong Lee Road, and ask councillors for comments; (ii) he requested reconstruction of So Uk Bus Terminus should be conducted as soon as possible so as to improve traffic safety and support So Uk Estate; (iii) he hoped Police treats illegal parking vehicles in a fair and equal manner; (iv) he requested bus companies to improve drivers' driving attitude.

(e) Serious traffic accidents repeated on Tai Po Road near Caldecott Hill; request government to form a cross-function group, to improve the above section (Document of Traffic Affairs Committee 34/16)

87. Ms.NG Mei introduced the document 34/16.

88. Mr. TAI Kai-you replied as below: (i) Tai Po Road had anti-skid treatment and anti-collision railings. After the accident happened, the department would consider enlarging anti-skid coverage, installing additional anti-collision railings and slowdown signs; (ii) the Department will work together with the Police continue to find other solutions.

89. Mr. KONG Wai-fung replied as below: (i) over the past 12 months, on Tai Po Road near Caldecott Hill there were 23 accidents causing only damage, and 42 accidents causing injuries, among of which only 1 causing deaths; (ii) Police and the department have been studying the design to improve this section. April 2016, the department had laid anti-skid materials on this section; (iii) Police advised Transport Department to install traffic column stocks, slowdown signs and speed cameras to increase safety on this section.

90. The Chairman inquired if accidents causing only damages and accidents causing injuries were counted separately.

91. Mr. KONG Wai-fung replied that the two numbers were counted separately. Therefore, there are totally 65 accidents.

92. Ms. NG Mei commented as below: (i) Drivers might fail to break timely due to current road surface design, which leads to accidents; (ii) many hikers and bikers used big

香港特別行政區
第五屆深水埗區議會
第一次特別會議記錄

日期：二零一七年九月二十八日(星期四)
時間：下午一時正
地點：深水埗區議會會議室

出席者

主席

張永森議員，BBS，MH，JP

議員

陳國偉議員	(下午二時正離席)
陳偉明議員，MH，JP	
陳穎欣議員	
鄭泳舜議員，MH	
鄒穎恒議員	(下午一時五分出席)
覃德誠議員	(下午一時五分出席，五時正離席)
何啟明議員	(下午一時五分出席)
江貴生議員	
林家輝議員，BBS，JP	(下午一時五分出席)
劉佩玉議員	(下午一時五分出席)
李詠民議員	(下午一時五分出席)
梁文廣議員	(下午一時五分出席)
梁有方議員	(下午一時八分出席)
吳　美議員	(下午一時八分出席)
伍月蘭議員	(下午一時五分出席，二時正離席)
譚國僑議員，MH，JP	
衞煥南議員	(下午三時正離席)
黃達東議員，MH，JP	(下午三時三十分離席)
楊　彧議員	
袁海文議員	

負責人/部門

列席者

李國雄先生，JP	深水埗民政事務專員
文嘉穎女士	深水埗民政事務助理專員 1
張恩慈女士	深水埗民政事務助理專員 2
陳子儀女士	深水埗民政事務處高級聯絡主任 1
梁昌杰先生	運輸署總運輸主任/巴士及鐵路 2
黃禮文先生	運輸署高級工程師/九龍西
李仲欽先生	運輸署工程師/策劃 1
鍾澤文先生	城巴有限公司營運總監
周日勝先生	城巴有限公司經理(保險)
曹明龍先生	香港警務處深水埗警區指揮官
黃美愉先生	香港警務處深水埗警區警民關係主任
黃世君先生	香港警務處警司(交通意外調查及支援組)(西九龍交通部)
歐陽中正先生	香港警務處深水埗警區交通隊主管
鄒鳳梅女士	社會福利署深水埗區福利專員
游樹峯先生	社會福利署瑪嘉烈醫院醫務社會服務部主任

秘書

張　晶女士	深水埗民政事務處高級行政主任(區議會)

缺席者

委員

李梓敬議員

甄啟榮議員

負責人/部門

的撥款審核程序；(iii)鼓勵議員多參與工作小組及委員會的會議，以提高議事效率。

(b) 二零一七年九月二十二日在深水埗長沙灣道近欽州街發生的致命交通意外(深水埗區議會文件209/17至210/17)

165. 張永森主席對上述交通意外感到痛心和惋惜，並代表深水埗區議會向上述交通意外的死傷者及其家屬致以最深切的慰問。他請與會者為意外默哀一分鐘。

[與會者默哀一分鐘。]

166. 張永森主席歡迎運輸署、城巴有限公司(城巴)、香港警務處、社會福利署(社署)及民政處的代表出席會議，並建議合併討論文件209/17和210/17。

167. 鄭泳舜議員介紹文件209/17，並補充表示：(i)不少死傷者家屬對城巴的善後安排極為不滿，指城巴把問題推給保險公司。他要求城巴加派人手，負責跟進個案，並指出不少死傷者均為家庭支柱，查詢城巴有否發放特惠金或其他賠償安排；(ii)城巴至今仍沒有向死傷者及其家屬作出公開及正式的道歉，令人難以接受，要求城巴作出交代；(iii)查詢巴士車長工時指引為何在過去七年均沒有任何修訂。

168. 楊彧議員介紹文件210/17，並補充表示：(i)車長必須留意路面安全，並要滿足乘客要求，加上工時過長，令他們承受極大壓力。他要求當局修改指引，把車長的工作時數由14小時減至12小時，並增加休息時間和提高薪津；(ii)今次意外是制度問題，除了城巴外，政府和運輸署亦應道歉。

169. 何啟明議員有以下補充：(i)長沙灣道有多條巴士路線途經，深水埗區議會已多次要求運輸署和巴士公司考慮將巴士路線分流至荔枝角道、深旺道和元州街等路段。長沙

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灣道位處深水埗心臟地帶，巴士公司或為吸納更多乘客而安排多條路線途經長沙灣道，罔顧交通負荷和安全問題；(ii)巴士司機工資過低，迫使他們超時工作以維持生計。這是因為勞工保障嚴重不足，勞方處於弱勢，使工人遇到不公平對待。他強調工人應得到應有報酬；(iii)政府將是次意外歸咎於勞工不足，並意圖輸入外勞，並不正確。他認為本港並非勞工不足，而是勞工保障不足。

170. 譚國僑議員有以下補充：(i)區議會過去討論長沙灣道、汝州街及欽州街人多車多的情況時，已向政府提出不少改善建議，但政府未有聽從，因此應為是次意外向死傷者及其家屬道歉；(ii)是次意外令不少家庭頓失經濟支柱，政府有責任協助他們渡過困境，查詢社署會如何協助死傷者家屬；(iii)雖然法例規定司機工時不能超過14小時，但不應以此作為工時標準。不少工會已指出14小時的工作時間並不人道，他希望政府盡快處理；(iv)長沙灣道/欽州街是深水埗區的中心地帶，巴士公司為了與港鐵競爭，不斷安排巴士途經長沙灣道。他認為如要擴闊長沙灣道的行人路，必須先將巴士分流至荔枝角道及深旺道等道路，才能騰出地方進行工程；(v)區議會曾建議由福榮街和福華街作起點，興建行人天橋經欽州街至長沙灣政府合署及西九龍中心，但運輸署卻表示署方無權興建行人天橋。早年旺角東港鐵站近通菜街位置曾發生一宗涉及巴士的交通意外，政府便在該處興建行人天橋疏導人流。是次交通意外造成三死多傷，政府應盡快在欽州街加建行人天橋，疏導元州街、福榮街、福華街、長沙灣道、汝州街及鴨寮街等街道的人流，保障行人安全。

171. 梁昌杰先生回應如下：

(i) 運輸署對是次意外造成的傷亡深感難過，並十分關注專營巴士的營運安全。

(ii) 意外發生後，巴士車長的工作時間及休息時間備

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受社會關注。為保障巴士車長有足夠休息時間，運輸署和各巴士公司制定了《巴士車長工作、休息及用膳時間指引》(指引)。巴士公司在編更時須遵行指引，並每季向運輸署提交執行指引的報告。署方每年均會聘請獨立調查員，調查車長的工作、休息和用膳時間，評估巴士公司在編更時有否遵照指引。

(iii) 運輸署會不時及在有需要時檢討指引，並會在修訂指引時考慮前線員工的接受程度和巴士公司的運作安排。最近一次檢討於二零一五年進行，當時有工會建議修改指引內的工作時數規定。運輸署遂與各巴士公司及工會商討，而巴士公司亦有諮詢其員工組織，認為現行指引仍然合適。

(iv) 運輸署現正籌備有關指引的檢討工作，並計劃諮詢巴士公司及工會，積極回應公眾對車長工時的關注。署方對是次檢討沒有既定立場，具體內容會考慮巴士公司、工會及公眾的意見。

(v) 有關議員提出將途經長沙灣道的巴士路線改經荔枝角道、深旺道及青山道等道路的建議，運輸署和巴士公司會評估改道後對現時在長沙灣道乘搭巴士乘客的影響，以及對巴士服務安排、班次和行車時間的影響。運輸署和巴士公司若有具體方案，定會諮詢相關區議會。

172. 黃禮文先生回應如下：

(i) 長沙灣道是深水埗的主要道路，是次意外發生的位置更是深水埗區的中心地帶，行人和車流十分多。該位置設有清晰的交通標誌和充足的護欄，引導駕駛者和行人使用道路。

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(ii) 過往數年運輸署在意外發生的路口進行了數項交通改善措施，包括加大馬路上黃格的範圍、擴闊長沙灣道東邊的行人過路處、擴闊欽州街近鴨寮街方向的行人過路處，以及適時調整該處的交通燈號時間。

(iii) 運輸署會參考警方的意外調查報告，研究道路環境及道路使用者的行為和態度，並作出適當跟進。署方會研究各種方案，以提升意外發生路口的狀況。

(iv) 長沙灣道和欽州街交界的路口十分繁忙，附近亦有很多舊樓，要擴闊行人路或興建行人天橋均有一定限制。運輸署會和其他相關部門積極研究興建行人天橋在技術上是否可行。

173. 張永森主席有以下查詢：(i)運輸署有否就檢討車長工時和改善道路設施制定時間表；(ii)署方有沒有即時或短期措施，以改善道路安全。

174. 梁昌杰先生回應如下：(i)運輸署已着手檢討車長的工作指引，並會盡早與巴士公司及工會等相關持份者會晤，以達成共識，加快檢討步伐；(ii)署方會和巴士公司會商討現階段可進行的短期安排，令車長不可連續長時間工作。

175. 張永森主席查詢檢討工作的具體時間表。

176. 梁昌杰先生回應表示，運輸署會在本年十月初與各工會會面，收集他們對修改工作指引的建議，然後再與巴士公司商討建議的內容和建議對巴士公司運作的影響。相關跟進工作需時，運輸署希望能提出切實可行的方案，以回應公眾對車長工時長的關注。

177. 黃禮文先生回應如下：(i)在短期措施方面，運輸署會

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考慮在長沙灣道的合適地點加設交通標誌(例如在涉事路口的方向加設交通燈號在前的標誌)，令駕駛者掌握更多資料，並會研究在適合地點加設交通黑點的標誌；(ii)運輸署現正更新該路口的人流和車流數據，並會根據結果制定中、長期的交通改善措施。

178. 張永森主席有以下意見：(i)運輸署未有提出即時改善措施。現時長沙灣道和欽州街交界共有四個路口，經常出現行人不依交通規則，直接橫過交界處的黃格範圍。他建議有關部門派員指導行人正確過路的方法，保障行人安全；(ii)區議會於本年十月十二日會舉行交通事務委員會會議，並於十一月七日舉行大會會議，運輸署最遲應在十一月七日完成相關檢討工作，並開展各項臨時改善措施。

179. 鍾澤文先生代表城巴向意外的死傷者及其家屬致歉，並祝願傷者早日康復及死者家屬能節哀順變。他續回應如下：

(i) 在意外發生後，城巴已聯同保險公司探望及慰問兩名死者的家屬，並和他們商討保險賠償的安排，現正等待另一名死者家屬確定會面時間。

(ii) 是次意外共有 33 名傷者，基於私隱理由，城巴須透過相關政府部門協助，才能找到死者家屬及傷者的聯絡方法，因此需時較長。城巴已聯絡上其中 32 人，並已致電餘下一名傷者並留下口訊，現正等待回覆。

(iii) 鑑於保險公司安排賠償需時，城巴與保險公司已作出特別安排。如傷者在康復前有經濟困難，可向保險公司申請預支部分保險賠償。傷者只需提供簡單證明文件(如傷勢及收入證明)，保險公司便會因應其傷勢和康復情況，在七個工作日內發放部分保險金予傷者應急。保險公司亦會盡快處

負責人/部門

理其他相關賠償。

(iv) 有見公眾對車長工時的關注，城巴會盡快與運輸署檢討工時安排。短期而言，城巴會在不影響服務的前提下，避免車長連續多日長時間工作。

180. 張永森主席有以下查詢：(i)城巴指出會避免安排車長長時間工作，其具體時數是多少；(ii)車長現時的平均工作時數。

181. 鍾澤文先生回應如下：(i)城巴會避免車長連續多日長時間工作；(ii)各車長的工時是按服務路線時間表來制定，現時城巴車長的平均工時約10小時，當中有5%車長的工時超過13小時，18%車長的工時是12至13小時，其餘車長的工時由8至12小時不等。

182. 張永森主席表示，城巴的數據顯示約兩成車長工時過長，需作即時改善。

183. 曹明龍先生回應表示，自意外發生後，警方一直積極進行救援和調查工作，現時警方仍在調查意外的成因和發生過程。鑑於預期案件會進入司法程序，因此除意外發生當日已向傳媒發放的資料外，警方暫不會透露進一步資料。

184. 鄒鳳梅女士回應如下：

(i) 在意外發生後，社署及醫院管理局(醫管局)均已即時派遣醫務社工和綜合家庭服務中心的社工，到民政總署在四間醫院設立的跨部門緊急支援中心，提供即時援助和情緒輔導，並解答查詢。

(ii) 社署及醫管局的社工已接觸所有入院傷者和死傷者的家屬，了解他們的福利需要及提供情緒支援，部分人士已獲轉介臨床心理服務。此外，社工亦已協助有需要的家庭申請不同的緊急援助

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基金及為基金發放批核的援助金。社工會繼續跟進有需要的家庭，為他們提供支援。

185. 張永森主席表示，欣悉政府在意外發生後六日已協助部分有需要人士取得慈善基金的援助。而城巴的保險賠償安排仍在處理中，實屬涼薄。

186. 民政事務專員表示，民政處全體員工均對意外感到難過。他謹向意外的死者家屬致以最深切的慰問，並祝願傷者早日康復。他續回應如下：

(i) 在意外發生後，民政總署即時在明愛醫院、瑪嘉烈醫院、廣華醫院和伊利沙伯醫院設立跨部門緊急支援中心，向死者家屬和傷者提供緊急支援服務。

(ii) 民政處亦有參與發放緊急援助基金的工作，並與社署保持緊密聯繫。

(iii) 是次交通意外令公眾關注道路設計及巴士服務安排等議題，民政處會積極和相關部門跟進區議會的意見。

187. 陳偉明議員有以下意見：(i)長沙灣道和欽州街交界處交通繁忙，附近商住樓宇林立，人流眾多，有潛在交通風險；(ii)據他向傷者及其家屬了解，事發當日行人均有遵守交通規則，反而在意外發生前巴士曾出現駕駛不穩定的情況；(iii)運輸署和巴士公司應將巴士路線分流至荔枝角道及深旺道，並可考慮優先處理長途路線及來往機場的路線，逐步紓緩長沙灣道的交通流量；(iv)城巴的賠償安排需時甚長，希望政府成立專責小組跟進善後工作，協助死傷者家屬渡過難關；(v)同意考慮加建天橋，以改善道路安全。

188. 林家輝議員有以下意見：(i)由於不少市民會前往西九

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龍中心和長沙灣政府合署，加重了欽州街十字路口一帶的人流量。他指出該處行人路的路面只有兩米闊，要興建行人天橋有技術困難。因此他建議政府盡快興建行人隧道，改善路面安全。他並指出區議會十多年前曾通過由深水埗港鐵站建行人隧道往西九龍中心的方案，只是最後礙於商業原因未有興建；(ii)現時市民多以交叉對角方式橫過長沙灣道欽州街的十字路口，建議運輸署考慮容許這個過路做法，並調整交通燈號時間以作配合，紓緩路面的擠擁情況；(iii)建議警方派員長期留守該十字路口，負責提醒市民注意過路安全；(iv)據悉本港設有交通意外傷亡援助基金，請社署盡快發放給死傷者的家屬。

189. 袁海文議員有以下意見及查詢：(i)運輸署表示過往檢討車長工時指引時，持份者並沒有意見。他認為署方的說法只是推卸責任，並指出車長的議價能力低，為維持生計，才會在諮詢時保持沉默。事實上，工會早已要求將車長工時減至12小時；(ii)查詢運輸署會否檢討車長的薪酬。現時車長月薪只有13,000元，須靠超時工作多賺取工資，故只靠縮短工時未必能徹底解決問題。政府持有巴士專營權，應能運用影響力，提高車長的薪酬水平，藉此改善交通安全，增加車長收入；(iii)政府借是次意外提出輸入外勞，他查詢運輸署是否曾作出任何研究及考慮，例如外勞並不熟悉香港的交通情況，會否因而對交通安全造成威脅；(iv)希望城巴盡快安排賠償，並檢討和提升車長的底薪；(v)署方應以行人、乘客、路面和公眾安全為首要考慮。

190. 梁有方議員有以下意見：(i)車長的收入本已不高，加上城巴新舊制車長同工不同酬，迫使部分車長須長時間工作，才能維持生計。為確保行車安全，巴士公司必須即時縮短車長工時，並盡快檢討其薪酬待遇；(ii)區議會多年前曾同意興建行人隧道改善路面狀況，請相關部門查看當時的檔案，研究有關方案是否可行；(iii)由於擴闊行人路並不容易，故建議改為擴闊長沙灣道欽州街路口的四個行人過路處，以疏導過馬路的人流，並將部分巴士線改經其他道

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路，減低路面負荷。

191. 李詠民議員有以下意見：(i)巴士公司以低薪聘請車長，令他們必須超時工作才能糊口。早前巴士公司在交通事務委員會會議上曾表示難以招聘車長，歸根究柢也是車長工資過低，才會無人應聘；(ii)他支持縮短車長工時，但必須同時保障他們的收入水平，否則就是變相減薪；(iii)反對輸入外勞，因為這是萬不得已才應考慮的方法。

192. 張永森主席表示，減低車長工時而不提高他們的薪酬，只會迫使他們從事其他兼職，最終也沒有減低他們的工作時間，希望巴士公司明白這點。

193. 鄒穎恒議員有以下意見：(i)是次意外反映街道擁擠的問題，即使居民遵守交通規則過路，仍然發生意外；(ii)原則上支持加建行人天橋以疏導人流，但必須審慎考慮有關細節，例如市民是否願意使用行人天橋、橋的樁腳會否令路面變窄等；(iii)工時過長令車長疲累，容易出現交通意外，巴士公司應縮短車長的工時及調整其薪酬；(iv)深水埗區將有不少發展項目落成，理應重組巴士路線，並藉此機會考慮交通流量有否超出負荷。

194. 梁文廣議員有以下意見：(i)巴士車長須在指定時間抵站，否則便可能會被投訴，甚至面臨處分，導致他們要加快車速，因而影響道路安全，他希望有關方面能改善這個問題；(ii)日本、台灣和英國均容許行人在十字路口以交叉路線過馬路，英國的研究更顯示容許斜線過馬路後交通意外數字下降38%，但行車時間卻沒有顯著增加。就長沙灣道欽州街的交界處而言，行人若採用L型路線，根本無法在一節綠燈時間內步行至斜對面的路口，而須停留在路口等候。但若以交叉路線過馬路，則可一步到位，減少在路口等候的行人數目。希望運輸署研究容許這種過路方法。

195. 江貴生議員有以下意見：(i)是次意外反映車長的待遇

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問題，請巴士公司和運輸署認真檢討他們的工資和工時；(ii)長沙灣道有多條巴士線途經，十分繁忙，應考慮將部分路線分流至荔枝角道和青山道；(iii)長沙灣道和欽州街路口行人極多，擴闊行人路並不容易，加建行人天橋是值得考慮的方案。

196. 陳穎欣議員有以下意見：(i)工會一直有就車長權益、交通安全及道路設計等議題向政府表達意見，但政府並沒有正面回應，只在是次意外發生後，才考慮諮詢持份者，她對此表示遺憾；(ii)公共交通工具的司機休息不足，待遇不理想，希望部門認真研究改善方法；(iii)政府應研究改善路面設計，例如加設有倒數裝置的交通燈，協助司機掌握路面情況，並研究加設防撞圍欄，保障行人安全；(iv)香港不少路口均人多車多，希望政府全面檢討全港的道路設計；(v)請各相關政府部門認真考慮議員的建議，並提出推行改善措施的具體時間表和路線圖。

197. 覃德誠議員有以下意見：(i)應研究長沙灣道欽州街路口的設計是否有問題，以免意外再發生。他指出肇事地點地方狹窄，如有意外發生行人難以走避，應研究擴闊行人路；(ii)容許行人斜線過馬路可疏導人流，但或會令交通更擠塞，因此應設法減少長沙灣道的車流，例如將巴士路線分流；(iii)長沙灣道欽州街路口是交通黑點，應考慮加固欄杆，以保障行人安全。

198. 劉佩玉議員有以下意見：(i)希望城巴和相關政府部門除探訪和安排保險賠償外，亦對是次意外的傷者及死者家屬提供更多支援和協助；(ii)長沙灣道和欽州街路口人多車多，相關政府部門應積極研究以巴士改道、擴闊行人路及加建行人天橋等方法，疏導人流車流，保障道路使用者安全；(iii)同意應盡快全面檢討車長工時，確保他們有足夠休息，避免意外再次發生。

199. 吳美議員有以下意見和查詢：(i)城巴表示5%車長的工

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時超過13小時，她查詢在是次意外發生後城巴有否即時作出改善及調動；(ii)運輸署表示會不時檢討巴士車長工時，她要求署方盡快公布檢討結果；(iii)長沙灣道和欽州街路口人多是不爭的事實，加上附近設有母嬰健康院和門診診所，一旦發生意外，後果堪虞。運輸署不應再浪費時間調查該處的路面情況，而應盡快實施改善措施；(iv)建議運用區議會撥款，改善長沙灣道和欽州街路口的交通設施及進行道路安全教育。

200. 鄭泳舜議員有以下意見：(i)雖然城巴已接觸兩位死者的家屬和向傷者留下聯絡方法，但希望城巴增加人手，主動支援傷者；(ii)城巴應先向死者的家屬和傷者發放特惠金，協助他們應急，再跟進保險賠償的安排；(iii)希望城巴能在車長工時指引的檢討完成前採取措施，縮減車長的工時，保障道路使用者的安全。

201. 譚國僑議員有以下意見：(i)城巴對死者家屬和傷者的支援不足，應即時向他們發放補助金；(ii)城巴應盡快將所有車長的工時減至12小時或以下；(iii)警方應派員在長沙灣道和欽州街路口引導行人安全橫過馬路；(iv)運輸署應加固長沙灣道和欽州街路口的欄杆，保障行人安全；(v)請運輸署重組巴士路線並向區議會提交方案；(vi)政府應對職業司機工時有明確立場，並游說相關持份者接受；(vii)在長沙灣道和欽州街路口興建行人隧道牽涉利益問題，難以解決。建議以福榮街作起點興建行人天橋，以分隔人車，並以長沙灣道往嘉頓方向的一條沒有使用的行車線興建橋墩。請運輸署在本年十月十二日交通事務委員會會議前安排實地視察；(viii)建議略為收窄長沙灣道和欽州街的車路，以擴闊行人路路口；(ix)欽州街位處深水埗的中心位置，政府應小心處理其路面安全。

202. 楊彧議員有以下意見：(i)本年一月藍田發生一宗城巴翻側的交通意外，造成1死18傷，當時已有巴士工會提出車長工時過長的問題。如不改善車長工時過長的問題，即使

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有其他改善措施，意外仍會發生；(ii)城巴可否承諾支持將車長工時減至12小時，並和工會達成共識，無需再等待政府檢討結果；(iii)政府應對車長工時有立場，並引導相關持份者達成共識，確保車長有足夠休息。

203. 梁昌杰先生綜合回應如下：

(i) 運輸署會與巴士公司和工會持份者檢討車長工時和休息時間的指引，以達成共識。在即時措施方面，運輸署會與巴士公司進行商討，確保在巴士服務不受影響的情況下，限制車長連續多日長時間工作的安排。

(ii) 運輸署會研究將長沙灣道的巴士路線分流至荔枝角道和青山道，當有具體方案時，會諮詢區議會。

(iii) 政府關注運輸業人手不足的問題，巴士公司有責任透過增加薪酬、福利和晉升機會，吸引新人入行及挽留人才。增加車長薪酬或須提高票價，宜對此有深入討論。

(iv) 巴士公司有責任遵守工時指引，如巴士遇上塞車而延誤，巴士公司應透過調動班次或安排空車到中途站接載乘客等方法，確保車長有足夠休息時間。

(v) 運輸署重視專營巴士服務的安全性，任何改善巴士服務的措施均應確保巴士服務的安全。

204. 張永森主席請運輸署承諾出席本年十月十二日的交通事務委員會會議或十一月七日的區議會會議，為各項改善措施匯報進度。

205. 梁昌杰先生回應表示運輸署可以在有關會議匯報進

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度。署方會在十月初和工會會面，商討其建議方案，然後再和巴士公司會面，希望能在有關會議匯報進度。

206. 黃禮文先生綜合回應如下：

(i) 運輸署會聯絡警方跟進長沙灣道和欽州街路口的情況，指導行人安全橫過馬路。

(ii) 容許斜線過馬路、加固防撞欄和為交通燈加設倒數裝置的建議涉及更改道路設施的設計或修改法例，署方會研究有關建議是否適用於上述路口或其他路口。

(iii) 運輸署會就巴士路線分流的方案，對附近道路交通的影響進行評估。

(iv) 長沙灣道和欽州街路口空間有限，進行擴闊工程不易。運輸署樂意和議員實地視察，研究擴闊路面及加建行人天橋和隧道的建議。

207. 鍾澤文先生綜合回應如下：

(i) 城巴不會處分誤點的車長，只會由站長進行班次調配。

(ii) 城巴已聯絡是次意外的 32 名傷者，保險公司亦已向他們講解賠償安排。保險公司會繼續接觸傷者，了解他們的需要。

(iii) 城巴新舊制員工的待遇不同，是因為二零零三年時經濟較差，因而要調低新入職員工的薪酬和福利。隨着近年經濟復甦，城巴已陸續改善新制員工的薪酬和福利，拉近新舊制員工的差距。

(iv) 要即時改變工時過長的問題有困難之處，城巴希

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望能於短期內透過輪更方式，避免車長連續多日長時間工作。城巴同意減少車長工時的方向，但前提是能聘請足夠人手，並會與有關方面再作商討。

208. 張永森主席希望城巴承諾在本年十月十二日前主動聯絡是次意外的死傷者及其家屬，並為他們提供協助。

209. 鍾澤文先生回應表示，城巴已聯絡死者家屬及傷者，如他們有任何需要，會與他們聯絡。

210. 曹明龍先生綜合回應如下：

(i) 警方同意宣傳教育和執法行動有助減少交通意外，並一直有在意外發生的位置進行宣傳教育和執法行動。

(ii) 在本年一月至八月底，警方在上址派發單張，提示行人過馬路時應注意的事項，並檢控共 443 名行人。

(iii) 警方在過去 12 個月向 141 名司機發出告票，有關數字只計算深水埗警區的檢控數字，並未計算西九龍交通部的檢控數字。

(iv) 由於上址是區內其中一個交通黑點，警方會繼續進行針對道路使用者的宣傳教育和執法行動。

211. 鄒鳳梅女士綜合回應如下：

(i) 交通意外傷亡援助計劃主要為道路交通意外受害人或其受養人提供經濟援助，按受害人的傷亡情況批出援助金額。此計劃不設經濟審查。申請人須提交相關證明文件(例如醫療報告、死亡證、工作證明及病假證明等)，以供審核。

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(ii) 一些意外事故的受害人及其家人，如他們有即時經濟困難，社工會協助其申請緊急援助基金。事實上，就是次交通意外，多個緊急援助基金已向部分有需要的家庭發放緊急援助。

(iii) 社署非常關注是次意外死傷者家庭的情緒及福利需要，社工會繼續為有需要的家庭提供支援。

212. 張永森主席有以下查詢：(i)各負責部門有否設立熱線電話，方便有需要的死傷者家屬尋求協助；(ii)有市民向他表示希望向死傷者家屬捐款，查詢政府可否協助安排。

213. 鄒鳳梅女士回應如下：(i)負責的社工已接觸是次意外的死傷者家屬，並向他們提供聯絡方法；(ii)社署設有24小時熱線(2343 2255)，有需要的傷者、死者家屬及公眾均可透過熱線尋求社工協助。

214. 梁有方議員要求運輸署將擴闊長沙灣道欽州街路口的四個行人過路處等要求記錄在案，並作出研究。

215. 張永森主席總結如下：(i)請相關政府部門和巴士公司跟進議員提出的意見，包括對死傷者家屬的援助和賠償安排、道路改善措施、巴士路線改道等，並請有關方面在本年十月十二日的交通事務委員會會議或十一月七日區議會大會會議匯報進度；(ii)請秘書處在這段期間安排實地視察；(iii)請相關部門和巴士公司提出具體改善建議，並在短期內實施，以保障市民安全。

[會後補註：秘書處已安排於本年十月十日舉行實地視察，出席部門包括運輸署、路政署、地政總署、食物環境衞生署及民政處。]

議程第 2 項：其他事項

216. 議員並無提出其他事項。

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

The Fifth Sham Shui Po District Council
Hong Kong Special Administrative Region
Minutes of the First Special Meeting

Date: September 28, 2017 (Thursday)

Time: 1:00 PM

Venue: Meeting Room of Sham Shui Po District Council

Attendees

Chairman

Mr. CHEUNG Wing-sum, BBS, MH, JP

Councillors

Councillor CHAN Kwok-wai	(left at 2:00 PM)
Councillor CHAN Wai-ming, MH, JP	
Councillor CHAN Wing-yan	
Councillor CHENG Wing-shun, Vincent, MH	
Councillor CHOW Wing-heng	(attended at 1:05 PM)
Councillor CHUM Tak-shing	(attended at 1:05 PM, left at 5:00 PM)
Councillor HO Kai-ming, Kalvin	(attended at 1:05 PM)
Councillor KONG Kwai-sang	
Councillor LAM Ka-fai, BBS, JP	(attended at 1:05 PM)
Councillor LAU Pui-yuk	(attended at 1:05 PM)
Councillor LEE Wing-man	(attended at 1:05 PM)
Councillor LEUNG Man-kwong	(attended at 1:05 PM)
Councillor LEUNG Yau-fong	(attended at 1:08 PM)
Councillor NG Mei	(attended at 1:08 PM)
Councillor NG Yuet-lan	(attended at 1:05 PM, left at 2:00 PM)
Councillor TAM Kwok-kiu, MH, JP	
Councillor WAI Woon-nam	(left at 3:00 PM)
Councillor WONG Tat-tung, Dennis, MH, JP	(left at 3:30 PM)
Councillor YEUNG Yuk	
Councillor Yuen Hoi-man	

	Responsible Person/Department
Participants	
Mr. LEE Kwok-hung, JP	Specialist, Home Affairs Bureau, Sham Shui Po
Ms. MAN Ka-wing	Associate Specialist, Home Affairs Bureau, Sham Shui Po 1
Ms. CHEUNG Yan-chi	Associate Specialist, Home Affairs Bureau, Sham Shui Po 2
Ms. CHAN Tsz-yi	Senior Contact Executive, Home Affairs Bureau, Sham Shui Po 1
Mr. LEUNG Cheong-kit	General Transport Executive, Transport Department/Bus & Railway 2
Mr. WONG Lai-man	Senior Engineer, Transport Department/West Kowloon
Mr. LEE Chung-yum	Engineer, Transport Department/Planning 1
Mr. CHUNG Chak-man	Operating Director, CityBus Company Limited
Mr. CHOW Yat-sing	Manager, CityBus Company Limited (Insurance) Company Limited
Mr. CHO Ming-lung	Commander, Sham Shui Po, Hong Kong Police Force
Mr. WONG Mei-yue	Community Relationship Manager, Sham Shui Po, Hong Kong Police Force
Mr. WONG Sai-kwan	(West Kowloon traffic) (Traffic Accident Investigation & Help Group), Hong Kong Police Force
Mr. AU YEUNG Chung-ching	Regional Traffic Manager, Sham Shui Po, Hong Kong Police Force
Ms. CHOW Fung-mui	Specialist, Social Benefits Affair Department, Sham Shui Po
Mr. YAU Shu-fung	Manager, Service Department, Princess Margaret Hospital, Social Benefits Affair Department
Secretary	
Ms. CHEUNG Jing	Administration Executive Home Affairs Bureau, Sham Shui Po (District Council)

Absentees

Members

Councillor LEE Tsz-king

Councillor YAN Kai-wing

Responsible Person/Department

Fund allocation approving process; (iii) encourage councillors to take part in work groups and committee meetings to improve negotiation efficiency;

(b) Fatal traffic accident at Cheung Sha Wan Road near Yen Chow Street Sham Shui Po on September 22, 2017 (Document of Sham Shui Po Council 209/17 to 210/17)

165. Chairman CHEUNG Wing-sum was very sad and heartbroken about the above accident. He expressed the deepest condolences to the injured and their families of the above accident on behalf of Sham Shui Po. He requested the attendees to observe 1 minute of silence for the accident.

[Attendees observe 1 minute of silence]

166. Chair CHEUNG Wing-sum welcomed the representatives of the Transport Department, CityBus Company Limited (Citybus), Hong Kong Police Force, Social Benefits Affair Department (Social Department) and Home Affairs Bureau. He suggested to combine document 209/17 and 210/17.

167. Councillor CHENG Wing-shun, Vincent introduced document 209/17 and added that: (i) many family members of injuries/deaths were very unhappy about the aftermath arrangements, pointing out that Citybus pushed problems to insurance companies. He required Citybus to assign more people to follow up the case. He pointed out that many died or injured people are the major supporters for their families. He checked if Citybus had released allowance or compensation, (ii) Citybus had not apologized officially to injured people and their family members, which is quite unacceptable. He asked Citybus to give an explanation; (iii) he inquired why the driver work hour instruction was not amended over past 7 years.

168. Councillor YEUNG Yuk introduced document 210/17, and added that: (i) drivers must pay attention to road surface and meet passengers' demand. Due to long hours work, they have huge pressure. He required the government to revise the guideline, reducing working hours from 14 to 12 hours and increasing rest hours and salaries; (ii) the accident is resulted from the system. Besides Citybus, government and transport department should also apologize.

169. Councillor HO Kai-ming, Kalvin added that: (i) many bus routes pass Cheung Sha Wan Road. Sham Shui Po District Council had asked many times of the Transport Department and Citybus to considering diverting bus routes to Lai Chi Kok RD, Sham Mong RD and Un Chau Street. Cheung Sha

Responsible Person/Department

Wan Road is at the centre of Sham Shui Po. In order to get more passengers, bus companies arranged many routes via Cheung Sha Wan Road, without considering traffic load and safety; (ii) Bus drivers' salary is too low. They have to work overtime to make a living. Because there is not enough labour guarantee and labour status is low, workers are treated unequally. He emphasized that workers shall receive reasonable compensation; (iii) Government blamed on the shortage of labour and wanted to import external labour, which is not correct. He believed that Hong Kong did not suffer from shortage of labour. The labour benefits are not enough.

170. Councilor TAM Kwok-kiu added that: (i) district council had provided government with many approval proposals after discussing about too many people and vehicles on Cheung Sha Wan Road, Yen Chow Street and Yu Chau Street. However, government never took our advice. He thought government should apologize to injured people and their families for this accident; (ii) many families lost their major financial source due to this accident. Government is liable to help them overcome difficulties. He inquired with the Social Department about how to help these families; (iii) relevant rules and regulations stipulate that drivers cannot work over 14 hours. However, this should not be standard work hour. Many labour unions had also pointed out that 14 working hours are not humane. He hoped government could handle it as soon as possible; (iv) Because Cheung Sha Wan Road / Yen Chow Street is in the centre of Sham Shui Po, bus companies keep arranging buses go through Cheung Sha Wan Road to compete with subways. According to him, before extending pedestrian paths on. There would be more space in this way; (v) District Council had proposed a Pedestrian bridge from Fuk Wa Street and Fuk Wing Street, via Cheung Sha Wan Road, to Cheung Sha Wan government office and Dragon Centre. However, Transport Department said the department had no right to build a pedestrian bridge. Few years ago, there was a bus accident at Mong Kok East station near Tung Choi Street. After that, government built a pedestrian bridge at this place. This accident caused 3 deaths and many injuries. Therefore, government should build a pedestrian bridge over Yen Chow Street, diverting the flow of people from Un Chau Street, Fuk Wa Street and Fuk Wing Street, Cheung Sha Wan Road, Yu Chau Street, and Apliu Street, to ensure pedestrians' safety.

171. Mr. LEUNG Cheong-kit answered as below:

(i) The Transport department was very sad about deaths and injuries caused by this accident and is highly concerned about safety of franchised buses.

(ii) After the accident, drivers' work hour and rest hours drew public attention.

Responsible Person/Department

To guarantee drivers' enough rest time, the Transport department and all bus companies made the *Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks* ("Guideline"). Bus companies have to follow the Instruction to prepare schedules, and provide a quarterly performance report to the Transport department. The department engages independent investigators each year to investigate drivers' work, rest and meal time and to evaluate if bus companies follow the Instruction to prepare schedules.

(iii) The Transport department would review the guideline from time to time or when necessary. Before amending the Guideline, the department would consider the acceptance of frontline staff and operating arrangements of bus companies. The latest review was done in 2015. At that time, some labour union proposed to amend the regulations of work hours in the Guideline. The Transport department discussed with bus companies and labour unions immediately. Meanwhile, bus companies had consulted with their employees and believed that current Guideline still applies.

(iv) Transport department is preparing to review the Guideline, and plans to consult bus companies and labour unions, and respond to public concerns about drivers' work hours. The department has no established position on the review, and will then consider comments of bus companies, labour unions and public.

(v) Some councillor proposed that bus routes via Cheung Sha Wan Road should be diverted to Lai Chi Kok RD, Sham Mong RD and Castle Peak Road. In terms of routes changes, Transport Department will discuss with bus companies about the impacts on bus passengers on Cheung Sha Wan Road, and impacts on bus arrangement, schedules and driving time. In case of any specific plan, the Transport Department and bus companies will consult relevant district councils.

172. Mr. WONG Lai-man replied as below:

(i) Cheung Sha Wan Road is the main road in Sham Shui Po. The location of this accident is also in the centre of Sham Shui Po, where there are many people and vehicles. The location has clear traffic signs and railings, which can guide drivers and pedestrians to use the road.

Responsible Person/Department

(ii) Over the past few years, the Transport Department had taken many improvement measures on the accident road, including enlarging the scope of yellow grids on the road, broadening the pedestrian path on the east of Cheung Sha Wan Road, and the pedestrian path Yen Chow Street torwards Apliu Street, and adjusting time of traffic lights at this place.

(iii) Transport Department will refer to the accident investigation report from Police, study the road conditions as well as the behaviour and attitude of road users, and then make proper follow-ups. Transport Department will study all kinds of plans to improve conditions of the accident road.

(iv) The crossing at the junction of Cheung Sha Wan Road and Yen Chow Street is very busy. There are many buildings nearby. There is some difficulty to broaden pedestrian paths or build a pedestrian bridge. Transport Department and other relevant departments will study the technical feasibility of building a pedestrian bridge.

173. Chairman CHEUNG Wing-sum inquired as below: (i) if Transport Department had made a timetable to review driver work hour and to improve road facilities; (ii) If Transport Department has timely or short-term measure to improve road safety.

174. Mr. LEUNG Cheong-kit answered as below: (i) the Transport Department is about to review the drivers' work instruction, and will meet relevant stakeholders of bus companies and labour unions as soon as possible, to reach a consensus and to facilitate discussions; (ii) the department and bus companies will discuss about any feasible short-term arrangement for the moment, so that drivers don't work long hours.

175. Chairman CHEUNG Wing-sum inquired a detailed timetable of reviewing work.

176. Mr. Mr. LEUNG Cheong-kit answered as below: (i) At the beginning of October of this year, Transport Department will meet all labour unions to obtain their proposals on reviewing work guidelines. The department will then meet bus companies to discuss about such proposals and the proposals' impacts on bus companies' operation. If any follow-up is required, the Transport Department expects to make feasible plans to respond public concerns on drivers' long working hours.

177. Mr.WONG Lai-man answered as below: (i) in terms of short-term measures, the Transport Department will consider

Responsible Person/Department

installing additional traffic signs at proper places of Cheung Sha Wan Road (such as at the accident road section installing a sign indicating "traffic lights in front'') to have drivers know more information; and will study installing signs for traffic blind spots at proper places; (ii) Transport Department is updating the data of traffic volume and flow of people at this section, and will prepare short-term and long-term improvement measures based on the result.

178. Chairman CHEUNG Wing-sum had comments as below: (i) the Transport Department did not mention the immediate measures. At present, there are four crossings at the junction of Cheung Sha Wan Road and Yen Chow Street, where pedestrians do not follow traffic rules and go directly through yellow grids. In order to protect pedestrians' safety, he advised that relevant departments should assign personnel to guide pedestrians correct walking methods; (ii) this year District Council will hold the meeting of traffic affairs committee on October 12 and big conference on November 7. Transport Department shall finish the review work and conduct improvement measures no later than November 7.

179. Mr.CHUNG Chak-man made an apology to injured people and their families on behalf of Citybus, and wished injured people a quick recovery and gave condolences to the families of the dead. He added that:

(i) After the accident, Citybus and insurance companies had visited and consoled the family members of the two dead, and had discussed with them about compensation arrangements. Now we are waiting that the family of another death decided the meeting time.

(ii) There are 33 injuries. For the sake of privacy, Citybus could only find contact information of the families of the injured and dead, with the help of relevant government departments. It would take some time. Citybus had reached 32 of them, and left a message to another injured by telephone. Now Citybus is waiting for the reply.

(iii) As insurance companies need time to make the compensation, Citybus had made special arranged with insurance company. If injured person has financial difficulty before recovery, the person can apply insurance company for partial compensation in advance. Injured person only need to provide simple certificates (such as seriousness of injury and proof of income), insurance company can release partial compensation within 7 working days based on the injury and recovery.

Responsible Person/Department

Insurance company would take care of other claims as soon as possible.

(iv) In terms of public concerns about drivers long work hour, Citybus will discuss with Transport Department about the work hour arrangement. In short term, Citybus will prevent drivers from working long hours for several days in a row, as long as the service is not affected.

180. Chairman CHEUNG Wing-sum had inquiries as below: (i) Citybus mentioned preventing drivers from working long hours, and the actual number of hours; (ii) The average working hours of drivers at the moment.

181. Mr.CHUNG Chak-man said as below: (i) Citybus will prevent drivers from working long hours for several days in a row; (ii) the work hour of each driver is based on the timetable of service schedules. The average work hour of each driver at Citybus is around 10 hours. Around 5% drivers work over 13 hours. 18% drivers work hours are 12 to 13. The remaining drivers work from 8 to 12 hours.

182. Chairman CHEUNG Wing-sum stated that Citybus' data shows around 20% work too long hours, which needs to be improved momentarily.

183. Mr. CHO Ming-lung replied that, after the accident, police have been actively working to save people and investigate the accident. Now police are still investigating the causes and process of the accident. The case is expected to require judicial process. Except the information released to media the day when accident occurred, police cannot release further information now.

184. Ms. CHOW Fung-mui replied as below:

(i) After the accident, the Social Department and the Hospital Authority have assigned medical social workers and social workers from integrated family service centre to the cross-function emergency support centre set up in four hospitals by Civil Department, to provide with support and emotional consulting and reply inquiries.

(ii) Social workers of community and Hospital Authority have met all injured and families of deaths to understand their benefits demand and provide emotional support. Some people have been transferred to psychological service. In addition, social worker also helped some families with application for different emergency fund

Responsible Person/Department

and released such funds. Social worker will follow up with those families who have demands and will provide assistance to them.

185. Chairman CHEUNG Wing-sum stated that he was pleased to know that the government helped some people obtain aid from charity funds 6 days after the accident. However, the compensation from Citybus is still in process, which is a little bit disappointing.

186. Specialist from Home Affairs Bureau said, all staff of Home Affairs Bureau was sad about the accident, He expressed the deepest condolence to the families of the deads, and wished the injured a quick recovery. He added that:

(i) After the accident, the Civil Department has set up a cross-function emergency centre in Caritas Medical Centre, Kwong Wah Hospital, Princess Margaret Hospital and Queen Elizabeth Hospital to provide emergency service to injured and families of deaths.

(ii) Civil Department helped with releasing charity fund, and kept contact with Social Department.

(iii) The accident drew public attention to road design and bus service arrangement. Together with relevant departments, the Civil Department will actively follow up proposals of the district council.

187. Councillor CHAN Wai-ming had comments as below: (i) the junction of Cheung Sha Wan Road and Yen Chow Street is very busy. There are many buildings and people nearby. Potential traffic risks exist; (ii) according to the feedback he got from injured people and their families, all pedestrians followed traffic rules on the day the accident happened. But the driver had unstable driving before the accident; (iii) Transport Department and Citybus should consider diverting bus routes to Lai Chi Kok Road and Ham Mong Road; or give priority to long routes and airport lines, to reduce gradually traffic volume at Cheung Sha Wan Road; (iv) the compensation from Citybus takes too much time. He hoped government would set as a group to follow the aftermath work, and to help families of the dead overcome difficulty; (v) he agreed to consider building a pedestrian bridge to improve traffic safety.

188. Councillor LAM Ka-fai had comments as below: (i) as many citizens come to Dragon Centre

and Cheung Sha Wan government offices, the flow of people at the crossing of Yen Chow Street is getting worse. He pointed out that there would be technical difficulty to build a pedestrian bridge, as the pedestrian path is only 2 meters broad. Therefore, he advised that government should build a pedestrian tunnel as soon as possible, to guarantee road safety. He said, 10 years ago the District Council had passed the plan to build a pedestrians tunnel from Sham Shui Po to Dragon Centre. Due to commercial reasons, the plan was not executed; (ii) now many citizens go to the crossing at Yen Chow Street in a "cross" manner. He advised the transport department should allow such method and adjust the timing of traffic lights accordingly ;(iii) advised police to assign someone to stand at the crossing to remind citizens of danger; (iv) he learned that Hong Kong has an aid fund for traffic accidents. Social Department releases such fund to those families immediately.

189. Councilor Yuen Hoi-man had comments and inquiries as below: (i) Transport Department said that when reviewing the driver hour Instruction, stakeholders had no comments. He believed such statement meant the department didn't want to take responsibility. Drivers have low capability to negotiate prices. To make a living, they were afraid to raise their voices. In fact, labor unions had required to reduce driver work hours to 12 hours; (ii) if the department would review drivers' salaries. Current drivers only get HKD13,000. They have to work overtime to earn more income. Therefore, only reducing work hours cannot address the problem completely. As Government has the bus franchise right, it can use its power to raise driver's salary level. In this way , traffic safety and salary can be raised; (iii) Government wants to introduce more external labour as a result of this accident. He checked if the Transport Department had made any research and consideration. For example, external labor is not familiar with Hong Kong traffic, which might threaten traffic safety; (iv) he hoped Citybus arranges compensation immediately and reviews and raises drivers' salary; (v) the department should give priority to pedestrians, passengers, road surface and public security.

190. Councillor LEUNG Yau-fong had comments as below: (i) drivers' salary is not high. Citybus drivers under old and new systems have different salaries though they have the same jobs. Some drivers have to work overtime to make a living. To ensure traffic safety, bus companies must shorten driver working hours, and review the salary and benefits as soon as possible; (ii) many years ago District Council agreed to build a pedestrians tunnel to improve the road surface. Relevant departments need to check the file and study its feasibility; (iii) as it is hard to broaden pedestrian roads, he advised to broaden four pedestrian paths at the junction between Cheung Sha Wan Road and Yen Chow Street, to divert flow of people.

Responsible Person/Department

Move bus routes to other roads to reduce traffic load on the road.

191. Councilor LEE Wing-man had comments as below: (i) as bus companies hire drivers with a low salary, drivers have to work overtime to make a living. In the past bus companies mentioned on the meeting of Traffic Affairs Committee that it was hard to hire drivers. The root cause is low salary. No one wants to apply for the position; (ii) he agreed with shortening driver work hours. However, at the same time, the salary level should be guaranteed. Otherwise, they earn less; (iii) he opposed introduction of external labor, as this is the only method left when there is no other solution at all.

192. Chairman CHEUNG Wing-sum stated, reducing work hours instead of increasing salary would force them to do other part-time jobs. In fact, their work hours are not reduced. He hoped bus companies could understand this point.

193. Councilor CHOW Wing-heng had comments as below :(i) this accident indicated the crowdedness on the road. Even though citizens follow traffic rules, accidents happen; (ii) technically he supported building the pedestrian bridge to divert the flow of people. However, relevant details should be considered, for example, if citizens would like to use pedestrian bridges or not; the road gets narrow due to the vertical supports of the bridge; (iii) too long work time leads to fatigue driving, which may result in accidents. Bus companies shall shorten driver work hours and adjust their salary; (iv) as many projects will be developed in Sham Shui Po, it is reasonable to adjust bus routes. Meanwhile, we need to consider if traffic is overloaded.

194. Councilor LEUNG Man-kwong had comments as below: (i) drivers have to arrive on stations at the designated time. Otherwise, they would be complained against or punished. In this way, they need to speed up, which might affect road safety. He hoped relevant department could address this problem; (ii) Japan, Taiwan and UK allow pedestrians pass crossings in a “cross-shaped” manner. According to UK’s study, accidents decreased 38% after passing crossings in a “cross-shaped” manner, and driving time did not increase obviously. In terms of the crossing between Cheung Sha Wan Road and Yen Chow Street, pedestrians cannot reach the opposite side within one greenlight time when they use L-shaped route. They have to stop and wait. If they use “cross-shaped” route, they could reach the opposite site at one time. There would be less waiting passengers. He hoped the Transport Department would study and allow this walking manner.

195. Councilor KONG Kwai-sang had comments as below: (i) the accident revealed the problem

Responsible Person/Department

of drivers' salary. Bus companies and Transport Department should please review seriously their salary and work hour; (ii) there are many bus routes via Cheung Sha Wan Road, which is very busy. Consider diverting bus routes to Lai Chi Kok RD and Castle Peak Road; (iii) there are many pedestrians on crossings between Cheung Sha Wan Road and Yen Chow Street. It is hard to broaden pedestrian paths. A pedestrian bridge can be considered.

196. Councilor CHAN Wing-yan had comments as below: (i) regarding drivers' rights, traffic safety and road design, labor unions have been providing government with comments. But government didn't respond directly. Only after the accident, did government begin to consult stakeholders. She felt sorry for this; (ii) public vehicles drivers don't have enough rest or idea salaries, relevant departments should review improvement methods; (iii) Government shall study the improvement of road design, for example, install traffic lights with backwards counting function, to help drivers learn more about road conditions; install additional railings to protect pedestrians safety; (iv) many crossings in Hong Kong have a lot of people and vehicles. She hoped that the government would review overall road design of Hong Kong; (v) Each relevant government department please considers the proposals of councilors, and provides a detailed timetable and route plan for the improvement.

197. Councilor CHUM Tak-shing had comments as below: (i) study if the design of the crossing between Cheung Sha Wan Road and Yen Chow Street is reasonable, to avoid accidents. He pointed out that the accident venue was very narrow. If accidents happened, pedestrians could not escape. Study on broadening pedestrian paths; (ii) allowing pedestrians to cross the road in a "cross-shaped" manner would divert flow of people. But traffic might be more crowded. Therefore, we must figure out how to reduce traffic volume on Cheung Sha Wan Road, for example, divert bus routes; (iii) of the crossing between Cheung Sha Wan Road and Yen Chow Street is a blind spot. Consider installing reinforced railings, to protect pedestrian's safety.

198. Councilor LAU Pui-yuk had comments as below: (i) she hoped Citybus and relevant departments provide more support and aid to injured people and families of the dead, besides visiting and insurance compensation; (ii) the crossing between Cheung Sha Wan Road and Yen Chow Street have many people and vehicles. Relevant departments should consider changing bus routes, broadening pedestrian paths and building pedestrian bridge, to divert people and vehicles and protect road users' safety; (iii) agreed to review driver work hours, and make sure they have enough time to rest, to avoid accidents.

199. Councilor NG Mei had comments and inquiries as below: (i) Citybus said 5% drivers

Responsible Person/Department

work over 13 hours. She inquired if Citybus made immediate improvements and transfers after the accident; (ii) Transport Department stated that they review bus driver work hours from time to time. She requested the department to release review results as soon as possible; (iii) it is obvious that the crossing between Cheung Sha Wan Road and Yen Chow Street have many people. In addition, there are maternal and child hospital and clinics. In case of accident, the consequence is very huge. Transport Department shall implement improving plan immediately rather than wasting time on investigating the road; (iv) suggest using the fund of District Council to improve traffic facilities and safety education for crossing between Cheung Sha Wan Road and Yen Chow Street.

200. Councilor CHENG Wing-shun, Vincent had comments as below: (i) though Citybus contacted families of two deaths and injured, he hoped Citybus assign more personnel to help injured people; (ii) Citybus should firstly provide families of deaths and injured fund for emergency use, and then follow up insurance compensation; (iii) he hoped Citybus would take steps to reduce driver work hours before the review on work hour Instruction is completed, so as to protect road users' safety.

201. Councilor TAM Kwok-kiu had comments as below: (i) Citybus did not provide enough aid and support to families of the dead and injured people. Citybus should issue them grants immediately; (ii)Citybus shall reduce all drivers' work hours to 12 hours or below; (iii) Police shall assign persons to the crossing between Cheung Sha Wan Road and Yen Chow Street to guide people cross road safely.; (iv) the Transport Department shall reinforce railings on the crossing between Cheung Sha Wan Road and Yen Chow Street to guarantee safety of pedestrians; (v) he requested Transport Department to restructure bus routes and submit a plan to the District Council; (vi) Government should have a clear position on bus drivers' work hour, and convince relevant stakeholder to accept it ; (vii) building a pedestrian tunnel over the crossing between Cheung Sha Wan Road and Yen Chow Street involves benefits of different parties, which is not easy to be addressed. He advised a pedestrian tunnel starting from Fuk Wing Street to isolate people from vehicles, building bridge pier on an unused driveway from Cheung Sha Wan Road to Garden. He requested the Transport Department to do onsite investigation before the meeting of Traffic Affairs Committee on October 12 this year; (viii) he advised narrowing between Cheung Sha Wan Road and Yen Chow Street, to make more space for pedestrian paths; (ix) Yen Chow Street is in the centre of Sham Shui Po, government should handle road safety carefully.

202. Councilor YEUNG Yuk had comments as below: (i) In January this year, a city bus rollover accident at Lam Tin caused 1 death and 18 injuries. At that time, a bus labor union had pointed out driver's working hour is too long. If the driver's long working hour issue is not addressed,

Responsible Person/Department

there would still be accidents, despite of other improvement measures; (ii) if Citybus could promise reducing driver work hour to 12 hours and reaching a consensus with labor unions, without waiting for government review result; (iii) government should hold a clear position of driver work hours and guide relevant stakeholder to reach a consensus to guarantee drivers enough rest time.

203. Mr. LEUNG Cheong-kit made a compressive reply as below:

(i) Transport department will work together with bus companies and labor union stakeholders to review the instruction on driver's work hour and rest hour, to reach a consensus. In terms of immediate measures, Transport department will discuss with bus companies, to prevent drivers' long working hours for several days in a row, provided that bus service is not affected.

(ii) The Transport department will study the plan of diverting bus routes to Lai Chi Kok Road and Castle Peak Road. The department will consult District Council in case of a specific plan.

(iii) Government is very concerned about shortage of drivers. To hire new drivers and retain drivers, bus companies have responsibility to increase salary, benefits and promotion chances. To increase driver salary, ticket price might be raised. There was also deep discussion in this regard.

(iv) Bus companies shall follow the work hour instruction. If a bus is delayed due to traffic jam, bus companies should transfer schedules or arrange vacant bus to pick up passengers at midways, to make sure bus drivers have enough rest time.

(v) Transport department values the safety of franchised bus service. Any improvement measure should ensure the safety of franchised bus service.

204. Chairman CHEUNG Wing-sum requested Transport department to attend the meeting of Traffic Affairs Committee on October 12 or District Council meeting on November 7 this year, to report the progress of each improvement measure.

205. Mr. LEUNG Cheong-kit replied that the Transport department could report progress

Responsible Person/Department

at relevant meetings. The department will meet labor unions at the beginning of October to discuss about their proposals and later on will meet bus companies. The department hopes to report progress at relevant meetings.

206. Mr. WONG Lai-man's concluded as below:

(i) The Transport Department will contact Police to follow up the situation at the crossing between Cheung Sha Wan Road and Yen Chow Street, and guide pedestrians to pass the road safely.

(ii) In terms of allowing crossing the road in a "cross-shaped" manner, reinforcing anti-collision railings, installing traffic lights with backwards counting function, revising road design or amending rules and regulations, the department will study if such proposals are suitable to the above crossing or other crossings;

(iii) For the proposal of diverting bus routes, Transport Department will evaluate its impact on the traffic of other roads nearby.

(iv) Because the space of the crossing between Cheung Sha Wan Road and Yen Chow Street is very limited, it is not easy to conduct broadening construction. The Transport department will investigate the site with councilors, to study the proposals of broadening roads, building pedestrian bridge and tunnel.

207. Mr. CHUNG Chak-man concluded as below:

(i) Citybus would only transfer schedules by station heads, rather than punishing drivers who did not catch up to stations.

(ii) Citybus has contacted the 32 injured in this accident, insurance companies have explained compensation arrangements. Insurance companies will continue to contact them to check their needs.

(iii) Citybus employees with old and new systems have different salary and benefits. Because of the bad economy in 2003, the salary and benefits for newly hired employees needed to be reduced. As the economy recovers, Citybus has gradually improved the salary and benefits for newly hired employees, to shorten the gap between employees with old and new systems.

(iv) It is hard to address the problem of long working hours immediately.

Responsible Person/Department

Citybus hopes to prevent drivers from working long hours for several days in a row by shift-work in a short term. Citybus agreed to reducing drivers working hours, provided that enough drivers could be hired. Citybus will continue to discuss with relevant parties about it.

208. Chairman CHEUNG Wing-sum hoped that before October 12 of this year Citybus would promise to contact the families of the dead of this accident and provide support to them.

209. Mr. CHUNG Chak-man replied that, Citybus had contacted the injured and families of the deaths. Citybus will continue to contact them if they have any demand.

210. Mr. CHO Ming-lung made a compressive reply as below:

(i) Police agreed that education and law enforcement could reduce accidents, and has been implementing education and enforcing laws at the place where accident happened;

(ii) From January to the end of August of this year, police distributed flyers at the above location to remind pedestrians of safety when crossing roads. Police have issued notices to 443 pedestrians in total for violations.

(iii) Over past 12 months, Police has issued notice to 141 drivers. The number involves only the inspection number of Sham Shui Po Police. The inspection number of West Kowloon Traffic Department is not included.

(iv) As the above address is one of the blind traffic points in the District. Police will continue to conduct education and law enforcement for the road users.

211. MS. CHOW Fung-mui concluded as below:

(i) the traffic accident aid plan aims to provide financial support to those victims in traffic accidents or their dependents. The aid fund is released based on the injury level. This plan has no economic investigation. Applications need to provide related proof (such as medical report, death certificate, work proof and work-off proof, etc.) for approval.

Responsible Person/Department

(ii) If victims and their families of some accidents have urgent financial difficulty, social workers can help them with application for emergency aid fund. In fact, several emergency aid funds have provided emergency aid to some families of this accident.

(iii) Social Department attached great importance to emotional well-being and benefits demand of the victim families in this accident. Social Department will continue to provide support to families who need help.

212. Chairman CHEUNG Wing-sum had inquires as below: (i) if each department has set hotlines so that the families of injuries and deaths can ask for help; (ii) some citizens told him that they want to donate to these families. Please check if government can help with this.

213. Ms. CHOW Fung-mui replied as below: (i) social workers have contacted victims' families of this accident and given them contact details; (ii) Social Department has a 24-hour hotline (2343 2255). Injured people, families of deaths and public can ask for assistance of social worker with this number.

214. Councillor LEUNG Yau-fong requested that the Transport Department make a record of broadening four pedestrian paths at the crossing between Cheung Sha Wan Road and Yen Chow Street, and study on it.

215. Chairman Mr. CHEUNG Wing-sum made a conclusion as below: (i) requested relevant government departments and bus companies to follow up the proposals, including providing support and aids to the victims' families, compensation arrangement, road improvement measures, and changing bus routes, etc.; and invited relevant parties to make progress report at the meeting of Traffic Affairs Committee on October 12 or District Council meeting on November 7 this year; (ii) requested Secretariat to arrange onsite investigation during this period; (iii) requested relevant departments and bus companies to give detailed improvement recommendations, and implement these in short term to protect citizens' safety.

[Meeting remarks: Secretariat had arranged onsite investigation on October 10 of this year. Attending departments include Transport Department, Highways Department, Land Department, Food and Environmental Hygiene Department and Home Affairs Bureau.]

Agenda Item 2: Other issues

216. Councilors didn't raised other issues.

第五屆深水埗區議會交通事務委員會
第十一次會議記錄

日期：二零一七年十月十二日(星期四)
時間：上午九時三十分
地點：深水埗區議會會議室

出席者

主席
鄭泳舜議員，MH

委員
陳國偉議員
陳偉明議員，MH，JP
陳穎欣議員　(上午十時三十五分出席，十一時二十五分離席)
張永森議員，BBS，MH，JP　(上午十時正出席，下午一時五十分離席)
鄒穎恒議員　(上午十一時十五分出席)
覃德誠議員　(上午十一時四十五分出席)
何啟明議員　(上午十時三十分出席)
江貴生議員　(上午十時四十分出席)
林家輝議員，BBS，JP　(上午九時四十五分出席，下午一時三十分離席)
劉佩玉議員
李梓敬議員　(上午十時四十分出席，下午十二時四十五分離席)
李詠民議員
梁文廣議員
梁有方議員　(下午一時三十五分離席)
吳　美議員　(上午十時五十分出席)
伍月蘭議員　(上午九時三十七分出席)
譚國僑議員，MH，JP
衞煥南議員　(上午九時五十分出席，下午二時零五分離席)
黃達東議員，MH，JP　(上午十時四十分出席，十一時二十五分離席)
甄啟榮議員　(上午十時正出席，十一時二十五分離席)
楊　彧議員　(上午九時三十五分出席)
袁海文議員　(下午一時二十分離席)

負責人/部門

增選委員

陳銘基先生	(下午二時零五分離席)
李俊晞先生	(上午十一時二十五分離席)

列席者

文嘉穎女士	深水埗民政事務助理專員 1
劉建熙先生	運輸署高級運輸主任/深水埗
黃禮文先生	運輸署高級工程師/九龍西
李仲欽先生	運輸署工程師/策劃 1
盧嘉慧女士	運輸署工程師/深水埗
曾耀華先生	路政署區域工程師/荔枝角
楊栢堅先生	香港警務處深水埗警區助理行動主任
歐陽中正先生	香港警務處深水埗警區交通組主管
李偉雄先生	香港警務處深水埗警區警民關係組社區聯絡主任
黃立人先生	食物環境衞生署深水埗區衞生總督察 1
李建樂先生	城巴有限公司公眾事務經理
黃秀娟女士	九龍巴士(一九三三)有限公司襄理(策劃及發展)
黃裕廷先生	九龍巴士(一九三三)有限公司襄理(車務)

秘書

陳永豪先生	深水埗民政事務處行政主任(區議會)3

缺席者

增選委員

劉建誠先生

謝曉虹女士

負責人/部門

134. 劉建熙先生回應表示，運輸署會向新巴反映委員對 702 號線的意見。

135. 文嘉穎女士回應表示，民政處備悉委員會對澤安道駕駛考試中心發展的意見，並會適時向相關政府部門反映。

136. 梁文廣議員查詢，新巴 702 號線是否所有班次均準時開出。

137. 吳美議員有以下意見及查詢：(i)請運輸署在跟進行動核對表匯報在郝德傑道加設偵速相機的進度；(ii)何時會知道澤安道駕駛考試中心的重置日期。

138. 譚國僑議員有以下意見及查詢：(i)請運輸署積極跟進在郝德傑道加設偵速相機的建議；(ii)當局應盡早重置澤安道駕駛考試中心，請民政處主動向當局反映委員會意見，並請當局早日諮詢區議會，避免在完成規劃後才諮詢區議會。

139. 鄭泳舜主席總結表示，請運輸署在跟進行動核對表匯報在郝德傑道加設偵速相機的進度。

(b) 運輸署/路政署過去兩個月內完成、正在施工或規劃中的區域交通改善工程項目及時間表(截至 2017 年 9 月 25 日)(交通事務委員會文件 104/17)

140. 梁文廣議員請運輸署及路政署在列表匯報在西九龍法院外加設巴士站工程的進展。

141. 鄭泳舜主席同意有關請求。

議程第四項：其他事項

142. 鄭泳舜主席表示，深水埗長沙灣道近欽州街在本年九月二十二日發生致命交通意外，運輸署其後聯同相關政府部門在十月十日與議員進行實地視察，他請相關部門及城巴報告跟進情況。

143. 盧嘉慧女士回應如下：(i)長沙灣道欽州街路口部分店鋪的地台及擺賣物品佔用行人路一至兩尺的空間，收窄行人路，地

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政總署、屋宇署及食環署等相關政府部門會作出跟進；(ii)短期而言，運輸署會在上述路口附近加設合適的交通標誌，提醒駕駛人士注意道路情況；(iii)中期而言，運輸署會研究改善上述路口的禁區安排及有關限制，以及擴闊欽州街金輝大廈對出行人路的可行性；(iv)長遠而言，運輸署會研究在長沙灣道增設行人天橋的可行性。

144. 曾耀華先生回應如下：(i)路政署已收到運輸署就在上述路口附近加設交通標誌的圖則，並已交由相關組別跟進，預期工程需時一個半月；(ii)路政署仍未收到其他工程的圖則，因此未能預計相關施工時間。

145. 李建樂先生回應如下：(i)城巴會向是次意外 15 名曾住院一日或以上的的傷者發放慰問金，並正聯絡傷者發放慰問金和講解保險賠償的安排；(ii)城巴亦正聯絡其餘傷者，講解保險賠償安排，現時已有部分傷者和保險公司就賠償達成共識；(iii)城巴和新巴日前已和各工會會面商討車長工時及更份安排，將會與運輸署商討修訂車長工作時間指引。

146. 衞煥南議員有以下意見及查詢：(i)運輸署在文件 103/17 表示已就西九龍中心對出/欽州街行人過路處的擴闊工程繪製圖則，查詢圖則詳情；(ii)運輸署表示會研究在長沙灣道增設行人天橋的可行性，查詢有關進度及詳情。

147. 譚國僑議員有以下意見：(i)長沙灣道欽州街路口人流眾多，希望加設更堅固的欄杆，保障行人安全；(ii)多年前旺角發生嚴重車禍，其後政府在該處興建行人天橋。希望政府早日興建行人天橋，接駁福榮街、福華街至長沙灣政府合署和西九龍中心，保障行人安全。如運輸署未能落實有關工程，建議委員會去信政府高層要求跟進。

148. 楊彧議員表示，長沙灣道有多條巴士路線途經，造成擠塞。早前區議會建議將巴士路線分流至青山道、元州街、荔枝角道或深旺道等道路，查詢運輸署是否已展開研究。

149. 黃禮文先生回應如下：(i)運輸署已就在長沙灣道欽州街路口附近加設交通標誌的工程向路政署發出施工通知書，路政署

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會盡快開展工程；(ii)上述路口常有違泊車輛阻塞交通，擴大禁區範圍有助改善問題，運輸署會盡快就此繪製圖則和進行諮詢；(iii)行人過路處的護欄是用以引導行人在正確位置過馬路。高穩固度的護欄通常用於天橋和高速公路，此類護欄佔用路面較多空間，不適合行人路本已狹窄的長沙灣道欽州街路口。運輸署和路政署會研究以合適的設施保護行人。

150. 曾耀華先生回應表示，路政署會和運輸署檢視長沙灣道欽州街路口是否需要轉用另一類型的護欄。

151. 李建樂先生回應表示，新巴和城巴大部分途經長沙灣道的路線是和九巴聯營，而這些路線也是長程路線，因此如要改變其行車路線，需小心研究和諮詢其途經地區的意見。

152. 黃秀娟女士回應表示，九巴有超過 20 條路線途經長沙灣道和荔枝角道，當中大部分是往返新界的跨區路線，九巴會研究將部分路線改經其他道路的可行性，並適時諮詢相關區議會。短期而言，九巴會研究削減部分使用率較低路線的班次，協助紓緩交通擠塞。

153. 鄭泳舜主席請九巴勿輕率削減班次。

154. 劉建熙先生回應表示，目前有 42 條巴士路線途經長沙灣道，其中 36 條路線(33 條日間路線和三條通宵巴士路線)由長沙灣道直駛往太子方向，六條路線由長沙灣道轉入欽州街。運輸署會和巴士公司在制定巴士路線發展計劃時，商討將部分路線改經其他道路的可行性，如有需要，會諮詢相關區議會。

155. 譚國僑議員表示，長沙灣道欽州街路口常有巴士轉彎，衝力甚大，對行人造成危險，因此有必要裝設保護度較高的護欄。

156. 衞煥南議員有以下意見及查詢：(i)運輸署表示會積極研究長沙灣道的行人天橋系統，查詢何時會向區議會匯報進展；(ii)在是次意外發生後，長沙灣道欽州街路口的燈號時間似乎曾經調整，查詢有關詳情。

157. 鄭泳舜主席表示收到一份由衞煥南議員提出，吳美議員和

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議的臨時動議。

158. 衞煥南議員介紹臨時動議，其內容如下：

「拖拖拖！十多人傷亡仲要拖？避避避！欽州街起橋無得避！

有鑑於欽州街長沙灣道十字路口已經是深水埗區人流和車流最多和最繁忙的地帶，每天取道欽州街或長沙灣道前往長沙灣政府合署及西九龍中心一帶的人流最高已達十多萬人，增建人車分隔設施絕對是必須並且是迫在眉捷。

當年旺角道因巴士鏟上行人路造成多人傷亡，港英政府馬上決定興建行人天橋連接旺角火車站及旺角道/彌敦道，保障行人安全；今天在欽州街長沙灣道已經發生駭人並且極嚴重的巴士鏟上行人路意外，造成三死十多人受傷的慘痛事故。

特區政府不應再次拖延及迴避本委員會過去多次提出要求在欽州街興建行人天橋的倡議；立即研究善用福榮街/福華街對出行車中央分隔欄及欽州街行車路面空間，增建行人天橋設施，連接往返長沙灣政府合署及基隆街行人天橋，為欽州街南北行方向行人提供安全的人車分隔設施。」

159. 委員會一致通過動議。

160. 鄭泳舜主席總結如下：(i)請運輸署要求屋宇署和地政總署跟進長沙灣道欽州街路口商鋪佔用行人路面的問題；(ii)請路政署盡快為上述路口加設合適的交通標誌；(iii)請運輸署在下次會議就擴闊上述路口的行人路工程向委員會提交圖則；(iv)請城巴妥善處理是次意外的賠償事宜；(v)請運輸署和巴士公司跟進將途經長沙灣道巴士路線改經其他道路的事宜；(vi)請秘書處將有關事宜加入跟進行動核對表。

161. 譚國僑議員表示，希望秘書處將剛通過的臨時動議轉交有關部門及政策局。

162. 鄭泳舜主席同意有關建議。

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[會後補註:秘書處已於二零一七年十一月三十日將通過的臨時動議轉交運輸及房屋局和運輸署。]

議程第五項：下次會議日期

163. 下次會議定於二零一七年十二月七日(星期四)上午九時三十分舉行。

164. 會議於下午二時四十三分結束。

深水埗民政事務處
區議會秘書處
二零一七年十二月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Traffic Affairs Committee of the Fifth Sham Shui Po District Council

Minutes of the Eleventh Special Meeting

Date: October 12, 2017 (Thursday)

Time: 9:30 AM

Venue: Meeting Room of Sham Shui Po District Council

Attendees

Chairman

Councilor CHENG Wing-shun, Vincent, MH

Councillors

Councillor CHAN Kwok-wai	
Councillor CHAN Wai-ming, MH, JP	
Councillor CHAN Wing-yan	(attended at 10:35 AM, left at 11:25AM)
Councillor CHEUNG Wing-sum	(attended at 10:00AM, left at 1:50PM)
Councillor CHOW Wing-heng, Zoé	(attended at 11:15 AM)
Councillor CHUM Tak-shing	(attended at 11:45 AM)
Councillor HO Kai-ming, Kalvin	(attended at 10:30 AM)
Councillor KONG Kwai-sang	(attended at 10:40 AM)
Councillor LAM Ka-fai, BBS, JP	(attended at 9:45 AM, left at 1:30PM)
Councillor LAU Pui-yuk	
Councillor LEE Tsz-king, Dominic	(attended at 10:40 AM, left at 1:45PM)
Councillor LEE Wing-man	
Councillor LEUNG Man-kwong	
Councillor LEUNG Yau-fong	(left at 1:35 PM)
Councillor NG Mei	(attended at 10:50 AM)
Councillor NG Yuet-lan	(attended at 9:37 AM)
Councillor TAM Kwok-kiu, MH, JP	
Councillor WAI Woon-nam	(attended at 9:50 AM, left at 2:05PM)
Councillor WONG Tat-tung, Dennis, MH, JP	(attended at 10:40AM, left at 11:25 AM)
Councillro YAN Kai-wing	(attended at 10:00 AM, left at 11:25 AM)
Councillor YEUNG Yuk	(attended at 9:35AM)
Councillor YUEN Hoi-man	(left at 1:20PM)

Responsible Person/Department

Co-opted Members

Mr. CHAN Ming-kei (left at 2:05PM)

Mr. LI Chun-hei (left at 11:25AM)

Participants

Ms. MAN Ka-wing, Kelly	Assistant District Officer (Sham Shui Po)1, Home Affairs Bureau, Sham Shui Po 1
Mr. LAU Kin Hei, Louis	Senior Transport Officer, Transport Department/Sham Shui Po
Mr. WONG Lai-man	Senior Engineer, Transport Department/West Kowloon
Mr. LEE Chung-yum	Engineer, Transport Department/Planning West 1
Ms. LO Ka-wai, Patsy	Engineer, Transport Department/Sham Shui Po
Mr. TSANG Yat-nam, Roy	Engineer, Highways Department/ Lai Chi Kok
Mr. YEUNG Pak-kin	Deputy Action Executive, Sham Shui Po, Hong Kong Police Force
Mr. AU YEUNG Chung-ching	Regional Traffic Manager, Sham Shui Po, Hong Kong Police Force
Mr. LEE Wai-hung	Community Relationship Manager, Sham Shui Po, Hong Kong Police Force
Mr. WONG Lap-yan	Chief Hygiene Inspector, Sham Shui Po, Food and Environmental, Hygiene Department 1
Mr. LEE Kin-lok	Manager, Public Relationship, CityBus Company Limited
Mr. WONG Sau-kuen	Manager (Plan &Develp) Kowloon Motor Bus Co. (1933) Ltd.
Mr. WONG Yue-ting	Manager (Vehicle Affair) Kowloon Motor Bus Co. (1933) Ltd.

Secretary

Mr. CHAN Wing-ho Administration Executive Home Affairs Bureau, Sham Shui Po (District Council) 3

Absentees

Co-opted Members

Mr. LAU Kin-sing

Ms. TSE Hiu-hung

Responsible Person/Department

134. Mr. LAU Kin-hei replied that, the Transport Department would notify NWFB of the committees' comments on Line 702.

135. Ms. MAN Ka-wing replied that Home Affairs Bureau had learned of the committee's comments on Chak On Road Driving Test Centre and would report them to relevant government departments.

136. Councillor LEUNG Man-kwong inquired if all scheduled buses of NWFB Line 702 drive were on time;

137. Councillor NG Mei had comment and inquiries as below: (i) the Transport Department should follow up the action review table and report the progress of installing speed cameras at Caldecott Road; (ii) how to know the resetting date of Chak On Road Driving Test Centre.

138. Councillor TAM Kwok-kiu had comment and inquiries as below: (i) the Transport Department should actively follow up the proposal of installing speed cameras at Caldecott Road; (ii) government should reset Chak On Road Driving Test Centre as soon as possible. Home Affairs Bureau should notify the government of the committees' comments. The government should consult District Council as early as possible. Avoid consulting District Council after the plan is finished.

139. Chairman CHENG Wing-shun concluded that Transport Department should follow up the action review table and report the progress of installing speed cameras at Caldecott Road.

(b) List and Timetable of Completed, under construction and planning Regional traffic improvement projects by Transport Department and Highways Department over past two months (till September 25 2017) (Document of Traffic Affairs Committee 104/17)

140. Councillor LEUNG Man-kwong requested Transport Department and Highways Department report the progress of building bus station outside West Kowloon Law Courts Building.

141. Chairman CHENG Wing-shun, Vincent agreed on relevant requests.

Agenda Item 4: Other issues

142. Chairman CHENG Wing-shun, Vincent stated, on September 22 of this year, a fatal traffic accident happened near Cheung Sha Wan Road and Yen Chow Street in Sham Shui Po. On October 10, the Transport Department and councilors had together with relevant government departments conducted onsite investigation. He requested relevant department to follow up.

143. Mr. Mi Jiahui replied as below: (i) the grounds and products of some shops near the crossing between Cheung Sha Wan Road and Yen Chow Street occupy 1 to 2 feet space of pedestrian paths. Pedestrian paths are narrow.

Responsible Person/Department

The Land Department, Buildings Department, Food and Environmental Hygiene Department should take measures; (ii) For short term, Transport Department will install proper traffic signs at the crossing to remind drivers of the road conditions; (iii) for midterm, the Transport Department will study setting up forbidden areas and related restrictions for the crossing, and study the feasibility of broadening pedestrian paths near Kam Fai building on Yen Chow Street; (iv) for long term, Transport Department will study the feasibility of building pedestrian bridge over Cheung Sha Wan Road.

144. Mr. TSANG Yiu-wah replied as below: (i) Highways Department has received the plan of installing traffic signs at the crossing from the Transport Department, and has submitted it to other departments for follow-up. The project is expected to take 1.5 months; (ii) the Highways Department has not yet received the plans of other projects, and therefore cannot evaluate the construction time.

145. Mr. LEE Kin-lok had comment and inquiries as below: (i) Citybus will provide consolation money to 15 injured who stayed in hospital for one or more days. Citybus is contacting injured people for consolation money and explain insurance compensation arrangement; (ii) Citybus is contacting other injured people to explain insurance compensation arrangements. Right now, some injured people have reached agreements with insurance companies; (iii) Citybus and NFWB have met all labor unions to discuss about driver's work hour and schedule agreement, and will with Transport Department to discuss about reviewing the driver's work hour Instruction.

146. Councillor WAI Woon-nam had comment and inquiries as below: (i) Transport Department Document 103/17 stated that a plan of broadening pedestrian paths on Yen Chow Street facing Dragon Center should be drew. He checked details of the plan ;(ii) Transport Department agreed to study the feasibility of building pedestrian bridge over Cheung Sha Wan Road. He checked the progress and details.

147. Councillor TAM Kwok-kiu had comment and inquiries as below: (i) as there is a big flow of people at the crossing between Cheung Sha Wan Road and Yen Chow Street, he hoped stronger railings could be installed to protect pedestrians' safety; (ii) many years ago, there was a serious accident at Mong Kok East station near Tung Choi Street. After that, government built a pedestrian bridge at this place. He hoped that, government should build a pedestrian bridge from Fuk Wa Street and Fuk Wing Street to Cheung Sha Wan government office and Dragon Centre, to protect pedestrians' safety. If Transport Department failed to implement relevant projects, he advised to write a letter to top management of the government.

148. Councilor YEUNG Yuk said that many bus routes pass Cheung Sha Wan Road, causing traffic jams. In the past District Council had proposed to divert bus routes to Castle Peak RD, Lai Chi Kok Road, Sham Mong Road and Un Chau Street. He inquired Transport Department of this proposal has been studied.

149. Mr. WONG Lai-man replied as below: (i) the Transport Department has issued Highways Department the construction notice regarding installing traffic signs at the crossing between Cheung Sha Wan Road and Yen Chow Street. Highways Department

Responsible Person/Department

will start the construction as soon as possible; (ii) autos parking at the crossing would block the traffic. Enlarging the forbidden area can improve the situation. Transport Department will draw plans for this and consult relevant parties; (iii) railings on the pedestrian paths guide people to cross roads from correct places. Reinforced railings are often used on highways or pedestrian bridges. As these railings occupy too much road space, they are not suitable for the crossing between Cheung Sha Wan Road and Yen Chow Street that have narrow pedestrian paths. Transport Department and Transport Department will search for suitable facilities to protect pedestrians.

150. Mr. TSANG Yiu-wah replied that, Transport Department and Transport Department will check if there is suitable railing for the crossing between Cheung Sha Wan Road and Yen Chow Street.

151. Mr. LEE Kin-lok said , most lines of Citybus and NFMB via Cheung Sha Wan Road are shared with KMB. However, these lines are long distance lines. Therefore, it needs more careful research and consultation with other districts to change the lines.

152. Ms. WONG Sau-kuen said that, KMB has over 20 lines via Cheung Sha Wan Road and Lai Chi Kok RD, most of which drive round trip to New Territories. KMB will consider the feasibility of changing some routes to go through other roads and will consult relevant departments. For the short term, KMB will cancel some schedules that are not used often.

153. Chairman CHENG Wing-shun, Vincent requested that KMB should not cancel schedules without careful consideration.

154. Mr. LAU Kin-hei said at present there are 42 bus lines via Cheung Sha Wan Road, among of which 36 lines (33 daytime lines and 3 night lines) drive from Cheung Sha Wan Road to Prince Edward, 6 lines turning from Cheung Sha Wan Road to Yen Chow Street. The Transport Department and bus companies will discuss about feasibility of moving some lines to other roads, upon preparing bus lines development plan. When necessary, they will consult relevant districts councils.

155. Councilor TAM Kwok-kiu said, some buses sometime make big turns at the crossing between Cheung Sha Wan Road and Yen Chow Street, which leads to hazards. Railings with more protection should be installed

156. Councilor Lin Huannan had comment and inquiries as below: (i) Transport Department agreed to study the pedestrian bridge over Cheung Sha Wan Road. He asked when Transport Department would report progress to district council; (ii) after the accident, the waiting time of traffic lights at the crossing between Cheung Sha Wan Road and Yen Chow Street seems to have changed. He asked about details.

157. Chairman CHENG Wing-shun, Vincent received a temporary resolution made by Councilor WAI Woon-nam and agreed by Councillor NG Mei.

Responsible Person/Department

158. Councilor WAI Woon-nam introduced the temporary resolution as below:

"Wait! Wait! Wait! Still wait after over 10 injuries and deaths?

Hide! Hide! Hide! There is no place to hide on Yen Chow Street!

The crossing between Cheung Sha Wan Road and Yen Chow Street has the most people and traffic. It is the busiest area in Sham Shui Po. Each day over 100,000 people choose Cheung Sha Wan Road or Yen Chow Street to go to Cheung Sha Wan Government Office and Dragon Centre. Therefore, installing isolating facilities is a must and is very urgent.

Many years ago, a bus crashed into pedestrians at Mong Kok Road, causing many injuries and deaths. The government decided immediately to build a pedestrian bridge connecting Mong Kok train station and Mong Kok Road/Nathan Road to protect pedestrians. Today, a freak serious accident happened on Cheung Sha Wan Road and Yen Chow Street, which caused 3 deaths and over 10 injuries.

Our Committee has many times proposed building a pedestrian bridge over Cheung Sha Wan Road. This time, the Government shall not procrastinate or avoid its duty. The government should immediately study the possibility of using the space (like the central isolating railings of Fuk Wa Street and Fuk Wing Street, the driveway of Yen Chow Street) to build a pedestrian bridge. The bridge could connect the round-trip to Cheung Sha Wan and Ki Lung Street. The bridge could isolate people from vehicles at south and north directions of Yen Chow Street."

159. All Councilors voted for the resolution.

160. Chairman CHENG Wing-shun, Vincent concluded as below: (i) Transport Department should request Land Department and Buildings Department to follow up the problem, that some shops near the crossing between Cheung Sha Wan Road and Yen Chow Street occupy space of pedestrian paths; (ii) Highways Department should install traffic signs at the aforementioned crossing; (iii) Transport Department should submit plans and drawings to the Committee at the next meeting, with respect to the broadening of aforementioned crossing; (iv) Citybus should take good care of the accident compensation; (v) Transport Department and bus companies should follow up that bus lines via Cheung Sha Wan Road should be changed and moved to other roads; (vi) Secretary shall add relevant issues in the Action Follow-Up Check List.

161. Councillor TAM Kwok-kiu said, Secretary should deliver the temporary resolution to relevant department and authorities.

162. Chairman CHENG Wing-shun, Vincent agreed on relevant recommendation.

Responsible Person/Department

[Meeting remarks: On November 30 2017, Secretary delivered the temporary resolution to Transport department and Buildings Department.]

Agenda Item 5: Date of Next Meeting

163. The next meeting will be held at 9:30 AM, December 7, 2017 (Thursday).

164. The meeting ends at 2:43PM

Home Affairs Bureau Office, Sham Shui Po

Secretariat of District Council

December 2017

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

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

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.: HAD SSP DC 13/12/1/1/(5)I

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

九龍長沙灣道303號
長沙灣政府合署4字樓
深水埗區議會
張永森主席,BBS,MH,JP
（傳真號碼: 2785 4218）

張主席：

**邀請深水埗區議會向香港專營巴士服務獨立檢討委員會
提供進一步資料**

貴區議會於2018年5月25日的來函收悉，我代表香港專營巴士服務獨立檢討委員會（委員會）感謝貴區議會的資料和意見。貴區議會的信件中夾附了貴區議會及其轄下交通及運輸委員會（交運會）曾討論導致他人死亡並涉及專營巴士的交通意外的文件及會議紀錄（節錄）。

2. 基於2017年9月22日於深水埗長沙灣道發生一宗導致3人死亡並涉及專營巴士的交通意外，於2017年9月25日發出的深水埗區議會文件209/17及文件210/17以及深水埗區議會於2017年9月28日舉行的會議（根據會議紀錄），均提出有關2010年發出的「巴士車長工作、休息及用膳時間指引」（「指引」）的適當性事宜。

3. 就修訂「指引」的事宜，委員會請貴區議會提供進一步資料，以回應下列問題。

4. 深水埗區議會文件209/17及文件210/17分別要求運輸署檢討及修訂「指引」，以減少巴士車長的許可工作和駕駛時數。2017年9月28日的會議上，運輸署的代表按區議會的要求列席會議，而楊彧議員曾提出「修改指引，把車長的工作時數由14小時減至12小時，並增加休息時間和提高薪津」的具體建議。

5. 梁昌杰先生代表運輸署回應如下：

「運輸署現正籌備有關指引的檢討工作，並計劃諮詢巴士公司及工會，積極回應公眾對車長工時的關注。署方對是次檢討沒有既定立場，具體內容會考慮巴士公司、工會及公眾的意見。」

6. 梁昌杰先生隨後表示：

「運輸署會在本年十月初與各工會會面，收集他們對修改工作指引的建議，然後再與巴士公司商討建議的內容和建議對巴士公司運作的影響。相關跟進工作需時，運輸署希望能提出切實可行的方案，以回應公眾對車長工時長的關注。」

7. 建議將巴士車長的許可工時由14小時減至12小時而非訂定工時最多為13小時、11小時或更少時數，是有什麼根據及原因？

8. 既然運輸署透過其代表於2017年9月28日的會議上已表示建議回應公眾對車長工時長的關注，請問在該會議之後及在運輸署於2018年2月23日公告修訂的「指引」之前，貴區議會有否進一步向運輸署表達貴區議會及其選民對最高准許工時的關注？如有，請提供有關場合的詳情。如有關意見是以書面形式提出，請提供相關文件的副本。如有關意見是以口頭形式提出，請提供任何相關會議紀錄的副本，或列出於何時由誰及向哪個單位提出。

9. 在2018年2月23日公告修訂的「指引」後，貴區議會有否經區議會文件或區議會會議審議修訂的「指引」？如有，請提供相關的文件及會議紀錄的副本。

10. 除回覆上文第7至9段的事項外，委員會現邀請深水埗區議會委派代表出席聽證會提供口頭陳述。聽證會的詳情如下：

日期：2018年7月14日

時間：早上9時至下午5時30分（下午1時至2時30分小休）

地點：添馬政府總部演講廳

備註：（a）聽證會的程序規則及演講廳的位置圖載於附件。

（b） 證方席可容納最多五位深水埗區議會的代表以作口述證供。貴區議會的其他出席者將獲編配預留給相關團體代表／人士的前排座位。

（c） 深水埗區議會將是上述聽證會中第三組提供口述證供的團體。初步預計當日貴區議會的口述證供於早上約 11 時 30 分開始。

11. 請於 2018 年 7 月 5 日或之前就上文第 7 至 9 段的事項向委員會秘書處提供貴區議會的回覆，以及告知委員會貴區議會是否接受邀請提供口述證供。如接受邀請，請提供代表深水埗區議會提供口述證供的人士的名稱和職銜，以及其他出席者的名稱和職銜。

12. 貴區議會就上文第 7 至 9 段的事項作出回覆時，請注意委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請區議會及個別區議員提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018 年 6 月 29 日

連附件

副本送：深水埗區議會楊哋議員

附件

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

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(中文譯本)

接受相關團體代表／人士提供口頭陳述的程序規則

1. 委員會接受口頭陳述的程序以英語進行，但提供口頭陳述的相關團體代表／人士及可按其屬意使用的語言或方言作陳述。向有關代表／人士所作的提問將以英語提出。委員會將按需要為所作的提問及有關代表／人士作出的口頭陳述提供英語或中文即時傳譯。

2. 若相關團體代表／人士提出而委員會接納其申請，有關團體／人士可由其法律代表引領其提供主問證據，之後再由協助委員會的大律師會向相關團體代表／人士提問。若相關團體代表／人士未有提出申請，則會由協助委員會的大律師開始提問。

3. 委員會亦可以在提供口頭陳述的過程中隨時向提供該陳述的人士提問。最後，在協助委員會的大律師完成其提問後，相關團體／人士的法律代表可向有關團體代表／人士提問，以釐清陳述中的不確定之處。

4. 委員會或會根據相關團體代表／人士的口頭陳述內容或向其所作的提問是否與委員會的工作相關，而就提供口頭陳述加設時限。

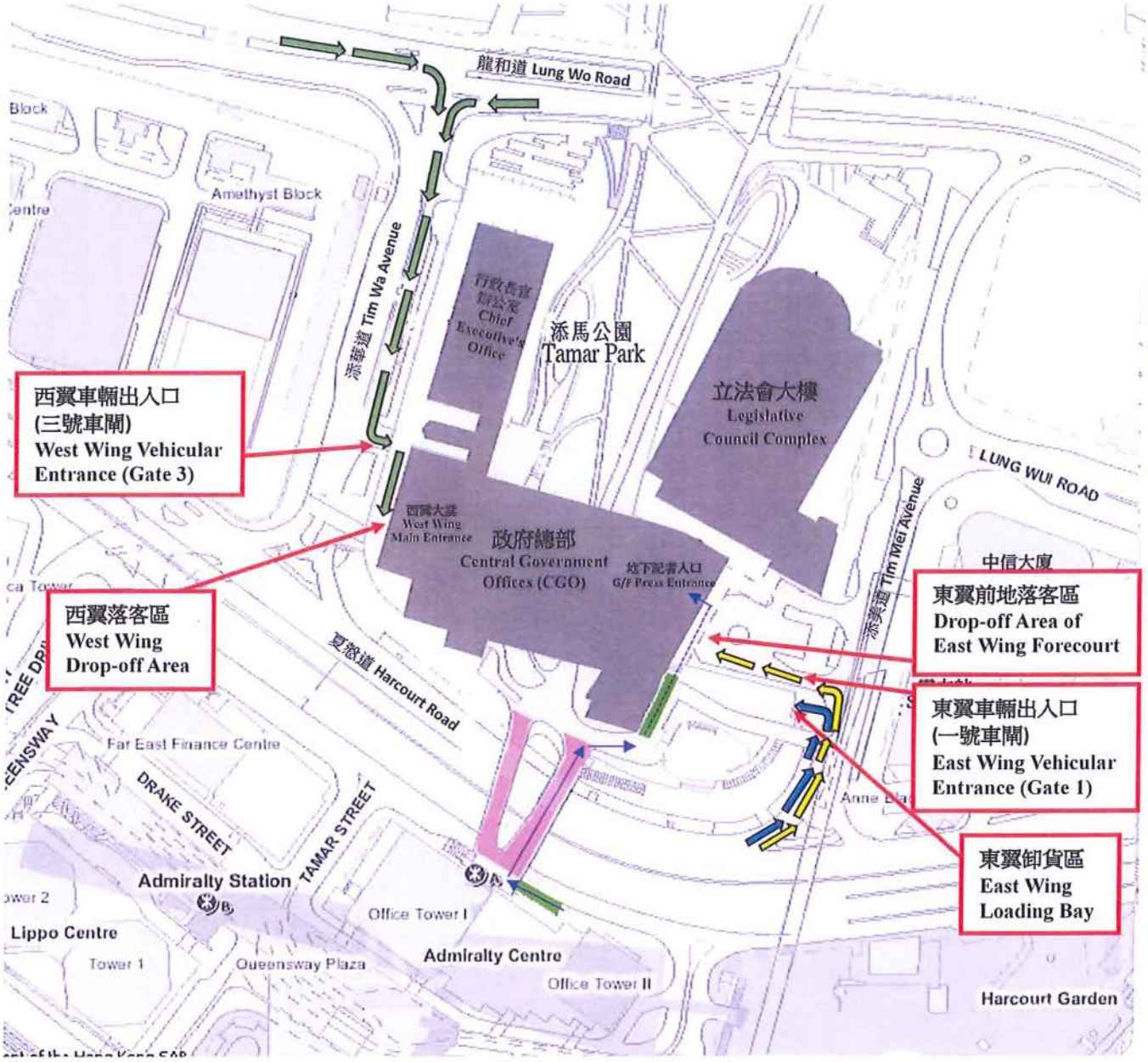
5. 委員會將以謄寫方式紀錄其接受口頭陳述的過程，並會在謄本完成後向作出了陳述的相關團體代表／人士以及協助委員會的大律師提供謄本。隨後，視乎委員會的決定，有關謄本將上載至委員會網頁。

6. 未經委員會批准，一律不准以拍照、錄音或錄影方式紀錄口頭陳述的過程。

香港專營巴士服務獨立檢討委員會主席
倫明高法官

2018年5月3日

前往政府總部的路線圖(演講廳)
Site Map to CGO (Auditorium)



行人路線 Pedestrian Routings	行車路線 Vehicular Routings
行人天橋 Footbridge	進入東翼前地落客區的行車路線 (所有政府總部訪客車輛適用) Vehicular Routing to East Wing Forecourt Drop-off Area (Applicable to all CGO visitors' vehicles)
自動扶手梯 Escalator	進入東翼卸貨區的行車路線 (只限已預先登記的政府總部送貨車輛) Vehicular Routing to East Wing Loading Bay (Subject to pre-registration of the registration mark of the delivery vehicles)
由金鐘地鐵站 A 出口往政府總部地下記者入口的行人路線 Pedestrian Routings from Admiralty MTR Station Exit A to CGO G/F Press Entrance	進入西翼落客區的行車路線 (只限已預先登記的政府總部訪客車輛) Vehicular Routing to West Wing Drop-off Area (Subject to pre-registration of the registration mark of the visitors' vehicles)

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on Hong Kong's Franchised Bus Service

**21/F, Queensway Government Offices,
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電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

29 June 2018

Mr CHEUNG Wing-sum, Ambrose, BBS, MH, JP
Chairman
Sham Shui Po District Council
4/F Cheung Sha Wan Government Offices
303 Cheung Sha Wan Road
Kowloon
(Fax No.: 2785 4218)

Dear Mr CHEUNG,

Written Submissions for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

Thank you for your letter dated 25 May 2018 in which you provided the Committee with papers and minutes of meetings conducted by the Council arising out of fatalities occurring in accidents involving franchised buses.

2. In the context of the three fatalities caused in an accident involving a franchised bus at Cheung Sha Wan Road, in Sham Shui Po on 22 September 2017, the issue of the appropriateness of the 2010 Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks was raised in Council Papers 209/2017 and 210/2017, dated 25 September 2017, and in the council meeting of 28 September 2017, as reflected in the minutes.

3. It is in respect of the issue of revising the Guidelines, that we raise the questions set out below and invite your replies.

4. In Council Papers 209/2017 and 210/2017 requests were made of the Transport Department to review and revise respectively the Guidelines to reduce the number of hours of work and driving permitted of a bus captain. At the meeting of 28 September 2017, at which representatives of the Transport Department were in attendance at the request of the Council, the specific request was made Councillor YEUNG Yuk "to revise the guideline, reducing working hours from 14 to 12 hours and increasing rest hours and salaries".

5. In reply on behalf of the Transport Department, Mr LEONG Chong-kit said:

> "Transport Department is preparing to review the Guideline, and plans to consult bus companies and labour unions, and respond to public concerns about drivers work hours. The Department has no established position on the review, will then consider comments of bus companies, labour unions and public."

6. Subsequently, Mr LEONG Chong-kit said:

> "At the beginning of October of this year, Transport Department will meet all labour unions to obtain their proposals on reviewing work guidelines. The Department will then meet bus companies to discuss about such proposals and the proposals' impacts on bus companies' operation. If any follow-up is required, the Transport Department expects to make feasible plans to respond (to) public concerns on drivers long working hours."

7. On what basis and for what reasons was it suggested that the maximum permissible working hours of bus captains be reduced from 14 to 12 hours, rather than stipulating a maximum of 13, 11 or lesser number of working hours?

8. Given that the Transport Department had indicated through its representative at the meeting of 28 September 2017 that it proposed to respond to public concerns on the long working hours of drivers, subsequent to that meeting, and prior to the promulgation by the Transport Department of the revised guidelines on 23 February 2018, did the Council communicate further to the Transport Department its concerns and those of its constituents in respect of the maximum permissible working hours? If so, please identify those occasions. If the communications were in writing, please provide copies of those documents. If made orally please provide copies of any minutes made of such meetings or describe the communication, indicating to whom, by whom and when it was made.

9. After the revised Guidelines had been promulgated on 23 February 2018, were they considered in either Council Papers or in Council meetings? If so, please provide copies of such Council Papers and minutes of any such meetings.

10. In addition to addressing the matter stated in paragraphs 7 to 9 above, the Committee would also like to invite the Sham Shui Po District Council to send representative(s) to a hearing to give oral evidence. Details of the hearing are as follows:

> Date : 14 July 2018
>
> Time : 9:00 am to 5:30 pm (with a break between 1:00 pm and 2:30 pm)
>
> Place : Auditorium, Central Government Offices, Tamar

Remarks : (i) The rules and procedure of the hearing and the location plan of the Auditorium are set out in the **Annex**.

(ii) The witness table will be able to accommodate at most five representatives from the Sham Shui Po District Council for the purpose of giving oral evidence. Arrangements will be made for other attendees from the Council to be seated at the front row of the seats reserved for interested parties.

(iii) The Sham Shui Po District Council will be the third party to give oral evidence at the abovementioned hearing. It is expected that your representatives will be asked to give evidence at about 11:30 am.

11. I should be grateful if you could provide the response to the matter stated in paragraphs 7 to 9 above, as well as advise the Committee whether the Sham Shui Po District Council accepts the invitation to give oral evidence by **5 July 2018**. If the Sham Shui Po District Council accepts the invitation, please provide the names and post titles of those persons who will give evidence on behalf of the Council, as well as the names and post titles of the other attendees.

12. In providing your response to the matter stated in paragraphs 7 to 9 above, please be advised that the information provided in the response will be considered by the Committee in reviewing the matters it is directed to consider under the terms of reference of the Committee and in drawing up its recommendations. If necessary, the Committee may invite you to provide further supplementary submissions. All written submissions (including any annexes, appendices and attachments contained therein) and oral evidence will be treated as public information and, at the discretion of the Committee, may be published on the Committee's website.

Yours sincerely,

(CHAN Ping-fai, Peter)
Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

cc Mr YEUNG Yuk, Sham Shui Po District Councillor

Encl

SHAM SHUI PO
DISTRICT COUNCIL

4/F Cheung Sha Wan Government Offices,
303 Cheung Sha Wan Road, Kowloon
E-mail: sspdcadm@sspdc.had.gov.hk
Fax: 2785 4218

深水埗區議會

九龍長沙灣道 303 號
長沙灣政府合署 4 字樓
電郵： sspdcadm@sspdc.had.gov.hk
傳真： 2785 4218

檔號：HAD SSP DC 13/12/1/1/(5)I
電話：2150 8110

香港金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務
獨立檢討委員會
秘書
陳炳輝先生

陳先生：

邀請深水埗區議會向香港專營巴士服務獨立檢討委員會
提供進一步資料

謝謝貴會 2018 年 6 月 29 日的函件。就貴會函件第 7 至 9 段的事項，謹覆如下：

(a) 就建議將巴士車長的許可工時由 14 小時減至 12 小時，本會並無有關根據或原因的資料；

(b) 在 2017 年 9 月 28 日的會議之後及在運輸署於 2018 年 2 月 23 日公告修訂的「指引」之前，本會沒有進一步向運輸署表達本會及選民對巴士車長最高准許工時的關注；以及

(c) 在 2018 年 2 月 23 日公告修訂的「指引」後，本會沒有經區議會文件或區議會會議審議修訂的「指引」。

本會出席2018年7月14日聽證會的代表名單將在稍後附上。

深水埗區議會主席張永森

2018年7月6日

1071-10

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

香港香港仔海傍道三號
逸港居一樓
南區區議會
朱慶虹太平紳士

朱主席：

邀請南區區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉南區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請南區區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由南區區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

[1] 委員會得悉於2012年至2018年2月期間，南區曾發生一宗涉及專營巴士並引致他人死亡的交通意外，即是在2013年6月7日，於石排灣道（近石排灣道遊樂場）發生的交通意外。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

Mr CHU Ching-hong, JP
Chairman, Southern District Council
1/F., Ocean Court
3 Aberdeen Praya Road, Aberdeen
Hong Kong

4 May 2018

Dear Mr Chu,

Invitation for Written Submissions for Consideration by the Independent Review Committee on Hong Kong's Franchised Bus Service

The Chief Executive announced on 13 March 2018 that an Independent Review Committee on Hong Kong's Franchised Bus Service (the Committee) had been set up, following the occurrence of the fatal incident on Tai Po Road on 10 February 2018 and other recent serious incidents involving franchised buses in Hong Kong. From the point of view of safety, the Committee is required to examine the operation and management of bus franchises and the related regulatory and monitoring system of franchised buses, so as to make recommendations to the Chief Executive of safety-related measures with a view to sustaining a safe and reliable franchised bus service. The terms of reference of the Committee are set out in the Annex to this letter.

The Committee commenced its work on 28 March 2018. The Committee will, from the point of safety, examine the operation and management of bus franchises under the current legislative, franchise and other contractual requirements, together with any guidelines and/or practices, and examine the present regulatory and monitoring system for franchised buses.

It is noted from information made available to the Committee that there have been traffic incident(s) involving franchised buses and leading to fatalities that took place in Southern District in recent years[1]. As instructed by the Chairman of the Committee, the Honourable Mr Justice Michael Lunn, I am writing to invite the Southern District Council to provide a written

[1] The Committee has been informed that, from 2012 to February 2018, there was one traffic incident in Southern District involving franchised buses that resulted in one or more fatalities, i.e. the incident on Shek Pai Wan Road (near Shek Pai Wan Road Playground) on 7 June 2013.

submission to the Committee. Specifically, the Southern District Council is invited to provide its relevant discussion papers and meeting records (including those of any of its committees, working groups or task forces, if applicable) relating to the abovementioned incidents involving fatalities and any other traffic incidents involving franchised bus service that took place in the district from 2012 to February 2018 or the safety and operation of franchised bus service in the district, as well as any other issues and comments that the District Council wishes to raise.

Furthermore, Councillors of the Southern District Council may also submit their individual submissions to the Committee regarding the operation and monitoring of franchised bus service.

I should be grateful if the submission of the Southern District Council could reach the Secretariat of the Committee by 24 May 2018. Please send the submission by hard and soft copies to:

By post: Secretariat to the Independent Review Committee on Hong Kong's Franchised Bus Service, 21/F, Queensway Government Offices, 66 Queensway, Admiralty, Hong Kong *(with the envelope specifying the written submission is enclosed)*; and

Via email: secretariat@irc-bus.gov.hk *(with the email heading specifying the written submission is enclosed)*

The information provided in the written submission will be considered by the Committee in reviewing the matters it is directed to consider under the terms of reference of the Committee and in drawing up its recommendations. If necessary, the Committee may invite the District Council and the Councillors who have provided their individual submissions separately to provide supplementary written and/or oral submissions. Please also be advised that all submissions (including any annexes, appendices and attachments contained therein) will be treated as public information and, at the discretion of the Committee, may be published on the Committee's website.

Yours sincerely,

(CHAN Ping-fai, Peter)
Secretary, Independent Review Committee on
Hong Kong's Franchised Bus Service

Encl.

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

Annex

Independent Review Committee on Hong Kong's Franchised Bus Service
Terms of Reference

From the point of view of safety, in the light of the fatal accident on 10 February 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.

Note:
Issues relating to the causes and liability of persons involved in the fatal accident on 10 February 2018 will be investigated by the Police and fall outside the Committee's terms of reference.

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

南區區議會向香港專營巴士服務獨立檢討委員會提供文件 Submission of Documents of the Southern District Council to the Independent Review Committee on Hong Kong's Franchised Bus Service

23.05.2018 11:37

From: Michelle MW LIN/HAD/HKSARG@HAD
To: secretariat@irc-bus.gov.hk,

檔案編號: HAD S DC/13/30/3/7/016

香港專營巴士服務獨立檢討委員會秘書處

陳炳輝先生

Mr CHAN Ping-fai, Peter
Secretariat to the Independent Review Committee on Hong Kong's Franchised Bus Service

陳先生:

Dear Mr CHAN,

向香港專營巴士服務獨立檢討委員會提供南區區議會文件

Submission of Documents of the Southern District Council to the Independent Review Committee on Hong Kong's Franchised Bus Service

感謝你於本年5月4日致南區區議會主席的信件。
Thank you for your letter to the Chairman of the Southern District Council (SDC) on 4 May 2018.

隨附南區區議會於2012至2018年期間南區區議會（包括轄下委員會及工作小組）曾討論涉及專營巴士的交通意外之會議文件及紀錄，以供參考（相關概要載於下表）。我們亦已邀請南區區議員就專營巴士的運作及管理模式提供意見，並將於稍後時間向你提供整合的書面意見。附件的列印本亦已寄出。

Attached please find the discussion papers and meeting records of SDC (including its committees, working groups or task forces) involving discussions on traffic accidents related to franchised bus service from 2012 to 2018 for your reference (a summary is listed in the table below). We have invited SDC Members to provide submissions on the operation and monitoring of franchised bus service. We will consolidate their replies and submit to you later. The hard copies of the attachments have been sent by post.

交通及運輸事務委員會 Traffic and Transport Committee

會議日期 **Meeting Date**	議程 **Agenda**	相關討論段落 **Relevant Paragraph**
24/3/2014	以往會議曾討論事項進展報告 — 南區交通報告 Progress Report on Previously Discussed Items – Southern District Traffic Report	Para. 78-79段
14/7/2014	以往會議曾討論事項進展報告 — 南區交通報告 Progress Report on Previously Discussed Items – Southern District Traffic Report	Para. 120-121段
	其他事項 — 城巴有限公司（香港島及過海巴士網絡專營權） Any Other Business – Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Routes)	Para. 122-138段
19/3/2018	檢討巴士司機的駕駛問題 Review on Driving Behaviour of Bus Drivers	Para. 43-54段

如有任何查詢，請致電2814 5812與下開代行人聯絡。

Please contact the undersigned at 2814 5812 for any enquiries.

練文惠

南區區議會秘書處

LIN Man-wai, Michelle

Southern District Council Secretariat

Enclosure.zip

南區區議會屬下
交通及運輸事務委員會
交通及運輸事務委員會過往會議所討論事項的進展報告
(截至 2014 年 3 月 10 日的情況)

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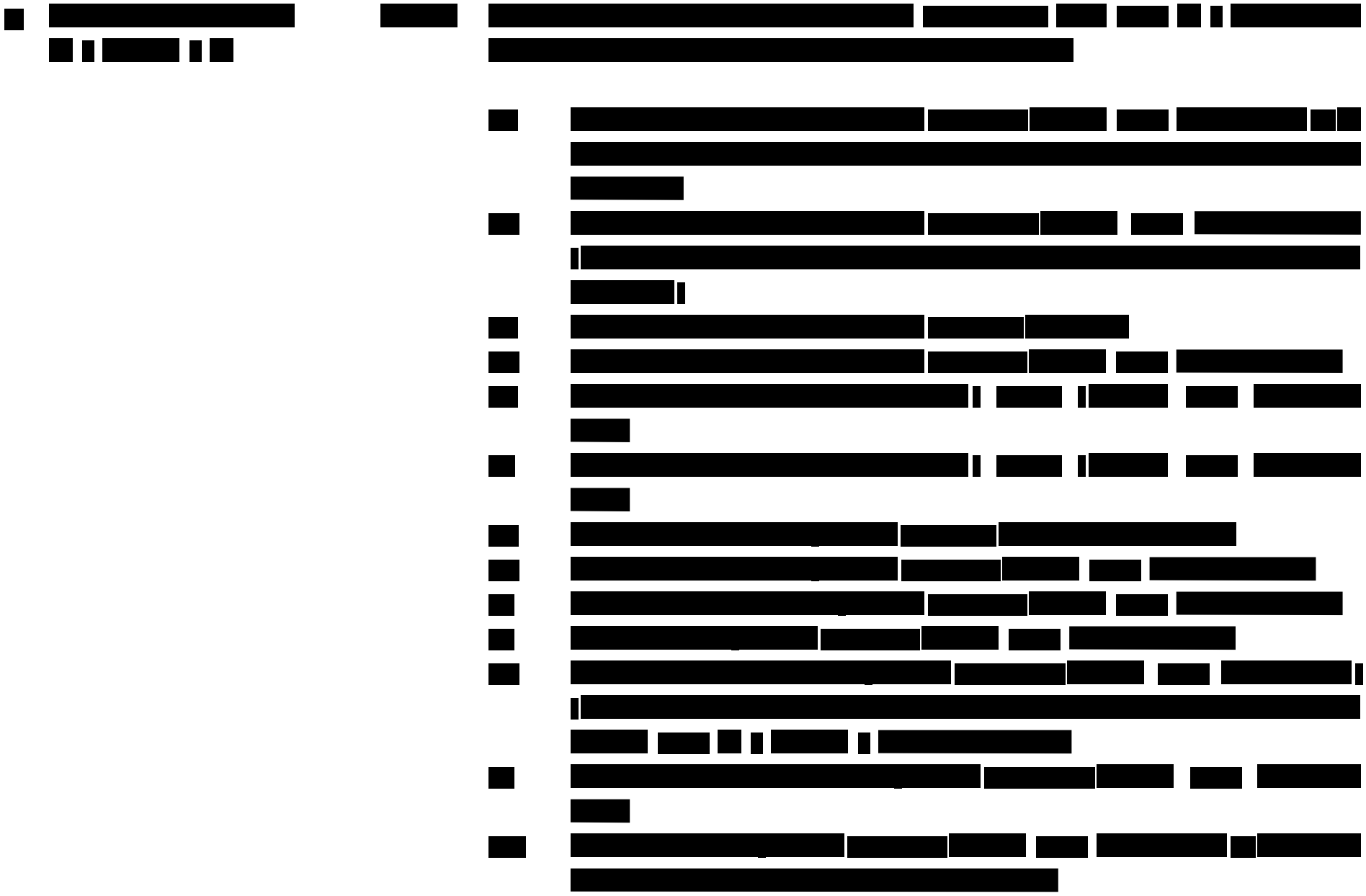

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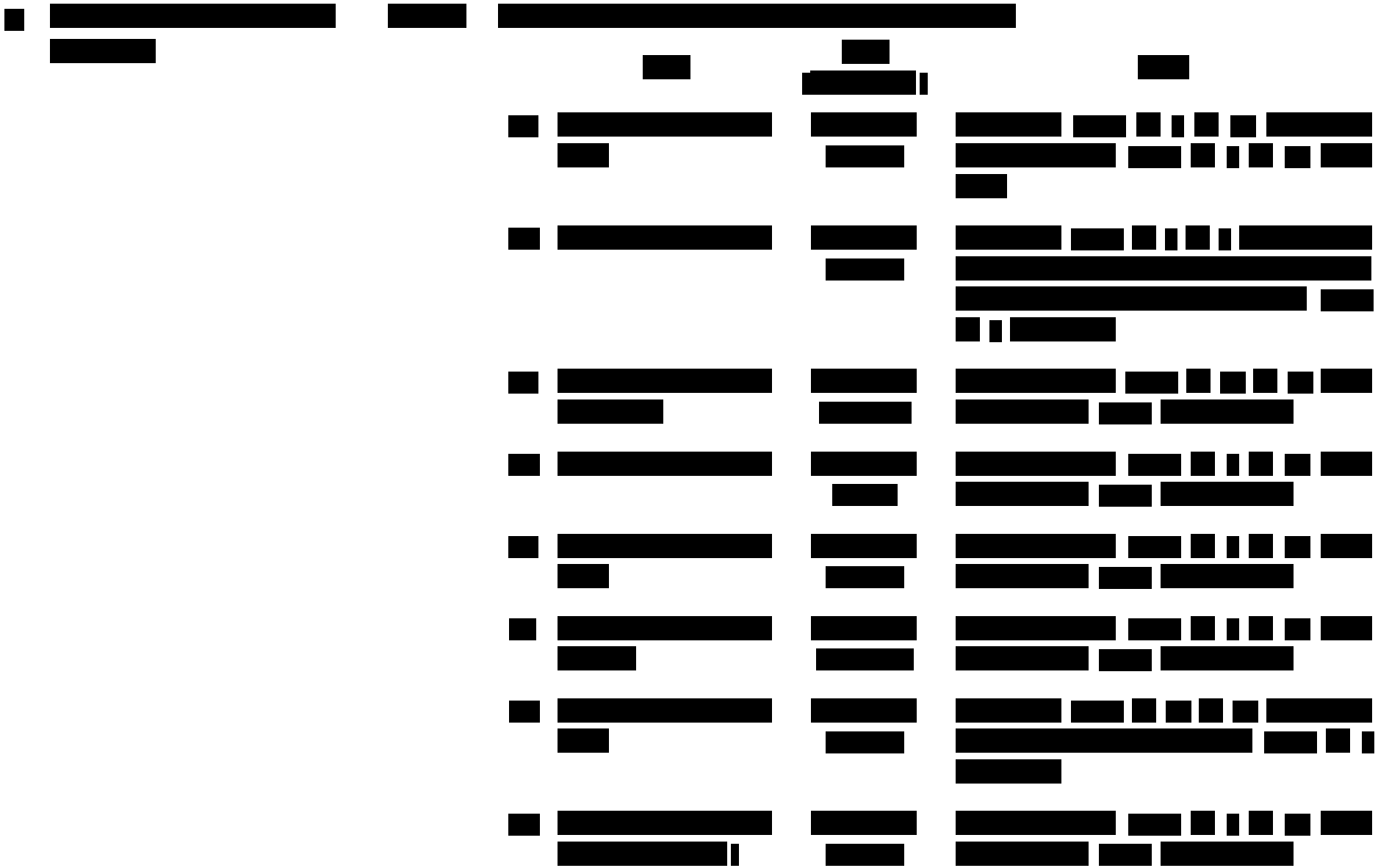

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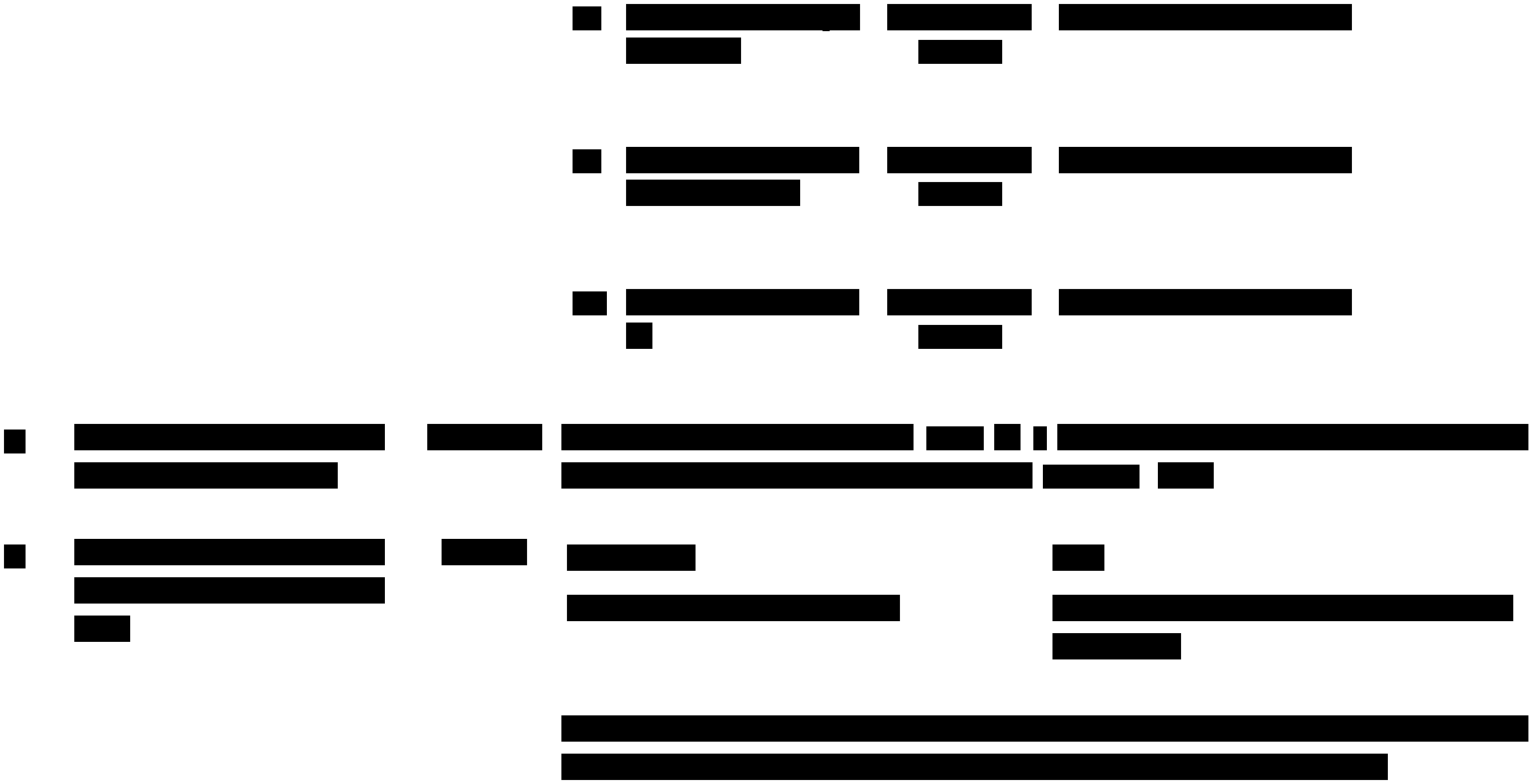

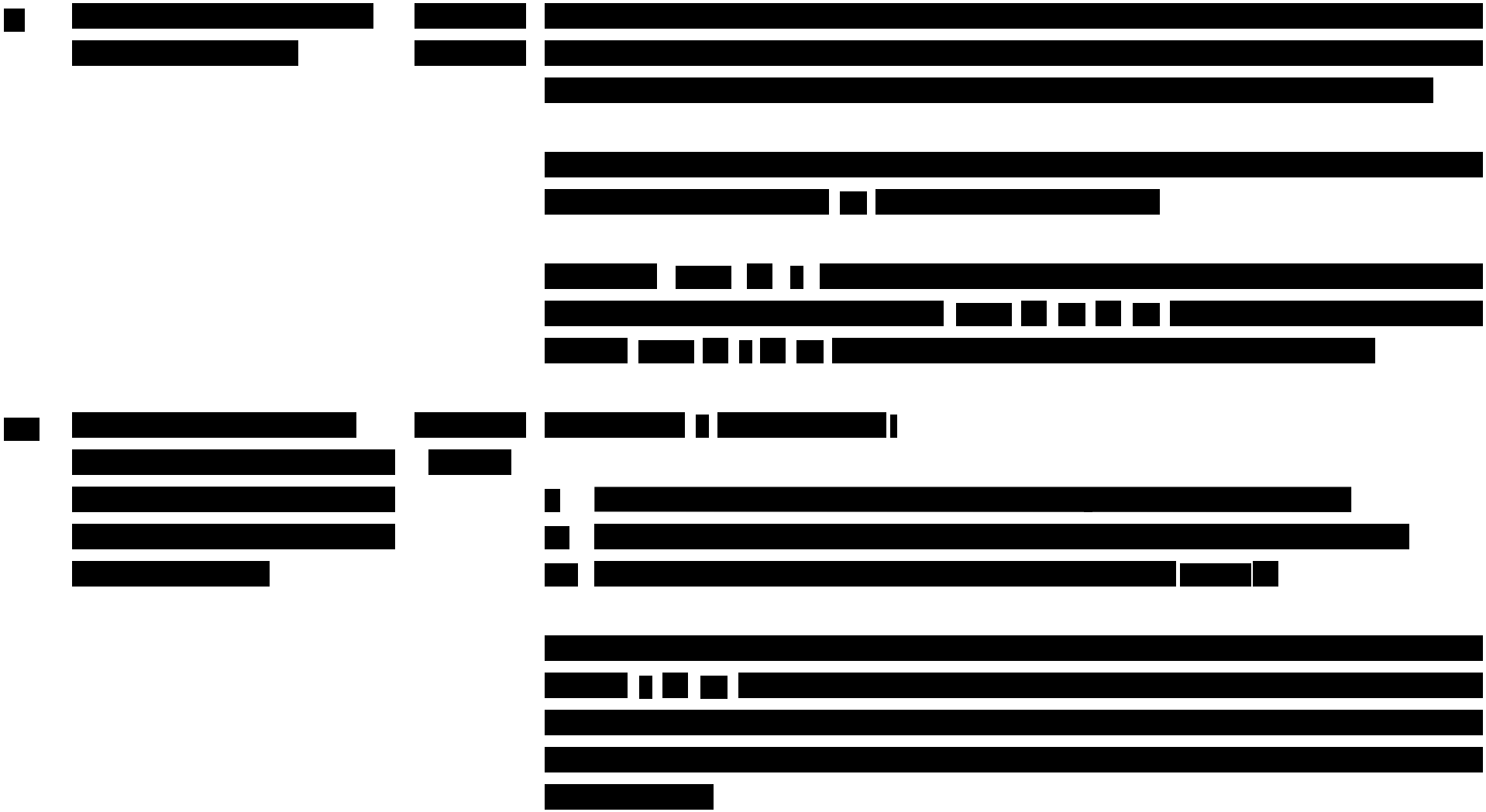

(B) 南區巴士路線

項　目	負責人	進　展
1. 加設低地台巴士	運輸署	城巴(專營 1)[1]、城巴(專營 2)[2]及新巴車隊可供輪椅上落的低地台巴士佔車隊百分比分佈如下:

	可供輪椅上落的低地台巴士佔車隊百分比		
	2013 年 10 月	2013 年 11 月	2013 年 12 月
城巴 1	54.7%	56.6%	57.8%
城巴 2	100.0%	100.0%	100.0%
新巴	91.7%	91.9%	91.9%

2. 2013-14 年度南區巴士路線發展計劃	運輸署	「2013-14 年度南區巴士路線發展計劃」在 2013 年 3 月 25 日會議討論，其後與相關地區商討細節後再修訂方案，已在 2013 年 7 月 9 日致函委員會報告落實及修訂的方案。有關個別項目落實進度，請參閱運輸署公共交通服務及交通管理措施報告。

[1]城巴(專營 1):香港島及過海巴士網絡專營權

[2]城巴(專營 2):機場及北大嶼山巴士網絡專營權

3.	南區巴士脫班問題	運輸署	據2014年1月的專營巴士服務營運記錄顯示，服務南區的城巴(專營1)路線中，脫班率最高的首兩條路線為城巴第 95C 號線 (鴨脷洲邨-置富花園(循環線))及城巴第70號線 (香港仔-中環(交易廣場))。此兩條路線的脫班主要由沿途交通擠塞所致。 而服務南區的新巴路線中，在2014年1月脫班率最高的首兩條路線是新巴路線 970(數碼港-蘇屋)及 42(華富(南)-北角碼頭)。此兩條路線的脫班主要由車長出缺及沿途交通擠塞所致。 本署會繼續監察專營巴士服務水平，在需要時會與巴士公司就個別路線的主要脫班成因及乘客需求研究改善服務的措施，包括調整班次時間表以反映實際行車時間、檢討巴士專線的設立範圍、檢討停車限制區的生效時段等。本署亦會要求警方打擊違例泊車的活動，以及要求巴士公司採取改善措施以減低因車長出缺而引致的脫班情況。

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(E) 香港警務處及運輸署

南區交通報告

2013 年 12 月						
地區	死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
東分區	0	1	10	**黃竹坑道近香葉道 ***	**1 私家車 ***	**1 行人 ***
				黃竹坑道近 3 號	1 電單車，1 輕型貨車	1 電單車駕駛者
				黃竹坑道近 22 號	1 私家車	1 行人
				海洋公園道近黃竹坑道	1 的士	1 行人
				南朗山道 23 號外	1 電單車	1 電單車駕駛者
				淺水灣道近香島道	1 私家車，1 私家巴士	7 乘客
				淺水灣道 63 號外	1 的士，1 私家巴士	1 乘客
				淺水灣道近 12 號	1 私家巴士，2 私家車	2 司機
				黃麻角道近東頭灣道	1 私家車	1 行人
				赤柱村道近赤柱灘道	1 的士，1 城巴	1 司機，1 乘客
				石澳道近大潭道	1 電單車，1 單車	1 單車駕駛者
南分區	0	0	6	鴨脷洲橋道近利枝道	1 城巴	1 乘客
				鴨脷洲橋道近利枝道	1 九巴	1 乘客
				鴨脷洲橋道近海怡路	1 輕型貨車	1 司機
				鴨脷洲橋道近鴨脷洲徑	1 城巴，1 私家車	1 司機
				鴨脷洲海傍道 8 號外	1 公共巴士，1 私家車	1 乘客
				利枝道近鴨脷洲大街	2 私家車	1 司機，1 乘客
西分區	0	2	12	**資訊道近巴士總站 ***	**1 城巴 ***	**1 行人 ***
				華富道近 8 號 *	**1 公共小巴 ***	**1 行人 ***
				薄扶林道近 91 號	1 輕型貨車，1 私家車，1 中型貨車	1 司機
				薄扶林道近 145 號	1 的士，1 中型貨車，1 輕型貨車	1 司機，1 乘客
				薄扶林道近碧荔道	1 城巴	1 乘客
				薄扶林道近 102 號	1 城巴	1 乘客

				薄扶林道 137 號外 薄扶林道近置富道 沙宣道近薄扶林道 資訊道近數碼港道 華富道 15 號外 華富道近華樂樓 華昌街近 10 號 置富道近巴士總站	1 城巴 1 新巴 2 的士 1 城巴 1 新巴 1 公共小巴，1 電單車 1 城巴 1 城巴	1 乘客 1 乘客 1 乘客 1 行人 1 乘客 1 電單車駕駛者 1 乘客 1 乘客
北分區	0	0	6	香港仔大道近 108 號 成都道近香港仔大道 成都道近南寧街 西安街近 12 號 香港仔舊大街近 82 號 漁暉道近香港仔水塘道	1 城巴，1 私家車 1 私家車 1 的士 1 專線小巴 1 專線小巴 1 的士	1 乘客 1 行人 1 行人 1 行人 1 行人 1 行人
總計	**0**	**3**	**34**	**37**		

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過 12 小時

！死亡交通意外, * 嚴重交通意外， 交通意外

2014 年 1 月						
地區	死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
東分區	0	4	15	**大潭道近 19 號 ***	**1 私家車，1 私家巴士 ***	**8 乘客 ***
				香島道近淺水灣道 *	**1 私家車 ***	**1 行人 ***
				黃竹坑道近 40 號 *	**1 城巴 ***	**1 行人 ***
				石排灣道近薄扶林道 *	**1 電單車 ***	**1 電單車駕駛者 ***
				黃竹坑道近 27 號	1 輕型貨車，1 的士	1 司機，2 乘客
				黃竹坑道近香港仔隧道	1 電單車	1 電單車駕駛者
				黃竹坑道近海洋公園道	2 城巴	1 乘客
				黃竹坑道近 125 號	1 城巴，1 私家車，1 重型貨車	1 司機
				黃竹坑道近 22 號	1 私家車，1 輕型貨車	1 司機
				深灣道近 3 號	1 電單車	1 電單車駕駛者
				深灣道近 8 號	1 城巴，1 私家車	2 乘客
				淺水灣道近香島道	1 公共巴士	1 乘客
				淺水灣道近赫蘭道	2 的士	1 司機
				淺水灣道 101 號外	1 的士	1 乘客
				大潭水塘道近 88 號	1 的士	1 行人
				大潭道近大潭水壩	1 輕型貨車	1 司機，1 乘客
				大潭道近石澳道	1 私家車	2 乘客
				佳美道近 23 號	1 城巴	1 乘客
				大浪灣道近石澳道	1 電單車	1 電單車駕駛者
南分區	0	1	4	**利東邨道近東興樓 ***	**1 城巴 ***	**1 乘客 ***
				利東邨道近東業樓	1 輕型貨車	1 行人
				利南道 68 號內	2 電單車	1 電單車駕駛者
				利南道 68 號內	1 電單車	1 電單車駕駛者
				鴨脷洲橋道近利枝道	1 單車	1 單車駕駛者

西分區	1	2	8	**薄扶林道 116 號外 ！** **薄扶林道 102 號外 *** **域多利道近 555 號 *** 薄扶林道近 137 號 資訊道近數碼港道 域多利道近貝沙灣 域多利道近 555 號 置富徑近 3 號 華富道近 23 號 華富道近 15 號 華景街近華富道	**1 重型貨車 ！** **1 中型貨車 *** **1 私家車，1 輕型貨車 *** 1 電單車 1 私家車，1 專線小巴 1 單車 1 私家巴士 1 電單車 1 城巴 1 城巴 1 城巴	**1 行人 ！** **1 行人 *** **2 乘客 *** 1 電單車駕駛者 1 司機 1 單車駕駛者 1 乘客 1 乘客 1 乘客 4 乘客 1 乘客
北分區	0	0	7	香港仔大道近 220 號 香港仔大道近 162 號 香港仔大道近湖北街 香港仔水塘道近漁暉道 香港仔水塘道近漁光道 漁暉道近香港仔大道 香港仔舊大街 82 號	1 城巴 2 輕型貨車 1 的士 1 新巴，1 專線小巴 1 單車 1 專線小巴 1 私家車	1 乘客 1 司機 1 行人 1 乘客 1 單車駕駛者 1 行人 1 行人
總計	**1**	**7**	**34**	**42**		

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過 12 小時

！死亡交通意外, * 嚴重交通意外， 交通意外

T&TC Paper No. 7/2014
(for discussion on 24.3.2014)

Southern District Council
Traffic and Transport Committee

Traffic & Transport Committee Progress Report on Previously Discussed Items
(as at 10.3.2014)

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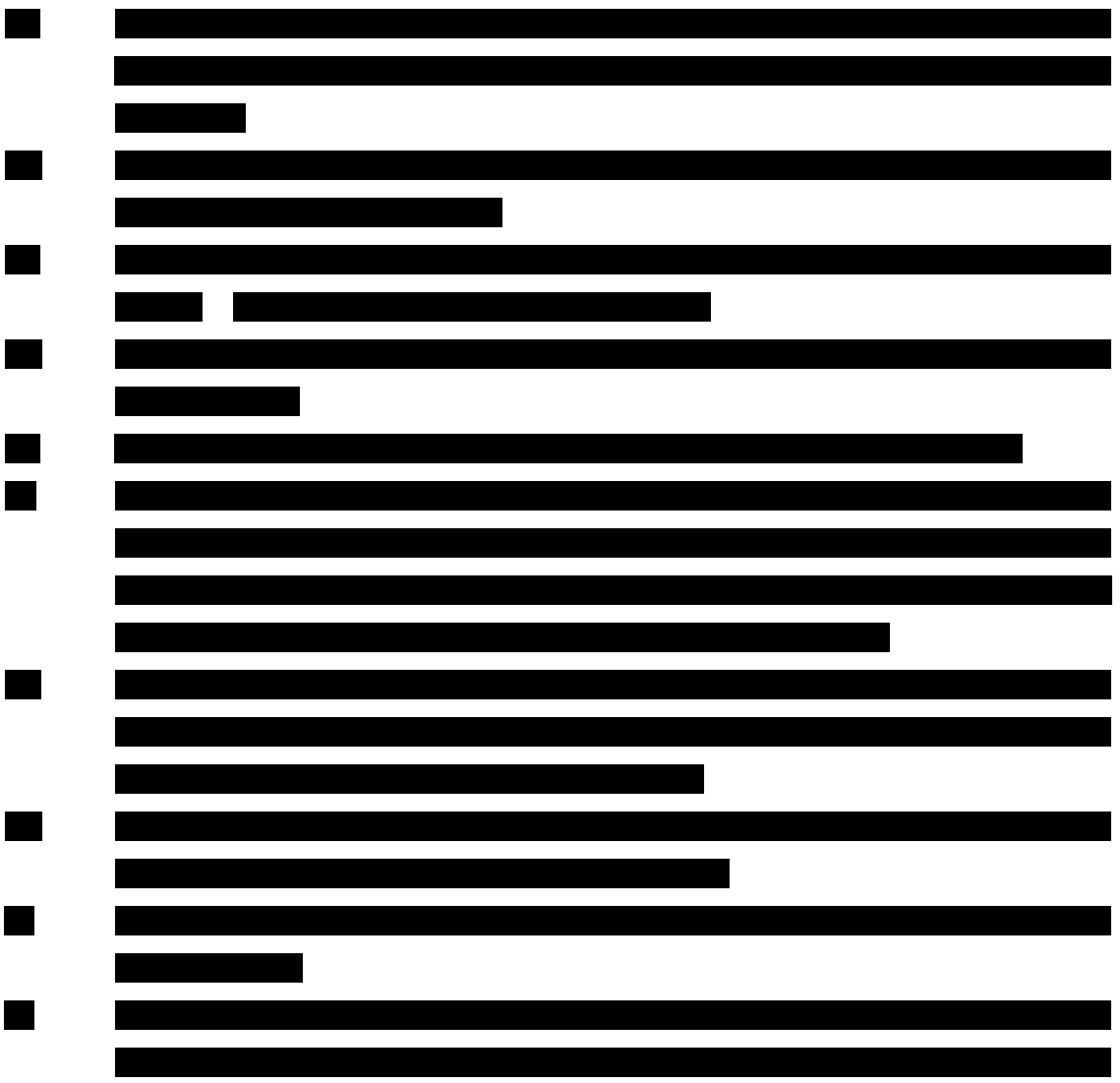

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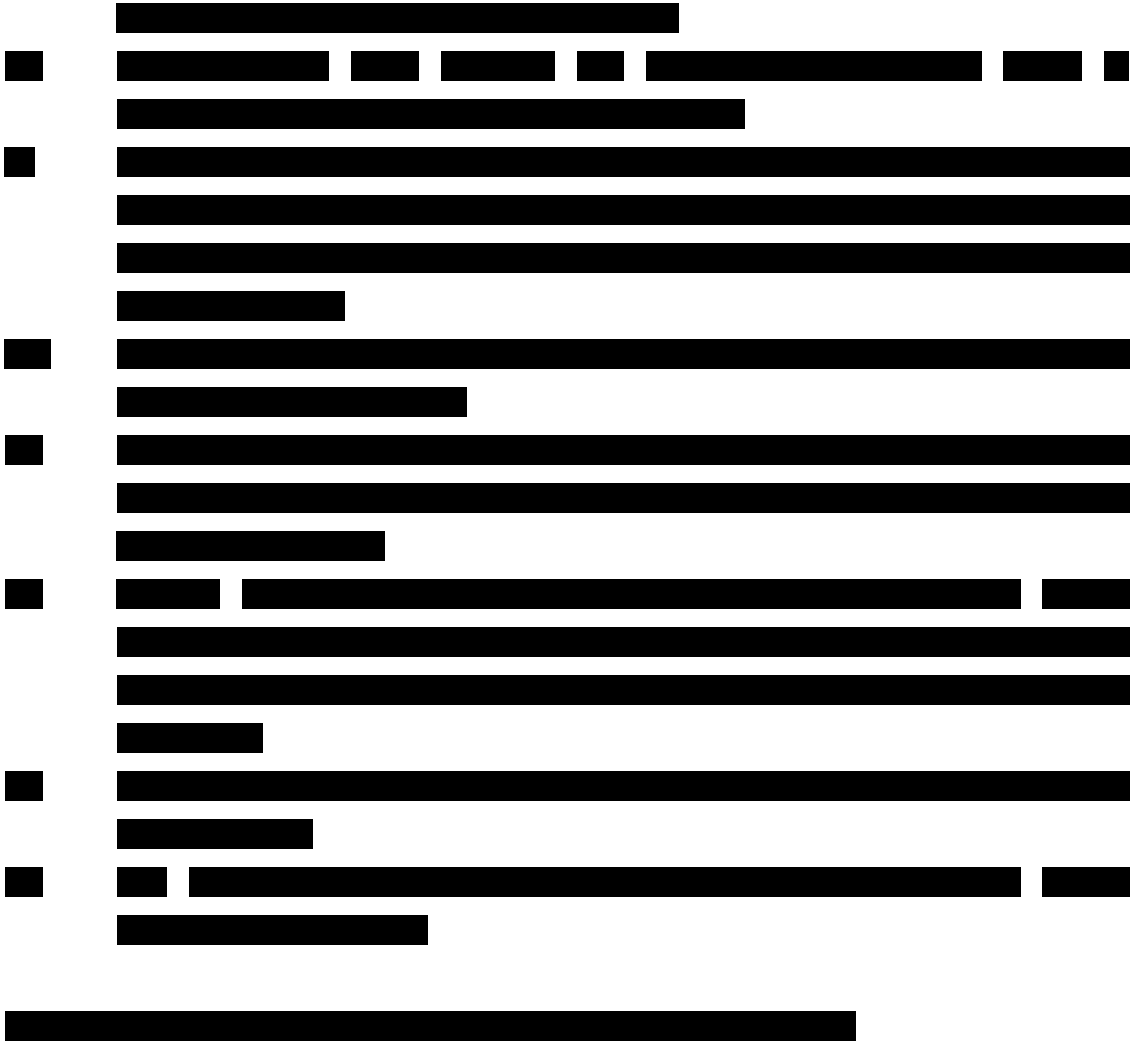

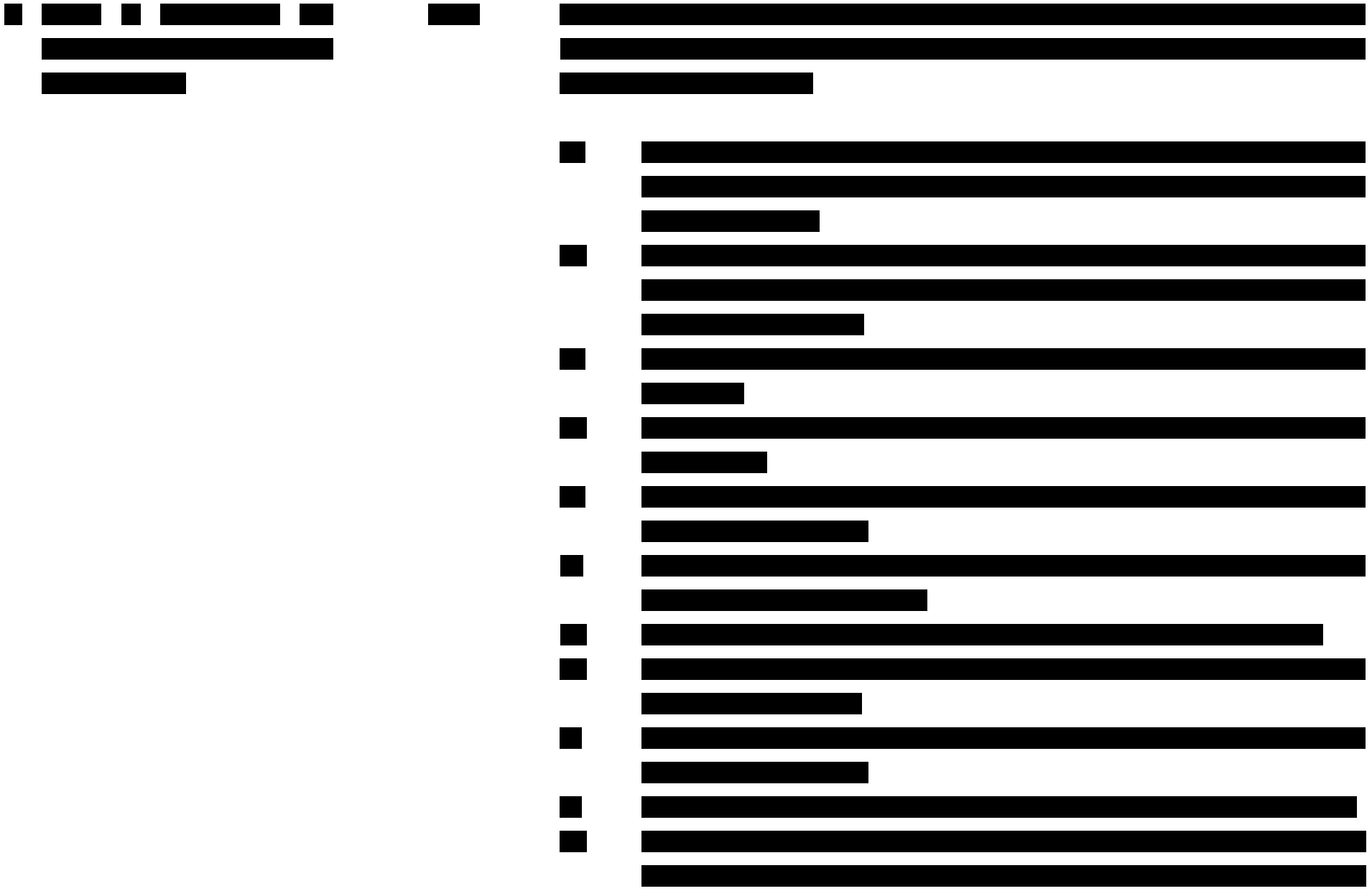

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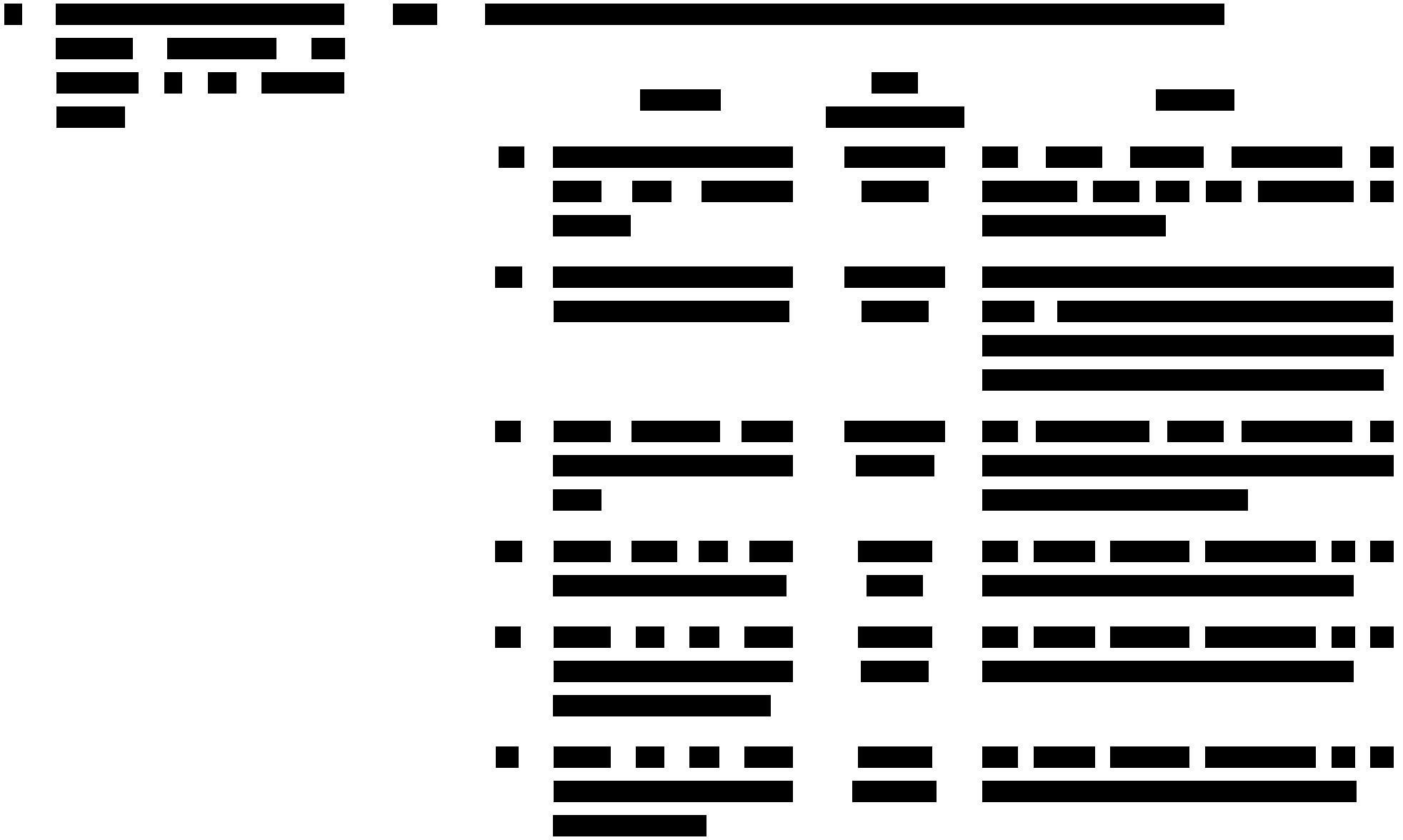

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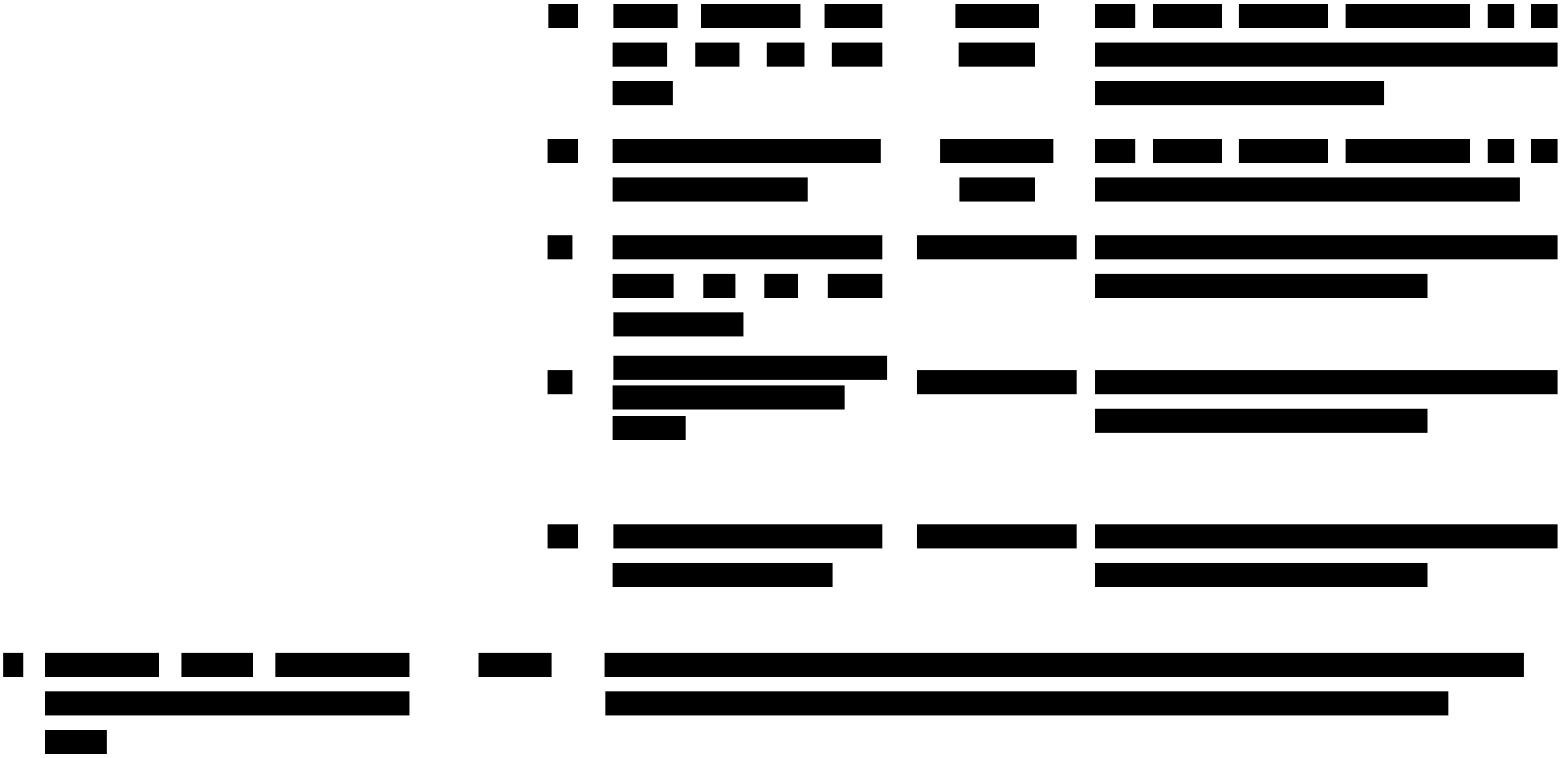

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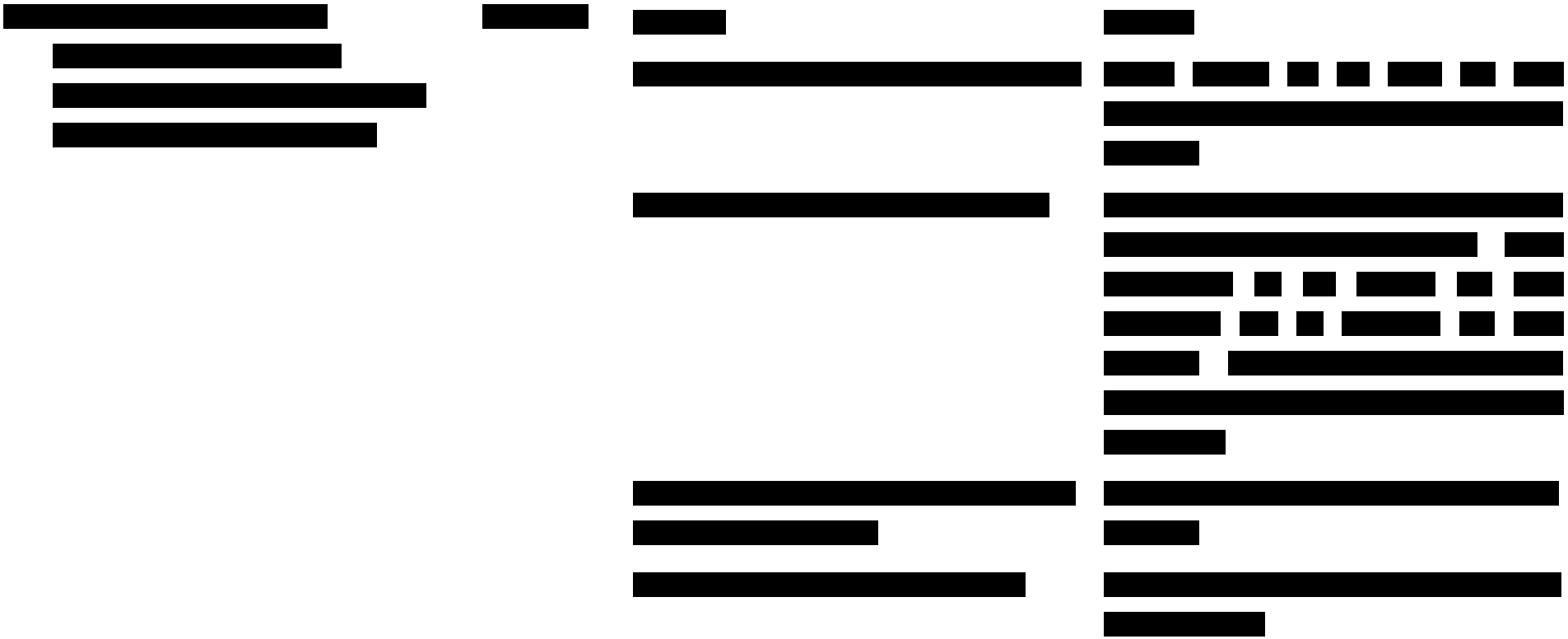

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[1] CTB (F1) : Hong Kong Island and Cross Harbour Bus Routes

[2] CTB (F2) : Airport and North Lantau Bus Routes

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(E) Hong Kong Police Force and Transport Department
Southern District Traffic Report

December 2013						
Area	**Fatal**	**Serious**	**Slight**	**Location**	**Vehicle Type**	**Injured Role**
East Area	0	1	10	**Wong Chuk Hang Road near Heung Yip Road ***	**1 Private car ***	**1 Pedestrian ***
				Wong Chuk Hang Road near 3	1 Motorcycle, 1 Light Goods Vehicle	1 Motorcyclist
				Wong Chuk Hang Road near 22	1 Private car	1 Pedestrian
				Ocean Park Road near Wong Chuk Hang Road	1 Taxi	1 Pedestrian
				Nam Long Shan Road outside 23	1 Motorcycle	1 Motorcyclist
				Repulse Bay Road near Island Road	1 Private car, 1 Private Bus	7 Passengers
				Repulse Bay Road outside 63	1 Taxi, 1 Private Bus	1 Passenger
				Repulse Bay Road near 12	1 Private Bus, 2 Private cars	2 Drivers
				Wong Ma Kok Road near Tung Tau Wan Road	1 Private car	1 Pedestrian
				Stanley Village Road near Stanley Beach Road	1 Taxi, 1 Citybus	1 Driver, 1 Passenger
				Shek O Road near Tai Tam Road	1 Motorcycle, 1 Bicycle	1 Cyclist
South Area	0	0	6	Ap Lei Chau Bridge Road near Lee Chi Road	1 Citybus	1 Passenger
				Ap Lei Chau Bridge Road near Lee Chi Road	1 KMB	1 Passenger
				Ap Lei Chau Bridge Road near South Horizon Drive	1 Light GV	1 Driver
				Ap Lei Chau Bridge Road near Ap Lei Chau Drive	1 Citybus, 1 Private car	1 Diver
				Ap Lei Chau Praya Road outside 8	1 Public Bus, 1 Private car	1 Passenger
				Lee Chi Road near Ap Lei Chau Main Street	2 Private cars	1 Driver, 1 Passenger
West Area	0	2	12	**Information Crescent near Bus Terminus ***	**1 Citybus ***	**1 Pedestrian ***
				Wah Fu Road near 8 *	**1 Red PLB ***	**1 Pedestrian ***
				Pok Fu Lam Road near 91	1 Light GV, 1 Private car, 1 Medium GV	1 Driver
				Pok Fu Lam Road near 145	1 Taxi, 1 Medium GV, 1 Light GV	1 Driver, 1 Passenger
				Pok Fu Lam Road near Bisney Road	1 Citybus	1 Passenger
				Pok Fu Lam Road near 102	1 Citybus	1 Passenger

				Pok Fu Lam Road outside 137	1 Citybus	1 Passenger
				Pok Fu Lam Road near Chi Fu Road	1 NWF Bus	1 Passenger
				Sassoon Road near Pok Fu Lam Road	2 Taxis	1 Passenger
				Information Crescent near Cyberport Road	1 Citybus	1 Pedestrian
				Wah Fu Road outside 15	1 NWF Bus	1 Passenger
				Wah Fu Road near Wah Lok House	1 Red PLB, 1 Motorcycle	1 Motorcyclist
				Wah Cheung Street near 10	1 Citybus	1 Passenger
				Chi Fu Road near Bus Terminus	1 Citybus	1 Passenger
North Area	0	0	6	Aberdeen Main Road near 108	1 Citybus, 1 Private car	1 Passenger
				Chengtu Road near Aberdeen Main Road	1 Private car	1 Pedestrian
				Chengtu Road near Nam Ning Street	1 Taxi	1 Pedestrian
				Sai On Street near 12	1 Green PLB	1 Pedestrian
				Old Main St, Aberdeen near 82	1 Green PLB	1 Pedestrian
				Yue Fai Road near Aberdeen Reservoir Road	1 Taxi	1 Pedestrian
Total	**0**	**3**	**34**	**37**		

Traffic Black Site: Nil

Serious Traffic Accident definite as injured person admitted to Hospital over 12 hours

! fatal traffic accident, * serious traffic accident, traffic accident

January 2014						
Area	**Fatal**	**Serious**	**Slight**	**Location**	**Vehicle Type**	**Injured Role**
East Area	0	4	15	**Tai Tam Road near 19 ***	**1 Private car, 1 Private Bus**	**8 Passengers ***
				Island Road near Repulse Bay Road *	**1 Private car ***	**1 Pedestrian ***
				Wong Chuk Hang Road near 40 *	**1 Citybus ***	**1 Pedestrian ***
				Shek Pai Wan Road near Pok Fu Lam Road *	**1 Motorcycle ***	**1 Motorcyclist ***
				Wong Chuk Hang Road near 27	1 Light GV, 1 Taxi	1 Driver, 2 Passengers
				Wong Chuk Hang Road near Aberdeen Tunnel	1 Motorcycle	1 Motorcyclist
				Wong Chuk Hang Road near Ocean Park Road	2 Citybus	1 Passenger
				Wong Chuk Hang Road near 125	1 Citybus, 1 Private car, 1 Heavy GV	1 Driver
				Wong Chuk Hang Road near 22	1 Private car, 1 Light GV	1 Driver
				Shum Wan Road near 3	1 Motorcycle	1 Motorcyclist
				Shum Wan Road near 8	1 Citybus, 1 Private car	2 Passengers
				Repulse Bay Road near Island Road	1 Public Bus	1 Passenger
				Repulse Bay Road near Headland Road	2 Taxis	1 Driver
				Repulse Bay Road outside 101	1 Taxi	1 Passenger
				Tai Tam Reservoir Road near 88	1 Taxi	1 Pedestrian
				Tai Tam Road near Tai Tam Dam	1 Light GV	1 Driver, 1 Passenger
				Tai Tam Road near Shek O Road	1 Private car	2 Passengers
				Carmel Road near 23	1 Citybus	1 Passenger
				Big Wave Bay Road near Shek O Road	1 Motorcycle	1 Motorcyclist
South Area	0	1	4	**Lei Tung Estate Road near Tung Hing House ***	**1 Citybus ***	**1 Passenger ***
				Lei Tung Estate Road near Tung Yip House	1 Light GV	1 Pedestrian
				Lee Nam Road inside 68	2 Motorcycles	1 Motorcyclist
				Lee Nam Road inside 68	1 Motorcycle	1 Motorcyclist
				Ap Lei Chau Bridge Road near Lee Chi Road	1 Bicycle	1 Cyclist
West Area	1	2	8	**Pok Fu Lam Road outside 116 !**	**1 Heavy GV !**	**1 Pedestrian !**
				Pok Fu Lam Road outside 102 *	**1 Medium GV ***	**1 Pedestrian ***

				Victoria Road near 555 *	**1 Private car, 1 Light GV ***	**2 Passengers ***
				Pok Fu Lam Road near 137	1 Motorcycle	1 Motorcyclist
				Information Crescent near Cyberport Road	1 Private car, 1 Green PLB	1 Driver
				Victoria Road near Bel-air	1 Bicycle	1 Cyclist
				Victoria Road near 555	1 Private Bus	1 Passenger
				Chi Fu Close near 3	1 Motorcycle	1 Passenger
				Wah Fu Road near 23	1 Citybus	1 Passenger
				Wah Fu Road near 15	1 Citybus	4 Passengers
				Wah King Street near Wah Fu Road	1 Citybus	1 Passenger
North Area	0	0	7	Aberdeen Main Road near 220	1 Citybus	1 Passenger
				Aberdeen Main Road near 162	2 Light GVs	1 Driver
				Aberdeen Main Road near Wu Pak Street	1 Taxi	1 Pedestrian
				Aberdeen Reservoir Road near Yue Fai Road	1 NWFBus, 1 Green PLB	1 Passenger
				Aberdeen Reservoir Road near Yue Kwong Road	1 Bicycle	1 Cyclist
				Yue Fai Road near Aberdeen Main Road	1 Green PLB	1 Pedestrian
				Old Main St, Aberdeen near 82	1 Private car	1 Pedestrian
Total	**1**	**7**	**34**	**42**		

Traffic Black Site: Nil

Serious Traffic Accident definite as injured person admitted to Hospital over 12 hours

! fatal traffic accident, * serious traffic accident, traffic accident

南區區議會屬下
交通及運輸事務委員會
第十四次會議紀錄

日期：2014 年 3 月 24 日
時間：下午 2 時 30 分
地點：南區區議會會議室

出席者：

陳富明先生 MH	（委員會主席、南區區議會副主席）
張錫容女士	（委員會副主席）
朱慶虹太平紳士	（南區區議會主席）
歐立成先生	
區諾軒先生	
柴文瀚先生	
陳家珮女士	
陳李佩英女士	
朱立威先生	
林啟暉先生 MH	
林玉珍女士 MH	
羅健熙先生	
麥謝巧玲女士	
徐遠華先生	
黃靈新先生	
楊默博士	
楊位款太平紳士 MH	
司馬文先生	
陳俊達先生	
張漢芬先生	
周尚文先生	
鄺子憲先生	
卜坤乾先生	

缺席者：

馮仕耕先生
廖漢輝太平紳士

秘書：

林裕庭先生	南區民政事務處行政主任（區議會）3 （民政事務總署）

列席者：

衛懿欣太平紳士	南區民政事務專員（民政事務總署）
伍棨廷女士	南區民政事務助理專員（民政事務總署）
許家耀先生	運輸署高級運輸主任（南區）
楊柳江先生	運輸署運輸主任（南區）1
譚桂芬女士	運輸署工程師／南區及山頂 1
馮建業先生	運輸署工程師／南區及山頂 2
廖保華先生	土木工程拓展署工程師 10（港島發展部 2）
蔡詠詩女士	路政署區域工程師／西南區
劉榮富先生	香港警務處西區警區交通隊主管

出席議程二及三：

吳翰禮先生	運輸署總運輸主任／巴士及鐵路 5
趙浩明先生	運輸署高級運輸主任／鐵路 6
黃漢中先生	城巴有限公司／新世界第一巴士服務有限公司 策劃及車務編排經理
黃嘉俊先生	城巴有限公司／新世界第一巴士服務有限公司 策劃主任
尹慧嫻女士	城巴有限公司／新世界第一巴士服務有限公司 高級公眾事務主任
黃秀娟女士	九龍巴士（一九三三）有限公司 襄理（策劃及發展）
吳智聰先生	九龍巴士（一九三三）有限公司 對外事務主任

出席議程四：

余詩奇先生	路政署工程師／南港島線 4
余漢忠先生	運輸署工程師／優先鐵路發展 5
黃偉倫先生	香港鐵路有限公司高級統籌工程師
溫永愛女士	香港鐵路有限公司公共關係經理－ 項目及物業
周美寶女士	香港鐵路有限公司一級建造工程師－土木
關翠珊女士	香港鐵路有限公司一級建造工程師－土木

開會辭：

區議會主席歡迎委員及以下各政府常設部門代表出席會議：

(a) 運輸署高級運輸主任許家耀先生；
(b) 運輸署運輸主任楊柳江先生
(c) 運輸署工程師譚桂芬女士及馮建業先生；
(d) 土木工程拓展署工程師廖保華先生；
(e) 路政署區域工程師蔡詠詩女士；以及
(f) 香港警務處西區警區交通隊主管劉榮富先生。

2. 主席建議每位委員就每項議程最多發言兩次，每次發言時間最多為三分鐘。委員接納此項建議。

議程一： 通過 2014 年 1 月 27 日第十三次會議紀錄

3. 主席表示，上述會議紀錄的中英文文本初稿已於會前送交各委員參閱。秘書處未有收到委員對上述會議紀錄初稿的修訂建議。

4. 委員會通過上述會議紀錄的中英文版本。

議程二： 配合西港島線通車的公共交通服務之最新修訂重組計劃（2014 年 3 月版本）
（此議題由運輸署提出）
（交通文件 8/2014 號）

（柴文瀚先生、區諾軒先生、楊默博士及黃靈新先生分別於下午 2 時 36 分、2 時 42 分、2 時 47 分及 2 時 50 分進入會場。）

5. 主席歡迎下列代表出席議程二的討論：

(a) 運輸署總運輸主任／巴士及鐵路科吳翰禮先生；
(b) 運輸署高級運輸主任／巴士及鐵路科趙浩明先生；
(c) 城巴有限公司（下稱「城巴」）／新世界第一巴士服務有限公司（下稱「新巴」）策劃及車務編排經理黃漢中先生；
(d) 城巴／新巴策劃主任黃嘉俊先生；
(e) 城巴／新巴高級公眾事務主任尹慧嫻女士；
(f) 九龍巴士（一九三三）有限公司襄理（策劃及發展）黃秀娟女士；以及
(g) 九龍巴士（一九三三）對外事務主任吳智聰先生。

6. 主席表示，委員會於過去多次會議曾就「配合西港島線通車的公共交通服務重組計劃」（下稱「西港島線重組計劃」）進行討論，署方現提交最新修訂重組計劃諮詢委員會，詳情參閱交通文件 8/2014 號及附件一至六。

7. 吳翰禮先生簡介重組計劃目前的進度。他表示，運輸署自 2013 年 7 月開始就西港島線重組計劃諮詢委員會、社區代表和公眾，以及與相關的公共交通營辦商作出跟進，共同檢討了計劃內的方案，並為配合西港島線通車的公共交通服務重組計劃提出最新的修訂建議（2014 年 3 月版本）。署方希望以此版本為基礎，為西港島線重組計劃定案，以便預留足夠時間在鐵路啟用前推展有關計劃的實施及宣傳工作。為了順利推行西港島線重組計劃，是項計劃將在西港島線通車後分階段實施－新增設的公共交通服務將在鐵路開通時執行，而單純涉及路線合併、個別路線更改服務及班次調整等計劃則會分階段實施。署方會與公共交通營辦商密切監察西港島線通車後交通模式的實際轉變，根據實地觀察所得的數據適時及合理地逐步實施各項重組計劃。

8. 趙浩明先生向委員簡介西港島線重組計劃的各個最新修訂方案，其中包括：

(a) 重組城巴第 40 及 40M 號線－將城巴第 40M 號線併入城巴第 40 號線，城巴第 40P 號線早上繁忙時段的班次增加至五班；

(b) 重組新巴第 4、4X 號線及城巴第 7 號線－將新巴第 4 號線併入新巴第 4X 號線和城巴第 7 號線，城巴第 7 號線來回方向改經華富（南），而往中環方向則改為不經香港仔東勝道。新巴第 4X 號線的車輛數目增加至五部，早上繁忙時段的班次加密至每 12 分鐘一班；

(c) 重組新巴第 43X 及 46X 號線（建議重新編號城巴第 43M 號線），以及城巴第 70、70M 及 M47 號線－以城巴第 43M 號線取代新巴第 43X、46X 號線及城巴第 M47 號線，總站改設於田灣，以循環線形式往返石塘咀（近山道）。城巴第 70M 號線則合併入城巴第 70 號線，並將城巴第 70 號線的服務延長至華貴。同時，第 70 號線於早上繁忙時段將增設由香港仔開往中環的特別班次，而第 70P 號線班次將由現時三班增加至四班。城巴第 70 及 70P 號線的總車數將增加至 14 部，在互相配合下，可為香港仔居民提供約每 4 至 11 分鐘一班前往中環的巴士服務；

(d) 部分專營巴士路線會視乎乘客量的轉變而調整班次；以及

(e) 相關的專線小巴服務方案，包括新增專線小巴第 23M、54M 及 58M 號短程服務接駁堅尼地城站。

9. 主席請委員就整個西港島線重組計劃及相關的轉乘優惠安排綜合表述意見。

10. 黃靈新先生向主席申報利益，表示其為進智公共交通控股有限公司的執行董事。

11. 司馬文先生、朱慶虹太平紳士、麥謝巧玲女士、柴文瀚先生、歐立成先生、副主席及朱立威先生提出意見及查詢，內容摘錄如下：

(a) 有委員對署方在重組計劃中進行的聯絡工作予以肯定。他關注城巴第 43M 號循環線的班次的穩定性，要求巴士公司為石塘咀的回程班次定下固定的開出時間，安排每 12 至 15 分鐘提供服務，並為班次較疏的路線如新巴第 30X 號線、城巴第 73 號線及隧巴第 971 號線設置全球衛星定位及巴士站實時報站系統，方便乘客計劃行程。此外，他要求延長專線小巴第 58M 的服務時間至晚上 7 時後，為薄扶林及貝沙灣一帶的乘客提供服務，同時指出專線小巴司機的出缺問題嚴重，要求署方考慮增加專線小巴的座位數目至 20 個，或以增加巴士取代專線小巴服務；

(b) 有委員查詢專線小巴第 23M 號線於置富的總站位置，以及城巴第 7 號線是否維持於早上繁忙時段及晚上 11 後繞經置富的安排。由於西港島線通車在即，他關注鐵路與巴士／專線小巴的轉乘優惠安排，擔心若未能提供具吸引力的轉乘優惠，鐵路服務將難以有效地分流乘客，紓緩南區交通擠塞的問題。此外，他要求巴士公司先解決新巴第 970 及 970X 號線的脫班問題，以提供基礎研究鐵路通車後削減班次的需要；

(c) 有委員歡迎延長城巴第 43M 號線的服務至石塘咀，並要求加密班次，縮短居民的候車時間。她建議使用雙層巴士行走該線，改善車廂的擠迫情況，並提供轉乘優惠；

(d) 有委員不滿署方未能就其過往提出的事項，包括鐵路與巴士／專線小巴的轉乘優惠安排、設置全球衛星定位及巴士站實時報站系統，以及改善瑪麗醫院和薄扶林村巴士站等問題作出回應；

(e) 有委員指出現時城巴第 7 號線早上繁忙時段的平均載客率達 85%，日後取消新巴第 4 號線後華富居民或須等候約兩至三班巴士才

能登車，因此要求署方為城巴第 7 號線增設由華富邨開出的繁忙時段特別班次。他又關注日後城巴第 7 號線於華富（南）巴士總站的候車位置安排；

(f) 有委員查詢有關城巴 70 號線日後在繁忙時段於香港仔開出的特別班次的詳情；以及

(g) 有委員要求城巴第 7 號線增設由華富邨開出的繁忙時段特別班次，同時繞經置富，而由石排灣開出的班次則不經置富，以節省時間。他又建議加密城巴第 70P 號線的班次，以疏導石排灣居民前往香港仔乘搭城巴第 70 號線的需求。

12. 吳翰禮先生及趙浩明先生綜合回應如下：

(a) 城巴第 43M 號線日後將於繁忙時段提供每 15 分鐘一班的服務，非繁忙時段服務則預計客量較少，班次亦會較疏。署方會與巴士公司密切監察路線投入服務後的運作情況，按需要檢討單層或雙層巴士的營運模式，並研究投放更多資源提供優質服務的可能性；

(b) 重組後的城巴第 7 號線將維持於早上 5 時 45 分前繞經華富華生樓及晚上 11 後繞經置富的特別安排，而日後改道駛經華富的班次將使用現時華富（南）巴士總站內新巴第 4X 號線的站點上落客。此外，由於新巴第 4X 號線於早上繁忙時段的乘客量較高，因此署方建議加密服務至每 12 分鐘一班，以照顧華富居民前往中環一帶的需求；

(c) 有關專線小巴第 58 及 58M 號線的建議屬初步計劃，署方會與專線小巴營辦商密切監察實際的乘客需求，按需要調配資源以提供合適的服務。此外，專線小巴第 23M 號線的總站則建議設在置富徑教堂對面，署方現正進行相關的地區諮詢；

(d) 關於委員對專線小巴服務水平的意見，由於西港島線通車後路面交通工具如巴士及專線小巴的乘客量將會減少，公共交通營辦商會審視情況，以調配資源提供適切的接駁服務；

(e) 署方備悉委員要求設置全球衛星定位及巴士站實時報站系統的意見，會與巴士公司跟進此事。有關改善區內巴士站的事宜，署方會將意見轉交分區辦事處的同事跟進，以研究擴闊巴士站空間，提升巴士上落客的效率；

(f) 有關鐵路與巴士／專線小巴的轉乘優惠安排，署方一直協調各公共交通營辦商進行磋商，並會在西港島線通車前盡快向委員交代

詳細安排。此外，巴士公司亦會為其各組路線之間的轉乘安排提供具競爭力的優惠；以及

(g) 跟進巴士脫班問題屬署方的恆常工作。署方會與巴士公司在車輛調配及人手安排方面作出改善，並希望透過實施重組計劃紓緩交通擠塞，並改善脫班的問題。署方會盡快提供有關各路線的重組詳情及班次安排等補充資料，以便委員諮詢居民。

13. 黃漢中先生及尹慧嫻女士綜合回應如下：

(a) 與現時新巴第 43X 及 46X 號線比較，由於日後城巴第 43M 號線不需繞經中環及灣仔等繁忙路段，而往石塘咀方向則會行經較暢順的城西道及干諾道西，相信該路線的班次會較其他循環線相對穩定，因此亦暫未有迫切需要設置全球衛星定位及巴士站實時報站系統。此外，城巴第 43M 號線將設兩部雙層巴士提供服務，載客量會較現時新巴第 43X 號線多；

(b) 日後新巴第 4、4X 號線及城巴第 7 號線的重組計劃實施後，預計華富一帶的乘客多選用新巴第 4X 號線前往中環，以及乘搭城巴第 7 號線前往薄扶林及西營盤。因此，巴士公司將於早上 7 至 9 時加密新巴第 4X 號線的班次至每 12 分鐘一班，有關安排較於早上 8 時開設一班城巴第 7 號線特別班次更有效地疏導乘客，所提供的班次亦更多；

(c) 城巴第 70 及 70P 號線日後在早上繁忙時段由華貴、香港仔及石排灣開出的班次合共約有 24 至 25 班，其中約半數的班次將由香港仔巴士總站直接開出。巴士公司會以循序漸進的方式處理城巴第 70P 號線的乘客需求，日後該路線增設一班於早上 7 時 30 分開出的班次後，將可應付覆蓋大部分早上繁忙時段的乘客需求；以及

(d) 現時城巴／新巴安裝的全球衛星定位系統主要用作自動報站、監察車速及協助公司調查之用。由於實時報站系統涉及龐大的投資，故此有關安排對路程較長及班次較疏的路線（如城巴機場快線）較具成本效益。城巴／新巴會審慎研究及進一步評估擴展全球衛星定位系統及實時報站系統至其他路線的建議。

14. 朱慶虹太平紳士、司馬文先生、區諾軒先生、朱立威先生、柴文瀚先生及羅健熙先生繼續提出意見及查詢，內容摘錄如下：

(a) 有委員指出西港島線通車在即，故詢問署方將於何時匯報有關鐵路與巴士／專線小巴的轉乘優惠的具體安排。他又詢問專線小巴

調整班次的標準，並估計專線小巴第 23M 號線需要動用五部小巴才足以提供建議的循環線服務班次，故擔心營辦商或會削減專線小巴第 23 號線的原有班次，以營運新路線；

(b) 有委員認為全球衛星定位及巴士站實時報站系統成本低廉，並可方便乘客，故要求巴士公司為班次較疏的巴士路線提供實時報站系統，而運輸署亦應在下次審議巴士專營權時要求巴士公司提供上述實時資訊供乘客使用；

(c) 有委員詢問署方有關西港島線重組計劃落實定案的時間表，要求署方先提供各路線的重組詳情及班次安排等補充資料予委員後再作討論。此外，他指出電車公司現時已使用全球衛星定位系統，因此建議巴士公司考慮先於各巴士總站或較繁忙的站點試行設置實時報站系統，以便日後再逐步擴展；

(d) 有委員查詢有關城巴第 70P 號線於西港島線通車後的客量調查的具體安排及增加班次的準則。他再次要求巴士公司加密第 70P 號線的特別班次，以疏導石排灣的候車人流；

(e) 有委員提出多項意見，當中包括：（一）要求城巴第 7 號線全日的大部分班次及星期日早上 11 時至下午 6 時的班次維持每 15 分鐘一班，其行車路線安排應由華富（北）入、華富（南）出，並為由華富前往香港仔的路段設立$3 的分段收費；（二）新巴第 4 號線最少須在上午繁忙時段的兩小時內提供每 12 分鐘一班的服務，同時總站應改設於華富（北）巴士站；（三）巴士公司須於華富（南）巴士總站安排站長駐守，協調巴士的運作安排；（四）要求容許新巴第 4X 號線及城巴第 7 號線的乘客於瑪麗醫院巴士站轉乘所有途經薄扶林道的非過海巴士線；（五）城巴第 43M 號線須全日提供每 15 分鐘一班的服務，並全線以雙層巴士行走，而服務時間須與港鐵堅尼地城站的尾班車時間一致。其車費須下調至城巴第 M47 號線的原有水平（即$5.1），並保留第 M47 號線所有轉乘優惠安排；（六）要求城巴第 70 號線早上繁忙時段的部分班次以上環為總站，以照顧原有乘搭新巴第 43X 號線前往上環的乘客需求；（七）要求城巴第 40 及第 40M 號線合併後要增加轉乘優惠，讓乘客可以轉乘班次較密的巴士線（例如新巴第 23 號線）前往目的地；（八）由於華貴居民欠缺直接前往薄扶林道及瑪麗醫院的路線服務，故此要求專線小巴第 63 號線改經華富道；（九）要求署方於年中提交有關鐵路與巴士／專線小巴的轉乘優惠安排及各巴士站的具體改善建議；以及（十）對運輸署一直未能有效回應委員的訴求表示不滿，表示若署方於下次會議仍未能提供詳細資料，他將向申訴專員公署及審計署作出申訴；以及

(f) 有委員詢問署方會否繼續為西港島線重組計劃作出修訂及向委員會進行匯報。

15. 主席要求城巴第70號線日後在早上繁忙時段須繞經田灣街巴士站。

16. 吳翰禮先生綜合回應如下：

(a) 有關鐵路與巴士／專線小巴的轉乘優惠安排，各公共交通營辦商及港鐵公司正審慎商討相關的財務安排。署方會向各營辦商轉達委員的關注事宜，以期盡快向委員交代詳細安排；

(b) 署方備悉各委員對提供全球衛星定位及巴士站實時報站系統的意見，會與相關同事及巴士公司跟進；

(c) 由於專線小巴第 23 及 23M 號線將於西港島線通車後提供重要的接駁功能，營辦商已承諾會向該路線組別增撥資源，以提供合適的服務；以及

(d) 署方自2013年7月開始就西港島線重組計劃諮詢了委員會及市民的意見，並積極改善各組方案，回應各方訴求。署方會與巴士公司準備西港島線重組計劃中各方案的執行細節，供委員參閱。

17. 黃漢中先生回應表示，現時城巴第 70P 號線於香港仔隧道收費廣場（即涵蓋石排灣、香港仔及黃竹坑一帶的乘客）的載客率為84%，暫未符合運輸署增加班次的準則中的「巴士路線於最繁忙一小時內的平均載客率需達到 85%」的指標，但該路線日後將增設一班於早上 7 時 30 分開出的服務，可應付大部分早上繁忙時段的乘客需求。

18. 主席總結時表示，由於西港島線將於 2014 年年底通車，委員會有需要盡快就鐵路與巴士／專線小巴的轉乘優惠安排進行討論，因此要求運輸署於下次會議提交文件，交代港鐵與各巴士及專線小巴路線之間的具體轉乘安排及車資優惠，以作深入探討。另一方面，委員會非常關注巴士班次的穩定性，因此要求運輸署督促巴士公司為南區的巴士路線提供全球衛星定位及巴士站實時報站系統，並在日後的專營權加入上述條款，為乘客提供更多實時資訊。有關西港島線重組計劃的方案，署方須繼續與各當區區議員會面，研究各路線和班次的微調方向，並向委員會作進度匯報。

議程三： 配合南港島線(東段)通車的公共交通服務之修訂重組計劃（2014 年 3 月版本）
（此議題由運輸署提出）
（交通文件 9/2014 號）

19. 主席歡迎下列代表繼續出席議程三的討論：

(a) 運輸署總運輸主任／巴士及鐵路科吳翰禮先生；

(b) 運輸署高級運輸主任／巴士及鐵路科趙浩明先生；

(c) 城巴／新巴策劃及車務編排經理黃漢中先生；

(d) 城巴／新巴策劃主任黃嘉俊先生；

(e) 城巴／新巴高級公眾事務主任尹慧嫻女士；

(f) 九龍巴士（一九三三）有限公司襄理（策劃及發展）黃秀娟女士；以及

(g) 九龍巴士（一九三三）對外事務主任吳智聰先生。

20. 主席表示，委員會於 2014 年 7 月及 9 月的會議曾就「配合南港島線（東段）通車的公共交通服務重組計劃」（下稱「南港島線（東段）重組計劃」）進行討論，其後各區區議員亦多次與運輸署代表會面，就各路線的行車走向和班次安排等事宜交換意見。署方現提交修訂的南港島線(東段)重組計劃諮詢委員會，詳情參閱交通文件 9/2014 號及附件一至十二。

21. 吳翰禮先生簡介南港島線（東段）重組計劃的目前進度。他表示，運輸署自 2013 年 7 月開始就南港島線（東段）重組計劃的初步方案進行諮詢，並參考各方意見，與相關的公共交通營辦商共同作出檢討，制訂出首個修訂建議（2014 年 3 月版本）。署方希望聽取委員會的意見，以期於 2014 年第四季為南港島線（東段）重組計劃作出定案。

22. 趙浩明先生向委員簡介南港島線（東段）重組計劃的各個修訂方案（詳情參閱交通文件 9/2014 號及附件一至十二），包括：

(a) 重組城巴第 48、71 及 75 號線－城巴第 75 號線改為於早上繁忙時段提供三班由深灣往中環的單方向服務；城巴第 72A 號線在日間非繁忙時段顯著加密班次至約每 10-12 分鐘一班；取消城巴第 71 及 71P 號線並提供巴士／巴士轉乘安排；以及城巴第 48 號線改道途經黃竹坑新鐵路站；

(b) 修改新巴第 78 號線的路線－新巴第 78 號線將改以黃竹坑新鐵路站的公共運輸交匯設施為總站；

(c) 修改隧巴第 107 號線的路線－部分班次於上午繁忙時段不經南朗山道一帶；

(d) 重組城巴第 90B、98 號線及新巴第 91、94、94X 號線－將新巴輔助服務第 94X 號線併入新巴第 94 號線，同時後者將全日提供服務；將新巴第 91 號線併入城巴第 90B 號線；以及維持城巴第 98 號線的現行班次；

(e) 重組城巴第 90、90C、97 號線及新巴第 590、590A 號線－將新巴第 590A 及城巴第 90C 號線併入新巴第 590 號線；城巴第 97 號線改為只於上午繁忙時段提供服務，並將港島北岸總站縮短至灣仔；以及城巴第 90 號線延長至由海怡半島開出，在城巴第 97 號線服務時間外繞經利東邨，並將港島北岸總站縮短至灣仔；

(f) 重組新巴第 93 及 93A 號線－將新巴第 93A 號線併入新巴第 93 號線，其中由鴨脷洲邨開出的兩班班次改道服務利東邨，另外兩班由海怡開出班次路線不變；

(g) 修改隧巴第 671 號線的路線－重新編號為第 176 號線，改道途經紅磡海底隧道前往觀塘碼頭，於上、下午繁忙時段分別提供三班雙向服務；

(h) 重組新巴第 66 號線及城巴第 6、6X、73 及 260 號線－保留新巴第 66 號線，於上午繁忙時間提供兩班由赤柱廣場往中環的單方向服務；城巴第 6 號線全日改道途經馬坑（近觀馬樓）；城巴第 6X 號線會視乎乘客量轉變調減班次；城巴第 260 號線建議全線以雙層巴士行走；以及城巴第 73 號線改道途經海洋公園站；

(i) 重組隧巴第 973、973P 號線－將隧巴第 973P 號線併回其主線第 973 號線，973 將安排三班早上班次繞經黃竹坑。隧巴第 973 號線繼續途經香港仔、西區及西區海底隧道；

(j) 建議取消部分專營巴士路線並以其他公共交通服務替代－取消城巴第 47P 號線(早上繁忙時間服務)、城巴第 629 及 629A 號線、新巴第 95B 號線(早上繁忙時間服務)及城巴第 97A 號線(早上繁忙時間服務)；

(k) 視乎乘客量轉變而調整班次的專營巴士路線；以及

(l) 相關的專線小巴服務方案，包括新增專線小巴第 4M、40M、52M 號線及修改專線小巴第 69A 號線，提供短程服務接駁黃竹坑站。

23. 黃靈新先生向主席申報利益，表示其為進智公共交通控股有限公司的執行董事。

24. 主席請委員就整個南港島線（東段）重組計劃綜合表述意見。

25. 司馬文先生、羅健熙先生、林玉珍女士 MH、副主席、徐遠華先生、麥謝巧玲女士、張漢芬先生、朱立威先生、林啟暉先生 MH、歐立成先生、柴文瀚先生、陳李佩英女士、陳家珮女士、周尚文先生、朱慶虹太平紳士及區諾軒先生提出意見及查詢，內容摘錄如下：

(a) 有委員要求加密城巴第 73 號線及專線小巴第 69A 號線的班次，而隧巴第 971 及 973 號線於非繁忙時間的削減班次安排則須作審慎考慮。此外，他重申引入全球衛星定位及巴士站實時報站系統的重要；

(b) 有委員認為南港島線（東段）重組計劃的整體不夠進取，建議應提供具競爭力的特快巴士線吸引客源，如增加城巴第 99X 號線班次快速來往東區及保留新巴第 94X 號線經薄扶林道一帶前往中上環。他對署方嘗試修改隧巴第 671 號線以加快車程的原意表示歡迎，但要求署方邀請區議員試乘隧巴第 176 號線，以測試改經紅隧的效用；

(c) 有委員認為署方的最新修訂方案仍無充分考慮居民意見，對此感到不滿。她指出城巴第 90 號線的總站多年來均設於鴨脷洲邨，故反對改由海怡半島開出並繞經利東邨，使路線變得迂迴；其終點站更將由中環遷移至灣仔，對原有乘客構成不便，而替代的新巴第 590 號線亦未能為如城巴路線般為 60 至 65 歲的長者提供半價優惠。此外，取消新巴第 91 號線並併入城巴第 90B 號線後，乘客將不能直接前往西營盤的水街及西邊街一帶。她又指出沒有學生會以港鐵轉乘巴士前往中西區上課，故不希望重組路城巴第 93 號線，同時認為隧巴第 176 號線擬議班次不足，並贊成安排試乘活動；

(d) 有委員對以車費較貴的新巴第 590 號線取代乘客量高的城巴第 90C 號線、以走線不同的城巴第 90B 號線取代新巴第 91 號線及城巴第 90 號線繞經利東邨並遷移總站至灣仔等方案表示反對，同時對隧巴第 176 號線途經紅隧的方案有所保留，並要求為隧巴第 671 號線及城巴第 99X 號線增設快線服務。她又查詢取消城巴第 97A 號線後，專線小巴第 29 號線會否增加班次；

(e) 有委員指出城巴第 71 號線屬黃竹坑區唯一途經薄扶林道及瑪

麗醫院的巴士線，而城巴第 71P 號線的平均載客率達 97%，認為兩組路線的取消方案均欠缺理據。此外，南朗山道的乘客於繁忙時段對隧巴第 107 號線的需求甚高，因此以梅花間竹方式途經該處的做法並不合理。另一方面，他認為運輸署及巴士公司有聽取居民對城巴第 75 號線的意見，但只提供三班服務並不足夠；

(f) 有委員認為即使南港島線（東段）通車後亦不應盲目地以鐵路取代巴士服務，反之應按通車後的實際情況調整巴士路線，並新增點對點的巴士快線，讓居民有較多選擇。此外，她要求日後乘客使用巴士／專線小巴轉乘鐵路的總車費不能高於原有的巴士車資，而重組計劃所騰空的車輛資源需繼續投放於南區提供服務。她又認為須小心安排城巴第 48 號線與新巴第 4X 號線及城巴第 7 號線日後於華富一帶的站點位置，避免巴士站的負荷過高；

(g) 有委員認為南港島線（東段）重組計劃未有數碼港及貝沙灣的居民提供充足的轉乘配套，而現時專線小巴第 69 及 69X 號線於下午繁忙時段的班次服務亦不足夠；

(h) 有委員認為南港島線（東段）重組計劃漠視石排灣居民的利益。他指出，香港仔及石排灣沒有直接的鐵路服務，因此鐵路通車後的車費支出及乘車時間將直接影響居民的乘車選擇。他再次要求署方提供鐵路與巴士／小巴的轉乘優惠具體安排，並預期日後在香港仔隧道的擠塞情況得以紓緩下，石排灣居民或傾向選擇點對點的巴士服務，故建議善用騰空的車輛資源開設更多特快線如城巴第 70P 號線。此外，新增設的專線小巴第 4M 號線日後收費為$4.6，高於現有新巴第 95 號線的車資（$3.2）。在南港島線（東段）任何鐵路站前往銅鑼灣的相等車資的情況下，居民自然會選搭新巴第 95 號線於鴨脷洲轉乘港鐵，反映專線小巴第 4M 號線的車資水平不合理；

(i) 有委員反對城巴第 90 號線的重組方案。他指出城巴第 90 號線改由海怡半島開出並繞經利東邨，將增加行車時間；其總站更將由中環遷移至灣仔，變相迫使前往中環的居民乘搭港鐵或使用車資較高的新巴第 590 號線；

(j) 有委員對南港島線（東段）重組計劃中有關黃竹坑區巴士線的方案感到不滿。他指出，大部分黃竹坑民居與港鐵站間存有一定距離，因此認為新巴第 78 號線以黃竹坑港鐵站為終點站的安排未能方便居民，同時要求提供城巴第 48 號與新巴第 78 號線之間的免費轉乘安排，以及城巴第 48 號線及港鐵黃竹坑站的尾班車時間須互相配合；

(k) 有委員認為現時的轉乘優惠安排不能接受。他指出，現時的

安排只是以轉乘安排作取消路線後的替代服務，署方並無實際誘因鼓勵巴士公司提供轉乘優惠，供居民有更多選擇。他建議開放轉乘安排，例如於香港仔隧道入口以補回差價的方式轉乘各巴士線。此外，他認為延長巴士走線只會使車程過於迂迴，署方應提供更多特快線，例如安排新巴第 590 號線及新巴第 42 號線改為行走黃竹坑道天橋，同時藉重組的機會調整車費表。署方亦須於下次巴士專營權續期時引入條款，要求巴士公司提供全球衛星定位及巴士站實時報站系統；

(l) 有委員認為重組方案中的新巴第 66 號線只設兩班繁忙時間單程服務並不足夠，要求保留現有服務，再視乎南港島線（東段）通車後始作調整。她又要求城巴第 6 及 73 號線於上午首兩班服務繞經馬坑邨，接載學生及上班的乘客。她反映赤柱一帶於周末早上的公共交通服務不足，要求保留城巴第 6X 號線的現有服務，而新巴第 63 號線由赤柱開出的上午首兩班服務須以雙層巴士行走。此外，她反對城巴第 973 號線繞經深灣，增加行車時間，並要求於週末及假日加強該線的服務；

(m) 有委員指出，按其觀察所見，新巴第 590 號線於早上繁忙時段於經常客滿，甚至不停鴨脷洲邨外的巴士站，因此對署方所指的繁忙時段平均 57%載客率有所保留。她又認同鴨脷洲大街的居民經常需等候較長時間才能登上巴士；

(n) 有委員指出，現時赤柱於假日的擠塞情況嚴重，若城巴第 6 號線繞經馬坑只會增加行車時間，對赤柱居民及懲教署職員構成不便。此外，他指出不少赤柱居民乘搭城巴第 973 號線前往薄扶林，若繞經深灣將增加行車時間；

(o) 有委員代表馮仕耕先生表述意見。他認同指，若城巴第 973 號線繞經深灣及每 30 分鐘才有一班服務，將對前往薄扶林一帶的赤柱區及海灣區居民構成不便。此外，他認為由赤柱開出的專線小巴第 40M 號線的班次太疏，擔心海灣區乘客將難以登車，故要求增加班次；以及

(p) 有委員不介意城巴第 90 號線是否繞經利東，但指若日後修訂為不繞經利東，署方則須為城巴第 97 號線作相應調整，方便利東居民乘搭巴士前往灣仔或港島北岸，並保留城巴第 97 號線於早上繁忙時段前往中環的服務。此外，他認為新巴第 94 及 94X 號線的走線不同，故不應取消新巴第 94X 號線，同時要求提供該線與城巴第 90B 號線的班次時間分佈，確保日後提供適當密度的服務。他又查詢隧巴第 176 號線的具體班次時間，要求改為提供全日服務，並贊成安排試乘活動。另一方面，他要求提供連接鴨脷洲南灣及港鐵站的專線小巴

服務，同時建議專線小巴第 29 號線繞經利東。

26. 吳翰禮先生綜合回應表示，日後南港島線（東段）通車後南區將增設四個港鐵站，當中大部分均位處人煙較稠密的地方。署方預期鐵路通車後，居民的出行模式將有所改變，預料不少巴士及專線小巴乘客將改為乘搭班次較穩定的鐵路服務。因此署方因應預計的乘客量轉變而制定了上述的公共交通服務重組計劃，以期能更有效地運用巴士資源，在提供鐵路服務的同時，保留適當的巴士及專線小巴服務供市民選擇。署方感謝委員對各路線的行車走向、班次服務及新增接駁路線等安排所提出的意見，並會與巴士公司再作檢視，以優化南港島線（東段）重組計劃。

27. 徐遠華先生、司馬文先生、柴文瀚先生、羅健熙先生、區諾軒先生及歐立成先生繼續提出意見及查詢，內容摘錄如下：

(a) 有委員明白鐵路開通後巴士服務不能一成不變，但希望在討論過程中，署方可以認真處理區議員及居民的訴求。他希望保留黃竹坑區原有的巴士服務，惟具體班次安排可再作商討。他又重申城巴第 75 號線日後只提供早上三班服務並不足夠，要求繼續於非繁忙時段及下班時段提供服務，並增加路線轉乘選擇；

(b) 有委員指出，薄扶林區短期內並無鐵路接駁，但區內居民歡迎減少巴士數目，紓緩交通擠塞。他認為社會投放大量資源興建南港島線（東段），若鐵路通車後仍保留大量巴士路線並不合理，所以希望區議員可以協助游說區內居民接受重組計劃，藉以減少巴士及專線小巴數目，紓緩交通擠塞及香港仔隧道間封等問題；

(c) 有委員指出，於西港島線重組計劃及南港島線（東段）重組計劃兩份文件中，城巴第 71 號線的繁忙時間載客率分別 81%及 74%，數據有所差別，因此對重組計劃的顧問研究報告的準確性表示質疑。他再次詢問署方將如何鼓勵巴士公司提供轉乘優惠，及會否增設巴士快線，如改經黃竹坑道天橋或不經香港仔中心，加快車程時間。他重申，重組計劃應讓市民節省車資及縮短行車時間；

(d) 有委員對署方的回覆感到不滿，要求署方拿出誠意與區議員共同探討有關城巴第 90 號線及新巴第 91、94 號線的重組方案；同時對隧巴第 176 號線及城巴第 75 號線只提供三班服務表示不滿；

(e) 有委員要求署方提供更詳細的回覆，並邀請巴士公司代表就委員的意見作出回應；以及

(f) 有委員希望有關重組計劃中以新巴取代城巴服務的路線，日後可維持為 60 至 65 歲的乘客提供半價優惠。

28. 吳翰禮先生綜合回應表示，他明白署方及區議員雙方均用心處理重組計劃，故會虛心聆聽地區意見，繼續進行互動的溝通。為回應各方訴求，署方現提出的南港島線（東段）首份修訂重組方案亦較原有方案有所改動，希望各方可求同存異，繼續探討重組方案的細節。署方感謝委員對路線及車資等安排的意見，會與巴士公司加以研究，並因應營運情況，提供良好的轉乘方案及替代服務予乘客使用。此外，有關城巴第 71 號線的載客率之別，他指出，由於西港島線重組計劃在半年前提出，載客率為當時數據，而南港島線（東段）重組計劃中的載客率則為現時修訂後的最新數據。

29. 黃漢中先生回應表示，城巴／新巴會與署方就重組計劃中未臻完善之處，包括各巴士線間的轉乘安排及新增快線等建議再作檢討，以提供更直接的路線服務，配合乘客的期望。黃秀娟女士回應表示，九巴於南區提供的服務主要屬與城巴／新巴聯營的過海路線，因此將繼續與城巴／新巴及運輸署探討有關隧巴第 176 號線的改善建議。

30. 主席總結時表示，委員會要求運輸署積極跟進各委員提出的意見，並於會後繼續與各區區議員會面，研究各路線和班次的安排及相關轉乘優惠等細節，為計劃作調整，並於下次會議提供最新的修訂方案再作跟進討論。此外，他建議委員繼續於自己所屬的選區收集市民對各路線改動方案的意見，繼而交予署方作研究，以希望最終優化南區的交通服務。

議程四： 南港島線（東段）項目臨時交通管理措施
（此議題由港鐵公司提出）
（交通文件 10/2014 號）

（黃靈新先生於下午 5 時 32 分離開會場。）

31. 主席歡迎下列代表出席議程四的討論：

(a) 路政署工程師余詩奇先生；
(b) 運輸署工程師余漢忠先生；
(c) 香港鐵路有限公司（下稱「港鐵公司」）高級統籌工程師黃偉倫先生；
(d) 港鐵公司公共關係經理－項目及物業　溫永愛女士；

(e) 港鐵公司一級建造工程師－土木 周美寶女士；以及
(f) 港鐵公司一級建造工程師－土木 關翠珊女士。

32. 黃偉倫先生以電腦投影片（參考資料）介紹為配合南港島線（東段）工程而實施的臨時交通管理措施。

33. 徐遠華先生、副主席及羅健熙先生提出意見及查詢，內容摘錄如下：

(a) 有委員贊成於塘邊徑一帶新增調頭支路，但指出該處的工程圍版阻礙行人及駕駛者視線，故要求港鐵公司作出改善。此外，他要求港鐵公司解決黃竹坑巴士總站上蓋的遮蔭問題，並建議舉辦巴士站上蓋壁畫比賽，以美化上蓋及改善遮蔭問題；

(b) 有委員要求港鐵公司加強監察於鴨脷洲大街一帶進行的利東站工程，減低對附近交通的影響；以及

(c) 有委員贊成舉辦巴士站上蓋壁畫比賽，並要求港鐵公司留意利東邨一帶工程所造成的噪音滋擾及交通影響。

34. 黃偉倫先生綜合回應如下：

(a) 由於塘邊徑的彎位較急，該處的阻檔視線問題本已存在，惟使用透明工程圍版或會引起反光問題，故須再作研究。港鐵公司會加設路牌為行人提供清晰指示；

(b) 為減低利東邨一帶工程對交通造成的影響，該處的工程須於晚間進行，但有關安排卻會造成某程度的噪音問題，故屬兩難局面。港鐵公司會致力減少交通測試所引起的滋擾；

(c) 利東邨道及鴨脷洲橋道路口的交通燈屬同一組別的燈號，須作較複雜的同步燈號管理，故難以作人手調控；

(d) 日後利東站啟用後，若有於鴨脷洲大街加設行人過路燈的需要，港鐵公司會加以考慮；以及

(e) 由於港鐵公司已交出黃竹坑巴士總站的管理權，故較難就其巴士站的上蓋作出改動。

35. 司馬文先生詢問有關早前於區議會會議上要求港鐵公司提交的南港島線（東段）項目的工地列表及於鋼綫灣和利南道的卸泥容量

報告目前的進度。

36. 黃偉倫先生回應表示，港鐵公司現正整理上述卸泥口泥石容量的實際數字及南港島線（東段）項目的工地列表（部分用地的交還時間表將於日後逐步補充），會盡快向區議會提交上述報告。

37. 主席在總結時要求港鐵公司於下次區議會會議前向秘書處提交上述報告，以便於區議會會議上再作跟進。港鐵公司亦應備悉各委員就臨時交通管理措施提出的意見，並繼續通過區議會及其他平台（例如社區聯絡小組）就工程進度等事宜諮詢公眾。

議程五： 關注薄扶林道行車潛在危險
（此議題由朱立威先生、麥謝巧玲女士及楊位款太平紳士 MH 提出）
（交通文件 11/2014 號）

38. 主席表示，議程五由朱立威先生、麥謝巧玲女士及楊位款太平紳士 MH 提出，並請委員參閱交通文件 11/2014 號附件一。秘書處於會前邀請運輸署就上述議題作出的書面回應載於附件二。

39. 朱立威先生簡介文件的內容。他表示，薄扶林道往中西區方向（置富花園至瑪麗醫院一帶）的多個路口不時出現車輛越過雙白線突然右轉的情況。雖然有關路段的車速限制為每小時 50 公里，但據觀察所得，不少駕駛者的車速均較高，若前方車輛突然急停右轉，實易生意外；即使後方車輛能及時轉至左線行車，車輛在高速情況下換線亦會對後方車流構成危險；此外，右轉車輛在等候越過雙白線期間亦會阻塞交通。因此，他要求運輸署檢視薄扶林道各個路口的潛在交通危險，並提供具體改善方案。麥謝巧玲女士補充指，薄扶林道近嘉林閣對面的支路不時有車輛進出，曾有薄扶林道車輛於該處未能及時煞掣而發生意外。她要求署方檢視薄扶林道同類型較隱蔽的路口，以改善情況。

40. 馮建業先生回應表示，薄扶林道介乎華富道啟歷學校至瑪麗醫院一帶的路段，其車速限制為每小時 50 公里。駕駛者如能遵從運輸署的呼籲，與前方車輛時常保持安全距離，即使有車輛越過雙白線右轉駛入或駛出毗連道路或處所時，亦問題不大。然而，考慮到薄扶林道的特性及交通流量，署方已於部分位置禁止車輛右轉橫過雙白線。他舉例指，署方於瑪麗醫院近油站一帶的路段設置交通標誌，禁止車輛在薄扶林道往中環方向駛入／駛出油站，惟現場仍有部分駕駛者違反指示，因此署方於 2013 年年底在該處加設交通圓柱筒，以分

隔來回行車線，配合現場的交通管制。署方會就薄扶林道較多車輛右轉的位置研究可行的改善措施，以提醒駕駛者前方右端設有支路，此外，署方正就薄扶林道 120 號近豪峰的路口加設交通標誌及道路標記的改善方案進行地區諮詢。

41. 朱立威先生指出，薄扶林道的多個路口均沒有設置「禁止右轉」的交通標誌，詢問車輛是否可於上述位置越過雙白線右轉。他又詢問南區有否其他道路皆為設有雙白線同時可作右轉，以及署方對同類型路口的具體改善措施。

42. 馮建業先生回應表示，越過雙白綫右轉入道路、停車場及處所屬法例許可的情況，全港多處均有類似情況。他指出，薄扶林道的多個路口均可右轉，惟豪峰附近路口則不可由支路駛出轉右至薄扶林道往中環方向。

43. 司馬文先生、陳俊達先生、麥謝巧玲女士及鄺子憲先生提出意見及查詢，內容摘錄如下：

(a) 有委員指出，雙程雙線行車的薄扶林道屬區內的主要幹路，不少駕駛者均以較高車速（每小時 70 公里）行駛，故車輛超速為導致意外的主因。因此，他於會前向署方提交有關薄扶林道行車安全的書面提問，要求提供相關交通數據，同時建議於薄扶林道沿途加設偵速攝影機及延長瑪麗醫院近油站一帶的交通圓柱筒擺放位置；

(b) 有委員指出，據其觀察所得，薄扶林道近豪峰的路口平日於上午 8 時左右不時約有六至七輛的士在該處排隊右轉往瑪麗醫院，阻塞交通，要求運輸署及警方檢視上述情況；

(c) 有委員認為，上述路口存在一定危險，質疑署方為何容許車輛越過雙白線右轉而不作改善。此外，她詢問署方為何只於豪峰附近支路禁止車輛右轉駛入薄扶林道，而嘉林閣及香港大學宿舍對出的支路則未有相關安排；以及

(d) 有委員指出，薄扶林道由瑪麗醫院至薄扶林花園約 1.2 公里長的路段內共有六至七個同樣性質的路口，車輛容易煞掣不及或於右轉時跨過對面兩條行車線而發生意外。他建議署方提供薄扶林道的車流量及意外數字，以考慮各種改善方案，包括增設右轉行車線、禁止車輛右轉及於其他路口掉頭的可行性。

44. 馮建業先生回應表示，他於會議前收到司馬文先生的書面提問，需時準備書面回應，但希望先作下列初步回應：

(a) 署方的相關同事正跟進委員提出有關於薄扶林道沿途加設偵速攝影機的建議；

(b) 署方已安排進行地區諮詢，就薄扶林道近豪峰的路口加設交通標誌及道路標記的改善方案徵詢公眾意見，至於其他路口的情況則須在有需要時再作研究；

(c) 署方曾為瑪麗醫院近油站一帶的薄扶林道加設交通圓柱筒進行地區諮詢，計劃得到地人士的支持。就有關額外加設交通圓柱筒以延長限制的範圍的意見，運輸署對建議持開放態度，並會研究是否適合設置；

(d) 有關委員建議在薄扶林道豪峰附近的消防栓周邊加設更多的欄杆，署方稍後會與消防處及其他相關部門研究其可行性；以及

(e) 有關豪峰附近路口的交通安排，考慮到短距離內於瑪麗醫院一帶另有支路可讓車輛右轉至薄扶林道前往中環方向，署方在權衡交通安全及地區需要後，決定禁止車輛在近豪峰的支路駛出右轉。惟委員提及的薄扶林道其他路口則與上述的瑪麗醫院右轉支路距離較遠，若禁止右轉，車輛須行駛較長的距離始能轉向。署方對委員提出於其他路口亦禁止車輛右轉的建議持開放態度，並樂意在有需要時與委員探討各項改善措施的可行性。

45. 劉榮富先生回應表示，按現行法例，除非設有特定的交通標誌，否則任何車輛都可右轉進入一些路口、停車場或處所。至於駕駛者在右轉期間釀成意外，警方會按相關法例進行調查及提出檢控。

46. 朱立威先生、鄺子憲先生、司馬文先生及朱慶虹太平紳士繼續提出意見及查詢，內容摘錄如下：

(a) 有委員指出，他並非要求署方於上述各路口均禁止車輛右轉，而是要求署方為各路口進行詳細研究，檢視其潛在危險，並研究加設指示牌或慢駛標誌提醒駕駛者前方車輛或會右轉往支路，避免發生意外；

(b) 有委員表示，類似薄扶林道的情況，即道路平均車速較高而車輛可跨過雙白線右轉的情況，在香港並不常見。他認為，雖然薄扶林道或基於歷史因素而欠缺改建空間，但個別位置如薄扶林水塘道路口或可考慮佔用少量土地以增設約 2.5 米寬的右轉行車線；

(c) 有委員指出，由於伯大尼修院至瑪麗醫院的路段車速較高及劃有雙白線，駕駛者不會預期前方車輛可作右轉，因此有關路口存在一定危險。署方有需要正視問題，改善各路口使其更清晰易見，並向委員會匯報進展；以及

(d) 有委員表示，根據他在薄扶林道十多年的駕駛經驗，近豪峰的路口不時有的士突然右轉往瑪麗醫院，阻塞交通，同時對快線車輛構成危險，故建議運輸署及警方研究在該路口禁止車輛右轉往支路。至於薄扶林道的其他路口，由於車輛越過雙白線右轉的情況相對較少，他建議署方先設立指示牌，提醒駕駛者留意前方交通情況，並向委員會匯報進展。

47. 馮建業先生回應表示，署方對在薄扶林道各路口禁止車輛右轉或推行其他改善措施的建議均持開放態度。署方會研究在薄扶林道較多車輛右轉的位置推行改善措施，警告駕駛者前方有支路。但禁止車輛右轉的建議或對附近居民造成一定的影響，故署方須審慎研究。此外，署方目前正就薄扶林道 120 號近豪峰的路口加設「前面有支路」的交通標誌及「慢駛」的道路標記進行地區諮詢，以期提醒駕駛人士前方可能有車輛減速或停車右轉。

48. 主席總結時表示，要求運輸署研究為南區各繁忙路口設置適當的交通提示標誌，或在禁止右轉的路段增設更多交通圓柱筒分隔來回行車線，以保障行車安全。警方亦應加強執法，以提高阻嚇性。此外，有關司馬文先生就薄扶林道各個路段所作出的查詢，他要求運輸署及警方在會後向其提供各路段的交通統計數據，並建議運輸署主動聯同當區區議員及分區委員會進行實地視察，從而更有效地檢視各路口的實際情況，按各委員的建議作出直接跟進。

（陳家珮女士及周尚文先生分別於下午 5 時 54 分及 6 時 19 分離開會場。）

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南區巴士脫班問題

69. 柴文瀚先生指出，城巴第 70 號線及新巴第 42 號線已連續多個月成為脫班率最高的路線，問題嚴重，要求運輸署提供具體解決方案，如靈活調配車輛及精簡路線等。羅健熙先生表示，申訴專員公署早前發表的調查報告指運輸署計算「脫班率」的方法與市民對「誤點」的看法有別，他查詢本報告所述的脫班率的計算方法，同時認為報告的資料有限，要求署方改善報告的表達方式。林玉珍女士 MH 指出，部分脫班情況嚴重的路線未於報告內顯示，要求署方說明計算脫班率的標準。

70. 許家耀先生回應表示，如早前運輸署對申訴專員公署調查報告的回應所示，署方會與巴士公司就各路線於服務詳情表上的編定班次及實際開出的班次進行比較，計算脫班率。惟不同路線的脫班成因各有不同，部分路線可能受巴士車長出缺或沿途交通情況等不同因素影響。因此署方會按實際運作情況，為各路線研究針對性改善措施，並要求巴士公司改善人手調配。他補充指，運輸署不會單以脫班率作為監察巴士服務質素的指標，署方亦非常重視市民、區議員及地區人士的意見和投訴，並會檢討個別路線持續於某些時段出現脫班的情況，以期從不同方向改善巴士的服務質素。

71. 朱慶虹太平紳士表示，據了解，運輸署曾就數條路線（如城巴第 95C 號線）的嚴重脫班情況向巴士公司發出警告信，惟未見服務有所改善。他詢問署方有關該路線的具體警告內容，以及若服務持續欠佳，署方有否進一步的行動。羅健熙先生表示，市民普遍關注巴士班次的延誤問題，故署方除監察「脫班」情況外，亦應處理南區巴士「誤點」的問題，並重申要求署方改善脫班情況的報告方式。柴文瀚先生贊同要求署方改善報告的表達方式，以提供各路線的具體脫班率及脫班次數。此外，就城巴第 70 及 95C 號線和新巴第 42 及 970 號線

的持續脫班問題，以及其他路線的季節性脫班情況，如開學月份各途經學校的路線及聖誕新年期間途經銅鑼灣的路線的脫班問題，他要求署方作出檢視，並交代具體的改善方案。

72. 許家耀先生回應表示，運輸署一直密切監察巴士路線的服務質素，並記錄班次的延誤情況及市民的意見和投訴。如發現問題持續及未能有效改善，署方會就脫班率較高和投訴個案較多的路線向巴士公司發出提示信，要求巴士公司作出檢討和採取改善措施。其後若巴士公司仍未能有效改善服務質素，署方將會發出警告信。運輸署於2013 年年底確實曾向巴士公司發出嚴厲的提示信，要求改善部分路線的服務，其後據觀察所得，相關路線的脫班率和服務水平正逐步改善。他又指出，進展報告中所列的屬南區區內所有巴士服務中脫班率相對最高的兩條路線，署方樂意與委員研究改善報告的表達方式。

73. 柴文瀚先生重申，要求署方分別為出現持續脫班及季節性脫班的路線提供具體改善方案，並改善報告的表達方式。

74. 許家耀先生回應表示，他將於會後研究改善報告的表達方式，整合過往於報告中所列的南區區內脫班率相對最高的兩條路線的出現次數，並製作統計表，以期觀察各路線的脫班模式屬短期情況或季節性情況。

75. 主席要求運輸署按委員的意見優化報告的表達方式。

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南區交通報告

78. 鄺子憲先生指出，多宗交通意外的肇事車輛均為巴士，而部

分意外則發生於非主要交通幹道。因此，他要求運輸署檢討巴士的行車安全及車廂內的安全設備。

79. 主席要求運輸署及巴士公司督促司機建立安全駕駛的態度，同時警方亦應在交通意外較常發生的地點加強執法。

（徐遠華先生及楊默博士分別於下午 6 時 56 分及 6 時 58 分離開會場。）

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下次會議日期

88. 主席表示，南區區議會屬下交通及運輸事務委員會第十五次會議將於 2014 年 5 月 19 日（星期一）下午 2 時 30 分於南區區議會會議室舉行。

89. 議事完畢，會議於下午 7 時 47 分結束。

南區區議會秘書處
2014 年 5 月

Minutes of the 14th Meeting of
Traffic and Transport Committee (T&TC)
Southern District Council (SDC)

Date : 24 March 2014
Time : 2:30 p.m.
Venue : SDC Conference Room

Present:

Mr CHAN Fu-ming, MH	(Chairman of T&TC and Vice-Chairman of SDC)
Ms CHEUNG Sik-yung	(Vice-Chairlady of T&TC)
Mr CHU Ching-hong, JP	(Chairman of SDC)
Mr AU Lap-sing	
Mr AU Nok-hin	
Mr CHAI Man-hon	
Ms CHAN Judy Kapui	
Mrs CHAN LEE Pui-ying	
Mr CHU Lap-wai	
Mr LAM Kai-fai, MH	
Ms LAM Yuk-chun, MH	
Mr LO Kin-hei	
Mrs MAK TSE How-ling, Ada	
Mr TSUI Yuen-wa	
Mr WONG Ling-sun, Vincent	
Dr YANG Mo, PhD	
Mr YEUNG Wai-foon, MH, JP	
Mr Paul ZIMMERMAN	
Mr CHAN Chun-tat, Allen	
Mr CHEUNG Hon-fan, Alex	
Mr CHOW Seung-man	
Mr KWONG Tse-hin, Julian	
Mr PUK Kwan-kin	

Absence with Apologies:

Mr FUNG Se-goun, Fergus
Dr LIU Hong-fai, Dandy, JP

Secretary:

Mr LAM Yue-ting, Armas	Executive Officer (District Council) 3, Southern District Office, Home Affairs Department

In Attendance:

Ms WAI Yee-yan, Christine	District Officer (Southern), Home Affairs Department
Miss NG Kai-ting, Nettie	Assistant District Officer (Southern), Home Affairs Department
Mr HUE Ka-yiu, Daniel	Senior Transport Officer/Southern, Transport Department
Mr YEUNG Lau-kong, Ali	Transport Officer/Southern 1, Transport Department
Ms TAM Kwai-fan, Irene	Engineer/Southern & Peak 1, Transport Department
Mr FUNG Kin-ip, Kevin	Engineer/Southern & Peak 2, Transport Department
Mr LIU Po-wa, Paul	Engineer 10 (HK Island Div 2), Civil Engineering and Development Department
Ms CHOI Wing-sze	District Engineer/South West, Highways Department
Mr LAU Wing-fu	OC District Traffic Team (Western), Hong Kong Police Force

Attending by Invitation (Agenda Items 2 and 3):

Mr NG Hon-lai, Patrick	Chief Transport Officer/Bus & Railway 5, Transport Department
Mr CHIU Ho-ming, Curtis	Senior Transport Officer/Railway 6, Transport Department
Mr Simon WONG	Planning & Scheduling Manager, Citybus Limited/New World First Bus Services Limited

Mr Calvin WONG	Planning Officer, Citybus Limited/New World First Bus Services Limited
Ms Joyce WAN	Senior Public Relations Officer, Citybus Limited/New World First Bus Services Limited
Ms Peggy WONG	Assistant Manager (Planning & Development), The Kowloon Motor Bus Co. (1933) Ltd.
Mr Alan NG	External Affairs Officer, The Kowloon Motor Bus Co. (1933) Ltd.

Attending by Invitation (Agenda Item 4):

Mr YU Si-ki	Engineer/South Island Line 4, Highways Department
Mr YU Hon-chung, Chris	Engineer/Priority Railway 5, Transport Department
Mr Bernard WONG	Senior Liaison Engineer, MTR Corporation Limited
Ms Fiona WAN	Public Relations Manager – Projects & Property, MTR Corpoation Limited
Ms Bobo CHOW	Construction Engineer I – Civil, MTR Corpoation Limited
Ms Patty KWAN	Construction Engineer I – Civil, MTR Corpoation Limited

Opening Remarks:

The Chairman of SDC welcomed Members and the following regular government representatives to the meeting:

(a) Mr HUE Ka-yiu, Senior Transport Officer, Transport Department (TD);
(b) Mr YEUNG Lau-kong, Transport Officer, TD;
(c) Ms TAM Kwai-fan and Mr FUNG Kin-ip, Engineer, TD;
(d) Mr LIU Po-wa, Engineer, Civil Engineering and Development Department (CEDD);
(e) Ms CHOI Wing-sze, District Engineer, Highways Department (HyD); and

(f) Mr LAU Wing-fu, OC District Traffic Team (Western), Hong Kong Police Force.

2. The Chairman suggested that each Member would be allotted a maximum of two three-minute slots to speak in respect of each agenda item. Members agreed to this arrangement.

Agenda Item 1: Confirmation of the Minutes of the 13th Meeting held on 27 January 2014

3. The Chairman said that prior to the meeting, the draft minutes of the 13th meeting in Chinese and English had been circulated to Members for comments. The Secretariat had not received any amendment proposals so far.

4. The minutes of the 13th T&TC meeting in Chinese and English were confirmed by the Committee.

Agenda Item 2: Latest Revised Public Transport Re-organisation Plan to tie in with the Commissioning of the West Island Line (as at March 2014)
(Item raised by Transport Department)
(T&TC Paper No. 8/2014)

(Mr CHAI Man-hon, Mr AU Nok-hin, Dr YANG Mo, PhD and WONG Ling-sun joined the meeting at 2:36 p.m., 2:42 p.m., 2:47 p.m. and 2:50 p.m. respectively.)

5. The Chairman welcomed the following representatives to the meeting for discussion of agenda item 2:

(a) Mr NG Hon-lai, Patrick, Chief Transport Officer, Bus and Railway Branch, Transport Department (TD);
(b) Mr CHIU Ho-ming, Curtis, Senior Transport Officer, Bus and Railway Branch, TD;
(c) Mr Simon WONG, Planning & Scheduling Manager, Citybus Limited/New World First Bus Services Limited (CTB/NWFB);
(d) Mr Calvin WONG, Planning Officer, CTB/NWFB;
(e) Ms Joyce WAN, Senior Public Affairs Officer, CTB/NWFB;

(f) Ms Peggy WONG, Assistant Manager (Planning & Development), The Kowloon Motor Bus Co. (1933) Ltd. (KMB); and

(g) Mr Alan NG, External Affairs Officer, KMB.

6. The Chairman said that the Committee had been discussing the "Public Transport Re-organisation Plan to tie in with the Commissioning of the West Island Line (WIL)" (PT Plan) in the past meetings. TD would like to consult the Committee on the latest revised PT Plan. Members were invited to refer to T&TC Paper No. 8/2014 and Annexes 1 to 6 for details.

7. Mr NG Hon-lai briefly introduced the progress of the PT Plan. He said that TD first consulted the Committee, community representatives and members of the public on the PT Plan in July 2013. Moreover, it followed up with the relevant public transport operators to review the various proposals in the PT Plan for coming up with the latest revised proposals for WIL (as at March 2014). TD hoped to finalise the PT Plan based on the latest version so that there would be sufficient time for gearing up for the implementation and publicity prior to the commissioning of WIL. To facilitate a smooth implementation, the PT Plan would be implemented by phases upon the commissioning of WIL. While new public transport services would come into operation upon the commissioning of WIL, route amalgamation, re-routing of individual routes and frequency adjustments would be carried out by phases. TD and public transport operators would closely monitor the actual changes in travelling patterns upon the commissioning of WIL. Re-organisation proposals would be implemented in a timely and pragmatic manner with reference to the data collected through site surveys.

8. Mr CHIU Ho-ming briefed Members on the latest revised proposals in the PT Plan for WIL, which included:

(a) re-organisation of CTB Route No. 40 and No. 40M – CTB Route No. 40M would be amalgamated with CTB Route No. 40, and the frequency of CTB Route No. 40P would be increased to five trips in the morning peak;

(b) re-organisation of NWFB Route No. 4 and No. 4X and CTB Route No. 7 – NWFB Route No. 4 would be amalgamated with NWFB Route No. 4X and CTB Route No. 7, and CTB Route No. 7 would be re-routed to travel via Wah Fu (South) for both directions and would skip Tung Shing

Road in Aberdeen for Central bound. Five buses would be deployed to the fleet of NWFB Route No. 4X, operating at 12 minute headways in the morning peak;

(c) re-organisation of NWFB Route No. 43X and No. 46X (proposed to be re-numbered as CTB Route No. 43M), and CTB Route No. 70, No. 70M and No. M47 – NWFB Route No. 43X and No. 46X and CTB Route No. M47 would be replaced by CTB Route No. 43M, with the terminus relocating to Tin Wan and the service operating in a circular mode to and from Shek Tong Tsui (near Hill Road). CTB Route No. 70M would be amalgamated with CTB Route No. 70, with the route extending to cover Wah Kwai. Moreover, special departures would be available for CTB Route No. 70 from Aberdeen to Central in the morning peak, and CTB Route No. 70P would be increased from three trips to four trips. The total number of buses for the fleet of CTB Route No. 70 and No. 70P would be increased to 14, operating at 4 to 11 minute headways to Central for the convenience of residents in Aberdeen;

(d) frequencies of franchised bus services would be adjusted according to the changes in passenger demand; and

(e) proposals on Green Minibus (GMB) services would be introduced, which included the addition of short-working services for GMB Route No. 23M, No. 54M and No. 58M for connection to Kennedy Town Station.

9. The Chairman invited consolidated responses from Members on the PT Plan for WIL and the related interchange concession arrangements, etc.

10. Mr WONG Ling-sun made a declaration of interest to the Chairman that he was currently an Executive Director of AMS Public Transport Holdings Limited.

11. Mr Paul ZIMMERMAN, Mr CHU Ching-hong, JP, Mrs MAK TSE How-ling, Mr CHAI Man-hon, Mr AU Lap-sing, the Vice-Chairlady and Mr CHU Lap-wai raised comments and enquiries on the subject. Details were summarised as follows:

(a) a Member commended TD's liaison work for the PT Plan. He was concerned about the regularity of NWFB Circular Route No. 43M and

asked the bus company to set a fixed departure schedule for the return trips from Shek Tong Tsui at an interval of about 12 to 15 minutes. Moreover, he also requested that Global Positioning System (GPS) and real-time bus stop announcement system be installed for lower-frequency routes such as NWFB Route No. 30X, CTB Route No. 73 and Cross Harbour Route No. 971 to facilitate trip planning of passengers. In addition, he requested to extend the service hours of GMB Route No. 58M to after 7 p.m. for serving passengers in the areas of Pok Fu Lam and Residence Bel-Air. He also mentioned the high turnover rate of GMB drivers and requested TD to consider increasing the number of seats for GMB to 20 or replacing individual GMB services with bus services;

(b) a Member enquired the location of the terminus of GMB Route No. 23M in Chi Fu, and whether CTB Route No. 7 remained running via Chi Fu in the morning peak and after 11 p.m. As WIL would soon be operational, he was concerned about the interchange concession arrangements between railway and bus/GMB services. He worried that the railway service might not be able to facilitate effective diversion of passengers and alleviate the traffic congestion problem in the Southern District in the absence of attractive interchange concessions. Moreover, he requested the bus company to first tackle the lost trip issue of NWFB Route No. 970 and No. 970X so as to provide a basis for examining the need to reduce bus frequencies after the commissioning of WIL;

(c) a Member welcomed the extension of CTB Route No. 43M to cover Shek Tong Tsui and requested for frequency enhancement to save residents' waiting time. She suggested deploying double-decker buses for the route to alleviate the crowdedness in bus compartments and offering interchange concessions;

(d) a Member was dissatisfied with TD's failure to respond to the issues that he raised before, including the interchange concession arrangements between railway and bus/GMB services, the installation of GPS and real-time bus stop announcement system, and improvements to the bus stops at Queen Mary Hospital and Pok Fu Lam Village;

(e) a Member pointed out that CTB Route No. 7 had an average occupancy rate of 85% in the morning peak. Upon the cancellation of NWFB Route

No. 4 in future, residents in Wah Fu might have to wait for two to three buses before they could get on board. Therefore, he requested TD to introduce special departures for CTB Route No. 7 from Wah Fu Estate during peak hours. He was also concerned about the designation of waiting area for CTB Route No. 7 at Wah Fu (South) Bus Terminus;

(f) a Member enquired the details of the special departures to be available for CTB Route No. 70 from Aberdeen during peak hours; and

(g) a Member requested that special departures be made available for CTB Route No. 7 from Wah Fu Estate via Chi Fu during peak hours, and the stop at Chi Fu be skipped for departures from Shek Pai Wan to save time. He also suggested increasing the service frequency of CTB Route No. 70P to cater for the need of residents in Shek Pai Wan going to Aberdeen for CTB Route No. 70.

12. Mr NG Hon-lai and Mr CHIU Ho-ming gave a consolidated response as follows:

(a) CTB Route No. 43M would operate at 15 minute headways during peak hours and reduce the frequency during off-peak hours when fewer passengers were expected. TD and the bus company would closely monitor the operation of the route after commissioning, review the deployment of single-decker or double-decker buses as necessary, and examine the feasibility of investing more resources to provide better service;

(b) CTB Route No. 7, after re-organisation, would remain its special arrangement to travel via Wah Sang House (Wah Fu) before 5:45 a.m. and via Chi Fu after 11:00 p.m., and would pick up and drop off passengers at the present stop of NWFB Route No. 4X at Wah Fu (South) Bus Terminus when re-routed to travel Wah Fu in future. Moreover, since NWFB Route No. 4X had a higher patronage in the morning peak, TD suggested increasing the frequency to 12 minute headways to cater for the need of residents in Wah Fu going to Central and its environs;

(c) proposals for GMB Route No. 58 and No. 58M were only preliminary. TD and GMB operators would closely monitor the actual passenger

demand, and deploy resources as necessary to provide appropriate services. Besides, it was proposed that the terminus of GMB Route No. 23M be provided to the opposite of the church at Chi Fu Close, and TD was conducting district consultation;

(d) regarding Members' views on GMB service level, as it was expected that fewer passengers would take road-based transport modes such as buses and GMB upon the commissioning of WIL, public transport operators would keep a watch on the situation and deploy resources accordingly to provide appropriate feeder services;

(e) TD noted a Member's request for providing GPS and real-time bus stop announcement system, and would follow up the matter with the bus companies. As regards improving the bus stops in the district, TD would relay the views to its regional offices for follow-up. Areas to be explored included making more room for bus stops to speed up boarding and alighting;

(f) as regards interchange concession arrangements between railway and bus/GMB services, TD had coordinated with public transport operators for negotiations, and would brief Members on the detailed arrangements as soon as possible before the commissioning of WIL. Moreover, bus companies would offer competitive interchange concessions for various routes; and

(g) following up the lost trip situation of bus routes was a routine for TD. TD would work with bus companies to improve the deployment of buses and manpower. It was hoped that the implementation of the PT Plan would help alleviate traffic congestion and lost trip situation. TD would provide Members with supplementary details on re-organisation of routes and frequency arrangements, etc. as soon as possible for their consultation with residents.

13. Mr Simon WONG and Ms Joyce WAN gave a consolidated response as follows:

(a) as compared with the existing NWFB Route No. 43X and No. 46X, since CTB Route No. 43M would skip busy road sections in Central and Wan Chai, etc. and would travel via Shing Sai Raod and Connaught Road West with better traffic flow on Shek Tong Tsui bound, it was expected that the service frequency of the route would be relatively stable when compared with other circular routes. Therefore, there was no pressing need for installing GPS and real-time bus stop announcement system. Furthermore, with the deployment of two double-decker buses, CTB Route No. 43M could take more passengers than the existing NWFB Route No. 43X;

(b) with the implementation of the PT Plan for NWFB Route No. 4, No. 4X and CTB Route No. 7, it was expected that passengers in the area of Wah Fu would prefer taking NWFB Route No. 4X to Central and CTB Route No. 7 to Pok Fu Lam and Sai Ying Pun. Hence, NWFB Route No. 4X would be operated at 12 minute headways between 7:00 a.m. and 9:00 a.m. This option would be more effective in catering for the passenger demand than making available a special departure for CTB Route No. 7 at 8:00 a.m., and more vehicle resources would be committed to provide services;

(c) there would be a total of around 24 or 25 trips under CTB Route No. 70 and No. 70P departing from Wah Kwai, Aberdeen and Shek Pai Wan in the morning peak. About half of the departures would leave directly from Aberdeen Bus Terminus. The bus company would cater for passengers' demand for CTB Route No. 70P in a gradual approach. A special departure to be provided for CTB Route No. 70P at 7:30 a.m. should be able to meet the demand of most of the passengers in the morning peak; and

(d) GPS currently used by CTB and NWFB was mainly for automatic bus stop announcement, monitoring of vehicle speed and survey purposes. As real-time bus stop announcement system required huge investment, it was more cost effective to apply this system on routes such as Cityflyer which involved a longer journey and less frequent trips. CTB/NWFB

would critically look at and further assess the proposal of extending GPS and real-time bus stop announcement system to other routes.

14. Mr CHU Ching-hong, JP, Mr Paul ZIMMERMAN, Mr AU Nok-hin, Mr CHU Lap-wai, Mr CHAI Man-hon and Mr LO Kin-hei continued to raise comments and enquiries. Details were summarised as follows:

(a) with the imminent commissioning of WIL, a Member asked TD when it was going to report the specific interchange concession arrangements between railway and bus/GMB services. He also enquired about the criteria for frequency adjustments for GMB. As it was estimated that GMB Route No. 23M would need five minibuses to cope with the proposed circular route services, he worried that the operator concerned might reduce the number of departures for GMB Route No. 23 in order to operate the new route;

(b) a Member opined that GPS and real-time bus stop announcement system would not cost much and could provide convenience for passengers. He therefore requested bus companies to provide real-time bus stop announcement system on routes with less frequent trips. Moreover, TD should make it a requirement for bus companies to provide passengers with real-time information in the next bus franchising exercise;

(c) a Member asked TD about the implementation schedule of the PT Plan for WIL. TD was requested to provide Members with supplementary details on re-organisation of routes and frequency arrangements, etc. for discussion. Moreover, he pointed out that the tram company was currently using GPS. Therefore, he suggested the bus companies consider installing real-time bus stop announcement system at bus termini or busier stops on a pilot basis for gradual expansion in future;

(d) a Member enquired about the specific arrangements for occupancy rate survey and the criteria for increasing service frequency for CTB Route No. 70P after the commissioning of WIL. He once again requested the bus company to increase the number of special departures for CTB Route No. 70P so as to divert the passengers waiting for buses in Shek Pai Wan;

(e) a Member made several comments: (1) CTB Route No. 7 should operate at 15 minute headways for most of the trips during weekdays and from 11:00 a.m. to 6:00 p.m. on Sundays through Wah Fu (North) to Wah Fu (South). A section fare of $3 per journey should be provided from Wah Fu to Aberdeen; (2) NWFB Route No. 4 should operate at 12 minute headways for at least two hours in the morning peak with the terminus relocated to Wah Fu (North) Bus Terminus; (3) bus regulators should be deployed at Wah Fu (South) Bus Terminus to coordinate bus operation; (4) passengers taking NWFB Route No. 4X and CTB Route No. 7 should be allowed to make an interchange at the bus stop at Queen Mary Hospital for any non-cross-harbour bus routes running via Pok Fu Lam Road; (5) CTB Route No. 43M should operate at 15 minute headways for the whole day with double-decker buses. The last departure of CTB Route No. 43M should tie in with the last train departing from MTR Kennedy Town Station. The bus fare should be adjusted downwardly to $5.1 to be in line with the original fare of CTB Route No. M47, and the relevant interchange concessions should be retained; (6) CTB Route No. 70 should use Sheung Wan as the terminus for some of its trips in the morning peak so as to cater for the need of passengers originally taking NWFB Route No. 43X to Sheung Wan; (7) more interchange concessions should be made available after the amalgamation of CTB Route No. 40 and No. 40M so that passengers could interchange for bus routes with higher frequency (such as NWFB Route No. 23); (8) GMB Route No. 63 should be re-routed via Wah Fu Road since there was an absence of direct transport route for residents in Wah Kwai going to Pok Fu Lam Road and Queen Mary Hospital; (9) TD was requested to submit information on the interchange concession arrangements between railway and bus/GMB services as well as specific improvement proposals for bus stops in the middle of the year; and (10) it was undesirable that TD did not respond to Members' demands. Should TD fail to submit detailed information at the next meeting, he would lodge a complaint to the Ombudsman and the Audit Commission respectively; and

(f) a Member asked if TD would continue to revise the PT Plan for WIL and report to the Committee.

15. The Chairman requested that CTB Route No. 70 be routed via Tin Wan Street bus stop in the morning peak in future.

16. Mr NG Hon-lai gave a consolidated response as follows:

(a) regarding the interchange concession arrangements between railway and bus/GMB services, public transport operators and MTRC were seriously negotiating on the relevant financial arrangements. TD would relay Members' concerns to the public transport operators so that the detailed arrangements could be made known to Members as soon as possible;

(b) TD noted Members' views on the provision of GPS and real-time bus stop announcement system, and would follow up with the relevant staff and bus companies;

(c) since GMB Route No. 23 and No. 23M would serve as important feeder lines after the commissioning of WIL, the operator concerned undertook to allocate more resources to the routes for provision of appropriate services; and

(d) TD first consulted the Committee and members of the public on the PT Plan for WIL in July 2013, and had been actively improving the proposals in response to the aspirations of various parties. TD would work with the bus companies to compile the implementation details of the PT Plan for WIL for Members' reference.

17. Mr Simon WONG responded that CTB Route No. 70P had an occupancy rate of 84% at Aberdeen Tunnel Toll Plaza (covering passengers from the areas of Shek Pai Wan, Aberdeen and Wong Chuk Hang), which did not meet TD's criterion for frequency improvement of having "an average occupancy rate of 85% during the busiest one hour". However, a special departure would be made available for the route at 7:30 a.m. to cope with passenger demand in the morning peak.

18. The Chairman concluded that, with the commissioning of WIL in late 2014, the Committee had to discuss as soon as possible the interchange concession arrangements between railway and bus/GMB services. Hence, TD was requested to submit a paper at the next meeting to brief Members on the specific interchange arrangements and fare concessions between MTR and bus/GMB routes for in-depth discussion. Moreover, the Committee was deeply concerned about the regularity of bus services, and TD was requested to urge bus companies to provide GPS and

real-time bus stop announcement system for bus routes in the Southern District, and make it a requirement for the provision of real-time information to passengers in the next franchising exercise. Regarding the proposals in the PT Plan for WIL, TD should continue to meet with District Councillors in the constituencies concerned so as to examine the direction of fine-tuning the routes and frequencies and keep the Committee updated on the progress.

Agenda Item 3: Revised Public Transport Re-organisation Plan to tie in with the Commissioning of the South Island Line (East) (as at March 2014)
(Item raised by Transport Department)
(T&TC Paper No. 9/2014)

19. The Chairman welcomed the following representatives to the meeting for the discussion of agenda item 3:

(a) Mr NG Hon-lai, Patrick, Chief Transport Officer, Bus and Railway Branch, TD;
(b) Mr CHIU Ho-ming, Curtis, Senior Transport Officer, Bus and Railway Branch, TD;
(c) Mr Simon WONG, Planning & Scheduling Manager, CTB/NWFB;
(d) Mr Calvin WONG, Planning Officer, CTB/NWFB;
(e) Ms Joyce WAN, Senior Public Affairs Officer, CTB/NWFB;
(f) Ms Peggy WONG, Assistant Manager (Planning & Development), KMB; and
(g) Mr Alan NG, External Affairs Officer, KMB.

20. The Chairman said that the Committee had discussed the "Public Transport Re-organisation Plan to tie in with the Commissioning of the South Island Line (East) (SIL(E))" (PT Plan) at the meetings in July and September 2013. Subsequently, District Council (DC) members also met with representatives from TD to exchange views on issues such as alignment and frequency of routes. TD now submitted the revised PT Plan for SIL(E) for consultation with the Committee. Please refer to T&TC Paper No. 9/2014 and Annexes 1 to 12 for details.

21. Mr NG Hon-lai briefly introduced the current progress of the PT Plan for SIL(E). He said that TD had commenced the consultation for the preliminary proposals of the PT Plan for SIL(E) in July 2013. The first revised proposals (March

2014 Version) was formulated with reference to the views of various parties and pursuant to the review with public transport operators. TD hoped to listen to the views of the Committee in a bid to finalise on the PT Plan for SIL(E) in the fourth quarter of 2014.

22. Mr CHIU Ho-ming briefed Members on the revised proposals under the PT Plan for SIL(E) (Please refer to T&TC Paper No. 9/2014 and Annexes 1 to 12 for details), which included:

(a) re-organisation of CTB Route No. 48, No. 71 and No. 75 – three departures would be available for CTB Route No. 75 from Shum Wan to Central in morning peak hours; CTB Route No. 72A would be strengthened to a headway of 10 to 12 minutes during daytime non-peak hours; CTB Route No. 71 and No. 71P would be cancelled bus-bus interchange arrangement would be provided; and CTB Route No. 48 would be re-routed to diverted via the new MTR Wong Chuk Hang Station;

(b) alternation of NWFB Route No. 78 – NWFB Route No. 78 would terminate at the public transport interchange at the new MTR Wong Chuk Hang Station;

(c) alternation of Cross Harbour Tunnel (XHT) Route No. 107 – some departures during daytime peak hours would skip the area of Nam Long Shan Road;

(d) re-organisation of CTB Route No. 90B and No. 98 and NWFB Route No. 91, No. 94 and No. 94X – the supplementary NWFB Route No. 94X would be amalgamated with NWFB Route No. 94 for provision of whole-day service; NWFB Route No. 91 would be amalgamated with CTB Route No. 90B; and CTB Route No. 98 would maintain at the current service level;

(e) re-organisation of CTB Route No. 90, No. 90C and No. 97 and NWFB Route No. 590 and 590A – NWFB Route No. 590A and CTB Route No. 90C would be amalgamated with NWFB Route No. 590; CTB Route No. 97 would change to operate in morning peak hours and truncate its northern end at Wan Chai; CTB Route No. 90 would extend its route to

depart from South Horizons, divert via Lei Tung Estate outside the operating hours of CTB Route No. 97 and truncate its northern end at Wan Chai;

(f) re-organisation of NWFB Route No. 93 and 93A – NWFB Route No. 93A would be amalgamated with NWFB Route No. 93 with two departures from Ap Lei Chau Estate diverted to serve Lei Tung Estate. The two departures from South Horizons would maintain its existing routeing;

(g) alternation of XHT Route No. 671 – the route would be re-numbered as XHT Route No. 176 and diverted via Cross Harbour Tunnel to Kwun Tong Ferry Pier. Three return departures would be available during morning and afternoon peak hours;

(h) re-organisation of NWFB Route No. 66 and CTB No. 6, No. 6X, No. 73 and No. 260 – NWFB Route No. 66 would be maintained to provide two departures from Stanley Plaza to Central in morning peak hours; CTB Route No. 6 would be altered to divert via Ma Hang (near Koon Ma House); CTB Route No. 6X would adjust its frequency in line with passenger load; CTB Route No. 260 was suggested to be operated with double-decker buses; and CTB Route No. 73 would be altered to divert via Ocean Park Station;

(i) re-organisation of XHT Route No. 973 and No. 973P – XHT Route No. 973P would be re-amalgamated with its main Route No. 973 and three morning departures of XHT Route No. 973 would be diverted via Wong Chuk Hang. XHT Route No. 973 would continue to travel via Aberdeen, Western district and Western Harbour Crossing;

(j) proposed cancellation of several franchised bus routes and replacing them with other public transport services – CTB Route No. 47P (morning peak service), CTB Route No. 629 and No. 629A, NWFB Route No. 95B (morning peak service) and CTB Route No. 97A (peak only service) would be cancelled;

(k) adjustment of frequency of a number of franchised bus routes in the light of passenger load; and

(l) proposals on green minibus (GMB) services, which included introducing new GMB Route No. 4M, No. 40M and No. 52M and altering GMB Route No. 69A to provide short-working feeder service to connect MTR Wong Chuk Hang Station.

23. Mr WONG Ling-sun declared his interest to the Chairman and indicated that he was an Executive Director of AMS Public Transport Holdings Limited.

24. The Chairman invited consolidated views from Members on the PT Plan for SIL(E).

25. Mr Paul ZIMMERMAN, Mr LO Kin-hei, Ms LAM Yuk-chun, MH, the Vice-chairlady, Mr TSUI Yuen-wa, Mrs MAK TSE How-ling, Mr CHEUNG Hon-fan, Mr CHU Lap-wai, Mr LAM Kai-fai, MH, Mr AU Lap-sing, Mr CHAI Man-hon, Mrs CHAN LEE Pui-ying, Ms CHAN Kapui, Mr CHOW Seung-man, Mr CHU Ching-hong, JP and Mr AU Nok-hin raised comments and enquiries. Details were summarised as follows:

(a) a Member requested to enhance the frequency of CTB Route No. 73 and GMB Route No. 69A. However, prudent consideration should be given in deciding whether to reduce the trips for XTH Route No. 971 and No. 973 during non-peak hours. Moreover, he reiterated the importance of introducing GPS and real-time bus stop announcement system.

(b) a Member opined that the PT Plan for SIL(E) was not aggressive enough and suggested providing competitive express bus routes to attract patronage. For instance, express service should be enhanced for CTB Route No. 99X serving the Eastern District, and the section from Pok Fu Lam area to Central and Sheung Wan should be maintained for NWFB Route No. 94X. He appreciated TD's original intention to alter XTH Route No. 671 to shorten the travelling time. However, he requested TD to organise trial rides for DC members on XTH Route No. 176 to see the results of using the Cross Harbour Tunnel;

(c) a Member was dissatisfied that the views of residents had not been taken into full account in TD's latest revised PT Plan. She pointed out that the terminus of CTB Route No. 90 had been located at Ap Lei Chau Estate over

the years. Thus, she opposed realigning the route to depart from South Horizons and divert via Lei Tung Estate as it would make the route circuitous. Furthermore, the relocation of the final stop from Central to Wan Chai would cause inconvenience to passengers, and the replacement NWFB Route No. 590 would not provide half-fare concession to the elderly aged between 60 and 65 like CTB routes. Moreover, passengers could not travel directly to the area of Water Street and Western Street in Sai Ying Pun with NWFB Route No. 91 cancelled and amalgamated with CTB Route No. 90B. She also pointed out that students would not choose to go to schools in the Central and Western District by taking MTR and changing to buses. Hence, she did not want to see the reorganisation of CTB Route No. 93. She opined that the proposed frequency of XTH Route No. 176 was inadequate, and supported the arrangement of trial rides;

(d) a Member objected to various proposals, e.g. replacement of high-ridership CTB Route No. 90C with higher-fare NWFB Route No. 590; replacement of NWFB Route No. 91 with CTB Route No. 90B of different alignments; and re-routeing of CTB Route No. 90 to travel via Lei Tung Estate and terminate at Wan Chai. Moreover, she had reservation about the realignment of XHT Route No. 176 via Cross Harbour Tunnel, and requested for the provision of express departures for XHT Route No. 671 and CTB Route No. 99X. She also enquired if the frequency of GMB Route No. 29 would be enhanced upon the cancellation of CTB Route No. 97A;

(e) a Member pointed out that the proposal to cancel CTB Route No. 71 and CTB Route No. 71P was unjustified. It was because the former was the only bus route in the Wong Chuk Hang area travelling via Pok Fu Lam Road and Queen Mary Hospital, while the latter had an average ridership of 97%. Moreover, passengers at Nam Long Shan Road had a great demand for XHT Route No. 107 during peak hours, and it was unreasonable that the area was only served by every alternate bus. He opined that TD and bus companies had listened to the views of residents on CTB Route No. 75, but the provision of three departures was not enough;

(f) a Member opined that bus service should not be unjustifiably be replaced by railway service upon the commissioning of SIL(E). Rather, bus routes should be aligned in the light of the actual situation, and point-to-point express departures should be provided to offer more choices to residents.

Moreover, she hoped that the total fare for a passenger taking bus/GMB and interchanging to railway would not be higher than the original bus fare he/she used to pay. The vehicle resources available after the implementation of the PT Plan should be used for serving the Southern District. She also opined that the locations of bus stops should be carefully planned for CTB No. 48, NWFB No. 4X and CTB No. 7 in the Wah Fu area to avoid overloading bus stops;

(g) a Member opined that the PT Plan for SIL(E) did not provide sufficient ancillary interchange facilities for residents in Cyberport and Residence Bel-Air. Moreover, GMB Route No. 69 and No. 69X only operated at a low frequency in afternoon peak hours;

(h) a Member opined that the PT Plan for SIL(E) disregarded the interests of residents in Shek Pai Wan. He pointed out that Aberdeen and Shek Pai Wan had no direct access to railway service. Hence the commuting options of residents would hinge on the travelling expenses and travelling time upon the commissioning of SIL(E). He requested TD again to make known the specific interchange concession arrangements for railway and bus/minibus services. Moreover, as it was expected that Aberdeen Tunnel would become less congested in the future, residents in Shek Pai Wan might choose to take point-to-point bus service. It was therefore suggested that the available vehicle resources should be optimally used to provide more express routes such as CTB Route No. 70P. Moreover, the new GMB Route No. 4M would be charged at $4.6, which was higher than the fare for the existing NWFB Route No. 95 ($3.2). As residents would pay the same fare to travel to Causeway Bay from any station on SIL(E), they would normally take CTB Route No. 95 at Aberdeen and then change to MTR. This reflected that GMB Route No. 4M demanded an unreasonable fare;

(i) a Member opposed the re-organisation proposal of CTB Route No. 90. He pointed out that CTB Route No. 90 would take a longer travelling time if it was to depart from South Horizons and pass through Lei Tung Estate with the terminus relocated from Central to Wan Chai. This would force residents going to Central to take MTR or the more expensive NWFB Route No. 590;

(j) a Member was dissatisfied with the proposal concerning the bus routes in

Wong Chuk Hang area under the PT Plan for SIL(E). He pointed out most residents in Wong Chuk Hang did not live near the MTR station, and this would cause inconvenience for them if the CTB Route No. 78 was to terminate at MTR Wong Chuk Hang Station. He also requested for free interchange between CTB Route No. 48 and NWFB Route No. 78, as well as the alignment of the last departure of CTB Route No. 48 and the last train from MTR Wong Chuk Hang Station;

(k) a Member opined that the existing interchange concession arrangements were unacceptable. He pointed out that the current arrangements were to provide interchange concessions in lieu of cancelled routes. TD had no tangible incentives for bus companies to provide interchange concessions to allow residents more choices. He suggested adopting more flexible interchange arrangements, e.g. passengers might change to other bus routes at the entrance of Aberdeen Tunnel by paying the fare difference. Moreover, he opined that extension of bus routes would only make them more circuitous. TD should make available more express routes, e.g. diverting NWFB Route No. 590 and No. 42 to run through Wong Chuk Hang Road Flyover, and should adjust the fare in the course of re-organisation. TD should also make it a requirement in the next franchising exercise for bus companies to install GPS and real-time bus stop announcement system;

(l) a Member opined that it was not enough to provide only two single-bound departures during peak hours for NWFB Route No. 66 under the PT Plan. He requested that the route be maintained at the current service level and suitably adjusted upon the commissioning of SIL(E). She also requested that the first two morning departures of CTB Route No. 6 and No. 73 be diverted via Ma Hang Estate to take passengers to school and to work. She reflected that there was an inadequacy of public transport service in the Stanley area during weekend mornings. Hence, she requested that CTB Route No. 6X be maintained at the current service level, and double-decker buses be deployed for the first two morning departures of NWFB Route No. 63 from Stanley. In addition, she opposed the diversion of CTB Route No. 973 via Shum Wan as this would result in longer travelling time. Rather, she requested to enhance the service of the route during weekends and holidays;

(m) a Member indicated that according to her observation, NWFB Route No. 590

were often full in morning peak hours and even skipped the bus stop outside Ap Lei Chau Estate. Therefore, she doubted TD's report of an average ridership of 57% during peak hours. She agreed that residents in Ap Lei Chau Main Street often had to wait for a long time for buses;

(n) a Member pointed out that traffic congestion was serious in Stanley during holidays. If CTB Route No. 6 was diverted via Ma Hang, this would result in longer travelling time and cause inconvenience to residents in Stanley and staff of Correctional Services Department. In addition, he said that that many residents in Stanley took CTB Route No. 973 to Pok Fu Lam. If it was to divert via Shum Wan, this would result in longer travelling time;

(o) a Member expressed views on behalf of Mr FUNG Se-goun. He agreed that if CTB Route No. 973 was to divert via Shum Wan and operate with headway of 30 minutes, this would cause inconvenience to residents in Stanley and Repulse Bay going to Pok Fu Lam area. Moreover, as GMB Route No. 40M departing from Stanley was operated at low frequency, he worried that residents in Repulse Bay might not be able to board the GMB. He requested that the frequency of the route be enhanced; and

(p) a Member indicated that he had no strong view on whether CTB Route No. 90 would be diverted via Lei Tung Estate. However, if the route was to skip Lei Tung Estate in the future, TD should align CTB Route No. 97 accordingly to facilitate residents in Lei Tung Estate to go to Wan Chai or northern shore of Hong Kong Island by buses, and to maintain the current service of CTB Route No. 97 to Central in morning peak hours. Moreover, CTB Route No. 94 and No. 94X were of different alignments, the latter should not be cancelled. He requested TD to provide the distribution of frequency of CTB Route No. 94X and CTB Route No. 90B to ensure the provision of services at appropriate frequency in the future. He also enquired about the specific frequency of XHT Route No. 176 and requested that the route be upgraded to whole-day service. He also agreed with the arrangement of trial rides. In addition, he requested for the provision of GMB service between Larvotto in Ap Lei Chau and the MTR station, and proposed diverting GMB Route No. 29 via Lei Tung Estate.

26. Mr NG Hon-lai gave a consolidated reply. He said that there would be four new MTR stations in the Southern District upon the commissioning of SIL(E),

which were mostly situated at densely populated areas. TD expected that there would be changes in the travel patterns of residents upon the commissioning of the new railway line. Many passengers who used to take buses and GMB would probably switch to railway service with more stable frequency. Hence, TD had formulated the above PT Plan based on an anticipated change in passenger load for more optimal use of bus resources. Under the PT Plan, railway service would be provided in parallel with appropriate bus and GMB services for the public. TD thanked Members for their views on the alignments, frequencies, new feeder services, etc. of various routes, which would be further reviewed with bus companies so as to draw up a more sophisticated PT Plan for SIL(E).

27. Mr TSUI Yuen-wa, Mr Paul ZIMMERMAN, Mr CHAI Man-hon, Mr LO Kin-hei, Mr AU Nok-hin and Mr AU Lap-sing continued to raise comments and enquiries. Details were summarised as follows:

(a) a Member understood that bus service could not be immune to changes upon the commissioning of the new railway line. However, TD was asked to take seriously the demands of DC members and residents in the course of discussion. He hoped that the current bus service in Wong Chuk Hang area could be maintained, but the actual frequency of service could be further negotiated. He also reiterated that the proposed provision of three departures in the morning for CTB Route No. 75 was not enough. It was requested that the route be operated during non-peak hours and evening commuting hours with more choices of route interchanges;

(b) a Member pointed out although Pok Fu Lam area would have no access to railway service in the short run, residents in the district welcomed the reduction of bus routes to alleviate traffic congestion. He opined that substantial resources had been committed to the construction of SIL(E), it would be unreasonable to keep a large number of bus routes upon the commissioning of the new railway line. It was hoped that DC members could help persuade residents in their constituencies to accept the PT Plan in a bid to reduce the number of bus and GMB routes as well as to alleviate problems such as traffic congestion and intermittent closure of Aberdeen Tunnel;

(c) a Member pointed out that the peak occupancy rate of CTB Route No. 71 was 81% and 74% respectively in the PT Plan for WIL and the PT Plan for

SIL(E). Due to the statistical discrepancy, he doubted the accuracy of the consultancy reports for the PT Plans. He again asked how TD would encourage bus companies to offer interchange concessions and whether more express routes (e.g. diverting via Wong Chuk Hang Road Flyover or skipping Aberdeen Centre) would be available to shorten the travelling time. He reiterated that members of the public should be able to save on travelling expenses and travelling time under the PT Plans;

(d) a Member was dissatisfied with TD's reply. TD was asked to show sincerity in discussing the re-organisation proposals of CTB Route No. 90 and NWFB No. 91 and No. 94 with DC members. Moreover, he was not happy with the provision of only three departures for XHT Route No. 176 and CTB Route No. 75;

(e) a Member requested TD to provide a more detailed reply, and invited representatives of bus companies to respond to Members' views; and

(f) a Member hoped that NWFB routes in place of CTB routes under the PT Plans would maintain the half-fare concession for passengers aged between 60 and 65.

28. Mr NG Hon-lai gave a consolidated reply. He understood that both TD and SDC had committed to devising the PT Plans and would humbly gauge local feedback for further interactive communication. To respond to different requests, TD now put forth the first revised PT Plan for SIL(E) to accommodate the views of different parties so as to facilitate further discussion on the relevant details. TD appreciated Members' comments on the arrangements concerning alignment, fare, etc. and would look into them with bus companies. More sophisticated interchange options and replacement services for passengers would be proposed based on the actual operations. Moreover, as regards the discrepancy in the occupancy rate for CTB Route No. 71, he pointed out that the data contained in the PT Plan for WIL was submitted six months ago, and the data contained in the PT Plan for SIL(E) was the latest revised information.

29. Mr Simon WONG responded that CTB/NWFB would further review the inadequacies in the PT Plans with TD, including the interchange arrangements between bus routes and the provision of new express routes, so as to offer more direct routes to meet passengers' aspirations. Ms Peggy WONG responded that KMB

served the Southern District mainly through the cross harbour tunnel routes operated jointly with CTB/NWFB. It would continue to explore possible measures with CTB/NWFB and TD to further improve XTH Route No. 176.

30. The Chairman concluded that the Committee requested TD to actively follow up Members' views, and continue to meet with DC members after the meeting to study the details such as frequency of routes and interchange concessions for necessary adjustments. TD was requested to submit the latest revised proposals at the next meeting for follow-up discussion. Moreover, he suggested Members continue to collect public's views toward various re-routeing proposals in their constituencies and submitted to TD for further study with a view to improving the transport services in the Southern District.

Agenda Item 4: Temporary Traffic Management Schemes of South Island Line (East)
(Item raised by MTR Corporation)
(T&TC Paper No. 10/2014)

31. The Chairman welcomed the following representatives to the meeting for discussion of agenda item 4:

(a) Mr YU Si-ki, Engineer, HyD;
(b) Mr YU Hon-chung, Engineer, TD;
(c) Mr Bernard WONG, Senior Liaison Engineer, MTR Corporation Limited (MTRC);
(d) Ms Fiona WAN, Public Relations Manager – Projects & Property, MTRC;
(e) Ms Bobo CHOW, Construction Engineer I - Civil, MTRC; and
(f) Ms Patty KWAN, Construction Engineer I - Civil, MTRC.

32. Mr Bernard WONG, with the aid of PowerPoint presentation (Reference Information), introduced the temporary traffic management schemes (TTMSs) for the South Island Line (East) (SIL(E)) Scheme.

33. Mr TSUI Yuen-wa, the Vice-Chairlady and Mr LO Kin-hei raised comments and enquiries on the subject. Details were summarised as follows:

(a) a Member agreed that an additional U-turn slip road should be provided in the vicinity of Tong Bin Lane. However, he pointed out that the hoardings at the location concerned had obstructed the vision of pedestrians and drivers. In this connection, he requested MTRC to rectify the situation. Furthermore, he requested MTRC to resolve the shading issue with respect to the shelter of Wong Chuk Hang Bus Terminus. Also, he suggested that a wall painting competition for the bus terminus shelter should be held to enhance its appearance and solve the shading problem;

(b) a Member requested MTRC to step up efforts in monitoring the construction works for Lei Tung Station in the vicinity of Ap Lei Chau Main Street, in a bid to minimise the traffic impact to the neighbourhood; and

(c) a Member supported the suggestion of organising a wall painting competition for the bus terminus shelter. In addition, he requested MTRC to pay due attention to the noise nuisance and traffic impact brought about by the construction works in the vicinity of Lei Tung Estate.

34. Mr Bernard WONG gave a consolidated response as follows:

(a) owing to the acute bend at Tong Bin Lane, the obstruction to vision problem persisted at the location concerned. Nevertheless, the use of transparent hoardings might cause reflection problem, so further consideration was required. Additional road signs would be erected to give clear direction to pedestrians;

(b) to minimise the traffic impact of construction works in the vicinity of Lei Tung Estate, it was necessary to carry out works at night-time at the location concerned. Nevertheless, related arrangements would cause noise nuisance to some extent. So, this was a dilemma. MTRC would make an effort to minimise nuisances arising from commissioning tests;

(c) the traffic light at the junction of Lei Tung Estate Road and Ap Lei Chau Bridge Road belonged to the same group of traffic light signals, and synchronised traffic light management of relatively complicated nature was required, so it was difficult to control traffic light manually;

(d) upon the commissioning of Lei Tung Station in future, subject to the need of installing additional traffic lights for pedestrian crossings at Ap

Lei Chau Main Street, MTRC would give due consideration to the matter; and

(e) as MTRC had handed over the management of Wong Chuk Hang Bus Terminus, it would be difficult to make alterations to the said shelter.

35. Mr Paul ZIMMERMAN enquired about the current progress of the list of SIL(E) work sites and reports on the capacity of the barging points at Telegraph Bay ad Lee Nam Road, as requested at the SDC meeting earlier on.

36. Mr Bernard WONG responded that MTRC was consolidating the actual figures of the capacity of the above barging points and compiling the list of SIL(E) work sites (the site surrender timetable for some sites would be supplemented gradually in future), and would submit the above reports to SDC as soon as possible.

37. In closing, the Chairman requested MTRC to forward the above reports to the Secretariat before the next SDC meeting, enabling SDC Members to follow up on related matters at the said meeting. In addition, MTRC should note Members' views on the TTMSs, and continue to carry out public consultation on matters concerning project progress through SDC and other platforms (such as Community Liaison Groups).

(Mr WONG Ling-sun left the meeting at 5:32 p.m.)

Agenda Item 5: Concerns with the Potential Danger to Drivers at Pok Fu Lam Road
(Item raised by Mr CHU Lap-wai, Mrs MAK TSE How-ling, and Mr YEUNG Wai-foon, MH, JP)
(T&TC Paper No. 11/2014)

38. The Chairman said that agenda item 5 was raised by Mr CHU Lap-wai, Mrs MAK TSE How-ling and Mr YEUNG Wai-foon, MH, JP, and Members were invited to refer to Annex 2 to T&TC Paper No. 11/2014. Prior to the meeting, the Secretariat had invited TD to give a written reply on the subject (see Annex 2).

39. Mr CHU Lap-wai briefly introduced the contents of the paper. He said that the situation of vehicles making sudden right turn across double white lines was occasionally observed at a number of road sections along Central/Western District

bound Pok Fu Lam Road (in the neighbourhood of Chi Fu Fa Yuen to Queen Mary Hospital (QMH)). Although the speed limit of the road section concerned was 50 km per hour, it was observed that many vehicles travelled at a relatively high speed. In case the traffic ahead made a sudden stop and turned right, accidents might happen easily. Even if vehicles behind were able to shift to the left lane in time; the change lane action under high speed would pose danger to the traffic behind. Moreover, vehicles waiting for crossing double white lines would obstruct traffic. In view of this, he requested TD to scrutinise the potential traffic danger at various road junctions on Pok Fu Lam Road and come up with concrete improvement proposals. Mrs MAK TSE How-ling supplemented that occasionally vehicles travelled to and from the slip road opposite to Woodbury Court near Pok Fu Lam Road, and accidents had happened because vehicles on Pok Fu Lam Road failed to make a brake in time. She requested TD to scrutinise the fairly hidden road junctions of similar nature on Pok Fu Lam Road in order to improve the situation.

40. Mr FUNG Kin-ip responded that the speed limit of the section of Pok Fu Lam Road between Kellet School near Wah Fu Road and QMH was 50 km per hour. If drivers observed TD's advice of allowing adequate space away from vehicles ahead for safe driving, there should be no problem even when vehicles made right turn across double white lines to or from adjacent carriageways or premises. However, given the road characteristics and traffic flow of Pok Fu Lam Road, TD had already prohibited vehicles from making right turn across double white lines at some sections of Pok Fu Lam Road. For example, suitable traffic signs had been erected along the road section in the vicinity of the petrol filling station near QMH, prohibiting vehicles from making right turn out of/into the petrol filling station to/from the Central bound Pok Fu Lam Road. However, contravention to the prohibition indicated on the traffic signs was still observed there. In view of this, traffic cylinders had been erected at the road section concerned in end 2013 for separating opposite traffic lanes, with a view to tying in with the traffic management measures at the location concerned. TD would consider feasible improvement measures for road sections of Pok Fu Lam Road where relatively more right-turn traffic movements were observed, in a bid to caution drivers the slip road ahead on the right. In addition, TD was carrying out district consultation on improvement proposals with respect to the provision of additional traffic signs and road markings at the road junction at No. 120 Pok Fu Lam Road near Royalton.

41. Mr CHU Lap-wai pointed out that a number of road junctions on Pok Fu Lam Road lacked traffic signs indicating "no right turn", and asked whether vehicles

could make right turn across double white lines at the road junctions concerned. Also, he asked whether double white lines and right-turn traffic movements co-existed on other carriageways in the Southern District, and whether TD could come up with concrete improvement measures for road junctions of similar nature.

42. Mr FUNG Kin-ip responded that as permitted by law, right-turn traffic movements across double white lines to carriageways or premises were permitted, and is common in Hong Kong. He pointed out that right-turn traffic movements were permitted at a number of road junctions on Pok Fu Lam Road. Nevertheless, traffic was prohibited from making right turn from the slip road near Royalton to Central bound Pok Fu Lam Road.

43. Mr Paul ZIMMERMAN, Mr CHAN Chun-tat, Mrs MAK TSE How-ling and Mr KWONG Tse-hin raised comments and enquiries on the subject. Details were summarised as follows:

(a) a Member pointed out that the dual two-lane carriageway of Pok Fu Lam Road was the truck road in the district, and many people drove at a relatively high speed (70 km per hour). Hence, over-speeding was the main cause of traffic accidents. Therefore, before the meeting, he had put forward a written request to TD concerning traffic safety of Pok Fu Lam Road, in a bid to obtain relevant traffic data. Also, he had suggested installing speed enforcement cameras along Pok Fu Lam Road and putting additional traffic cylinders along the road section of QMH near the petrol filling station;

(b) a Member pointed out that according to his observation, during weekdays at around 8:00 a.m., six to seven taxies often queued up at the road junction near Royalton on Pok Fu Lam Road for turning onto QMH, which had caused obstruction to traffic. In this connection, he requested TD and the Police to pay due attention to the above situation;

(c) a Member opined that the above road junction would pose potential danger, and questioned why TD would have permitted vehicles making right turn across double white lines and failed to take appropriate action to tackle the problem. Furthermore, she asked why only traffic movements from the slip road near Royalton was prohibited from making right turn onto Pok Fu Lam Road, while such arrangement was not applicable to the slip roads opposite Woodbury Court and the hostel of the University of Hong Kong respectively; and

(d) a Member pointed out that there were six to seven road junctions of similar nature on the 1.2-km long section of Pok Fu Lam Road between QMH and Pokfulam Gardens. Vehicles might not be able make a brake in time or might cross the opposite dual lanes when making right turn, resulting in accidents. He suggested that TD should provide the figures on traffic flow and accidents relating to Pok Fu Lam Road so that due consideration could be given to the feasibility of various improvement options, including the provision of right-turn lane, no right turn and making a turn at other junctions.

44. Mr FUNG Kin-ip responded that he had received Mr Paul ZIMMERMAN's written enquiries before the meeting, but needed time to prepare the written response. However, he would like to give a preliminary response as follows:

(a) TD's subject officer was following up on the Member's suggestion on the installation of speed enforcement cameras along Pok Fu Lam Road;
(b) A traffic improvement proposal concerning provision of traffic sign and road markings at the road junction near Royalton on Pok Fu Lam Road was being circulated for public comments. As for the improvement proposals for other road junctions, further consideration would be made where necessary;
(c) TD had conducted local consultation before installing the traffic cylinders in the vicinity of the petrol filling station near QMH and there had been no objection to the proposal. For the request of extending the physical constraints by additional traffic cylinders, TD has an open mind on the proposal and would investigate whether such a request is justified;
(d) as for Member's proposal on the installation of additional railings in the surrounding of the fire hydrant near Royalton on Pok Fu Lam Road, TD would study its feasibility with the Fire Services Department and other relevant departments later on; and
(e) regarding the traffic arrangements of the road junction near Royalton, considering that there was another slip road in the neighbourhood of QMH for traffic making right turn to Central bound Pok Fu Lam Road within a short distance, after striking a balance between traffic safety and local needs, it was decided that traffic would be prohibited from making right turn from the slip road near Royalton. Nevertheless, other road junctions on Pok Fu Lam Road as mentioned by Members

were further away from the right-turn slip road near QMH. If right-turn traffic movements were prohibited, vehicles had to travel a relatively long distance in order to make a turn. TD would keep an open mind on Members' suggestions on prohibiting right-turn traffic movements at other road junctions, and was willing to explore the feasibility of various traffic improvement measures where necessary.

45. Mr LAU Wing-fu responded that subject to prevailing legislation, unless specific traffic signs were provided, any vehicle could make right turn onto some road junctions, parking lots or premises. In case a traffic accident occurred when the driver made a right turn, the Police would investigate the case and make prosecution in accordance with relevant legislation.

46. Mr CHU Lap-wai, Mr KWONG Tse-hin, Mr Paul ZIMMERMAN and Mr CHU Ching-hong, JP continued to raise comments and enquiries. Details were summarised as follows:

(a) a Member clarified that he did not mean to request TD to prohibit right-turn traffic movements at all aforesaid road junctions, but asked TD to carry out thorough study on various road junctions and scrutinise potential danger. TD should also consider installing additional directional signs and "slow drive" signs to alert drivers that the traffic ahead might make right turn onto the slip road for prevention of traffic accidents;

(b) a Member said that the situation of Pok Fu Lam Road (that is, the average traffic speed was relatively high but vehicles were permitted to make right turn across double white lines) was uncommon in Hong Kong. He opined that despite that Pok Fu Lam Road might lack room for alteration due to historical reasons, for individual locations such as Pok Fu Lam Reservoir Road, consideration might be given to the provision of right-turn lane of a width of around 2.5 m, which would occupy a small piece of land;

(c) a Member pointed out that the traffic speed of the road section between the Bethanie and QMH was relatively high, and it was marked with double white lines, drivers would not expect the traffic ahead could make a right turn. Therefore, the road junction concerned had posed potential danger. TD needed to deal with the issue squarely, and improvement should be made to various road junctions to enhance their

visibility to drivers. TD should also report the progress to the Committee; and

(d) a Member said that based on his driving experiences on Pok Fu Lam Road for a dozen of years, taxies often made a sudden right turn from the road junction near Royalton to QMH, causing obstruction to traffic. Such behaviours would also pose danger to traffic on the fast lane. In this regard, he suggested that TD and the Police should consider prohibiting traffic from making a right turn onto the slip road at the junction concerned. As for other junctions on Pok Fu Lam Road, given that vehicles seldom made a right turn across double white lines at these locations, he suggested that TD should first erect traffic signs to alert drivers to pay attention to the traffic conditions ahead. TD should also report the progress to the Committee.

47. Mr FUNG Kin-ip responded that TD would keep an open mind on the suggestion of prohibiting right-turn traffic movements at various road junctions on Pok Fu Lam Road or implementing other improvement measures. TD would consider implementing improvement measures for locations with more right-turn traffic movements on Pok Fu Lam Road to alert drivers of the slip road ahead. However, the proposal of prohibiting right-turn traffic movements might affect nearby residents to some extent, so TD had to give due consideration to the matter. In addition, at present, a local consultation on the installation of "side road ahead" traffic sign and "slow" road marking at the road junction near Royalton at No. 120 Pok Fu Lam Road was underway in the hope of alerting drivers of the possible decelerating traffic or traffic stoppage for making right turn.

48. In closing, the Chairman requested TD to consider erecting suitable traffic signs at various road junctions in the Southern District, or installing additional traffic cylinders to separate opposite lanes at road sections that prohibited right-turn traffic movements in order to ensure traffic safety. In addition, the Police should step up law enforcement to enhance deterrent effect. Furthermore, regarding Mr Paul ZIMMERMAN's enquiries on various road sections on Pok Fu Lam Road, he requested TD and the Police to provide traffic statistics with respect to various road sections after the meeting. Also, TD should proactively carry out site inspection with SDC Members of local constituencies and Area Committees, in a bid to scrutinise the actual situation at various road junctions in a more effective manner, and follow up on individual Members' suggestions direct.

(Ms CHAN Judy Kapui and Mr CHOW Seung-man left the meeting at 5:54 p.m. and 6:19 p.m. respectively.)

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Lost Trip Situation of Bus Services in Southern District

69. Mr CHAI Man-hon pointed out that CTB Route No.70 and NTWB Route No. 42 recorded the highest rates of lost trip for the past few consecutive months. The problem was serious and therefore called on TD to provide concrete solutions, such as flexibly deployment of vehicles and bus route rationalisation. Mr LO Kin-hei said that the investigation report released earlier by the Ombudsman (OMB) stated that the calculation method of the "lost trip rate" was different from the public perception of "delays". He enquired about the calculation method of lost trip rate, and considered that limited information was provided in the report, thus requested TD to improve the presentation of the report. Ms LAM Yuk-chun, MH pointed out that some bus routes with serious lost trip rate were not shown in the report. She urged TD to account for the standard applied in the calculation of the lost trip rate.

70. Mr HUE Ka-yiu responded that as mentioned in TD's response to the Ombudsman's investigation report earlier, TD and the bus companies would derive the lost trip rate by comparing the number of scheduled departures and actual departures operated of respect route. However, the lost trips might be caused by

various factors, including shortage of bus captains or traffic conditions on the roads. Therefore, TD would take into account of the actual bus operation to work out improvement measures. The Department would also request the bus companies to improve their staff deployment. He added that the lost trip rate was not the single indicator for monitoring the quality of bus services. The views and comments of the public, DC and the local community were also of great importance to TD, and TD would review those bus routes with persistent lost trip during particular period in a day with a view to improving the quality of bus services from different perspectives.

71. Mr CHU Ching-hong, JP indicated that as he understood, TD had issued warning letter to the bus company due to lost trip rate of several routes (e.g. Citybus Route 95C), but the bus service had yet to be improved. He enquired about the specific content of the warning concerning the bus routes, and if the service remained poor, whether TD would consider taking further action. Mr LO Kin-hei said that the public were concerned about delayed bus trips, so in addition to monitoring "lost trips", "delayed" issue of bus service in the Southern District should also be addressed. He reiterated that TD had to improve the presentation of lost trip report. Mr CHAI Man-hon agreed that TD had to improve the presentation of the report, and provide lost trip rate of each route. In addition, given the ongoing problem of lost trip of CTB Route No. 70 and 95C and NWFB No. 42 and 970, and "seasonal" lost trip of other routes, such as lost trip problem of bus routeing school area at the beginning of school year or bus routeing Causeway Bay during Christmas and New Year, he requested the department to review the problem and explain specific improvement plan.

72. Mr HUE Ka-yiu responded that TD had been closely monitoring the quality of bus service, and recorded service delays and comments and complaints of the public. If the problem was found persistent and no improvements had been made, TD would issue a reminder to the bus company operating routes with higher rate of lost trip or complaints, requesting them to review and implement improvement measures. If the concerned bus company failed to effectively improve the quality of services, TD would then issue a warning letter. In late 2013, TD did issue a serious advisory letter to a bus company, requesting them to improve the service of some routes. It was subsequently observed that the lost trip rate and service level of concerned bus routes were gradually improved. On the other hand, he pointed out that the two routes listed in the progress report were the bus routes with the highest rate of lost trip operating in the Southern District. TD was open to work with Members on improving the presentation of the report.

73. Mr CHAI Man-hon reiterated that TD was requested to provide concrete improvement proposal on bus routes with ongoing and "seasonal" lost trip, and to improve the presentation of the report.

74. Mr HUE Ka-yiu responded that he would review the presentation of the report after the meeting, integrating the occurrence rate of the routes with highest rate of lost trip rate as previously listed in the report in the past, and compiling the statistics, in order to ascertain whether the lost trip problem was in short-term or seasonal pattern.

75. The Chairman asked the department to improve the presentation of the report as per the Members' comment.

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Southern District Traffic Report

78. Mr KWONG Tse-hin pointed out that a number of traffic accidents involved buses, and some accident did not occurred on trunk roads. Therefore, he asked TD to review bus safety as well as safety equipment on the bus.

79. The Chairman requested that TD and bus companies to supervise drivers to establish safe driving attitude, while the Police should strengthen law enforcement in places where traffic accidents occurred frequently.

(Mr TSUI Yuen-wa and Dr YANG Mo, PhD left the meeting at 6:56 p.m. and 6:58 p.m. respectively.)

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Date of Next Meeting

88. The Chairman advised the meeting that the 15th meeting of T&TC under SDC would be held at 2:30 p.m. on 19 May 2014 (Monday) at the SDC Conference Room.

89. There being no other business, the meeting was adjourned at 7:47 p.m.

Secretariat, Southern District Council
May 2014

南區區議會屬下
交通及運輸事務委員會
交通及運輸事務委員會過往會議所討論事項的進展報告
(截至 2014 年 6 月 27 日的情況)

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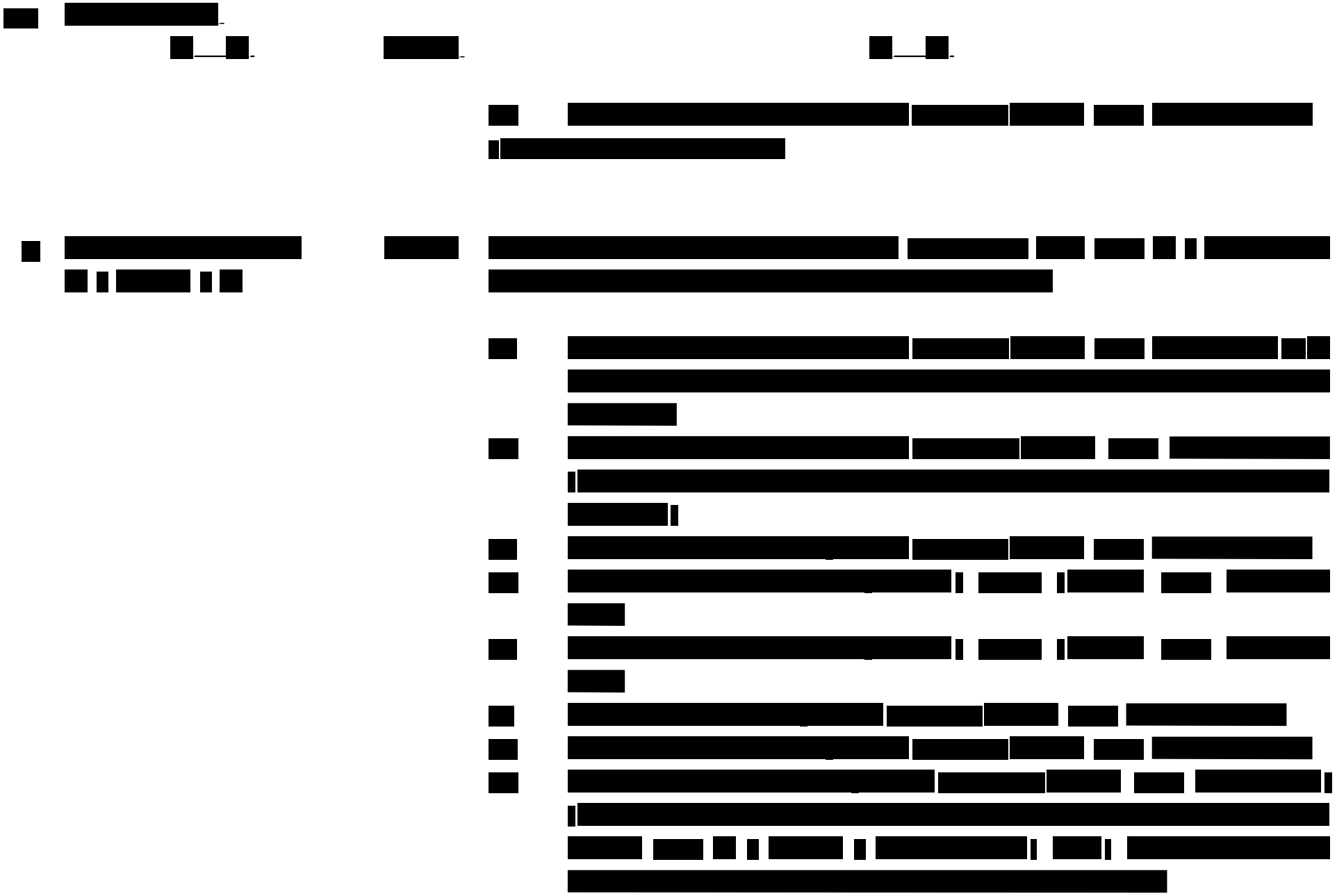

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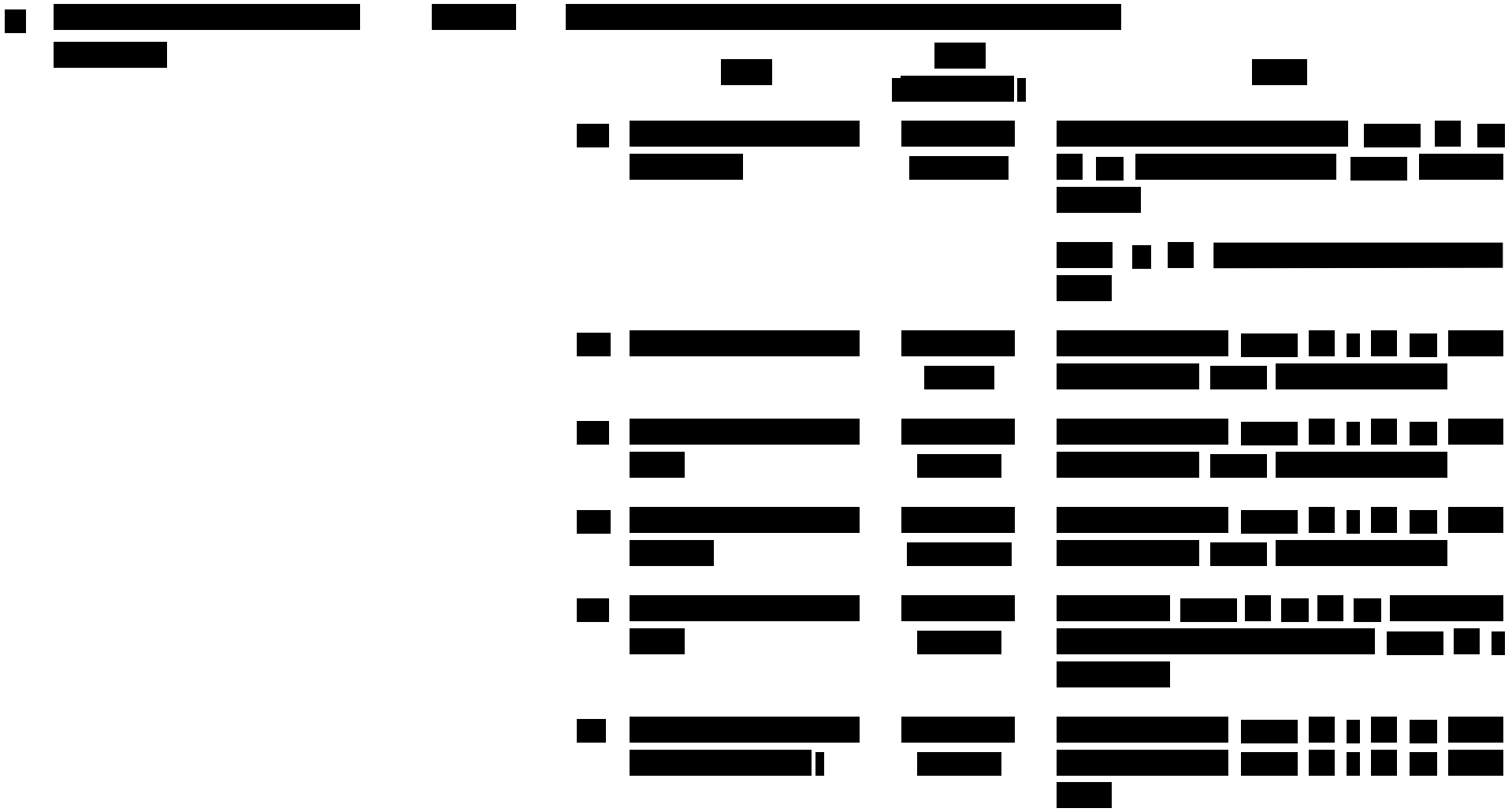

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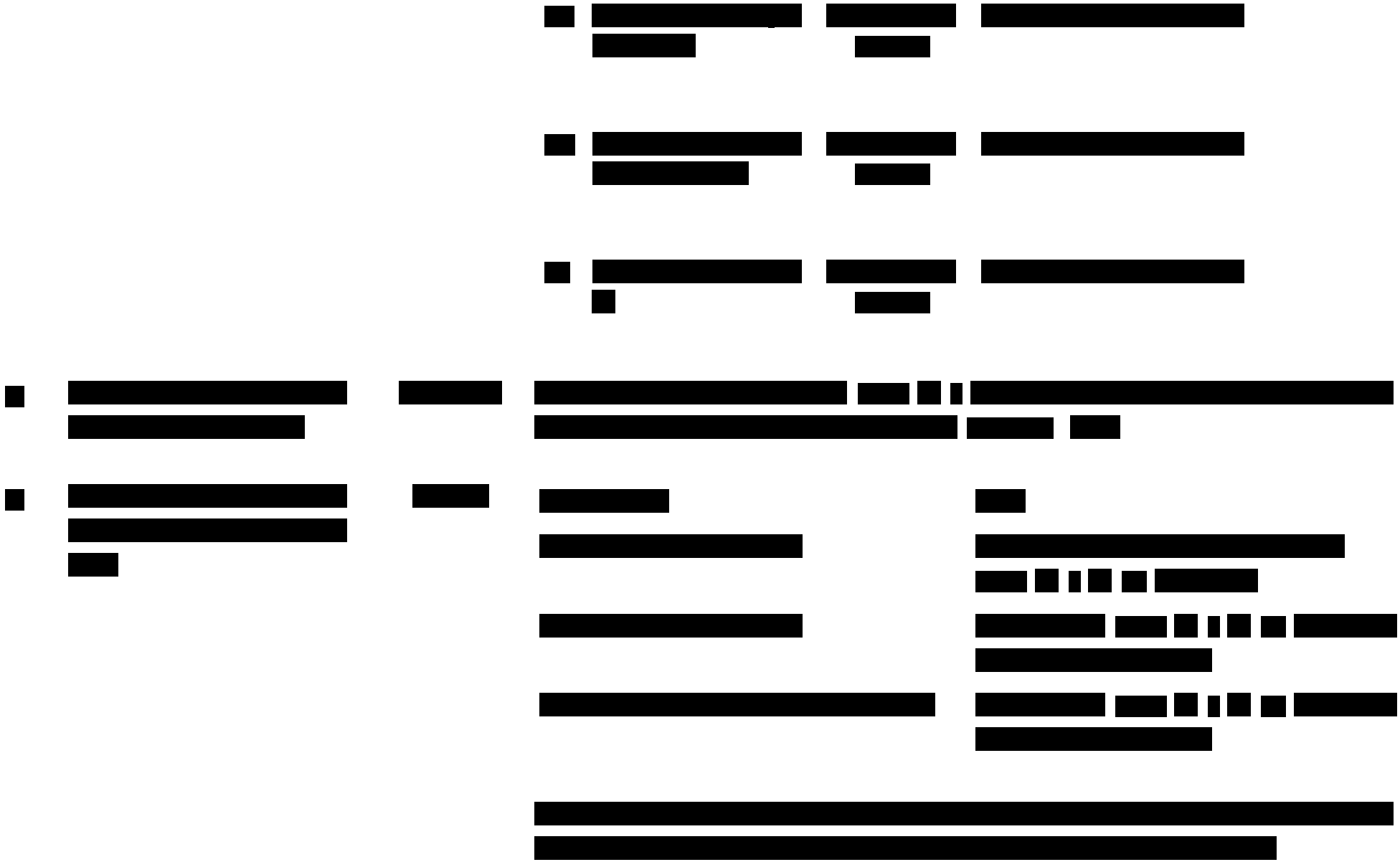

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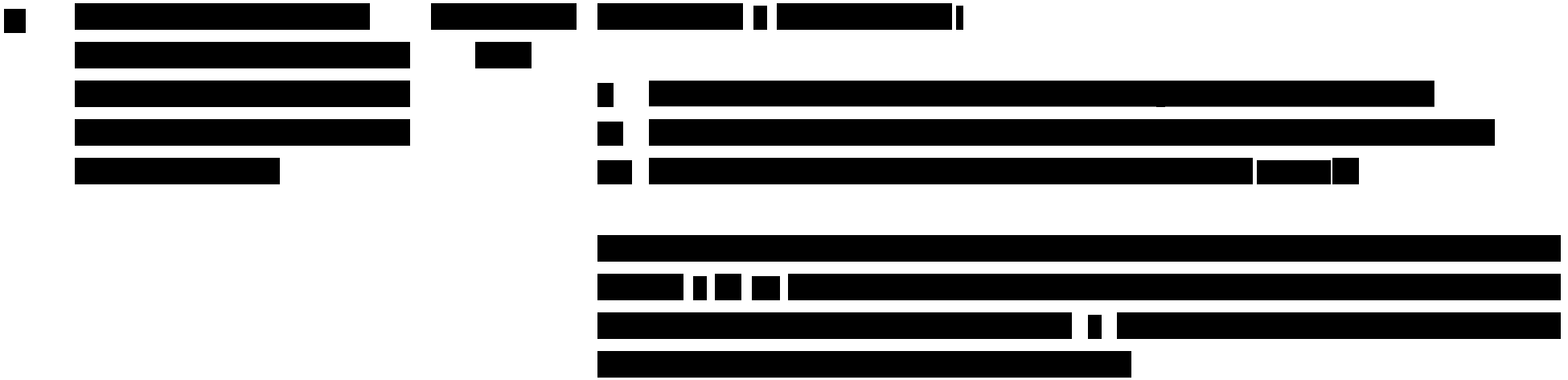


10.	改善薄扶林道各路口	運輸署	位置	進度
			瑪麗醫院北面的油站	現場已設有相關的交通標誌禁止車輛在薄扶林道往中環方向右轉駛入油站及禁止車輛在油站右轉駛出薄扶林道往中環方向，並設有交通圓柱分隔來回行車綫，以配合現場的交通管制。
			豪峰附近支路	運輸署建議於薄扶林道往中環方向近薄扶林道 120 號加設『小路在前』交通標誌及『慢駛』道路標記。工程已於 6 月完成。
			多福大廈附近支路	右轉車輛不多，行車道上已髹上『慢駛』道路標記，運輸署會繼續留意路口的交通情況。
			薄扶林道 132-136 號附近支路	右轉車輛不多，行車道上已髹上『慢駛』道路標記，運輸署會繼續留意路口的交通情況。
			薄扶林道 140 號（近嘉林閣）附近支路	右轉車輛不多，行車道上已設置『小路在前』交通標誌，運輸署會繼續留意路口的交通情況。
			薄扶林道 142 號附近支路	右轉車輛不多，行車道上已設置『小路在前』交通標誌，運輸署會繼續留意路口的交通情況。
			薄扶林道水塘道	運輸署會繼續留意路口的交通情況。

(B) 南區巴士路線

項　目	負責人	進　展
1. 加設低地台巴士	運輸署	城巴(專營 1)[1]、城巴(專營 2)[2]及新巴車隊可供輪椅上落的低地台巴士佔車隊百分比分佈如下:

	可供輪椅上落的低地台巴士佔車隊百分比		
	2014 年 2 月	2014 年 3 月	2014 年 4 月
城巴 1	59.1%	60.3%	61.7%
城巴 2	100.0%	100.0%	100.0%
新巴	92.8%	92.4%	91.8%

2. 南區公共交通服務及交通管理措施	運輸署	請參閱運輸署公共交通服務及交通管理措施報告。

[1]城巴(專營 1):香港島及過海巴士網絡專營權

[2]城巴(專營 2):機場及北大嶼山巴士網絡專營權

3. 南區巴士脫班問題　　運輸署　據2014年1月至2014年5月的專營巴士服務營運記錄顯示，服務南區的巴士路線中，脫班率最高的首兩條路線及其脫班主要原因詳列如下：

	2014年1月	2014年2月	2014年3月	2014年4月	2014年5月
城巴(專營1)路線	第95C號線[鴨脷洲邨–置富花園(循環線)]	第N72號線[華貴邨–鰂魚涌(海澤街]	第6X號線[中環(交易廣場 – 赤柱監獄]	第6X號線[中環(交易廣場 – 赤柱監獄]	第70號線[香港仔 – 中環(交易廣場)]
	第70號線[香港仔–中環(交易廣場)]	第N170號線[華富–沙田市中心]	第6號線[中環(交易廣場–赤柱監獄]	第6號線[中環(交易廣場–赤柱監獄]	第72號線[華貴邨–銅鑼灣(摩頓台)]
新巴路線	第970號線[數碼港–蘇屋邨]	第42號線[華富(南) – 北角碼頭]	第970號線[數碼港–蘇屋邨]	第971R號線[數碼港–旺角(循環線)]	第970號線[數碼港–蘇屋邨]
	第42號線[華富(南) – 北角碼頭]	第590A號線[海怡半島–金鐘(東)(循環線)]	第590號線[海怡半島–中環(交易廣場)]	第65號線[赤柱市集–北角碼頭]	第590A號線[海怡半島 – 金鐘(東)(循環線)]

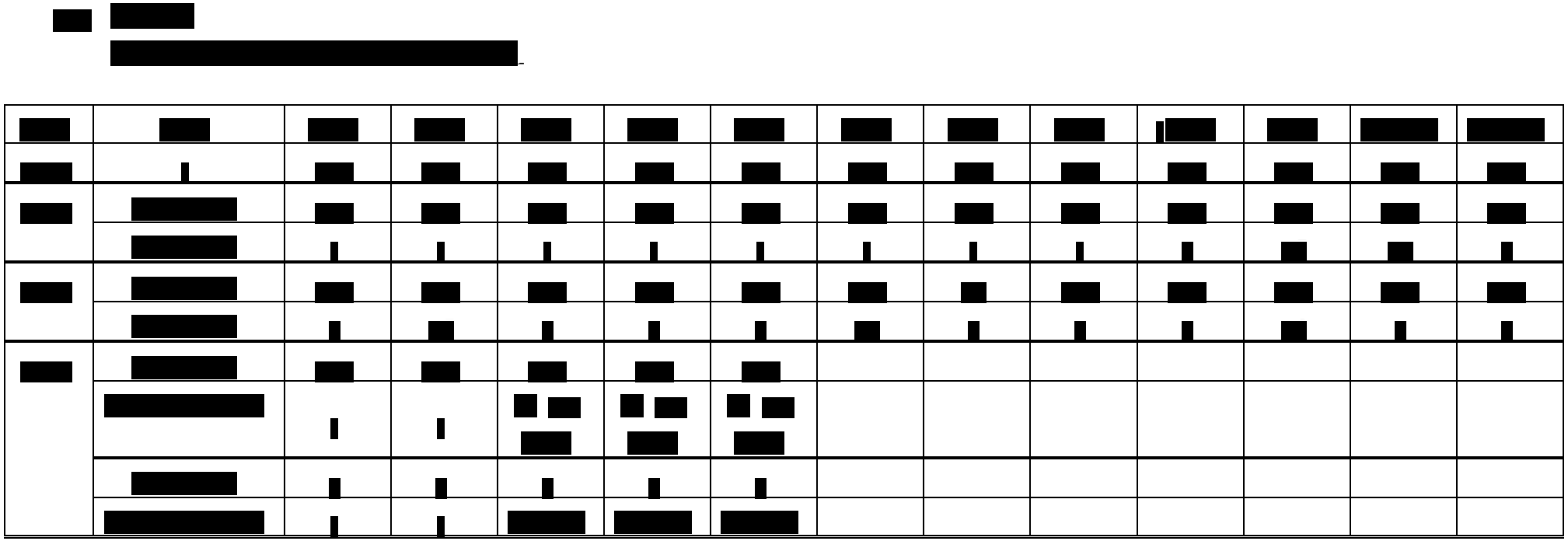
除第N72號線及第N170號線於2014年2月因突發事故，以及新巴第971R號線於2014年4月因惡劣天氣而導致較高脫班率外，上述路線的脫班主要由車長出缺及沿途交通擠塞所致。

本署會繼續監察專營巴士服務水平，在需要時會與巴士公司就個別路線的主要脫班成因及乘客需求研究改善服務的措施，包括調整班次時間表以反映實際行車時間、檢討巴士專線的設立範圍、檢討停車限制區的生效時段等。本署亦會要求警方打擊違例泊車的活動，以及要求巴士公司採取改善措施以減低因車長出缺而引致的脫班情況。

(C) 路政署(港島南區)

過去兩個月內完成及未來六個月內進行的主要路面重鋪工程項目及其時間表

	地點／路段	詳細進度／備註	預計（確實）動工日期	預計（確實）完工日期	路政署負責人姓名(電話)
1.	大潭道(燈柱號碼由 38714 至 36081 一段)	工程已完成	(2013/12/13)	(2014/5/28)	陳浩彬先生 2231 5731
2.	香島道(燈柱號碼由 41886 至 41893 一段)	工程已完成	(2014/4/3)	(2014/6/18)	-同上-
3.	香島道(壽山村道交界)	工程計劃中 (等待有關當局批核工程噪音許可証)	2014/8/18	2014/10/30	-同上
4.	崇文街	工程已完成	(2014/5/27)	(2014/5/29)	戎炳輝先生 2231 5683
5.	香港仔大道(由香港仔海旁道至奉天街)	工程計劃中 (等待有關當局批核臨時交通管制措施、挖掘許可証及工程噪音許可証)	2014/9/1	2014/11/30	-同上-
6.	田灣街(近田灣山道)	工程計劃中 (等待有關當局批核臨時交通管制措施、挖掘許可証及工程噪音許可証)	2014/10/1	2014/12/31	-同上-
7.	田灣山道天橋	工程計劃中 (等待有關當局批核臨時交通管制措施、挖掘許可証及工程噪音許可証)	2014/8/1	2014/10/31	-同上-



1197

南分區	0	0	2	利東邨道近東平樓 鴨脷洲徑 3 號外	1 專線小巴 1 的士	1 乘客 1 行人
西分區	0	1	9	**數碼港道 100 號外 *** 數碼港道近域多利道 薄扶林道 131 號外 薄扶林道近域多利道 薄扶林道 789 號外 薄扶林道近 162 號 石排灣道近 102 號 置富道 11 號外 華景街近華翠街 華富道近 15 號	**1 的士 *** 1 輕型貨車，1 私家車 1 的士，1 輕型貨車 1 的士，1 城巴 1 城巴 1 的士，1 私家車 1 輕型貨車 1 輕型貨車，1 中型貨車 1 的士，1 公共小巴 1 公共小巴	**1 行人 *** 1 司機， 3 乘客 1 乘客 1 司機 1 乘客 1 司機 1 行人 1 司機 1 乘客 1 行人
北分區	0	0	8	香港仔大道近 178 號 香港仔大道 218 號外 南寧街 7 號外 南寧街近成都道 湖南街近巴士總站 湖北街 12 號外 漁光道 68 號外 嘉禾街近 21-25 號	1 輕型貨車，1 私家車 1 輕型貨車 1 的士 1 私家車 1 新巴 1 公共小巴 1 輕型貨車 1 私家車	1 司機 1 行人 1 行人 1 行人 1 乘客 1 行人 1 行人 1 行人
總計	**0**	**4**	**39**	**43**		

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過 12 小時

！死亡交通意外, * 嚴重交通意外， 交通意外

2014 年 5 月						
地區	死亡	嚴重	輕微	地點	車輛類別及數目	受傷人仕
東分區	0	2	15	**大潭道近 19 號 ***	**1 電單車，1 的士 ***	**1 電單車駕駛者 ***
				石澳道近土地灣 *	**1 電單車 ***	**1 電單車駕駛者 ***
				黃竹坑道近南朗山道	1 城巴，1 專線小巴	1 乘客
				黃竹坑道近鴨脷洲橋道	2 中型貨車	1 司機
				黃竹坑道近海洋公園道	1 私家車	1 司機
				黃竹坑道 180 號外	1 公共巴士	1 乘客
				黃竹坑道近 180 號	1 公共巴士	1 行人
				南朗山道近深灣道	1 專線小巴，1 輕型貨車	1 乘客
				深灣道近 11 號	1 私家車，1 輕型貨車	1 司機
				業發街與香葉道交界	1 私家車	1 行人
				南風道近深水灣道	1 輕型貨車，1 電單車	1 電單車駕駛者
				香島道近淺水灣道	1 私家車，1 電單車	1 電單車駕駛者，1 乘客
				香島道近深水灣道	1 私家車，1 公共巴士	1 司機，1 乘客
				赤柱村道近佳美道	1 九巴	1 乘客
				赤柱灘道近 10 號	2 私家車	1 司機
				赤柱灘道近赤柱村道	1 專線小巴	1 行人
				石澳道近 15 號	1 電單車，1 私家車	1 電單車
南分區	0	0	5	鴨脷洲橋道近鴨脷洲徑	1 輕型貨車，1 的士	1 乘客
				鴨脷洲橋道近鴨脷洲徑	1 的士，1 九巴	1 乘客
				利南道 68 號外	1 電單車	1 電單車駕駛者
				利東邨道近東昇樓	1 私家車	1 行人
				海怡路近 13 號	1 的士	1 行人
西分區	0	2	6	**數碼港道 100 號外 ***	**1 電單車 ***	**1 電單車駕駛者 ***
				石排灣道與薄扶林道交界 *	**1 的士，1 電單車 ***	**1 電單車駕駛者 ***
				石排灣道近域多利道	1 的士	1 乘客

				薄扶林道 102 號外 薄扶林道近域多利道 域多利道 555 號外 貝沙山道 121 號外 摩星嶺道近 50 號	1 的士 1 電單車 1 電單車 1 私家車，1 輕型貨車 1 公共小巴，1 私家車	1 行人 1 電單車駕駛者 1 電單車駕駛者 2 司機 1 乘客
北分區	0	0	5	香港仔大道近 223 號 香港仔舊大街近 64-70 號 湖南街近巴士總站 湖南街近巴士總站 田灣街近田澤樓	1 公共小巴 1 私家車 1 城巴 1 新巴 1 單車	1 行人 1 行人 1 行人 1 乘客 1 單車駕駛者
總計	**0**	**4**	**31**	**35**		

交通黑點：沒有

嚴重交通意外是指受傷人仕入院留醫超過 12 小時

！死亡交通意外, * 嚴重交通意外， 交通意外

T&TC Paper No. 19/2014
(for discussion on 14.7.2014)

Southern District Council
Traffic and Transport Committee

Traffic & Transport Committee Progress Report on Previously Discussed Items
(as at 27.6.2014)

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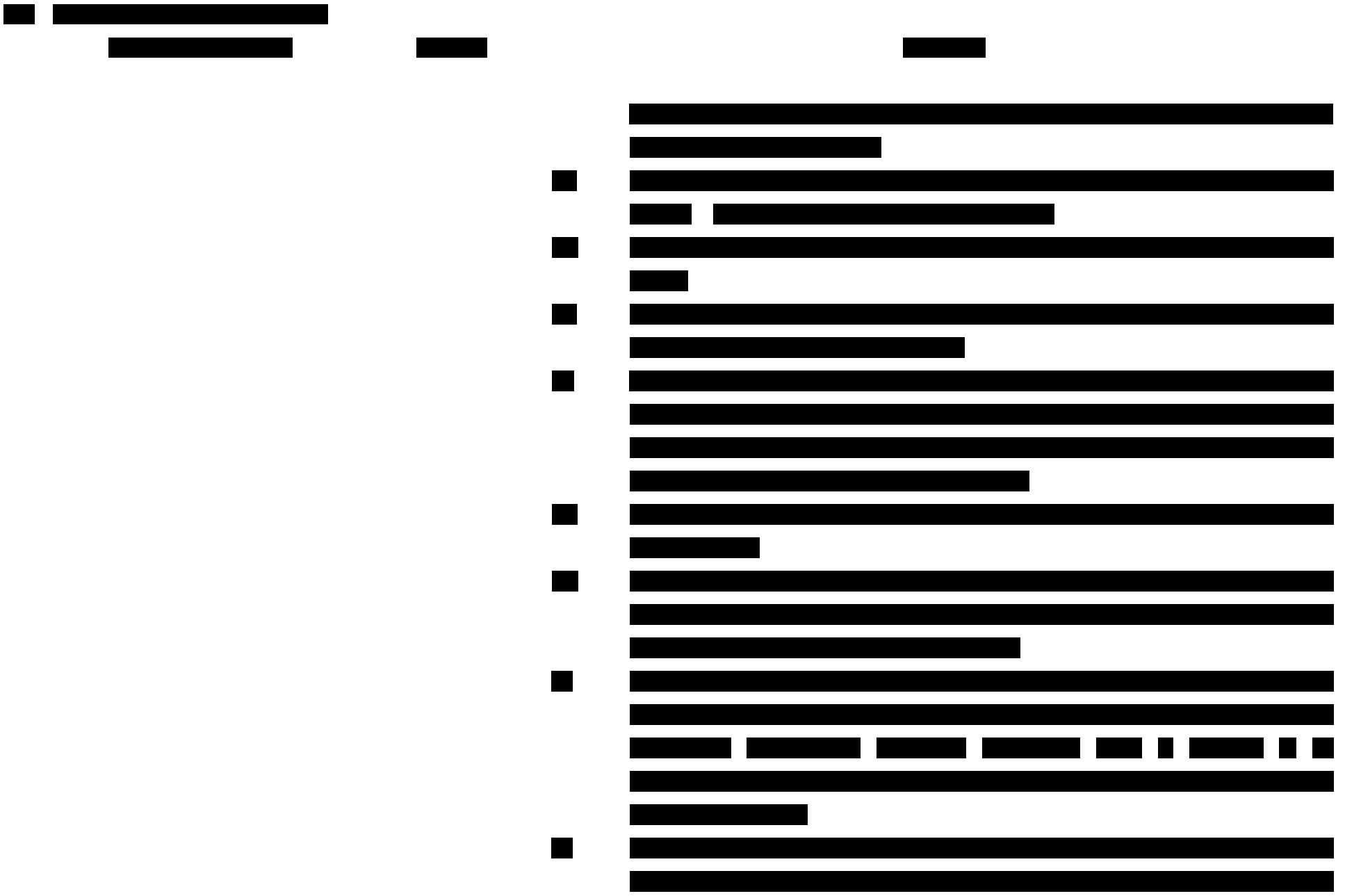

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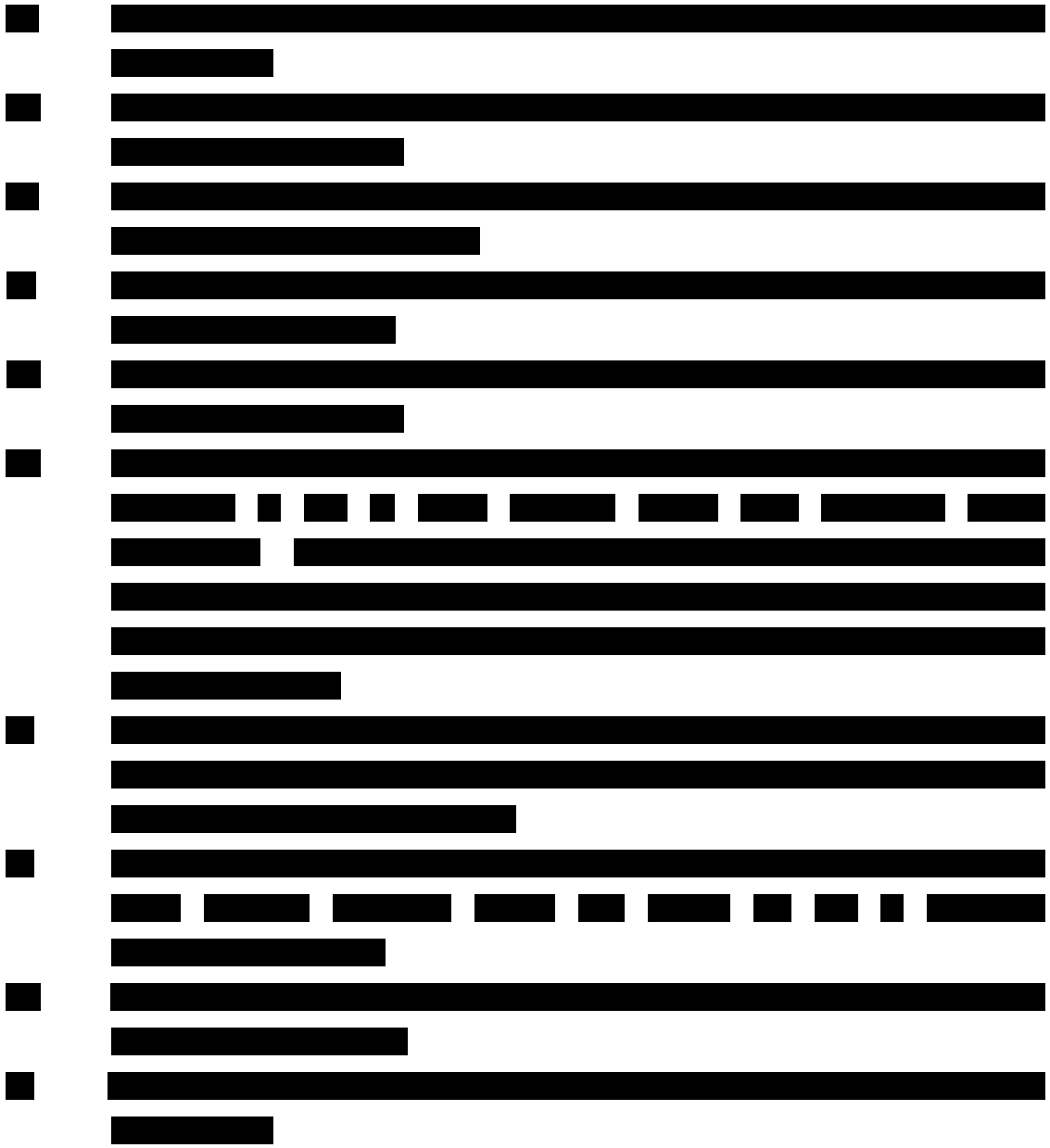

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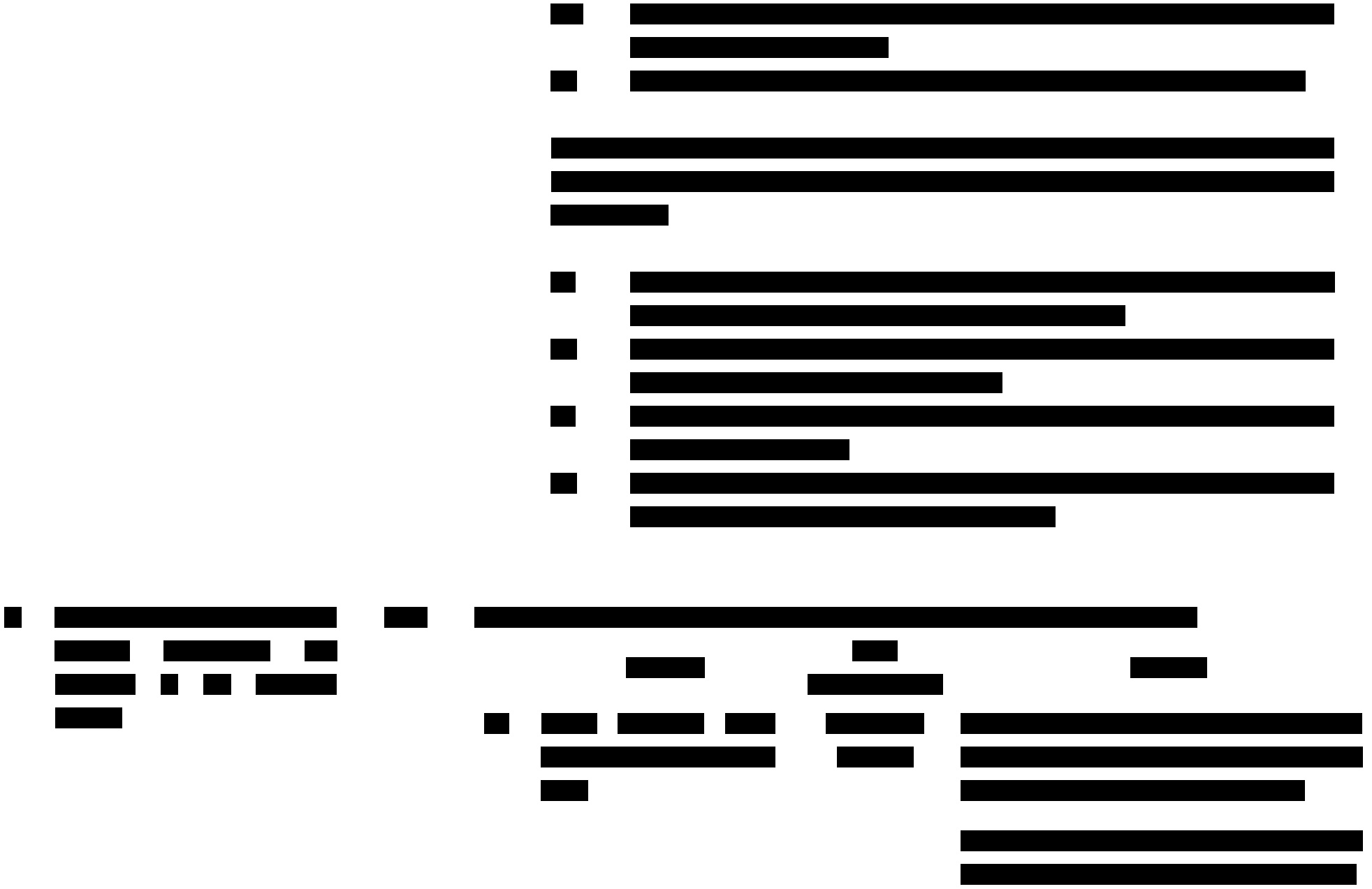
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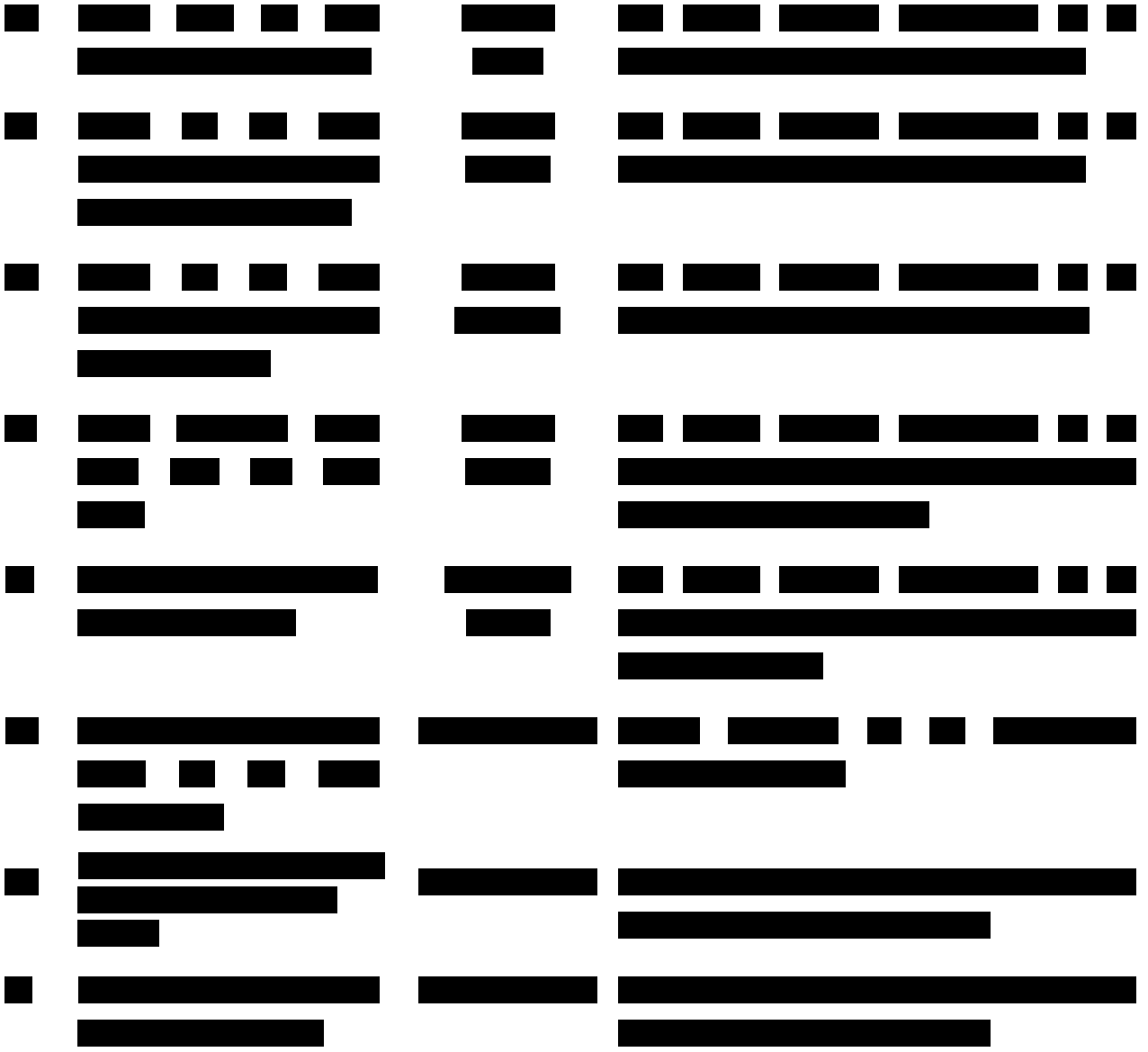

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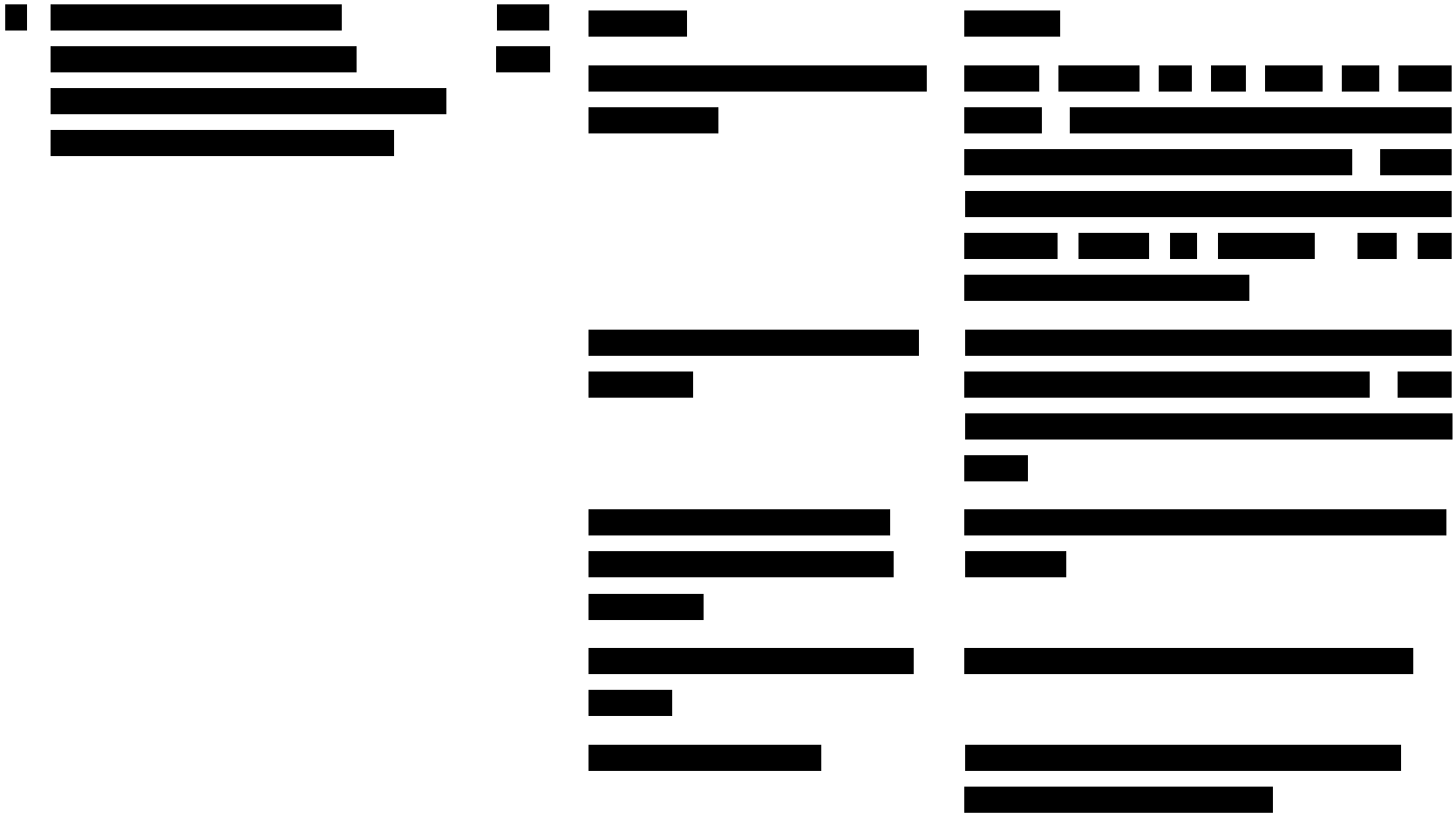

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10. Improving the Junctions along Pok Fu Lam Road	TD	Location	Progress
		Gas station to the north of Queen Mary Hospital	Suitable traffic signs have been erected at the road section outside a petrol filling station near the Queen Mary Hospital banning vehicles to make right turn out of the petrol filling station to the Central bound of Pokfulam Road and from the Central bound of Pokfulam Road right turn to the petrol filling station. Traffic cylinders have been erected for separating opposite traffic lanes to match with the existing traffic control.
		Slip Road next to Royalton	The Transport Department proposes to add a traffic sign showing side road ahead and road markings "SLOW" at the Central bound of Pokfulam Road near No. 120 Pokfulam Road. The works was completed in June 2014.
		Slip Road next to Dor Fook Mansion	Not many vehicles are observed to make right turn at this junction. "Slow" road markings have been painted at carriageway and the Transport Department would continue to monitor the traffic condition at this junction.
		Slip Road next to 132-136 Pok Fu Lam Road	Not many vehicles are observed to make right turn at this junction. "Slow" road markings have been painted at carriageway and the Transport Department would continue to monitor the traffic condition at this junction.
		Slip Road next to 140 Pok Fu Lam Road	Not many vehicles are observed to make right turn at this junction. Traffic sign showing side road ahead has been erected and the Transport Department would continue to monitor the traffic condition at this junction.

Slip Road next to 142 Pok Fu Lam Road	Not many vehicles are observed to make right turn at this junction. Traffic sign showing side road ahead has been erected and the Transport Department would continue to monitor the traffic condition at this junction.
Pok Fu Lam Reservoir Road	The Transport Department would continue to monitor the traffic condition at this junction.

(B) Bus Services in the District

Project Description	Agency	Progress
1. Deployment of Wheelchair Accessible Bus	TD	Distribution of wheelchair accessible buses under CTB (F1)[1], CTB (F2)[2] and NWFB are as follows:

	Percentage of wheelchair accessible buses		
	Feb 2014	Mar 2014	Apr 2014
CTB F1	59.1%	60.3%	61.7%
CTB F2	100.0%	100.0%	100.0%
NWFB	92.8%	92.4%	91.8%

2. Public Transport Services and Traffic Management Measures for Southern District	TD	Member may wish to refer the Transport Department Progress Report – Public Transport Services and Traffic Management Measures for details.

[1] CTB (F1) : Hong Kong Island and Cross Harbour Bus Routes

[2] CTB (F2) : Airport and North Lantau Bus Routes

(B) <u>Bus Services in the District</u>

3. Lost Trip Situation of Bus Services in Southern District — TD

According to the operating statistics of franchised bus services from January to May 2014, bus routes with the highest and second highest lost trip rates recorded among all bus routes serving the Southern District and their main causes of lost trips are listed below.

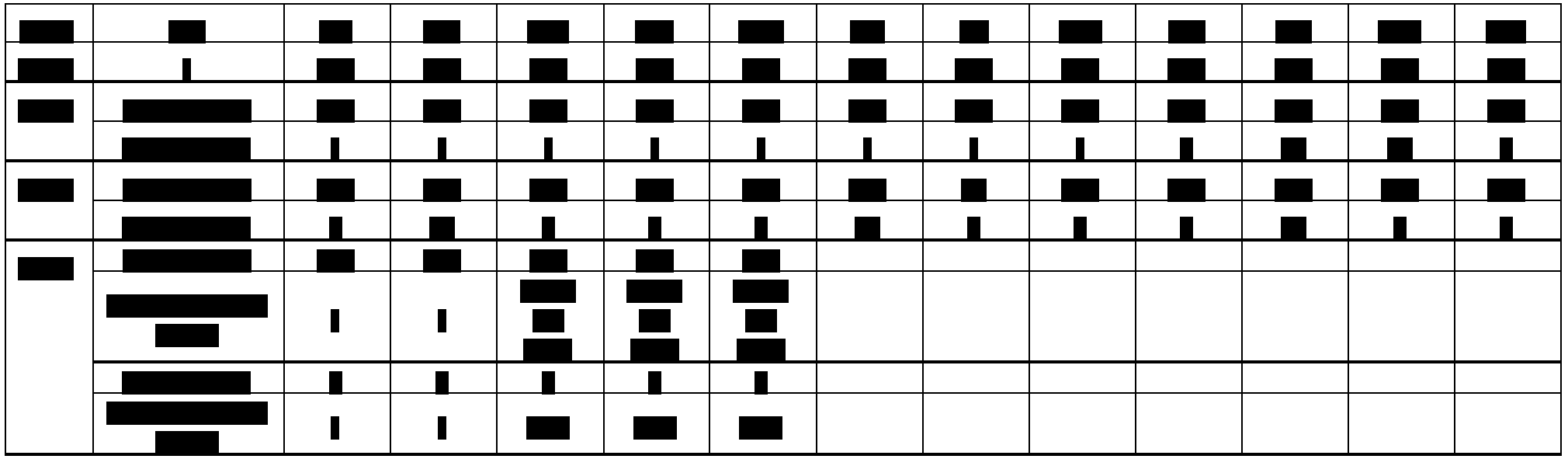
	Jan 2014	Feb 2014	Mar 2014	Apr 2014	May 2014
CTB (F1)	Route No. 95C [Ap Lei Chau Estate – Chi Fu Fa Yuen (Circular)]	Route No. N72 [Wah Kwai Estate – Quarry Bay (Hoi Chak Street)]	Route No. 6X [Stanley Prison – Central (Exchange Square)]	Route No. 6X [Stanley Prison – Central (Exchange Square)]	Route No. 70 [Aberdeen – Central (Exchange Square)]
	Route No. 70 [Aberdeen – Central (Exchange Square)]	Route No. N170 [Wah Fu – Sha Tin Town Centre]	Route No. 6 [Stanley Prison – Central (Exchange Square)]	Route No. 6 [Stanley Prison – Central (Exchange Square)]	Route No. 72 [Wah Kwai – Causeway Bay (Moreton Terrace)]
NWFB	Route No. 970 [Cyberport – So Uk Estate]	Route No. 42 [Wah Fu (South) – North Point Ferry Pier]	Route No. 970 [Cyberport – So Uk Estate]	Route No. 971R [Cyberport – Mong Kok (Circular)]	Route No. 970 [Cyberport – So Uk Estate]
	Route No. 42 [Wah Fu (South) – North Point Ferry Pier]	Route No. 590A [South Horizons – Admiralty (East) (Circular)]	Route No. 590 [South Horizons – Central (Exchange Square)]	Route No. 65 [Stanley Village – North Point]	Route No. 590A [South Horizons – Admiralty (East) (Circular)]

In generally, crew shortage and traffic congestion were the major causes of the lost trips of above-mentioned bus routes, except for route nos. N72 and N170 whose high lost trip rates in February 2014 were caused by emergency incident, and route no 971R whose high lost trip rate in April 2014 was caused by inclement weather.

(B) Bus Services in the District

TD will continue to monitor the service level of franchised buses, and when necessary, taking into account of the causes of the lost trips and passenger demand of individual route, work out improvement measures, including but not limited to time-table adjust to reflect the actual journey time, review on the designation of bus-only lane, review on effective periods of the no-stopping restricted zones. TD will also request the Police to take enforcement action to against illegal parking, and requested the bus operator to take remedial action to minimize lost trip rates caused by staff shortage.

1215



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(E) Hong Kong Police Force and Transport Department

Southern District Traffic Report

April 2014						
Area	**Fatal**	**Serious**	**Slight**	**Location**	**Vehicle Type**	**Injured Role**
East Area	0	3	20	**Wong Chuk Hang Road near Country Club ***	**1 Private Car ***	**1 Pedestrian ***
				Shek O Road near To Tei Wan *	**1 Motorcycle ***	**1 Motorcyclist ***
				Shek O Road near Tai Tam Road *	**1 Bicycle, 1 Private Car ***	**1 Cyclist ***
				Wong Chuk Hang Road outside 3	1 Green PLB, 1 Private Car	1 Passenger
				Wong Chuk Hang Road near Aberdeen Police Station	1 Green PLB, 1 Private Car	1 Driver
				Wong Chuk Hang Road near 108	1 Private Car, 1 Taxi, 1 City Bus, 1 Public Bus	1 Driver
				Wong Chuk Hang Road outside 49-51	1 Light GV, 1 NWF Bus	1 Passenger
				Nam Fung Road outside 50	1 Taxi, 1 City Bus	1 Driver
				Aberdeen Tunnel near Wong Chuk Hang Road	1 Motorcycle	1 Motorcyclist
				Island Road near 19	1 Green PLB, 4 Private Cars	2 Drivers, 1 Passenger
				Repulse Bay Road near 98	1 Bicycle	1 Cyclist
				Repulse Bay Road near South Bay Road	2 Private Cars	2 Passengers
				Repulse Bay Road near South Bay Road	1 Green PLB, 1 Light GV	4 Passengers
				Repulse Bay Road near 113-115	1 Public Bus, 1 Taxi	1 Driver
				Tai Tam Reservoir Road near 88	1 Taxi	1 Pedestrian
				Carmel Road near Cape Road	1 Public Bus	1 Passenger
				Stanley Village Road near Bus Terminus	1 City Bus	1 Pedestrian
				Cape Road near Chung Hom Kok Road	1 Private Car, 1 Taxi	1 Driver
				Pak Pat Shan Road outside 18	1 Motorcycle	1 Motorcyclist
				Shek O Road near Lan Nai Wan	1 Motorcycle	1 Motorcyclist
				Shek O Road near 14	1 Motorcycle	1 Motorcyclist

				Shek O Road near 1-7 Big Wave Bay Road near Shek O Road	1 Bicycle, 1 Taxi 1 Motorcycle	1 Cyclist 1 Motorcycle
South Area	0	0	2	Lei Tung Estate Road near Tung Ping House Ap Lei Chau Drive outside 3	1 Green PLB 1 Taxi	1 Passenger 1 Pedestrian
West Area	0	1	9	**Cyberport Road outside 100 *** Cyberport Road near Victoria Road Pok Fu Lam Road outside 131 Pok Fu Lam Road near Victoria Road Pok Fu Lam Road outside 789 Pok Fu Lam Road near 162 Shek Pai Wan Road near 102 Chi Fu Road outside 11 Wah King Street near Wah Chui Street Wah Fu Road near 15	**1 Taxi *** 1 Light GV, 1 Private Car 1 Taxi, 1 Light GV 1 Taxi, 1 City Bus 1 City Bus 1 Taxi, 1 Private Car 1 Light GV 1 Light GV, 1 Medium GV 1 Taxi, 1 Red PLB 1 Red PLB	**1 Pedestrian *** 1 Driver, 3 Passengers 1 Passenger 1 Driver 1 Passenger 1 Driver 1 Pedestrian 1 Driver 1 Passenger 1 Pedestrian
North Area	0	0	8	Aberdeen Main Road near 178 Aberdeen Main Road outside 218 Nam Ning Street outside 7 Nam Ning Street near Chengtu Road Wu Nam Street near Bus Terminus Wu Pak Street outside 12 Yue Kwong Road outside 68 Ka Wo Street near 21-25	1 Light GV, 1 Private Car 1 Light GV 1 Taxi 1 Private Car 1 NWF Bus 1 Red PLB 1 Light GV 1 Private Car	1 Driver 1 Pedestrian 1 Pedestrian 1 Pedestrian 1 Passenger 1 Pedestrian 1 Pedestrian 1 Pedestrian
Total	**0**	**4**	**39**	**43**		

May 2014						
Area	**Fatal**	**Serious**	**Slight**	**Location**	**Vehicle Type**	**Injured Role**
East Area	0	2	15	**Tai Tam Road near 19 ***	**1 Motorcycle, 1 Taxi ***	**1 Motorcyclist ***
				Shek O Road near To Tei Wan *	**1 Motorcycle ***	**1 Motorcyclist ***
				Wong Chuk Hang Road near Nam Long Shan Road	1 City Bus, 1 Green PLB	1 Passenger
				Wong Chuk Hang Road near Ap lei Chau Bridge Road	2 Medium GV	1 Driver
				Wong Chuk Hang Road near Ocean Park Road	1 Private Car	1 Driver
				Wong Chuk Hang Road outside 180	1 Public Bus	1 Passenger
				Wong Chuk Hang Road near 180	1 Public Bus	1 Pedestrian
				Nam Long Shan Road near Shum Wan Road	1 Green PLB, 1 Light GV	1 Passenger
				Shum Wan Road near 11	1 Private Car, 1 Light GV	1 Driver
				Yip Fat Street junction Heung Yip Road	1 Private Car	1 Pedestrian
				Nam Fung Road near Deep Water Bay Road	1 Light GV, 1 Motorcycle	1 Motorcyclist
				Island Road near Repulse Bay Road	1 Private Car, 1 Motorcycle	1 Motorcyclist,1Passenger
				Island Road near Deep Water Bay Road	1 Private Car, 1 Public Bus	1 Driver, 1 Passenger
				Stanley Village Road near Carmel Road	1 KMBus	1 Passenger
				Stanley Beach Road near 10	2 Private Cars	1 Driver
				Stanley Beach Road near Stanley Village Road	1 Green PLB	1 Pedestrian
				Shek O Road near 15	1 Motorcycle, 1 Private Car	1 Motorcyclist
South Area	0	0	5	Ap Lei Chau Bridge Road near Ap Lei Chau Drive	1 Light GV, 1 Taxi	1 Passenger
				Ap Lei Chau Bridge Road near Ap Lei Chau Drive	1 Taxi, 1 KMBus	1 Passenger
				Lee Nam Road outside 68	1 Motorcycle	1 Motorcyclist
				Lei Tung Estate Road near Tung Sing House	1 Private Car	1 Pedestrian
				South Horizon Drive near 13	1 Taxi	1 Pedestrian

West Area	0	2	6	**Cyberport Road outside 100 ***	**1 Motorcycle ***	**1 Motorcyclist ***
				Shek Pai Wan Road junction with Pok Fu Lam Road *	**1 Taxi, 1 Motorcycle ***	**1 Motorcyclist ***
				Shek Pai Wan Road near Victoria Road	1 Taxi	1 Passenger
				Pok Fu Lam Road outside 102	1 Taxi	1 Pedestrian
				Pok Fu Lam Road near Victoria Road	1 Motorcycle	1 Motorcyclist
				Victoria Road outside 555	1 Motorcycle	1 Motorcyclist
				Bel-Air Peak Avenue outside 121	1 Private Car, 1 Light GV	2 Drivers
				Mount Davis Road near 50	1 Red PLB, 1 Private Car	1 Passenger
North Area	0	0	5	Aberdeen Main Road near 223	1 Red PLB	1 Pedestrian
				Old Main St, Aberdeen near no.64-70	1 Private Car	1 Pedestrian
				Wu Nam Street near Bus Terminus	1 City Bus	1 Pedestrian
				Wu Nam Street near Bus Terminus	1 NWF Bus	1 Passenger
				Tin Wan Street near Tin Chak House	1 Bicycle	1 Cyclist
Total	**0**	**4**	**31**	**35**		

Traffic Black Site: Nil

Serious Traffic Accident definite as injured person admitted to Hospital over 12 hours

! fatal traffic accident, * serious traffic accident, traffic accident

南區區議會（2012-2015）屬下
交通及運輸事務委員會
第十六次會議紀錄

日期：2014 年 7 月 14 日
時間：下午 2 時 30 分
地點：南區區議會會議室

出席者：

陳富明先生 MH	（委員會主席、南區區議會副主席）
張錫容女士	（委員會副主席）
朱慶虹太平紳士	（南區區議會主席）
歐立成先生 MH	
區諾軒先生	
柴文瀚先生	
陳家珮女士	
陳李佩英女士	
朱立威先生	
馮仕耕先生	
林啟暉先生 MH	
林玉珍女士 MH	
廖漢輝太平紳士	
羅健熙先生	
麥謝巧玲女士	
徐遠華先生	
黃靈新先生	
楊默博士	
楊位款太平紳士 MH	
司馬文先生	
陳俊達先生	
鄺子憲先生	
周尚文先生	
卜坤乾先生	

缺席者：

張漢芬先生

秘書：

林裕庭先生	南區民政事務處行政主任（區議會）3 （民政事務總署）

列席者：

衛懿欣太平紳士	南區民政事務專員（民政事務總署）
周楚添先生	南區民政事務專員（民政事務總署）（候任）
伍榮廷女士	南區民政事務助理專員（民政事務總署）
許家耀先生	運輸署高級運輸主任／南區
楊柳江先生	運輸署運輸主任／南區 1
譚桂芬女士	運輸署工程師／南區及山頂 1
馮建業先生	運輸署工程師／南區及山頂 2
廖保華先生	土木工程拓展署工程師 10（港島發展部 2）
蔡詠詩女士	路政署區域工程師／西南區
劉榮富先生	香港警務處西區警區交通隊主管

出席議程二：

吳翰禮先生	運輸署總運輸主任／巴士及鐵路 5
趙浩明先生	運輸署高級運輸主任／鐵路 6
黃漢中先生	城巴有限公司／新世界第一巴士服務有限公司 策劃及車務編排經理
黃嘉俊先生	城巴有限公司／新世界第一巴士服務有限公司 策劃主任
李建樂先生	城巴有限公司／新世界第一巴士服務有限公司 公眾事務經理
黃秀娟女士	九龍巴士（一九三三）有限公司 襄理（策劃及發展）
吳智聰先生	九龍巴士（一九三三）有限公司 對外事務主任
高昊先生	香港鐵路有限公司項目傳訊經理
王偉強先生	香港鐵路有限公司經理（運輸策劃）

出席議程三：

陳凱琪先生	路政署工程師／南港島線 2
石萬邦先生	運輸署工程師／優先鐵路發展 5
高昊先生	香港鐵路有限公司項目傳訊經理
潘建強先生	香港鐵路有限公司建造經理（南港島綫）
周美寶女士	香港鐵路有限公司一級建造工程師－土木

出席議程四：

許家耀先生	運輸署高級運輸主任／南區

出席議程五：

黃漢中先生	城巴有限公司／新世界第一巴士服務有限公司策劃及車務編排經理
李建樂先生	城巴有限公司／新世界第一巴士服務有限公司公眾事務經理

出席議程六：

吳良瑞先生	運輸署總運輸主任／巴士及鐵路科(特別職務)
冼佳慧女士	運輸署高級運輸主任／巴士及鐵路科（特別職務）

開會辭：

主席感謝南區民政事務專員衛懿欣太平紳士過往對區議會及委員會的支持，並歡迎候任南區民政事務專員周楚添先生。同時，主席歡迎委員及以下各政府常設部門代表出席會議：

(a) 運輸署高級運輸主任許家耀先生；
(b) 運輸署運輸主任楊柳江先生
(c) 運輸署工程師譚桂芬女士及馮建業先生；
(d) 土木工程拓展署工程師廖保華先生；
(e) 路政署區域工程師蔡詠詩女士；以及
(f) 香港警務處西區警區交通隊主管劉榮富先生。

2. 主席建議每位委員就每項議程最多發言兩次，每次發言時間最多為三分鐘。委員接納此項建議。

議程一： 通過 2014 年 5 月 19 日第十五次會議紀錄

3. 主席表示，上述會議紀錄的中英文文本初稿已於會前送交各委員參閱。秘書處未有收到委員對上述會議紀錄初稿的修訂建議。

4. 委員會通過上述會議紀錄的中英文版本。

議程二： 「配合西港島線及南港島線(東段)通車的公共交通服務重組計劃」之進度報告
（此議題由運輸署提出）
（交通文件 20/2014 號）

(司馬文先生、卜坤乾先生及陳俊達先生分別於下午 2 時 40 分、2 時 41 分及 2 時 42 分進入會場。)

5. 主席歡迎下列代表出席議程二的討論：

(a) 運輸署總運輸主任／巴士及鐵路科吳翰禮先生；
(b) 運輸署高級運輸主任／鐵路 6 趙浩明先生；
(c) 城巴有限公司（下稱「城巴」）／新世界第一巴士服務有限公司（下稱「新巴」）策劃及車務編排經理黃漢中先生；
(d) 城巴／新巴策劃主任黃嘉俊先生；
(e) 城巴／新巴公眾事務經理李建樂先生；
(f) 九龍巴士（一九三三）有限公司襄理（策劃及發展）黃秀娟女士；以及
(g) 九龍巴士（一九三三）對外事務主任吳智聰先生;
(h) 香港鐵路有限公司項目傳訊經理高昊先生;
(i) 香港鐵路有限公司經理（運輸策劃）王偉強先生。

6. 主席表示，委員會於過去多次會議曾就「配合西港島線及南港島線（東段）通車的公共交通服務重組計劃」（下稱「西港島線重組計劃」及「南港島線（東段）重組計劃」）進行討論，並要求運輸署積極跟進委員提出的意見，為各路線的行車走向和班次等安排進行

調整。署方現提交重組計劃的進度報告（相關文件載於交通文件20/2014號及附件一）。另外，朱立威先生、麥謝巧玲女士、楊位款太平紳士及司馬文先生分別在會前提出了書面提問（相關文件載於附件二及三），而署方回應文件載於附件四及五。

7. 吳翰禮先生表示署方於上一次委員會會議中（交通文件14/2014號）已就不同重組路線組別的跟進情況滙報了進展。運輸署同時於本年3月24日提交與南港島線(東段)有關的修訂重組計劃並諮詢委員會，並在過去數月約見各議員就此進行討論。運輸署會是次會議一併提交兩條新鐵路線的重組計劃最新進度報告。

8. 趙浩明先生主要就兩個重組計劃重點滙報進度，包括介紹最新的修訂和作出回應。 (相關文件載於交通文件20/2014號)。

（一） 關於西港島線重組計劃

(a) 有關重組新巴第4、4X及城巴第7號線：
運輸署建議維持是項重組方向。巴士公司因應實際現場環境，重新審視兩個總站的運作安排，並考慮有關改動建議。由於現時華富(北)總站在車務運作上已出現比較繁忙的情況，同時考慮到在重組後，城巴第40號線亦會增加車輛數目及班次，故建議維持現有在華富(北)及華富(南)兩個總站的路線安排。巴士公司亦會繼續透過現行車長通報及稽查員工巡察等方法，監察與協調區內巴士服務。署方亦會密切留意重組後在華富的巴士服務運作情況。

(b) 有關重組後新巴第4/4X號線或城巴第7號線提供由華富/華貴開出的特別班次；同時建議重組後城巴第7號線(石排灣方向)「由華富(北)入，華富(南)出」：
運輸署將維持重組計劃最新修訂方案，即使用5部雙層巴士行走合併後新巴第4X號全線，及使用8部雙層巴士行走城巴第7號全線。目的是希望將資源集中維持在正線，以便將來全力支援新巴第4X及城巴第7號全線。在重組方案實施後，運輸署將留意乘客需求再作服務調整。巴士公司亦會維持日後城巴第7號線兩個方向經華富(南)。而華貴的乘客，除可利用接駁電梯到華富(南)乘搭經薄扶林道的巴士服務外，亦可利用新增城巴第43M號線與新巴第4X/城巴7號線的轉乘優惠安排往來薄扶林道。

(c) 有關要求就新巴第 4/4X/城巴第 7 號線提供更多巴士與巴士轉乘優惠：

巴士公司現時就途經薄扶林道的不同巴士路線，提供共 10 個組合的巴士與巴士轉乘優惠安排往返南區，交通文件 20/2014 號的附件亦載列了有關詳情。運輸署一向要求巴士公司考慮提供更多轉乘優惠，此後亦會繼續與巴士公司討論。

(d) 有關重組新巴第 43X、46X 及城巴第 70、70M 及 M47 號線：

運輸署已於上次會議提及將城巴 43M 由西區往南區方向的服務時間延至約凌晨 12 時 20 分。在班次方面，巴士公司及運輸署會密切監察上述路線重組後的情況，需要時會適當地調整其服務水平或行車路線。

(e) 有關重組後的城巴第 70 號線安排：

經重組後，城巴第 70M 路線會合併至將來的城巴第 70 號線，在星期一至五約上午 7 時 05 分至上午 8 時 55 分(星期六、日及公眾假期除外) 由華貴開出的城巴第 70 號線班次將途經田灣街及田灣山道。路線安排類似現時城巴第 70M 號線。另外，因應行車時間有所延長，有關時段內由華貴往中環方向服務，將調整至約每 25 分鐘一班。在路線重組後，城巴第 70 及 70P 的車輛數目會與現時城巴第 70、70M 及 70P 號線總數相同。

(f) 各重組方案會在西港島線開通後約三個月，按計劃及實際情況分階段執行。

（二） <u>關於南港島線（東段）重組計劃</u>

(a) 有關重組城巴第 48、71 及 75 號線：

運輸署現建議新增城巴第 48 號線與城巴第 90B 號線(海怡半島-金鐘(東))往金鐘方向的八達通轉乘優惠。由於南港島線（東段）重組計劃仍然在討論當中，在確定其他路線重組方案後，運輸署將會繼續與巴士公司商討及提供更多轉乘優惠。

(b) 有關重組城巴第 90、90C、97 及新巴第 590、590A 號線：經考慮地區意見後，運輸署現建議維持城巴第 90 號線由鴨脷洲邨巴士總站開出，同時往港島北岸方向的車程將改經黃竹坑天橋，以便更快捷地服務鴨脷洲居民。另外，城巴第 97 號線繼續維持在早上繁忙時間由利東邨開出的服務。在第 97 號線服務時間以外時段，城巴第 90 號線將改道經利東。

(c) 有關重組新巴第 66 號線及城巴第 6、6X、73 及 260 號線：運輸署現建議將新巴第 66 號線，在星期一至五(公眾假期除外)上午約 7 時至上午約 8 時 30 分的繁忙時段，提供四班由赤柱廣場往中環單方向班次服務。而城巴第 6 號線將維持現有的行車路線安排，即在繁忙時間不經馬坑村及春坎角。同時，城巴第 6、6X、73 及 260 號線，均將維持現有的運作及車輛安排，並將視乎乘客量轉變適當地調整班次。

(d) 除了上述的修訂外，運輸署仍不斷收到地區對各項涉及南港島線(東段)方案的意見。運輸署會繼續研究收到的意見及修訂各路線的可行性，例如巴士第 90B/91/94/94X 號線組別及隧巴第 671 號線改行紅磡海底隧道的方案等。稍後，運輸署會適時向委員會提交修訂建議再作討論。

9. 吳翰禮先生表示在會前收到部份議員對公共交通計劃服務的書面提問，回應內容摘錄如下：

(a) 有關西港島線及南港島線(東段)工程延誤對南區相關公共交通服務重組計劃的影響：
運輸署指出新鐵路工程遇到挑戰令進度可能出現滯後，港鐵公司會於稍後公佈具體的通車安排。現階段，運輸署會繼續跟進港鐵滙報兩條新鐵路線的工程進度及預計通車日期。為了令居民的乘車模式不受影響，運輸署認為當西港島線或南港島線(東段)未完全開通前，所有相關公共交通服務重組計劃內擬定的專營巴士及專線小巴路線改動會暫緩推行，直至有關新鐵路線完全開通後才分階段實施。署方亦會密切留意港鐵公司的預計通車日期，以調較重組計劃的執行情況。

(b) 有關西港島線通車後的交通接駁服務調查及監控情況：正如以往開啟新鐵路的安排，運輸署將於鐵路通車前後數月進行不同類型的實地調查，藉以收集各種公共交通服務的營運表現及乘客需求數據，並監測有關服務的乘客需求及營運狀況的變化。

(c) 相關調查可包括總站調查、中途站調查、乘車調查或問卷調查等。調查將分別在西港島線通車前及後數月間進行。調查將涵蓋公共交通服務全部或部分營運時間，旨在收集相關數據，以有效評估其服務水平。運輸署將運用內部資源以聘請專業調查公司，並將分析調查所得的數據，與公共交通營辦商採取適當的跟進工作，以維持新鐵路通車後其合適的服務水平。

(d) 運輸署及公共交通營辦商將按照現行做法，在服務變更前通知有關乘客和地區人士。此外，運輸署會與各公共交通營辦商和區議會緊密合作，廣泛宣傳公共交通服務重組計劃。

10. 朱慶虹太平紳士表示，根據上次會議紀錄，委員會要求運輸署邀請港鐵公司以就兩線通車後的轉乘優惠計劃作出交代。他查詢運輸署現時安排如何。

11. 吳翰禮先生回應表示，因應委員會對兩條鐵路通車後的公共交通工具轉乘安排，運輸署已特別要求港鐵公司積極與相關公共交通營辦商討論及提供相關資料予委員會。因此，港鐵公司代表亦出席了是次會議，交代轉乘優惠計劃的進展。

12. 王偉強先生回應表示，現時主要討論為配合西港島線通車後，港鐵與其他公共交通工具的轉乘安排。就西港島線的轉乘安排，港鐵已接觸區內專線小巴及巴士營辦商，並初步定出可以最快前往港鐵站的接駁路線作轉乘優惠。合作安排則會與現有的 52 條提供轉乘安排的巴士/專線小巴路線一致。由於港鐵與其他公共交通工具營辦商的討論仍未到最後階段，港鐵公司將會待落實內容後再向委員會滙報。至於南港島線(東段)通車後的安排，將會在下一步研究。

13. 主席詢問港鐵公司就轉乘安排是否有時間表。

14. 王偉強先生回應表示，港鐵預計本年底會確定有關轉乘安排，並會再向議會滙報進展。

15. 主席邀請各委員就整個重組計劃，包括所有路線的改動方案及相關的轉乘優惠安排等綜合表述意見。

16. 朱慶虹太平紳士認為港鐵與其他公共交通工具的轉乘安排已商討多時但仍毫無進展。據他了解，專線小巴營辦商的盈利低，難以再提供優惠。他認為專線小巴為港鐵帶來乘客，港鐵理應負擔全數或大部分轉乘優惠。同時，轉乘優惠與港鐵設立特惠站的概念相似，同樣可以吸引新的客源。他擔憂西港島線通車後，乘客既要面對轉乘鐵路缺乏優惠，又要面對公共交通服務被削減。

17. 黃靈新先生向主席申報利益，表示他為進智公交的執行董事。

18. 歐立成先生表示，由於隧巴第 107 號線於非繁忙時間不會途經黃竹坑，建議運輸署及巴士公司提供轉乘優惠，讓居民於黃竹坑道或香港仔隧道收費廣場轉乘城巴第 72A 號線返回雅濤閣/黃竹坑路段。

19. 徐遠華先生認為運輸署就巴士重組計劃及轉乘安排沒有進展。在巴士重組方面，他認為黃竹坑只是增加一條巴士路線的轉乘安排，而其他居民關心的方案都沒有進展。他質疑運輸署拖慢工作，對此表示遺憾及不滿。在港鐵與其他公共交通工具轉乘方面，他同意朱慶虹太平紳士的講法，認為專線小巴及巴士協助港鐵增加客源，港鐵應該就轉乘安排擔當更重要角色。運輸署在商討過程中沒有擔任任何角色，只能向港鐵與其他公共交通營辦商作出呼籲，卻沒有法定權力要求它們提供轉乘優惠。他認為若港鐵與其他公共交通營辦商未能就轉乘安排達成協議，港鐵需要於各區增設更多特惠站作補償。

20. 林玉珍女士 MH 反對城巴第 90 號線和 90C 號線重組安排。

21. 副主席要求運輸署維持城巴第 90C 號線於鴨脷洲大街早上十班次的服務安排。

22. 朱立威先生表示城巴第 70 號線的最新安排仍然漠視石排灣居民的意見，並表示非常不滿意。他重申早上於香港仔巴士總站候車

的乘客有一部分來自石排灣邨、漁安苑及漁暉苑的居民；如加開城巴第 70P 班次，可以產生分流作用，疏導居民上班的問題。他質疑運輸署為何未能於石排灣多開幾班城巴第 70P 號線，減少石排灣居民步行至香港仔巴士總站的距離。此外，他對轉乘安排的進度表示不滿，認為運輸署應加強其角色，要求署方積極跟進在區內增設特惠站。

23. 區諾軒先生表示希望巴士公司盡可能提供所有巴士路線間的轉乘優惠，令居民不必記著個別轉乘路線安排，並藉此吸引更多乘客以維持營運。他認為居民不會使用文件列出的部份轉乘安排，例如新巴第 91 號線轉乘新巴第 4 或 4X 號線。他表示即使未能提供所有巴士路線轉乘優惠，他亦希望至少可以提供以下方案，包括：新巴第 91 號線轉乘城巴第 40 號線以及城巴第 90B 號線轉新巴第 4X 號線等。另外，他要求城巴 97 號線維持全日去中環。

24. 羅健熙先生擔心整個重組計劃不包括轉乘優惠安排。他質疑轉乘優惠是否只是港鐵公司所提供的恩賜，而為何轉乘安排要到年底才能定案，但路線重組卻要盡早定案。他認為當重組計劃定案時，署方不應分開討論路線及轉乘優惠安排。另外，他查詢運輸署是否會在鐵路通車後，計算乘客需求的變化後才實施重組計劃；抑或無論客量是否如預期，署方也會沿用同一套計劃。此外，有關鴨脷洲的巴士路線重組方案，包括：90、97、90C、671、176X、91、94 等路線，他認為方案與鴨脷洲 6 位區議員及區內居民的意見並不相符，建議署方可在會外另以工作小組的形式繼續跟進。

25. 陳李佩英女士表示重組計劃對赤柱居民沒有好處。她質疑運輸署就第 6、66 及 14 號線的重組方案，沒有顧及居民上下班及日常需求。她希望運輸署在這方面多作跟進。

26. 司馬文先生表示，他明白在西港島線通車後需要削減巴士路線。他認為運輸署現在應該著重處理如何及何時分階段實施重組計劃。在實施計劃前，他提醒運輸署不能夠假設方案可行，而是應該收集及分析巴士/專線小巴的客量調查的結果，在取得結果後才落實方案。他詢問運輸署何時可以提供有關資料及調查結果，並希望這些資料及數據在重組路線實施前能夠提供予委員會。他希望委員會確保在實施重組計劃前能召開會議，令各議員有充分時間討論。而在鐵路開通後，運輸署亦應提供充足的資料供議會參考。

27. 楊位款太平紳士查詢西港島線通車後分階段實施重組計劃是指全線還是局部通車。另外，他認為若港鐵與其他公共交通工具對執行轉乘安排存有困難，港鐵應該即時提供特惠站以提供合理優惠予乘客。

28. 柴文瀚先生表示對過去一年重組計劃的討論沒有進展感到費時失事。他認為討論仍然不足，沒有符合區內居民需要，希望運輸署及巴士公司應繼續努力與議員溝通。他特別指出署方應減少由華富南開出的巴士數目，並將巴士分流，例如：更多利用華富北巴士總站、安排部分巴士路線「由華富北入、華富南出」，及避免因有太多巴士於華富道調頭進入巴士站而引起的交通擠塞。同時，他要求城巴第43M號線全日以雙層巴士行駛，避免因為現時單層巴士未能滿足服務需求而引起的地區爭議。他特別指出日後城巴第43M號線需要服務華貴及田灣，預期需求會更大。最後，他希望在瑪麗醫院的巴士站能夠提供全面轉乘優惠並在假日時的巴士路線仍舊維持原有班次數目。

29. 主席表示歡迎由華貴開出的城巴第70號線繞經田灣街及田灣山道，同時要求往華貴方向都需考慮有班次繞經田灣街及田灣山道。主席邀請吳翰禮先生就議員第一論發言作回應。

30. 吳翰禮先生感謝主席及各委員的提問，並綜合回應如下：

(a) 他重申運輸署在去年7月起就兩個重組計劃內的方案多次咨詢委員會，以及與各區議員、地區代表及居民商討，繼而對某些方案作出修訂，亦得到委員會的支持；

(b) 有關西港島線的重組計劃，現階段只留下少量分歧，運輸署會與巴士公司繼續討論並考慮作出微調；

(c) 有關南港島線(東段)的重組計劃，運輸署在本年3月提供了修訂方案後，已約見相關的區議員並獲得寶貴意見。由於運輸署與巴士公司檢討該計劃時，發現有些方案涉及不同區域人士的不同訴求，需要非常小心處理及協調，故此現時仍然需要時間考慮如何修訂。運輸署歡迎委員會繼續提供意見，並會密切與巴士公司/專線小巴營辦商研究如何優化計劃，再向委員會提交最新方案；

(d) 署方非常重視有關港鐵與其他公共交通工具的轉乘安排。政府投放了大量資源去興建兩條新鐵路，目的是為使市民能享受既環保又便捷的公共交通服務。運輸署明白一個完善的公共交通工具轉乘安排是非常重要的，故此已與港鐵及其他公共交通營辦商作緊密溝通。除工作層面外，亦與各營辦商作高層次的接觸，期望可以達成轉乘安排協議，務求能鼓勵更多南區西邊居民選用日後重組後的巴士及專線小巴路線以接駁鐵路。運輸署會繼續以協調角色與港鐵及其他營辦商保持溝通；

(e) 有關南港島線(東段)的服務安排，包括為隧巴第 107 號線提供轉乘優惠、以及鴨脷洲區與赤柱區的巴士路線重組方案等，運輸署會與巴士公司密切商討，並稍後再向委員會滙報；

(f) 運輸署一如既往會在新鐵路開通前後，收集、整理及分析不同類型的公共交通服務數據，務求在落實計劃時可配合居民的需要。運輸署會密切注意港西港島線全線通車的日期，然後會再向委員會滙報；

(g) 運輸署將於西港島線全線通車後才分階段實施計劃；

(h) 有關港鐵特惠站的安排，將會由港鐵公司作補充。

(i) 有關委員提出華富南的巴士路線及服務安排，運輸署會積極與巴士公司研究，務求服務能夠配合鐵路開通及乘客需要。

31. 高昊先生回應表示，港鐵與相關的其他公共交通工具營辦商一直有提供轉乘優惠的安排。為配合西港島線開通，港鐵會繼續與相關營辦商討論，期望營辦商參與計畫，一同提供優惠予市民，並會與運輸署保持緊密聯繫。由於轉乘優惠涉及相關機構的商業安排，而現時正與相關機構商討，故抱歉未有進一步資料提供，但港鐵會適時向委員會滙報。至於設立特惠站的理念是為遠離港鐵站但屬合理步行範圍內的乘客提供優惠。就南區情況而言，轉乘優惠安排相信比設立特惠站的幫助更大。

32. 趙浩明先生補充表示，由於南港島線(東段)的重組計劃牽涉地區人士不同的訴求，運輸署與巴士公司仍需要時間調整方案，並會小心考慮資源調配及滿足居民需要。另外，有關西港島線重組計劃的方案，運輸署會與巴士公司積極研究運作及服務上的配合。有關鴨脷洲的重組計劃方案，運輸署樂意安排會議與議員繼續討論。有關赤柱區的重組方案，最新建議城巴第 6 號線維持現有服務不變，新巴第 66 號線則改為早上繁忙時間提供往中區的服務。

33. 吳翰禮先生補充表示，剛才王偉強先生提到 52 條巴士線提供轉乘優惠，當中亦包括專線小巴路線。他了解到議員對轉乘優惠安排非常關注，運輸署會積極與相關營辦商協商，並要求巴士公司提供更便利的轉乘安排。他重申運輸署非常重視兩個重組計劃，以及與委員會的溝通，希望計劃最終能達至多贏局面。

34. 楊位款太平紳士對港鐵的回覆表示非常不滿。他認為港鐵在工程延誤的前提下，應立即設立特惠站，而港鐵理應可自行決定，並不需要與任何其他機構商討。他質疑港鐵僵化的回覆顯示沒有解決問題的決心。

35. 麥謝巧玲女士就新巴第 4 及 4X 號線的合併建議表示，現時巴士脫班問題嚴重，如在這情況下再取消一條路線實會令居民需要更長等候時間。她指出如果城巴第 7 號線由石排灣途經香港仔再前往華富，華富上車的乘客大部分都需要站立，甚至未能上車。她查詢運輸署及巴士公司如何保證城巴第 7 號線日後可滿足乘客需求。此外， 她表示現時大部分長者乘搭新巴第 43X 號線前往瑪麗醫院覆診，她要求新增專線小巴服務石排灣及華貴，讓居民直接前往瑪麗醫院。她得悉有專線小巴公司已經向運輸署提交計劃書，但運輸署卻未批准。由於巴士站坐落於瑪麗醫院下面的薄扶林道，即使有轉乘優惠仍對病患者及殘疾人士構成不便，她認為只有直接前往瑪麗醫院的專線小巴才能解決問題。

36. 羅健熙先生要求運輸署回應有關巴士/港鐵轉乘優惠的安排。他再次詢問港鐵與其他公共交通工具的轉乘安排是否已包括在巴士路線重組計劃中。另外，他希望能獲取資料包括預計鐵路開通後巴士網絡剩餘的客數，以便印證運輸署對鐵路開通後的估算及可行性。他查詢如果運輸署的估算最終與鐵路通車的現實不符，署方將如何處理。

37. 柴文瀚先生表示現時巴士總站有班次延誤時，巴士公司只依靠車長以電話調整班次是本末倒置的做法，希望在華富南巴士總站增設站長以節省時間。此外，他贊成港鐵增設特惠站，甚至在巴士站旁增設特惠站，以促進港鐵與巴士的直接競爭，最終令公眾受惠。他又舉例指長洲碼頭也設有港鐵特惠站，因為港鐵與巴士於中環碼頭的競爭大，因此可以吸引乘客乘搭港鐵。

38. 徐遠華先生查詢，運輸署是否可以提供鐵路開通前後乘客需求轉變的資料。他建議運輸署應集中於鐵路通車後兩至三個月一次過實施重組計劃，因為屆時運輸署、公共交通營辦商及議員將會有更確實的客量數據，然後較容易向居民交代為何實施重組計劃。

39. 區諾軒先生表示，希望新巴/城巴可以探討兩巴之間互相轉乘的安排，認為如果新巴/城巴不想乘客流失至港鐵，就需要逐步提供更多巴士/巴士轉乘安排。他認為運輸署可以採取主動，約見不同議員商討方案，切勿閉門造車。他亦希望運輸署於鐵路通車後兩三個月實施重組計劃時，能夠按實際情況調整，而非只按照原本計劃而行。

40. 司馬文先生表示，運輸署曾提及巴士路線重組會在鐵路通車後 2 至 12 星期內實施，但現時未有清晰回應實施重組計劃時間表。他要求運輸署不能在鐵路通車後和議員未獲取充足調查數據及詳細討論前，實施計劃內容。

41. 吳翰禮先生綜合回應表示如下：

(a) 運輸署承諾會責成巴士公司處理華富及華貴的巴士脫班問題。對於新巴第 4、4X 號線及城巴第 7 號線的班次及需求，署方會與巴士公司重新審視，確保編配足夠服務，特別在早上繁忙時段，以配合市民需求；

(b) 就前往瑪麗醫院的專線小巴服務，運輸署知悉早前議員及相關營辦商曾商討有關安排。署方理解居民對前往瑪麗醫院有需求，但指出若每區都要提供直接前往瑪麗醫院的服務，在資源運用上並不理想。運輸署會向相關營辦商了解營運情況後再向議會滙報；

(c) 在取消新巴第 43X 號線後，華貴居民若需要前往薄扶林道，可以選擇乘搭城巴第 43M 號線再免費轉乘城巴第 7

號線或新巴第 4X 號線，或直接前往華富乘搭城巴第 7 及新巴第 4X 號線；

(d) 有關巴士/專線小巴/鐵路轉乘優惠的安排，重組計劃內包括了一些新增的巴士/專線小巴路線接駁鐵路安排。運輸署明白轉乘服務需要具吸引力，以提供更便利的服務予市民。同時運輸署亦希望港鐵公司能夠提供相關轉乘優惠，並會致力與相關營辦商跟進，以求促成協議；

(e) 有關兩條新鐵路開通後的乘客需求變化，運輸署預計整體約有兩成乘搭地面公共交通工具的人士會轉用鐵路服務。運輸署會在鐵路通車前，調查每條巴士路線的乘客需求變化，再按鐵路通車後的實際情況調整重組計劃；

(f) 有關鴨脷洲區巴士路線的重組方案，運輸署會繼續與相關議員及區內人士討論，希望各方能協調出一個較理想的方案，以便配合區內不同人士的需求；

(g) 運輸署會與巴士公司切實研究於華富南巴士總站增設站長及提供更完備乘客資訊的安排。在鐵路通車後，並會要求巴士公司派員監察服務運作情況，確保重組計劃順利執行；

(h) 有關巴士/巴士轉乘安排，運輸署會要求巴士公司在財政許可情況下盡量提供更多計劃巴士/巴士轉乘安排；

(i) 有關鐵路通車後的巴士路線重組安排，運輸署會在鐵路通車後定期調查客量變化，檢視巴士/專線小巴的需求改變，然後沿用署方的指標對路線作調整，並按實際情況分階段執行有關重組計劃。運輸署會與委員會保持溝通，將相關資訊提交予委員會。

42. 高昊先生回應，若剛才誤解了議員的提問表示歉意。他表示無意抹殺任何方法以解決延遲通車對市民的不便。他表示港鐵對設立特惠站雖有特定做法，但會與公司商討是否可以彈性處理，研究是否可以設立特惠站作為解決方法。另外，有關南港島線(東段)工程的通車延誤，他明白如延遲通車會對居民造成不便，港鐵公司會在本年稍後公佈對南港島線(東段)通車安排的情況。

43. 主席總結，鑑於西港島線最快將於2014年底通車，委員會要求運輸署及港鐵於下一次會議提交文件，詳細交代港鐵與其他公共交通工具的具體轉乘安排及車資優惠，以提供吸引的優惠分流乘客；在署方完成客量調查後，交代調查結果及按結果微調公共交通計劃的執行步伐；運輸署積極跟進議員的意見，並於會後繼續與議員磋商以及署方應適時提供與南港島線(東段)通車相關的最新修訂方案，並積極滙報與西港島線通車有關的最新方案。

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48. 徐遠華先生再次查詢，有關熟食市場對出的臨時巴士站在改道後會否挪移至原本的位置。

49. 潘健強先生回應，該巴士站會搬回原本的位置。

50. 主席表示，委員會原則上同意港鐵公司簡介的臨時交通管理措施。他相信港鐵公司會繼續與相關政府部門商討細節，務求使工程對南區交通影響減至最低。主席繼表示，委員會要求港鐵公司繼續在區議會及其他平台如社區聯絡小組等就工程所影響的交通問題諮詢各界與居民的意見，讓大眾更清楚南區各處的最新交通問題。

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南區巴士脫班問題

107. 歐立成先生 MH 表示，最近收到居民投訴，指巴士公司可能為了避免巴士脫班情況太嚴重，而安排司機突然轉為駕駛另一路線。此情況曾出現在 72 號路線和 78 號路線。他認為可能是司機以往駕駛其他路線，由於突然轉換路線，以致精神未能集中。他希望巴士公司留意此事，並加以改善。

108. 柴文瀚先生表示，他表示 970 號路線在文件中出現了 3 次。早前委員會已討論須改善其服務以及落實具體方案，他希望運輸署在此交代最新情況。

109. 許家耀先生回應表示，稍後會請巴士公司解釋及回應如果改善司機駕駛錯路線的方法。署方了解 970 號線在過往 6 個月在南區是最高脫班率的兩條路線之一。署方因應議員的要求，審視了此條路線在過往 6 個月的脫班率和主要成因，而研究分為兩大方面，包括：交通擠塞和巴士公司的人手短缺。在交通擠塞的問題上，署方比對了路線的實際行車時間，與編訂給巴士公司的行車時間，發現在某些時段裡會有一些出入，原因是路面上的實際交通情況與預期不符。運輸署方現時會與巴士公司審視該路線的班次時間表，務求令班次可以根據編訂時間表運作，讓市民有較好的時間預算。尤其在繁忙時間，署方希望在班次編排及營運上，路線安排可以更穩定，班次亦可維持於較密的水平。署方與巴士公司現正重新研究時間表，待巴士公司提交現有時間表後，署方會作審議，如有需要將與巴士公司制定新的時間表。至於人手短缺方面的問題，則交由巴士公司講解實際情況。

110. 李建樂先生回應表示，根據巴士公司的守則，車長必須依照營運中的路線逐站停泊來接載乘客。公司偶爾收到乘客致電或傳電郵反映有關車長行駛錯路的情況。在接收到有關投訴後，巴士公司會研究情況，如有需要會聯絡車長，訓示及提醒必須依照原本的行車路線。關於人手短缺方面，他表示巴士公司一直安排後備車長以補替臨時因病不能上班的車長。他承認在一些特別的日子，後備車長的數目可能未必足夠，公司會定期檢討車長臨時請假的情況，並檢視有否需要調整後備車長的數目。他表示公司面對人手的問題，一直採取不同措施紓緩，例如擴充招聘渠道。除了在報章刊登廣告外，也會在電話程式賣廣告，車身亦貼上招聘廣告，並在各巴士總站擺放街站作即時招聘。他表示巴士公司現時亦會招聘只有一或二號駕駛執照及三年駕駛經驗的人士，並會安排他們作訓練，於取得巴士駕駛執照後擔任車長。

111. 羅健熙先生表示，車長行駛錯了路，不只是規舉上不允許，亦反映出制度上的問題。由於車長可能每天行走不同路線，車長會因此忘了駛至車站。他認為在這制度下車長也很被動。他明白聘人方面可能有困難，希望巴士公司能盡量改善。他認為透過不同招聘方法可解決部分問題，但說到底還是待遇問題。另外，他詢問運輸署為何仍沒有提供誤點紀錄或相關資訊。他希望知悉運輸署是提供不到相關紀錄，還是只是在是次會議上未能提供。

112. 柴文瀚先生希望運輸署在暑假完結前能交代 970 號線的具體改善辦法。他認為一旦到了學期開始，此路線將會更混亂。另外，在行車時間表方面，他查詢是否可以延長某些班次時間。在路線方面，他查詢是否每班班次都要由數碼港駛至蘇屋，再由蘇屋駛回數碼港。他表示過往多年，開學時交通情況都出現混亂，導致大學生選修不了心儀學科。最後，他為一位網友代為傳達，該網友在網上貼出 970 號線的十宗罪，以 10 個字形容為「疏、甩、逼、滿、慢、兜、塞、虧、殘及熱」，他認為這也是很多南區市民乘搭該路線的心聲。

113. 許家耀先生回應表示，署方會與巴士公司研究 970 號線目前的營運紀錄、路面上實際需要的行車時間等，從而制訂比較符合現時實際營運的時間表。為應付開學期間需求，運輸署於每年開學時期都與巴士公司商議應變措施，雖然每個學年學生的出行情況也有變動，巴士公司仍會繼續密切留意開學首兩星期的運作，亦會預留額外資源作應變。他表示就算路線需求突然出現變化，巴士公司也可以應付。

此外，過往兩次會議議員提及巴士誤點，他表示署方在研究巴士服務時間，除了脫班率，也會作多方面研究，例如：延誤紀錄。他表示延誤紀錄的研究比較複雜，因為要看每一班車的開出時間和實質編訂時間作一比較，而每一天每一條線牽涉的班次數目最少有 100 個班次。故此，署方暫時以脫班率作及整體的運作方向為藍本及指標，如發現脫班率情況嚴重，遂會找出當中的成因，然後重點作出改善，令巴士班次更佳營運。

[會後備註：運輸署已與巴士公司於 9 月 1 日實施新班次時間表，以穩定班次及應付乘客需求，修訂包括增加班次、調整編訂的行車時間、安排短途班次。]

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南區交通報告

120. 鄺子憲先生表示本年 6 月一輛新巴巴士在薄扶林道往石排灣道、田灣的交通燈前與兩輛旅遊巴相撞，導致超過 10 個乘客受傷。而在一年前左右，上述位置亦有一輛城巴巴士撞向一輛重型車，導致車長死亡。他詢問警方及運輸署上述位置是否車禍黑點。他認為在一年間發生兩宗嚴重的交通意外，而事發地點就在一個較長及抖峭斜坡的底部，可能牽涉道路的設計、路面標誌顯示情況、巴士公司的營運等，他希望向警方、運輸署或路政署詢問，會否派員前往該處視察，並檢討該處道路安全。

121. 主席指出，此兩宗交通意外在會前已透過秘書處邀約有關部門前往該處視察，但因為運輸署剛出現人事調動，所以視察需要稍作延期。主席要求秘書處積極邀約警方及相關部門作視察。相關議員和委員亦可到場視察。

議程六： 其他事項

城巴有限公司（香港島及過海巴士網絡專營權）

122. 主席表示，委員會於上次會議曾討論上述專營權的問題，運輸署亦曾於 2014 年 6 月 25 日致函委員會，就新專營權事宜展開諮詢，並邀請委員以書面方式表述意見。主席歡迎下列代表出席議程六的討論及簡介新專營權事宜和諮詢的安排：

(a) 運輸署總運輸主任／巴士及鐵路科（特別職務）吳良瑞先生; 及
(b) 運輸署高級運輸主任／巴士及鐵路科（特別職務）冼佳慧女士。

123. 吳良瑞先生表示，城巴有限公司(香港島及過海巴士網絡專營權)及新大嶼山巴士有限公司專營權，將會相繼於 2016 年 6 月及 2017 年 3 月屆滿。運輸署計劃於今年第四季開始與上述兩間巴士公司商議續辦專營權事宜。是項議題於上月立法會的交通事務委員會及交通諮詢委員會亦有討論。在上月 25 日，運輸署已將有關文件交予本委員會，以便各委員參考，並邀請各委員就上述兩間公司新專營權規定提供意見。運輸署現正就此進行諮詢，從不同渠道收集公眾對新巴士專營權規定的意見。

124. 柴文瀚先生的提問如下:

(a) 運輸署是否必須要選擇上述兩間公司續辦巴士路線專營權。根據過往經驗，運輸署曾拒絕批出專營權予某間巴士公司，或不容許某一間巴士公司繼續經營某些專營路線；

(b) 另外，他表示想了解是次巴士新專營權的其諮詢過程。他認為雖然立法會過去曾就新巴的專營權舉辦公聽會，亦有向不同議會徵詢意見，但實際情況卻不太有效。他指出署方在決定批出專營權時，不是沒有採納委員的意見，就是只選擇採納一些簡單的意見，即加入一兩個新的轉乘優惠，或加強某些路線班次。以上種種都予人感覺署方對批核條件的要求過低。他認為運輸署没有善用其權力去決定一間巴士公司能否延續 10 年的專營權，及商討如何改善巴士服務和增加相關投源；

(c) 他查詢若委員有其他意見，可以經甚麼渠道提，例如:可否加裝全球定位系統作報站用途、轉乘優惠又可否全面增

加、會否增加有站長駐守的車站、巴士公司願意投入多少資源去改善服務、票價的結構如何等。

125. 吳良瑞先生回應表示， 運輸署汲取上一次經驗，今次會强化諮詢的過程，細心聆聽市民的意見，包括與相關的區議會溝通，以便更有效地掌握市民對專營權的意見。運輸署與各區議員的目標一致，希望以專營權續期為挈機，提升公共巴士服務。運輸署歡迎任何人士透過諮詢文件提供的方法(即郵寄、傳真或電郵)，於 9 月 16 日或以前，向署方提交意見。在整理各方意見後，運輸署會和巴士公司進行商議如有需要，運輸署會適時向委員會匯報。

126. 司馬文先生認為運輸署過去曾提到由於行車資料涉及私人公司的利潤機密，以致未能提供有關資料，是不合理的原因。他認為因涉及公眾利益，任何私人公司競投公共交通服務都應公開相關資料，可以讓市民知道巴士的行車位置及到站時間。此舉不但有助乘客計劃旅程，亦能幫助政府提供更好的公共交通服務。因此，他認為運輸署應要求巴士公司將巴士實時行車資訊於網站公開。

127. 羅健熙先生認為政府給予公眾的感覺都是受制於巴士公司。他認為倘若這兩間公司不獲續發專營權的話，一定會有其他公司參與競投。另外，他稱不少市民期望巴士服務能更加現代化。運輸署應將實時報站、實時資訊等加入專營權內容。他表示相關措施已在不少外國地方如內地、新加坡等實施。他表示實時報站並非觸不可及的高科技，理應是市民可以享用的資訊科技，並不理解為何署方在實施有困難。

128. 柴文瀚先生表示，署方仍未回應到底是否必須將專營權續批予城巴及新大嶼山巴士公司。另外，他詢問署方有甚麼具體續牌條件，例如，會否要求巴士公司設立全球定位系統，並於大型車站加裝顯示屏及以發手機程式發放即時資訊予公眾。除此，他詢問巴士公司能否提供更多巴士轉乘優惠、可有機會更改現時巴士車費等級表的票價結構，車資應按乘客的乘車距離收取。他表示以上等措施都在新加坡、首爾等證明是可行，在實行上亦不應有困難。此外，他詢問署方會否主導規定站長數目，以及巴士公司願意投資多少去改善巴士服務。他認為署方應該規定一定百分比，而不是任由巴士公司決定投資額。

129. 鄺子憲先生表示諮詢文件提到巴士安全問題，列出了城巴涉及的車禍率比較高，文件亦提到大部份意外只涉及車箱內乘客跌傷。他表示注意到香港人口逐漸高齡化，長者若於車箱內跌倒都可引致嚴重傷亡。再者，安全問題不只牽涉嚴重意外車禍有否發生，還有風險問題。於這情況下，巴士司機駕駛態度和方法技術至關重要。他認為不可以忍受有近一成或半成司機有駕駛態度問題。於現代化道路安全管理上，如果是涉及車隊的，其實已有更有效的方法去管理，例如國際品質系統 ISO 經已推出 ISO 39001，這一項系統是專門設計予管理車隊道路安全的。他認為目前香港未有任何機構能滿足這系統標準的要求條件，所以各方應循這標準方向改善安全。另外，有關黑盒技術，他據聞城巴已於巴士上加裝 GPS，但如何利用 GPS 數據去管理司機駕駛方法、速度、態度等仍有待研究。他希望巴士公司能夠提高管理效率，改善巴士安全問題。

130. 吳良瑞先生綜合回應如下:

(a) 有委員提問是否已批出新專營權予城巴和新大嶼山巴士。他表示已就準備與上述兩間公司商討新專營權事宜諮詢立法會交通事務委員會。於批出新專營權時，運輸署會考慮以下幾點：第一，巴士公司於過去是否提供適切而有效率的服務。第二，巴士公司本身是否有能力去經營專營巴士服務，以及是否願意投放資源，包括未來購置新車的計劃等等。經初步考慮，上述兩間公司符合以上要求；

(b) 運輸署理解議員對巴士資訊發放的訴求，亦看到附近城市於這方面的發展。他表示運輸署現正收集市民對兩間巴士公司新專營權的意見，將在諮詢期間所收集的意見一併研究，其後再與巴士公司進行商議專營巴士行業的經營環境，受到鐵路競爭等因素影響，在可見的將來預計仍會相當艱巨。運輸署會以務實的態度致力為市民爭取最有利的新專營權條款，在商議的過程中亦會顧及實際環境；

(c) 由於城巴及新大嶼山巴士的專營權將於 2016 年 6 月及 2017 年 3 月 1 日屆滿，運輸署計劃於本年度第四季開始與兩間公司商議續辦新的專營權。

(d) 他表示如主席認為有需要的話，運輸署可於適當時候向議會再作匯報。

131. 主席表示，由於南港島線（東段）未能全面覆蓋南區，不少居民日後仍需依賴巴士作主要的對外交通工具，因此各委員都非常關注巴士的服務質素。委員會要求運輸署積極改善各路線的誤點問題，並在新專營權加入條款，要求巴士公司為南區的巴士路線提供全球衛星定位及實時報站系統，為乘客提供更多實時資訊。此外，署方須於完成公眾諮詢及整理意見後，適時再向委員會匯報有關進展。

132. 朱慶虹太平紳士表示，剛才不少委員提到要求安裝實時報站系統、改善巴士誤點脫班問題、增加轉乘優惠、於每一個總站安排站長駐守、於巴士站安裝顯示屏等意見。他認為既然議會現已向署方提出上述要求，希望署方與巴士公司繼續跟進補充，並於下一次會議報告進展。他表示委員應將其意見致函署方，以便綜合各方意見，讓署方多加注意與巴士公司商討的條款要求。他希望署方將是次批發專營權視作一個契機，商議如何改善巴士服務。

133. 吳良瑞先生回應表示，專營權商議過程漫長，運輸署會以務實的態度致力為市民爭取最有利的新專營權條款，但不會低估商議的難度。基於商議過程的複雜性，署方不可能將爭取到的項目逐一向議會匯報，但會適時向議會作出交代。

134. 朱慶虹太平紳士表示， 他並沒有要求署方每完成一個階段便到議會匯報，委員會只想知道署方最終到底能做到多少委員所提出的要求。

135. 主席請運輸署屆時向議會交代，於諮詢期搜集到的意見，有多少能在新專營權中實現。

136. 吳良瑞先生回應表示，運輸署會適時再向區議會匯報。

137. 柴文瀚先生表示，據他理解，運輸署在收集意見後會撰寫相關報告向立法會交代，並於立法會上討論運輸署於報告中採納了哪些意見。署方於聆聽立法會議員和公眾意見後，會與巴士公司再商討並得出最後結果，是為「兩上兩落」。他希望區議會能參與這「兩上兩落」的過程。

138. 吳良瑞先生回應表示， 明白柴議員對程序非常熟識，運輸署已備悉議員對諮詢程序的意見。

[redacted]

[redacted]

下次會議日期

146. 主席表示，南區區議會屬下交通及運輸事務委員會第十七次會議將於 2014 年 9 月 22 日（星期一）下午 2 時 30 分於南區區議會會議室舉行。

147. 議事完畢，會議於下午 6 時 55 分結束。

南區區議會秘書處
2014 年 9 月

Minutes of the 16th Meeting of
Traffic and Transport Committee (T&TC)
Southern District Council (SDC)

Date : 14 July 2014
Time : 2:30 p.m.
Venue : SDC Conference Room

Present:

Mr CHAN Fu-ming, MH	(Chairman of T&TC and Vice-Chairman of SDC)
Ms CHEUNG Sik-yung	(Vice-Chairlady of T&TC)
Mr CHU Ching-hong, JP	(Chairman of SDC)
Mr AU Lap-sing,MH	
Mr AU Nok-hin	
Mr CHAI Man-hon	
Ms CHAN Judy Kapui	
Mrs CHAN LEE Pui-ying	
Mr CHU Lap-wai	
Mr FUNG Se-goun, Fergus	
Mr LAM Kai-fai, MH	
Ms LAM Yuk-chun, MH	
Dr LIU Hong-fai, Dandy, JP	
Mr LO Kin-hei	
Mrs MAK TSE How-ling, Ada	
Mr TSUI Yuen-wa	
Mr WONG Ling-sun, Vincent	
Dr YANG Mo, PhD	
Mr YEUNG Wai-foon, MH, JP	
Mr Paul ZIMMERMAN	
Mr CHAN Chun-tat, Allen	
Mr CHOW Seung-man	
Mr KWONG Tse-hin, Julian	
Mr PUK Kwan-kin	

Absence with Apologies:

Mr CHEUNG Hon-fan, Alex

Secretary:

Mr LAM Yue-ting, Armas	Executive Officer (District Council) 3, Southern District Office, Home Affairs Department

In Attendance:

Ms WAI Yee-yan, Christine, JP	District Officer (Southern), Home Affairs Department
Mr CHOW Chor-tim, JP	District Officer (Southern) (Designate), Home Affairs Department
Miss NG Kai-ting, Nettie	Assistant District Officer (Southern), Home Affairs Department
Mr HUE Ka-yiu, Daniel	Senior Transport Officer/Southern, Transport Department
Mr YEUNG Lau-kong, Ali	Transport Officer/Southern 1, Transport Department
Ms TAM Kwai-fan, Irene	Engineer/Southern & Peak 1, Transport Department
Mr FUNG Kin-ip, Kevin	Engineer/Southern & Peak 2, Transport Department
Mr LIU Po-wa, Paul	Engineer 10 (HK Island Div 2), Civil Engineering and Development Department
Ms CHOI Wing-sze	District Engineer/South West, Highways Department
Mr LAU Wing-fu	OC District Traffic Team (Western), Hong Kong Police Force

Attending by Invitation (Agenda Item 2):

Mr NG Hon-lai, Patrick	Chief Transport Officer/Bus & Railway 5, Transport Department
Mr CHIU Ho-ming, Curtis	Senior Transport Officer/Railway 6, Transport Department

Mr Simon WONG	Planning & Scheduling Manager, Citybus Limited/New World First Bus Services Limited
Mr Calvin WONG	Planning Officer, Citybus Limited/New World First Bus Services Limited
Mr Kevin Li	Public Affairs Manager, Citybus Limited/New World First Bus Services Limited
Ms Peggy WONG	Assistant Manager (Planning & Development), The Kowloon Motor Bus Co. (1933) Ltd.
Mr Alan NG	External Affairs Officer, The Kowloon Motor Bus Co. (1933) Ltd.
Mr Kenrick KO	Projects Communications Manager, MTR Corporation Limited
Mr Terry WONG	Manager (Transport Plainning), MTR Corporation Limited

Attending by Invitation (Agenda Item 3):

Mr CHAN Hoi-ki, Francis	Engineer/South Island Line 2, Highways Department
Mr SHEK Man-pong, Lawrence	Engineer/Priority Railway 5, Transport Department
Mr Kenrick KO	Projects Communications Manager, MTR Corporation Limited
Mr Jimmy POON	Construction Manager – South Island Line, MTR Corpoation Limited
Ms Bobo CHOW	Construction Engineer I – Civil, MTR Corpoation Limited

Attending by Invitation (Agenda Item 4):

Mr HUE Ka-yiu, Daniel	Senior Transport Officer/Southern, Transport Department

Attending by Invitation (Agenda Item 5):

Mr Simon WONG	Planning & Scheduling Manager, Citybus Limited/New World First Bus Services Limited
Mr Kevin Li	Public Affairs Manager, Citybus Limited/New World First Bus Services Limited

Attending by Invitation (Agenda Item 6):

Mr NG Leung-shui, Tommy	CTO/Bus and Railway Branch (Special Duty), Transport Department
Miss SIN Kai-wai, Marie	STO/Bus and Railway Branch (Special Duty), Transport Department

Opening Remarks:

The Chairman thanked Ms WAI Yee-yan, JP, District Officer (Southern), for her support to the SDC and its Committees in the past, and also welcomed Mr CHOW Chor-tim, District Officer (Southern) (Designate). Meanwhile, the Chairman welcomed Members and the following regular government representatives to the meeting:

(a) Mr HUE Ka-yiu, Senior Transport Officer, Transport Department (TD);
(b) Mr YEUNG Lau-kong, Transport Officer, TD;
(c) Ms TAM Kwai-fan and Mr FUNG Kin-ip, Engineer, TD;
(d) Mr LIU Po-wa, Engineer, Civil Engineering and Development Department (CEDD);
(e) Ms CHOI Wing-sze, District Engineer, Highways Department (HyD); and
(f) Mr LAU Wing-fu, OC District Traffic Team (Western), Hong Kong Police Force.

2. The Chairman suggested that each Member would be allotted a maximum of two three-minute slots to speak in respect of each agenda item. Members agreed to this arrangement.

Agenda Item 1: Confirmation of the Minutes of the 15th Meeting held on 19 May 2014

3. The Chairman said that prior to the meeting, the draft minutes of the 15th meeting in Chinese and English had been circulated to Members for comments. The Secretariat had not received any amendment proposals so far.

4. The minutes of the 15th T&TC meeting in Chinese and English were confirmed by the Committee.

Agenda Item 2: Progress Report on the "Public Transport Re-organisation Plans to tie in with the Commissioning of the West Island Line and South Island Line (East)"
(Item raised by Transport Department)
(T&TC Paper No. 20/2014)

(Mr Paul ZIMMERMAN, Mr PUK Kwan-kin and Mr CHAN Chun-tat joined the meeting at 2:40 p.m., 2:41 p.m. and 2:42 p.m. respectively.)

5. The Chairman welcomed the following representatives to the meeting for discussion of agenda item 2:

(a) Mr NG Hon-lai, Patrick, Chief Transport Officer, Bus and Railway Branch, Transport Department (TD);
(b) Mr CHIU Ho-ming, Curtis, Senior Transport Officer/ Railway 6, TD;
(c) Mr Simon WONG, Planning & Scheduling Manager, Citybus Limited/New World First Bus Services Limited (CTB/NWFB);
(d) Mr Calvin WONG, Planning Officer, CTB/NWFB;
(e) Mr Kevin LI, Public Affairs Manager, CTB/NWFB;
(f) Ms Peggy WONG, Assistant Manager (Planning & Development), Kowloon Motor Bus Co. (1933) Ltd. (KMB);
(g) Mr Alan NG, External Affairs Officer, KMB;
(h) Mr Kenrick KO, Projects Communications Manager, MTR Corporation Ltd. (MTRC);
(i) Mr Terry WONG, Manager (Transport Planning), MTRC.

6. The Chairman said that T&TC had discussed the "Public Transport Re-organisation Plans to tie in with the Commissioning of the West Island Line and South Island Line (East)" (PT Plan for WIL and PT Plan for SIL(E)) at a number of previous meetings, and requested TD to actively follow up Members' views and make adjustments to arrangements concerning route alignment and frequency, etc. TD now submitted the progress report on the re-organisation plans (Relevant papers at T&TC Paper No. 20/2014 and Annex 1). Moreover, Mr CHU Lap-wai, Mrs MAK TSE How-ling, Mr YEUNG Wai-foon, MH, JP and Mr Paul ZIMMERMAN had raised written enquiries before the meeting (Relevant papers at Annexes 2 and 3) and the response of TD could be found at Annexes 4 and 5.

7. Mr NG Hon-lai said that TD had reported the progress of the follow-up on the re-organisation packages at the last T&TC meeting (T&TC Paper No. 14/2014). TD had concurrently submitted the revised re-organisation for SIL(E) and consulted T&TC on 24 March,

and had met with Members to discuss the matter in the past few months. TD would submit the latest progress report on the re-organisation plans for the two new railway lines at this meeting.

8. Mr CHIU Ho-ming mainly reported the progress of the two re-organisation plans, including introducing the latest revisions and making responses (Relevant papers at T&TC Paper No. 20/2014).

(1) PT Plan for WIL

(a) Re-organisation of NWFB Route No. 4, 4X and CTB Route No. 7:
TD proposed to keep the direction of the re-organisation. Taking into account the actual site environment, the bus companies had reviewed the operational arrangements at the two bus termini, and considered the proposed revision. Due to the existing busy bus operation at Wah Fu (North) Bus Terminus and having considered that the number of buses deployed to and frequency of CTB Route No. 40 would increase after the re-organisation, the bus companies proposed to maintain the existing route arrangements for the two bus termini in Wah Fu (North) and Wah Fu (South). The bus companies would continue to monitor and coordinate the bus service in the district via the bus captain reporting and bus regulator monitoring mechanism. TD would also closely monitor the bus operation at Wah Fu after the re-organisation.

(b) Special trips of NWFB Route No. 4/4X or CTB Route No. 7 from Wah Fu/Wah Kwai; and request for adopting the "Wah Fu (North) in, Wah Fu (South) out" arrangement for Shek Pak Wan-bound departures of CTB Route No. 7:
TD would maintain the latest revised proposal under the re-organisation plan, namely to operate NWFB Route No. 4X with five double-decker buses after amalgamation and CTB Route No. 7 with eight double-decker buses, with a view to pooling the resources for the major routes so as to provide full support to NWFB Route No. 4X and CTB Route No. 7 in future. TD would keep in view passenger demand and make adjustments to the services after implementation of the re-organisation proposal. The bus companies would also maintain the arrangement for CTB Route No. 7 to travel via Wah Fu for both directions in future. Passengers at Wah Kwai could take the elevators to Wah Fu (South) and then take the buses travelling via Pok Fu Lam Road. They could also make use of the new interchange concession arrangement for CTB Route No. 43M and NWFB Route No. 4X/ CTB Route No. 7 for travelling to and from Pok Fu Lam Road.

(c) Request for provision of more bus-bus interchange concessions for NWFB Route No. 4/ 4X/ CTB Route No. 7:

At present, the bus companies offered 10 bus-bus interchange concession arrangements for various bus routes travelling via Pok Fu Lam Road to the Southern District. The relevant details were set out in the annex to T&TC Paper No. 20/2014. TD had all along been requesting the bus companies to consider offering more interchange concessions, and would continue to discuss the arrangements with them.

(d) Re-organisation of NWFB Route No. 43X, 46X and CTB Route No. 70, 70M and M47:
TD had mentioned at the last meeting that the service hours of CTB Route No. 43M travelling from the Western District to the Southern District would be extended to around 12:20 a.m. Regarding frequency, the bus companies and TD would closely monitor the situation of the above routes after the re-organisation, and make appropriate adjustments to the service level or the routes as necessary.

(e) Arrangement for CTB Route No.70 after the re-organisation:
After the re-organisation, CTB Route No. 70M would be amalgamated with the future CTB Route No. 70 with departures from Wah Kwai travelling via Tin Wan Street and Tin Wan Hill Road from around 7:05 a.m. to 8:55 a.m. from Mondays to Fridays (except Saturdays, Sundays and public holidays). The route arrangement would be similar to that for the existing CTB Route No. 70M. Moreover, due to increased journey time, the frequency of departures from Wah Kwai to Central would be adjusted to about every 25 minutes during the period concerned. After the re-organisation, the total number of buses deployed to CTB Route No. 70 and 70P would be the same as that deployed to the existing CTB Route No. 70, 70M and 70P.

(f) The re-organisation proposals would be implemented by phases as planned and subject to the actual situation around three months after the commissioning of WIL.

(2) <u>PT Plan for SIL(E)</u>

(a) Re-organisation of CTB Route No. 48, 71 and 75:
TD now proposed an additional Octopus interchange concession between CTB Route No. 48 and CTB Route No. 90B (South Horizons to Admiralty Station (East)) (Admiralty bound). As the PT Plans for SIL(E) was still under discussion, TD would continue to discuss with bus companies and provide more interchange concessions upon confirmation of other PT Plans.

(b) Re-organisation of CTB Route No. 90, 90C, 97, NWFB Route No. 590 and 590A:
After considering local views, TD now proposed to maintain the departures of CTB Route No. 90 from Ap Lei Chau Estate Bus Terminus and at the same time divert the

route via Wong Chuk Hang flyover on its journey heading to the north shore of Hong Kong Island so that Ap Lei Chau residents could enjoy a faster service. Besides, it was proposed to maintain the service of CTB Route No. 97 from Lei Tung Estate in the morning peaks, and divert CTB Route No. 90 via Lei Tung Estate when CTB Route No. 97 was not in service.

(c) Re-organisation of NWFB Route No. 66, CTB Route No. 6, 6X, 73 and 260:
TD now proposed to operate NWFB Route No. 66 with four unidirectional departures from Stanley Plaza to Central during morning peak hours from about 7:00 a.m. to 8:30 a.m. from Mondays to Fridays (except public holidays). CTB Route No. 6 would maintain its existing routing, i.e. not travelling via Ma Hang and Chung Hom Kok during peak hours. Meanwhile, CTB Route No. 6, 6X, 73 and 260 would maintain their existing operation and vehicle deployment. The service frequency of these routes would be adjusted subject to the actual change of passenger demand.

(d) Apart from the above revisions, TD was still receiving local views on various proposals in the Revised PT Plans for SIL(E). It would continue to study the views from the locals and explore the feasibility of further revisions, such as the re-organisation package of CTB Route No. 90B, NWFB Route No. 91, 94 and 94X, and the re-routing of XHT Route No. 671 via Cross Harbour Tunnel, etc. TD would submit the revised proposals to T&TC for further discussion at appropriate time in due course.

9. Mr NG Hon-lai said that written enquiries on the PT Plans from some Members had been received before the meeting. His responses were summarised as follows:

(a) Impact of the delay in the construction works of WIL and SIL(E) on the public transport re-organisation plans in the Southern District:
TD pointed out that the challenges faced by the new railway project might lead to delay in the works progress. MTRC would announce the specific opening arrangements in due course. At the present stage, TD would continue to follow up on MTRC's update on the works progress and expected completion dates of the two new railway lines. To ensure that the travelling pattern of the residents was not affected, TD opined that prior to full operation of WIL or SIL(E), all the route adjustments on franchised bus and green minibus (GMB) services proposed in the respective public transport re-organisation plan would be suspended from phased implementation until the full opening of the concerned new railway. TD would also closely keep in view MTRC's expected completion dates and make adjustment to the implementation of the PT Plans.

(b) Surveys and monitoring of feeder services upon commissioning of WIL:

Just like previous arrangements upon opening of a new railway line, TD would conduct various types of field surveys several months before and after the commissioning of the railway line to collect data on the operational performance of public transport services and passenger demand, and to monitor the change in passenger demand and operational situation.

(c) The surveys might include terminal checks, en-route stop checks, on-board checks, questionnaire interviews, etc. The surveys would be conducted in a certain period covering several months before and after the commissioning of WIL respectively. The surveys would cover whole or part of the operational period of relevant public transport services with an aim to collect the data to practically evaluate the service levels. TD would mobilise in-house manpower resources to hire a professional survey contractor. They would analyse the survey data and take appropriate follow-up action with public transport operators so as to maintain an appropriate level of service to the commuters upon commissioning of the new railway line.

(d) TD and the public transport operators would follow the existing practice of informing the concerned passengers and local representatives prior to service changes. TD would also work with the public transport operators and DCs in organising an extensive publicity campaign for the public transport re-organisation plan.

10. Mr CHU Ching-hong, JP said that according to the minutes of the last meeting, T&TC requested that TD should invite MTRC to give an account of the interchange concession scheme upon commissioning of the two railway lines. He enquired about TD's present arrangements.

11. In response, Mr NG Hon-lai said that in view of T&TC's concern about the public transport interchange arrangements upon commissioning of the two railway lines, TD had specifically requested MTRC to discuss proactively with the relevant public transport operators and provide T&TC with the relevant information. Therefore, representatives from MTRC had also attended this meeting to give an account of the progress of the interchange concession scheme.

12. In response, Mr Terry WONG said that the main issue being discussed at the moment was the interchange arrangement between MTR and other public transport upon commissioning of WIL. Concerning the interchange arrangement of WIL, MTRC had contacted the franchised bus and GMB operators in the district and had tentatively determined that interchange concession would be provided to the feeder routes that could reach MTR stations most rapidly. The partnership arrangement would be in line with that of the existing 52 bus/minibus routes that provided interchange arrangements. Since the discussion between MTRC and other public transport operators had not reached the final stage, MTRC would update T&TC after the details were

finalised. The corresponding arrangements upon commissioning of SIL(E) would be studied in the next stage.

13. The Chairman enquired whether MTRC had a schedule for the interchange arrangements.

14. Mr Terry WONG responded that MTRC expected to finalise the interchange arrangements by the end of this year and would update T&TC of the progress.

15. The Chairman invited Members' views on the PT Plans as a whole, including all the re-routing proposals and related interchange concessionary arrangements, etc.

16. Mr CHU Ching-hong, JP opined that no progress had been made despite numerous rounds of discussion regarding interchange arrangements between MTRC and other public transport operators. To his understanding, it was difficult for GMB operators to offer further concessions due to low profits. He held that as GMBs drew passengers for MTR, it was reasonable for MTRC to bear most if not all the cost of interchange concessions. Moreover, the concept of interchange concessions was similar to that of MTR Fare Savers in the sense that both could attract new passengers. He worried that passengers would have no railway interchange concessions in addition to a reduction in public transport services upon the commissioning of WIL.

17. Mr WONG Ling-sun declared his interest to the Chairman that he was the Executive Director of AMS Public Transport.

18. Mr AU Lap-sing said that as XHT Route No. 107 would not travel via Wong Chuk Hang during non-peak hours, he suggested that TD and the bus company should provide interchange concessions for residents who transferred to CTB Route No. 72A heading for Broadview Court / Wong Chuk Hang at Wong Chuk Hang Road or Aberdeen Tunnel Toll Plaza.

19. Mr TSUI Yuen-wa opined that TD had made no progress in the bus route re-organisation plans and interchange arrangements. Regarding bus route re-organisation, he held that interchange arrangement for only one additional bus route was made for Wong Chuk Hang and no progress was made with respect to other proposals of residents' concern. He questioned that TD was delaying the work and expressed regret and dissatisfaction. For interchange arrangements between MTR and other means of public transport, he agreed with Mr CHU Ching-hong, JP's view that GMBs and buses helped draw passengers to MTR, hence MTRC should take up a greater share in the interchange arrangements. Not having assumed any role in the discussion, TD could only call upon MTRC and other public transport operators to offer interchange concessions and did not have the statutory power to mandate such arrangements. He was of the view that MTRC should

install more Fare Saver machines in various districts as compensation in case agreement on interchange arrangements could not be reached with other public transport operators.

20. Ms LAM Yuk-chun, MH opposed the re-organisation arrangements of CTB Routes No. 90 and 90C.

21. The Vice-Chairlady requested TD to maintain the service arrangement of 10 morning departures via Ap Lei Chau Main Street for CTB Route No. 90C.

22. Mr CHU Lap-wai said he was very dissatisfied with the latest arrangement for CTB Route No. 70 as the views of residents in Shek Pai Wan were still ignored. He reiterated that some of the passengers waiting at Aberdeen Bus Terminus in the morning were residents from Shek Pai Wan Estate, Yue On Court and Yue Fai Court. If the number of departures for CTB Route No. 70P was increased, residents going to work would be diverted. He questioned why TD failed to increase the number of departures of CTB Route No. 70P from Shek Pai Wan so that residents in Shek Pai Wan could walk a shorter distance to Aberdeen Bus Terminus. Moreover, he was dissatisfied with the progress of the interchange arrangements and opined that TD should step up its effort to actively follow up on the additional provision of Fare Savers in the district.

23. Mr AU Nok-hin hoped that the bus companies could provide interchange concessions for all bus routes so that residents did not need to remember individual interchange arrangements and that more passengers would be attracted to sustain the operation. He held that residents would not use some of the interchange arrangements listed in the paper, for instance, the interchange to NWFB Route No. 4 or 4X from NWFB Route No. 91. He hoped that the following options would at least be offered in case interchange concessions for all bus routes could not be provided, including the interchange to CTB Route No. 40 from NWFB Route No. 91 and the interchange to NWFB Route No. 4X from CTB Route No. 90B, etc. Moreover, he requested that CTB Route No. 97 would maintain its full-day Central-bound service.

24. Mr LO Kin-hei worried that no interchange concessionary arrangements were included in the PT Plans. He doubted if the interchange concession was a handout offered by MTRC and why it could not be arranged until the end of the year while the PT plans had to be finalised as soon as possible. He held that the discussion on the routes and interchange concessionary arrangements should not be separated in finalising the plans. He also asked TD if the PT Plans would only be implemented after the change of passenger demand was available upon the commissioning of the railways, or the PT Plans would be implemented as devised regardless whether the ridership was in line with the forecast. As regards the bus routes re-organisation plan for Ap Lei Chau that involved Route No. 90, 97, 90C, 671, 176X, 91, 94, etc., he was of the view that it was not in line with the views of the six Members of Ap Lei Chau or the local residents. He proposed that TD

could follow up the plans by forming a working group.

25. Mrs CHAN LEE Pui-ying indicated that the residents in Stanley would not benefit from the PT Plans. She questioned that TD's re-organisation plans for Route No. 6, 66 and 14 did not take into account the commuting and daily needs of the residents. She hoped that TD would follow up the case.

26. Mr Paul ZIMMERMAN said that he understood the need to cut the bus routes upon commissioning of WIL. He held that TD should focus on how and when to implement the PT Plans by phases. He reminded TD that the PT Plans should not be assumed feasible prior to implementation. Instead, TD should collect data from and analyse the findings of the ridership survey of buses/GMB and implement the PT Plans with the support of the results. He asked TD when the relevant information and findings of the survey would be available and hoped that they could be provided to T&TC before the implementation of the PT plans. He also hoped that T&TC could ensure that a meeting be held before the implementation of the PT Plans so that Members could have enough time for discussion. Upon commissioning of the railways, TD should also provide adequate information for Members' reference.

27. Mr YEUNG Wai-foon, MH, JP enquired if the PT Plans would be implemented by phases upon the full or partial commissioning of WIL. He opined that MTRC should provide reasonable concessions to passengers by providing Fare Saver machines at once if it had difficulties in implementing the interchange concessionary arrangements with other public transport operators.

28. Mr CHAI Man-hon thought that it was a waste of time as the discussion on PT Plans over the past year had made no progress. He hoped that TD and the bus companies would continue to actively communicate with Members as the discussion was still inadequate and the needs of the local residents were not met. He highlighted that departures from Wah Fu (South) Bus Terminus should be reduced and diversion of buses be arranged. For instance, the Wah Fu (North) Bus Terminus should be made better use and the "Wah Fu (North) in, Wah Fu (South) out" arrangement be adopted for some bus routes. Moreover, there should not be too many buses entering the terminus by making U-turns at Wah Fu Road, or congestions would be caused. He also requested that CTB Route No. 43M be operated by double-decker buses full-day to avoid regional disputes due to insufficient service of the single-decker buses. He highlighted that the future demand for CTB Route No. 43M would be greater as it would serve both Wah Kwai and Tin Wan areas. Lastly, he hoped that comprehensive interchange concessions could be provided for passengers at the bus stop at Queen Mary Hospital and the frequency of the buses be remained unchanged during holidays.

29. The Chairman welcomed that departures of CTB Route No. 70 from Wah Kwai Estate

would travel via Tin Wan Street as well as Tin Wan Hill Road and requested that consideration be given to similar arrangement for certain Wah Kwai Estate-bound departures. The Chairman invited Mr NG Hon-lai to respond to Members who spoke in the first round.

30. Mr NG Hon-lai thanked the Chairman and Members for their enquiries, and gave a consolidated response as follows:

(a) he reiterated that TD had consulted T&TC on the re-organisation proposals in the two PT Plans for a number of times since July last year, and discussions had been carried out with DC Members, district representatives and residents. Subsequent amendments had been made to certain proposals with the support of T&TC.

(b) as regards the PT Plan for WIL, there was just little disagreement at this stage, TD would continue to discuss with the bus companies and consider making minor adjustments.

(c) as regards the PT Plan for SIL(E), TD had arranged meetings with the relevant DC Members and got their valuable advice after providing a revised proposal in March this year. In reviewing the Plan, TD and the bus companies had found that some proposals involved different requests of people from different areas, and much prudence would be required in handling and coordinating the issue. Hence, it still took time at the moment to consider how to make revisions. T&TC was welcome to continue to give its views. TD would also work closely with the bus companies/GMB operators for ways to enhance the Plan and would submit an updated proposal to T&TC.

(d) TD attached great importance to the interchange arrangements between MTR and other modes of public transport. The Government had put in a lot of resources to construct the two new railways for the provision of environmental-friendly and convenient public transport services. Noting that a well-established public transport interchange arrangement was very important, TD had maintained close communication with MTRC and other public transport operators. Apart from the working level, TD had also made high-level contact with the operators, seeking to reach agreements on interchange arrangements and striving to encourage more residents in the Southern District West to take the re-organised bus and GMB routes for feeder service to the railway. TD would continue to play a coordinating role and maintain communication with MTRC and other operators.

(e) as regards the service arrangements of SIL(E), including the provision of interchange concession for the XHT Route No. 107 and the bus route re-organisation proposals of

Ap Lei Chau and Stanley districts, etc., TD would closely discuss with the bus companies and report to T&TC in due course.

(f) TD would, as usual, collect, collate and analyse different types of data of public transport services before and after the commissioning of a new railway, in order to ensure that the Plan could tie in with the needs of residents upon implementation. TD would keep in close view the full commissioning date of WIL and report to T&TC.

(g) TD would implement the Plan by stages after the full commissioning of WIL.

(h) MTRC would provide additional information on the arrangement of MTR Fare Savers.

(i) as regards the bus routes and service arrangements of Wah Fu South proposed by Members, TD would actively consider the proposals with the bus companies to ensure that the services could tie in with the commissioning of the railways and the needs of passengers.

31. Mr Kenrick KO responded that MTRC and other public transport operators concerned had been providing interchange concessions. To tie in with the commissioning of WIL, MTRC would continue the discussion with relevant operators in the hope that they would participate in the scheme to provide concessions to the public. It would also maintain close liaison with TD. As interchange concessions involved business arrangements of the relevant operators with whom discussion was underway, MTRC was sorry that no further information could be provided but would report to T&TC in a timely manner. The rationale of Fare Savers was to provide concessions to passengers who were far away but still within a reasonable walking distance from MTR stations. For the Southern District, interchange concessions was considered more beneficial than Fare Savers.

32. Mr CHIU Ho-ming supplemented that as the PT Plan for SIL(E) involved different requests from the local community, TD and the bus companies needed more time for adjusting the proposals and would also carefully consider the allocation of resources to meet residents' needs. Besides, they would actively coordinate the operation and service for the PT Plan for WIL. As for the PT Plan for Ap Lei Chau, TD was willing to arrange meetings for further discussion with Members. On the PT Plan for the Stanley district, the latest proposal was to maintain the existing service of CTB Route No. 6 while the service time of NWFB Route No. 66 to the Central district would be changed to the morning peak hours.

33. Mr NG Hon-lai supplemented that the interchange concessions of 52 bus routes mentioned by Mr Terry WONG just now also included GMB routes. Noting that Members were

concerned about the interchange concession arrangements, TD would actively negotiate with relevant operators and request the bus companies to make traffic interchange arrangements that were more convenient. He reiterated that TD attached great importance to the two re-organisation plans and the communication with T&TC. He hoped that the plans would create a win-win situation for all parties.

34. Mr YEUNG Wai-foon, MH, JP was very dissatisfied with MTRC's response. He opined that as the construction works was delayed, MTRC should set up Fare Saver machines immediately. MTRC should be able to make the decision on its own without discussing with other parties. He opined that MTRC lacked the determination to solve the problem as evident by its rigid response.

35. Mrs MAK TSE How-ling said that regarding the amalgamation of NWFB Route No. 4 and 4X, as the current lost trip situation was serious, the cancellation of a route would definitely lengthen residents' queuing time. She pointed out that if CTB Route No. 7 departed from Shek Pai Wan to Wah Fu via Aberdeen, most of the passengers boarding at Wah Fu would have no seats, and even fail to get on the buses. She asked how TD and the bus company would guarantee that CTB Route No. 7 could meet passengers' need in the future. Besides, she said that at present, many elderly people took NWFB Route No. 43X to Queen Mary Hospital for follow-up consultation. She requested the provision of additional GMB service to Queen Mary Hospital for the residents of Shek Pai Wan, Wah Fu and the other places. She noted that a GMB company had submitted proposals to TD but approval was not yet granted. As the bus stop was located on Pok Fu Lam Road below Queen Mary Hospital, patients and the disabled would still find it inconvenient even if bus interchange concessions were provided. She opined that provision of a direct GMB route to Queen Mary Hospital was the only solution to the problem.

36. Mr LO Kin-hei requested TD to respond to the interchange concessionary arrangements for buses/MTR. He asked again if the interchange concession arrangements between MTR and other modes of public transport were included in the PT Plans. He also requested for information including the bus ridership forecast upon the commissioning of the railways so as to verify TD's estimation and findings of the feasibility study upon the commissioning of the railways. He asked how TD would deal with the situation if its estimation deviated from the actual circumstances upon the commissioning of the railways.

37. Mr CHAI Man-hon said that in case of slippage of bus services at the bus termini, the bus companies now simply adjusted the frequency of the buses according to phone calls made by bus captains. He held that the practice was putting the cart before the horses. He hoped that more bus regulators could be deployed to Wah Fu (South) Bus Terminus in order to save time. He

also supported the addition of Fare Saver machines and even provision of the machines right next to the bus stops to encourage direct competition between MTR and buses so as to benefit the public. He quoted an example of Cheung Chau Ferry Pier where a Fare Saver machine was provided to attract passengers to MTR due to the keen competition between MTR and buses at Central Pier.

38. Mr TSUI Yuen-wa asked if TD could provide information on the change of passenger demand before and after the commissioning of the railways. He suggested that TD should implement the PT Plans two to three months upon the commissioning of the railways when concrete ridership data would be available for TD, public transport operators and Members to facilitate their explaination to the residents.

39. Mr AU Nok-hin hoped that NWFB and CTB could explore their interchange arrangements and should gradually make more bus-bus interchange arrangements if they did not want to lose their passengers to MTR. He opined that TD could take the initiative to meet and discuss with Members the proposals and should not act blindly. He also hoped that when the PT Plans were implemented two or three months upon the commissioning of the railways, TD would adjust the plans according to the actual circumstances instead of implementing them as devised.

40. Mr Paul ZIMMERMAN remarked that TD had mentioned that the PT Plans would be implemented in 2 to 12 weeks upon the commissioning of the railways, but a precise implementation schedule was yet to be given. He demanded that TD would not implement the PT Plans upon commissioning of the railways before Members were provided with adequate survey data for a detailed discussion.

41. Mr NG Hon-lai gave a consolidated response as follows:

(a) TD promised to instruct the bus companies to tackle the lost trip problems in Wah Fu and Wah Kwai. On the frequency and demand for NWFB Route No. 4, 4X and CTB Route No. 7, TD would review afresh with the bus companies to ensure that sufficient services were arranged, especially during the morning peak hours, to meet public demand.

(b) as for the GMB service to Queen Mary Hospital, TD noted that Members had discussed the arrangements with the relevant operators. TD understood residents' needs to go to Queen Mary Hospital but pointed out that it was not a good utilisation of resources to provide direct traffic to Queen Mary Hospital from every district. TD would report to T&TC the operation of the operators after checking with them.

(c) after the cancellation of NWFB Route No. 43X, residents of Wah Kwai heading for Pok Fu Lam Road could choose to take CTB Route No. 43M and enjoy free interchange rides on CTB Route No. 7 or NWFB Route No. 4X, or go directly to Wah Fu to take CTB Route No. 7 and NWFB Route No. 4X.

(d) on the interchange concessions of buses/GMB/MTR, the PT Plans also included some additional arrangements on bus/GMB-MTR interchange. TD understood that interchange services had to be attractive in providing the public with more convenient services. At the same time, TD hoped that MTRC could provide the relevant interchange concessions and strive to follow up with the operators for an agreement.

(e) with regard to the change of passenger demand upon the commissioning of the two new railway lines, TD estimated that in general, about 20% of the passengers taking open road public transport would switch to railway services. Before the commissioning of the railway lines, TD would investigate the change of passenger demand for each bus route, and adjust the PT Plans with respect to the actual situation upon the commissioning of the lines.

(f) on the re-organisation plan of the bus routes in Ap Lei Chau district, TD would continue to discuss with Members concerned and the local community for a well-coordinated proposal to meet the needs of different people in the district.

(g) TD would practically study with the bus companies the deployment of a bus regulator to Wah Fu (South) Bus Terminus and the provision of more useful information for passengers. Upon the commissioning of the railway lines, TD would request the bus companies to deploy staff for monitoring the service operation to ensure a smooth implementation of the PT Plans.

(h) on the bus-bus interchange arrangements, TD would request the bus companies to provide as many bus-bus interchange services as possible if financial conditions allowed.

(i) on the re-organisation of bus routes upon the commissioning of the railway lines, TD would regularly investigate the change of ridership and review the change of demand of buses/GMB, and to adjust the routes in accordance with its objectives and implement the PT Plans by phases according to actual situations. TD would maintain communication with and provide the relevant information to T&TC.

42. Mr Kenrick KO asked Members to excuse him if he had misunderstood their enquiries. He said that he had no intention to ban any proposals that could ease the inconvenience brought by the delay of the commissioning. He said that while MTRC had an established practice for setting up Fare Saver machines, he would discuss with MTRC whether Fare Saver machines could flexibly be set up as a solution. Besides, he understood that the delay of the commissioning of SIL(E) would cause inconvenience to residents. MTRC would announce the details of the commissioning of SIL(E) later this year.

43. The Chairman concluded that as WIL would be commissioned by the end of 2014 the earliest, T&TC requested TD and MTRC to submit papers at the next meeting to explain in detail the specific interchange arrangements and fare concessions provided by MTRC and other public transport operators to divert passenger flow. TD was requested, upon completion of the study on ridership, to explain the results and the implementation progress of the fine-tuning of the PT Plans. TD was also requested to follow up on Members' comments and continue the discussions with them. TD should provide the latest revised plans related to the commissioning of SIL(E) in a timely manner and update the plans related to the commissioning of WIL.

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48. Mr TSUI Yuen-wa asked again if the temporary bus stop outside the cooked food market would be reverted to its original location after the diversion.

49. Mr Jimmy POON responded that the bus stop would be reverted to its original location.

50. The Chairman said that T&TC agreed in principle to the TTMS briefly introduced by MTRC. He believed that MTRC would continue to discuss the details with the government departments concerned in endeavor to minimise the traffic impacts on the Southern District. The Chairman added that T&TC requested MTRC to continue to consult all sectors and residents on the traffic issues affected by the works through District Councils and other platforms such as Community Liaison Groups, so as to enable the public to have a better knowledge of the latest traffic issues.

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Lost Trip Situation of Bus Services in Southern District

107. Mr AU Lap-sing, MH said that he received complaints from residents that a bus company arranged its drivers to change to take up another bus route abruptly in order to avoid lost trips. The situation was noted in Route No. 72 and Route No. 78. He opined that since the drivers had been driving other routes, it would be difficult for him to concentrate on the routes they were suddenly told to switch. He requested that the bus company concerned should be aware of the issue and make the improvement.

108. Mr CHAI Man-hon said that he spotted Route No. 970 in the papers three times. The Committee had earlier discussed the need to improve its service and implementation of the proposal. He requested TD to give an account of the latest situation at the meeting.

109. Mr HUE Ka-yiu responded that the bus company concerned would be invited later to respond to the problem of drivers not driving on the correct routing. TD observed that Route No. 970 was one of two bus routes with the highest lost trips among routes operating in the Southern District over the past six months. In response to the lost trip problem, TD had reviewed the lost trips of the past six months as well as the main contributing factors. TD noticed that traffic

congestion and shortage of manpower of the bus company are the two main contributing factors. For traffic congestion, TD had reviewed the actual journey times and the scheduled journey times of the route. It was found that, during particular periods, the actual journey times were longer than the scheduled one. The reason was that the actual traffic conditions on the roads were not the same as that in the past. TD was now working with the bus company to review the bus timetable of the route, with a view to operating the service in adherence to the scheduled timetable, which in turn facilitate the public to have a better planning on the travelling times. In particular, during the peak hours, TD hoped that the timetable and operation after reviewed would provide a more stabilised service of the route, while maintaining the existing headway as far as possible. TD would examine the revised timetable upon receipt from the bus company. As regards the shortage of manpower, he would like to invite the bus company to respond.

110. Mr Kevin LI responded that responded that according to the code of practice of the bus company, bus captains were required to pick up passengers from the bus stops along the route being operated. The company sometimes received passengers' phone calls or emails reflecting the driver taking the wrong route. Upon receipt of the complaints, the bus company would consider the situation and contact the bus captain as necessary, so as to give him instruction and reminder of the need to taking the original route. Concerning the shortage of manpower, he said that the bus company had always arranged standby bus captains to replace those who were absent on sick leave or lost shift. He admitted that for some special days, there might not be enough standby bus captains. He said that the company would conduct regular reviews on the situation of sudden leave of bus captains as well as the need to adjust the numbers of standby bus captains. In face of the manpower shortage, the bus company had been taking various measures to alleviate the situation, such as expanding the channels for placing recruitment advertisements, and setting up booths at bus terminals for walk-in interview. He said that the bus company would recruit persons only holding a driving licence of class 1, 2 or having three years' of driving experience. Training would be arranged for them to take up the post of bus captain.

111. Mr LO Kin-hei said that bus captains taking the wrong route was not only an unacceptable non-compliance of rules, but also a reflection of the problem in the system. As the bus captain might be required to run different routes every day, he might forget to reach the designated bus stops. He opined that the bus captains were a passive role under the system. While he understood that it was difficult to recruit new drivers, he hoped the bus company would make every effort to improve. He considered that recruitment through different channels could only solve part of the problem. The crux was the offer of salary package. On the other hand, he asked TD why the delay records or relevant information were not available. He wished to know whether such records could not be provided or not available at this meeting only.

112. Mr CHAI Man-hon said that hoped that TD could give an account of the improvement

methods for Route No. 970 before the end of summer vacation. He opined that there would be more chaos for the route when the school term started. On the other hand, for the bus timetable, he enquired whether certain frequency could be extended. For the routing, he asked whether each trip must be headed from Cyberport to So Uk and then from So Uk to Cyberport. He said that over the years, there was always chaos in the traffic conditions at the beginning of the school term, causing university students to elect subjects that were not their favourites. Finally, he would like to convey a message for a net friend, who posted 10 offences of Route No. 970 on the internet, namely "infrequent, lost, crowded, full, slow, long-winding, congested, poor, dilapidated and hot" He opined that he had spoken the feeling of residents in the Southern District.

113. Mr HUE Ka-yiu responded that TD was working with the bus company to formulate proposal to stabilize the service. To meet the additional passenger demand after commencement of the school term, TD would formulate contingency measures with the bus companies at the beginning of school term every year to cater for the change of passenger demand of the students. The bus company would pay attention to the operation at the beginning of school term and would reserve extra resources for contingency. For the review on service delay as raised by the Members, he said that apart from the lost trip, TD would review the operation of the routes in monitoring the bus services. He said that the review of service delay was relatively complicated, as it involved comparison of the scheduled departure time and actual departure time of every bus trip. Some routes would operate more than 100 trips per day. Therefore, TD would consider the lost trip rate as a indicator. If serious lost trip situation were found, TD would investigate the contributing factors and implement improvement in focus.

[Post-meeting note: TD and the bus company implemented new timetable since 1 September in order to stabilise the service and meet passengers' demand. Adjustment included additional trips, adjustment of scheduled journey times and introduction of short-working trips.]

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Southern District Traffic Report

120. Mr KWONG Tze-hin said that in June this year, a NWFB Bus collided with two coaches on Pok Fu Lam Road heading to Shek Pai Wan Road before the traffic light at Tin Wan, causing 10 injuries of the passengers. About one year ago, a CTB Bus collided onto a heavy vehicle, causing death of the bus captain at the said location. He asked whether the Police and TD had regarded the said location as a black spot of traffic accidents. He opined that two serious traffic accidents took place within a year's time and at the same location on a long and steep road at the hill foot. It might involve the design of the road, display of road markings and operation of the bus companies etc. He would like to raise an enquiry to the Police, TD or HyD whether they would assign staff to conduct an inspection at the said location in a bid to review the road safety.

121. The Chairman pointed out that the Secretariat had invited the relevant departments to conduct an inspection at the said location concerning the two traffic accidents before the meeting. However, due to change in the personnel of TD, the inspection would need to be postponed. He asked the Secretariat to step up inviting the Police and the relevant departments for inspection. Members concerned might also join the inspection.

Agenda Item 6: Any Other Business

Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Routes)

122. The Chairman said that the Committee discussed the aforesaid franchise in the last meeting and TD wrote to the Committee on 25 June 2014 for consultation on the new franchise, inviting Members to give their views in writing. The Chairman welcomed the following representatives to the meeting for discussion of Agenda 6 and briefing on the new franchise and consultation arrangement:

(a) Mr Tommy NG, Chief Transport Officer/Bus & Railway (Special Duties), Transport Department; and

(b) Miss Marie SIN, Senior Transport Officer/Bus & Railway (Special Duties), Transport Department.

123. Mr Tommy NG said that the franchises for Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Routes) and New Lantao Bus Company Limited would expire in June 2016 and March 2017 respectively. TD intended to discuss the renewal of franchises with the aforesaid two bus companies starting the fourth quarter this year. The agenda was also discussed in the meetings of the Panel on Transport of the Legislative Council (LegCo) and the Transport

Advisory Committee last month. In the 25th of last month, TD handed the relevant papers to this Committee for Members' reference, and invited Members to give views on the requirements for the new franchises of the said two bus companies. TD was conducting consultation and would collect opinions of the public about the requirements for the new franchises through various channels.

124. Mr CHAI Man-hon raised the following enquiries:

(a) He asked TD must let the said two companies to renew the franchises for their bus routes. According to the past experience, TD did refuse to grant franchise to a bus company or discontinue a bus company to operate certain franchised routes;

(b) On the other hand, he said that he would like to know the consultation process for this granting of new bus franchises. He opined that although LegCo did organise public hearing on the franchise of NWFB and consult various Councils, the result was in fact not too effective. He pointed that in granting franchises, TD was either ignoring Members' views or only entertaining some simple requests, like adding one or two new interchange concessions or reinforcing the frequency of certain routes. All the above illustrated that TD was too lenient in the granting conditions. He opined that TD had not exercised its authority properly to determine whether a bus company should be allowed to renew its 10-year franchise and discuss with the companies for improvement of the bus services as well as injection of additional resources.

(c) He enquired what channels were also provided for Members to raise other comments, such as whether GPS could be adopted for real-time bus stop announcement, overall coverage of additional offer of the interchange concession, increasing the numbers of bus stop with deployment of a bus regulator, the amount of resources that the bus company would be willing to inject for improvement of services, and the fare structure etc.

125. Mr Tommy NG responded that learning from the last experience, TD would strengthen the consultation process to listen carefully to the public, including communication with the respective District Councils (DC) in order to have a good grasp of the public's opinions on the franchises. TD and DC Members had the common target of taking the opportunity of the renewal of franchise to enhance the public bus services. TD welcomed all opinions forwarded by way of consultation paper (i.e. by post, by fax or email) on or before 16 September 2014. Upon collation of views from all parties, TD would discuss with the bus companies if necessary and would report the Committee in due course.

126. Mr Paul ZIMMERMAN recalled that TD had mentioned before that the data logging of bus trips involved commercial confidentiality of private company and so such information was not available to Members. He considered that it was not a reasonable excuse. He opined that in view

of the public benefit, the information relating to the bidding of public transport service by private companies should be disclosed so that the public would know the bus location and the time of arrival. This would not only facilitate passengers' planning of their journeys and also help the Government to provide a better public transport service. Therefore, he opined that the TD should urge the bus companies to make real-time bus stop announcement on their websites.

127. Mr LO Kin-hei opined that in the public's opinion, the Government was constrained by the bus companies. He held that if these two companies was not granted with the renewal of franchise, some other companies would take part in the bidding of the bus service. Furthermore, quite a few residents were expecting a more modernised bus service. TD should include real-time bus stop announcement and real-time information etc. in the conditions of the franchise. He said that such measures had been implemented in other places like the Mainland and Singapore. He said that real-time bus stop announcement was not untouchable hi-tech and was supposed to be made available for the public. He did not understand why TD had difficulty in its implementation.

128. Mr CHAI Man-hon said that TD had not yet responded whether it must let the said two companies to renew the franchises for their bus routes. Also, he would like to enquire TD about the conditions for renewal of franchise, such as whether the bus companies would be requested to install GPS system, add VMS boards at large-scale bus stops and release real-time information to the public via mobile Apps. Besides, he would like to enquire whether the bus companies could provide further interchange concessions and whether there would be chance for adjusting the fare structure of the existing scale of bus fares. He opined that bus fare should be charged in accordance with the distance of the respective passengers' journeys. He said that all the above-mentioned measures had already proved feasible in Singapore and Seoul. There should be no problem to put them into effect. Moreover, he enquired TD whether it would take the initiative to lay down clauses on the number of bus regulators and the amount of resources the bus companies would be willing to inject.

129. Mr KWONG Tsz-hin said that the consultation paper also mentioned bus safety, stating that CTB had a higher rate of traffic accidents. The paper also mentioned that most of the accidents only involved passengers falling over in the bus. Noting that the population of Hong Kong was aging, the elderly falling over in the bus could cause serious injuries or even death. In addition, safety issue was not only about occurrence of traffic accidents, but also concerning the risk. Under such circumstances, the driving manner and skills of the bus drivers would be of great importance. He opined that near 10% or 5% of drivers being found to have problem in driving manner was not acceptable. In managing the modern road safety, there had been effective practices, especially for a bus crew, such as the International Organisation for Standardisation ISO 39001 had been launched. The system was exclusively designed for managing the road safety of a crew. He opined that so far no organisation in Hong Kong had been able to fulfil the requirements

under this set of standards. Thus improvement on the safety measures should be made in the direction of meeting this set of standards. Also, regarding the black box technique, he learned that CTB had already installed GPS in its buses but the use of GPS data to manage the driving, speed and manner of bus drivers was still pending further study. He hoped that the bus companies would enhance the management efficiency as well as improving bus safety.

130. Mr Tommy NG gave a consolidated reply as follows:

(a) Some Members enquired about whether new franchises had been granted to Citybus Limited and New Lantao Bus Company Limited. He said that he was consulting the Panel on Transport of the LegCo in preparation for the new franchise discussion with the bus companies. In granting the new franchises, TD would take into account the following: first, whether the bus company concerned had provided suitable and efficient service in the past; second, whether the bus company concerned had the ability to operate the franchised bus service and was willing to inject resources including plans for purchase of new vehicles etc. On preliminary consideration, both companies complied with the said conditions;

(b) TD understood Members' requests for release of real-time information and also noted the development of other cities in this aspect. He said that TD was collecting opinions from the public concerning the new franchises of these two bus companies. TD would study the proposal in conjunction with the views collected during the consultation period. Later on, meeting would be held with the bus companies to discuss the business environment of the franchised bus industry, with reference to such factors as the competition with the railway. It was envisaged that the bus companies would face huge difficulties in the foreseeable future.

(c) Since the franchises for Citybus Limited and New Lantao Bus Company Limited would expire on 1 June 2016 and 1 March 2017 respectively. TD planned to discuss the renewal of new franchises with the two bus companies starting the fourth quarter this year.

(d) He said that if the Chairman considered it necessary, TD could report the matter to the Committee in due course.

131. The Chairman said that as the South Island Line (East) had not yet fully covered the Southern District, many residents still need to rely on the bus as the major public transport for travelling outside the district. Therefore, Members were very concerned about the service quality of the buses. The Committee urged TD to take proactive step to improve the delay problem of various routes and add the new franchise clause on requiring the provision of GPS and real-time bus stop announcement system for the routes in the Southern District so as to provide passengers with more real-time information. Furthermore, TD was also required to report the progress to the

Committee after the public consultation and its collation of opinions in due course.

132. Mr CHU Ching-hong, JP said that numerous Members had already expressed their views to request for the installation of real-time bus stop announcement system, improvement for the delay and lost trips of buses, additional offer of interchange concessions, deployment of a bus regulator to each of the bus terminal and installation of VMS boards at bus stops. He said that as the meeting had raised the above requests, he hoped that TD would continue to follow up with the bus companies and report the progress to Members at the next meeting. He said that Members should write their views to TD so as to facilitate their consolidation, enabling them to take the views into consideration when they discussed the clauses and requirements with the bus companies. He hoped that TD would take the opportunity of the renewal of franchise to discuss how the bus services could be better improved.

133. Mr Tommy NG responded that franchise discussion would be a long process. TD would strive to develop a set of new franchise clauses for the best interest of the public in a pragmatic manner. But TD would not undervalue the difficulties of the discussion. Given the complexity of the discussion process, TD would not be able to report each and every item of the achievements made, but would give an account of the matter to SDC in due course.

134. Mr CHU Ching-hong, JP said that he did not require TD to report to SDC after completion of each stage, but would like to know what TD had done to satisfy the Members' requests in the end.

135. The Chairman asked TD to explain to SDC afterwards the degree of realisation in the new franchise with regard to the views collected during the consultation period.

136. Mr Tommy NG responded that TD would make the report to SDC in due course.

137. Mr CHAI Man-hon said that according to this understanding, TD would write a report to the LegCo after collection of views and discuss at the LegCo meeting what opinions had been adopted in the report. Upon the hearing of LegCo Members and the public, TD would then discuss with the bus companies and work out the final conclusion. This was known as "two ups and two downs". He wished that SDC could also involve in this "two ups and two downs" process.

138. Mr Tommy NG responded that he understood Councillor CHAI had good knowledge of the process and TD had noted Members' views on the consultation process.

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Date of Next Meeting

146. The Chairman advised that the 17th meeting of T&TC under SDC would be held at 2:30 p.m. on 22 September 2014 (Monday) at the SDC Conference Room.

147. There being no other business, the meeting was adjourned at 6:55 p.m.

Secretariat, Southern District Council
September 2014

交通文件 **9/2018** 號

（於 2018 年 3 月 19 日會議討論）

南區區議會屬下
交通及運輸事務委員會

檢討巴士司機的駕駛問題

目的

本文件旨在請各委員就上述議題發表意見。

背景

2. 馮仕耕先生於會前以書面向交通及運輸事務委員會（下稱「委員會」）主席提出，要求在2018年3月19日舉行的委員會第十四次會議上討論上述議題，詳情請參閱附件一。

3. 按照《南區區議會會議常規》第13條，委員會主席同意將有關議題納入委員會第十四次會議的議程。

4. 香港警務處及運輸署的書面回應分別載於附件二及三。

徵詢意見

5. 請各委員就上述議題發表意見。

南區區議會秘書處
2018 年 3 月

TTC Paper No. 9/2018
(for discussion on 19.3.2018)

Southern District Council
Traffic and Transport Committee

Review on Driving Behaviour of Bus Drivers

Purpose

This paper aims to seek the views of Members on the above subject.

Background

2. Prior to the meeting, Mr FUNG Se-goun, Fergus put forward a written request to the Chairman of Traffic and Transport Committee (TTC) to discuss the above subject at the 14th TTC meeting to be held on 19 March 2018 (see **Annex 1**).

3. According to Order 13 of the Southern District Council Standing Orders, the Chairman agreed to include this discussion item in the agenda of the 14th TTC meeting.

4. The written replies from the Hong Kong Police Force and Transport Department are at **Annex 2 and 3** respectively.

Advice Sought

5. Members are invited to give their views on this subject.

Secretariat, Southern District Council
March 2018

附件一

香港南區香港仔海傍道
逸港居 1 樓
南區區議會屬下
交通及運輸事務委員會
陳富明主席

陳主席：

南區區議會屬下
交通及運輸事務委員會
『檢討巴士司機的駕駛問題』

於 2018 年 2 月 10 日在大埔發生九巴翻倒的慘劇，乃因為司機「開快車」造成，没有人希望這宗慘劇重演。本人一直收到很多居民投訴，表示區內的巴士司機經常「開快車」。還有，司機轉彎時並没有把車「收慢」，經常越過對面行車線，導致與對頭車相撞。

本人及居民曾多次向巴士公司反映司機不當的駕駛態度，但大多數只表示會跟進或口頭警告司機便草草了事，並没有更多或更嚴厲的懲罰，導致這些司機仍然繼續「開快車」，本人及居民都感到非常無奈！

南區很多地點均是彎多路窄，倘若巴士發生意外，將會是一個災難，並將會完全癱瘓全區的交通，過往亦曾發生過這些嚴重交通意外，令居民出入及生活也嚴重受影響。

因此，希望巴士公司能夠正視司機的駕駛態度問題，並要求警方及運輸署能夠做好監察及改善道路安全的角色，盡快找出可行的解決方法，提問如下：

1. 在 2017 年，南區共有多少宗涉及巴士的交通意外？
2. 在南區有多少個交通意外黑點？(請提交交通意外黑點的位置。)
3. 當發生這些交通意外後，運輸署可曾作出一些改善道路安全的設施？
4. 由於巴士意外涉及公眾安全，司機的駕駛問題對公眾安全有所威脅，但巴士公司長期缺乏司機，即使司機的駕駛有問題，亦不會任何懲處，警方及運輸署會如何跟進？有何罰則或改善措施？

南區居民非常期盼巴士司機能夠改善駕駛態度，以保障公眾安全，故此本人希望主席批准，在 2018 年 3 月 19 日的第十四次會議中討論，並邀請相關之代表出席會議。

馮仕耕

馮仕耕
南區區議員(海灣區)
2018 年 2 月 28 日

1300

Annex 1

(Translation)

28 February 2018

To: Mr CHAN Fu-ming
Chairman of Traffic and Transport Committee
Southern District Council
1/F, Ocean Court
Aberdeen Praya Road, Aberdeen, Hong Kong

Dear Mr CHAN,

Southern District Council
Traffic and Transport Committee
Review on Driving Behaviour of Bus Drivers

The tragedy of a KMB bus overturning in Tai Po on 10 February 2018 was caused by a speeding driver. Nobody would like to see the re-occurrence of the tragedy. I have received complaints from many local residents that bus drivers often drive at high speed in the district and do not decelerate when turning. Moreover, they often cut across the opposite lane and lead to head-on collisions with oncoming vehicles.

The local residents and I have reflected the improper driving attitude of some drivers to the bus companies for several times. However, most of the time we only received the reply that they would follow up or verbally caution the drivers without imposing more or heavier penalties. As a result, these drivers continue to drive at high speed. The local residents and I are very disappointed about this.

As there are many bends and narrow roads in the Southern District, any bus accident will result in a disaster and completely paralyse the traffic of the entire district. There were also serious traffic accidents in the past that greatly affected the daily lives of the commuting residents.

In this connection, it is hoped that the bus companies can seriously consider their drivers' driving attitude. I also request the Police and Transport Department (TD) to properly perform their functions of monitoring and improving road safety, and work out a practicable solution as soon as possible. I hereby raise the following enquiries:

1. How many traffic accidents involving buses happened in the Southern District in 2017?
2. How many traffic accident black spots are there in the Southern District? (Please provide the locations of the traffic accident black spots.)
3. Has TD implemented any measures to improve road safety after the occurrence of these traffic accidents?
4. As bus accident is a matter of public safety, the drivers' improper driving behaviour will pose a threat to public safety. However, due to the long standing shortage of bus drivers, the bus companies will not impose

penalties on bus drivers even if they have problematic driving behaviour. How will the Police and TD follow up this matter? What penalties or improvement measures will be considered?

The residents of the Southern District hope that the bus drivers can improve their driving behaviour for the sake of public safety. I should be grateful if you can approve this agenda item for discussion at the 14th meeting on 19 March 2018 and invite the representatives concerned to attend the meeting.

Yours sincerely,

(signed)

FUNG Se-goun, Fergus

Southern District Councillor (Bays Area)

附件二

2018 年 3 月 19 日南區區議會交通及運輸事務委員會
第十四次會議
回覆交通文件第 9/2018 號

檢討巴士司機的駕駛問題

就馮仕耕先生提出「檢討巴士司機的駕駛問題」的議程，香港警務處的回覆如下：

問題(1)：在2017年，南區共有多少宗涉及巴士的交通意外？

根據警方記錄，在2017年共有 131宗交通意外涉及專營巴士。而其中有人受傷事件有58宗，只涉及財物損毀有73宗。

問題(4)：由於巴士意外涉及公眾安全，司機的駕駛問題對公眾有所威脅，但巴士公司長期缺乏司機，即使司機的駕駛有問題，亦不會任何懲處，警方及運輸署如何跟進？有何罰則或改善措施？

警方不定期在全港進行以公共服務車輛（例如專營巴士、公共小巴及的士）司機為對象的執法行動，提高他們的道路安全意識，以達至減少交通意外和使行車暢順的目的。

香港警務處
2018 年 3 月

Annex 2

Response to TTC Paper No. 9/2018 of
the 14th Traffic and Transport Committee
under Southern District Council on 19 March 2018

Review on Driving Behaviour of Bus Drivers

In respect of the agenda item "Review on Driving Behaviour of Bus Drivers" raised by Southern District Councillor, Mr FUNG Se-goun, Fergus, the response from the Hong Kong Police Force is as follows:

Question (1): How many traffic accidents involving buses happened in the Southern District in 2017?

According to police record, there were 131 traffic accidents involving franchise buses in 2017. 58 of which involved persons injured and 73 involved damage of property.

Question (4): As bus accident is a matter of public safety, the drivers' improper driving behaviour will pose a threat to public safety. However, due to the protracted shortage of bus drivers, the bus companies will not impose penalties on bus drivers even if they have problematic driving behaviour. How will the Police and TD follow up this matter? What penalties or improvement measures will be considered?

Territory-wide operations targeting drivers of public service vehicles, such as franchised buses, public light buses and taxis, to enhance their road safety awareness with the aim of reducing traffic accidents and enhancing traffic flow are mounted by the Police.

Hong Kong Police Force
March 2018

附件三

2018 年 3 月 19 日南區區議會交通及運輸事務委員會
第十四次會議
回覆交通文件第 9/2018 號

檢討巴士司機的駕駛問題

就馮仕耕先生提出「檢討巴士司機的駕駛問題」的議程，運輸署回覆如下：

問題(2)：在南區有多少個交通意外黑點？

現時南區有一個交通黑點，位於薄扶林道近瑪麗醫院。在過去五年，該位置發生了 2 宗涉及死亡的交通意外分別發生在2014及2015年。

問題(3)：當發生這些交通意外後，運輸署可曾作出一些改善道路安全的設施？

2014年的交通意外中，一名途人在薄扶林道116號外橫過馬路，遭田螺車撞斃。該處附近已設有行人過路設施，亦設有欄杆引導行人前往有關的過路設施位置。意外後，我們已在該路段加設「慢駛」道路標記，提醒駕駛者駛經該處時減慢車速，加強道路安全。

2015年的交通意外中，一輛田螺車沿薄扶林道118旁的道路下斜時失控，撞向私家車，引致私家車上的司機死亡。薄扶林道118旁的道路設有重量限制交通標誌，總重超過3公噸的車輛禁止使用該路段。意外後，我們即時要求瑪麗醫院協助在該道路再增設一對重量限制交通標誌，提醒駕駛者該路段的重量限制，加強安全。

問題(4)：由於巴士意外涉及公眾安全，司機的駕駛問題對公眾安全有所威脅，但巴士公司長期缺乏司機，即使司機的駕駛有問題，亦不會任何懲處，警方及運輸署會如何跟進？有何罰則或改善措施？

巴士公司會定期監察車長的駕駛態度及行為，包括安排便衣人員乘車監察，以及在車長執行駕駛任務前進行酒精呼氣測試等，而巴士上的電子車速記錄儀亦可提供數據以監察車長的駕駛情況。

如發現車長的駕駛態度及行為需作出改善，專營巴士公司會為車長提供駕駛改進課程或輔助駕駛訓練，以增強其駕駛技術、安全意識及改進駕駛行為。如在職車長在當值時發生交通意外或違反交通法例，巴士公司會因應事件性質及其嚴重性，對車長採取適當的紀律行動，甚至會解僱該車長。

運輸署亦已要求所有專營巴士公司進一步加强內部監察車長安全駕駛及服務的制度，以期進一步提升巴士的營運安全。另外，運輸署會繼續與警務處合作，為專營巴士車長舉辦「道路安全研討會」，邀請警方向車長介紹安全駕駛要訣、分析各區主要意外黑點以及巴士意外的成因，以加強車長的道路安全意識和促進良好的駕駛行為。

運輸署
2018 年 3 月

Annex 3

Response to TTC Paper No. 9/2018 of
the 14th Traffic and Transport Committee
under Southern District Council on 19 March 2018

Review on Driving Behaviour of Bus Drivers

In respect of the agenda item "Review on Driving Behaviour of Bus Drivers" raised by Southern District Councillor, Mr FUNG Se-goun, Fergus, the response from Transport Department is as follows:

Question (2): How many traffic accident black spots are there in the Southern District?

At present, there is one traffic accident black spot in Southern District: Pok Fu Lam Road near Queen Mary Hospital. There are 2 fatal traffic accidents in the past 5 years, the 2 traffic accidents happened in 2014 and 2015 respectively.

Question (3): Has TD implemented any measures to improve road safety after the occurrence of these traffic accidents?

In the traffic accident in 2014, a pedestrian was crashed by a concrete mixer truck when crossing the road at 116 Pok Fu Lam Road. There were pedestrian crossing facilities in the vicinity of the site and there were railings guiding the pedestrians using pedestrian crossing facilities nearby. After the accident, we have installed the "slow" road marking to remind drivers to slow down at the concerned road section to improve road safety.

In the traffic accident in 2015, a concrete mixer truck travelled down the slope of access road near 118 Pok Fu Lam Road, it lost control and crashed into a private car, causing the death of the driver on the private car. There were weight limit traffic signs at the access road near 118 Pok Fu Lam Road, vehicles with a total weight of more than 3 tonnes were prohibited from using the road. After the accident, we immediately requested Queen Mary Hospital to install an additional pair of weight limit traffic signs on the road to remind the driver of the weight limit of the road and enhance safety.

Question (4): As bus accident is a matter of public safety, the drivers' improper driving behaviour will pose a threat to public safety. However, due to the long standing shortage of bus drivers, the bus companies will not impose penalties on bus drivers even if they have problematic driving behaviour. How will the Police and TD follow up this matter? What penalties or improvement measures will be considered?

Bus companies would monitor the driving attitude and behaviour of bus captains on a regular basis including deploying plain-clothed staff to conduct on-board monitoring on bus captains on-duty, and conduct breath alcohol tests before their driving duty. Besides, electronic tachogragh on bus can also provide data to monitor the driving situation of bus captains.

If it is found that the bus captains have the need for enhancement on driving attitude and behaviour, franchised bus companies will provide driving improvement course or supplementary driving training for the bus captains to reinforce their driving skills, enhance their safety awareness and foster good driving behaviour. If serving bus captains are involved in traffic accidents or violate traffic laws in driving duty, bus companies will take appropriate disciplinary actions against the bus captains or even dismiss them depending on the nature and severity of the incidents.

The TD requested all franchised bus companies to further strengthen their internal monitoring systems to monitor bus captains' safe driving and service performance to further enhance the safety of franchised bus operation. Moreover, the TD will continue to collaborate with the Hong Kong Police Force ("HKPF") in holding "Road Safety Seminars" for franchised bus captains at which the HKPF is invited to give tips on safe driving, analyse major accident black spots in different districts and causes of bus accidents, in order to enhance the road safety awareness and promote good driving behaviour among bus captains.

Transport Department
March 2018

南區區議會(2016-2019)屬下
交通及運輸事務委員會
第十四次會議記錄

日期：2018 年 3 月 19 日
時間：下午 2 時 30 分
地點：南區區議會會議室

出席者：

朱慶虹太平紳士	（南區區議會主席）
陳富明先生 MH	（南區區議會副主席暨本委員會主席）
張錫容女士 MH	（本委員會副主席）
歐立成先生 MH	
區諾軒先生	
柴文瀚先生	
陳家珮女士	
陳李佩英女士	
朱立威先生	
馮仕耕先生	
林啟暉先生 MH	
林玉珍女士 MH	
羅健熙先生	
麥謝巧玲博士 MH	
徐遠華先生	
任葆琳女士	
司馬文先生	
陳文俊先生	
黃銳熹先生	
楊穎仁先生	

缺席者：

李民正先生

秘書：

練文惠女士	民政事務總署南區民政事務處 行政主任（區議會）3

列席者：

馬周佩芬太平紳士	民政事務總署南區民政事務專員
葉灝嘉女士	民政事務總署南區民政事務助理專員
郭裕鋒先生	運輸署高級運輸主任／南區
麥卓欣女士	運輸署工程師／南區及山頂 1
劉慧儀女士	運輸署工程師／南區及山頂 2
凌志偉先生	土木工程拓展署工程師 10（港島發展部 2）
鄭嘉曦先生	路政署區域工程師／南區
吳美媚女士	香港警務處西區行動主任
黃展武先生	香港警務處西區警區交通隊主管

參與議程二：

黃仲川先生	何黃交通顧問有限公司執行董事
蘇震華先生	何黃交通顧問有限公司高級交通規劃師

參與議程三：

馮文亮先生	路政署高級工程師／車站改善
陳樂生先生	路政署工程師／車站改善 1
曾向強先生	香港鐵路有限公司設計經理—南港島綫
楊莉華女士	香港鐵路有限公司公共關係經理—對外事務

參與議程六：

李建樂先生	城巴／新世界第一巴士服務有限公司公眾事務經理

開會辭：

主席歡迎委員及以下各常設政府部門代表出席會議：

(a) 運輸署高級運輸主任郭裕鋒先生；
(b) 運輸署運輸主任李煦丰先生；
(c) 運輸署工程師劉慧儀女士及麥卓欣女士；
(d) 土木工程拓展署工程師凌志偉先生；
(e) 路政署區域工程師鄭嘉曦先生；
(f) 香港警務處西區行動主任吳美媚女士；以及
(g) 香港警務處西區警區交通隊主管黃展武先生。

2. 主席表示，秘書處於會前收到李民正先生的缺席通知，請各委員備悉。

3. 主席建議每位委員就每項議程最多發言兩次，每次發言時間限時三分鐘。委員接納此項建議。

議程一： 通過 2018 年 1 月 22 日第十三次會議記錄

4. 主席表示，上述會議記錄的中英文文本初稿已於會前送交各委員參閱。秘書處在會前未有收到委員就會議記錄提出的修訂建議。

5. 委員會通過上述會議記錄的中英文版本。

議程二： 香港仔整體交通情況研究 – 香港仔中心短期交通改善措施
（此議題由南區民政事務處提出）
（交通文件 6/2018 號）

（司馬文先生、任葆琳女士、馮仕耕先生及楊穎仁先生分別於下午 2 時 33 分、2 時 36 分、2 時 37 分及 2 時 41 分進入會場。）

6. 主席歡迎何黃交通顧問有限公司的下列代表出席會議：

(a) 執行董事黃仲川先生；以及
(b) 高級交通規劃師蘇震華先生。

7. 主席請黃仲川先生簡介文件。

8. 黃仲川先生表示，顧問公司於 2017 年獲委聘參與南區地區主導行動計劃，並於同年 7 月展開「香港仔整體交通情況研究」。顧問公司已就不同時段的交通情況進行調查及蒐集數據。期間，顧問公司亦曾與各委員循不同渠道交流意見，以制定有效的改善方案。是次會議將向委員會簡介短期交通改善措施。

9. 蘇震華先生利用電腦投影片簡介「香港仔整體交通情況研究」

的初步研究成果，包括已識別的交通問題及香港仔中心的短期交通改善措施，重點如下：

(i) 進行巴士線改道及重置巴士站，以改善現時香港仔中心一帶候車乘客與行人爭路的情況，提升行人路服務水平（LOS）；
(ii) 修改西安街行車路線為單程西行，以紓緩西行車輛進入洛陽街的問題；以及
(iii) 收窄一段漁暉道的行車線，以改善行人過路安全；顧問公司已就建議諮詢消防處，消防處表示沒有意見。

他續表示，研究將繼續按計劃進行，預期於 2018 年 7 月完成。至於中、長期的改善措施，將適時向委員會匯報。

10. 多位委員就擬議項目發表提問及意見，重點摘錄如下：

(a) 司馬文先生認為，顧問公司只根據行人路服務水平指標制定改善措施並不全面，指顧問公司沒有考慮其他環保因素，包括空氣污染及交通噪音的滋擾等。在改善公共交通方面，他指研究沒有考慮將設於香港仔中心一帶的專線小巴站遷移至其他地點。此外，他認為若進行巴士線改道及重置巴士站，將對乘客帶來不便，因此他詢問顧問公司會否提出措施改善行人路環境，如加設欄杆、打擊違例泊車等，提升整體行人暢達度。最後，他要求顧問公司提供有關收窄漁暉道及建議行人過路處的詳細設計，如會否在路旁加設欄杆，使行人多用過路處；

(b) 歐立成先生 MH 指出，嘉諾撒培德學校（下稱「培德學校」）對出的香港仔大道雖設有行人過路設施，惟該處的安全島未能應付需求，經常擠滿行人，導致險象環生。為此，他詢問進行巴士線改道及重置巴士站的過程中，會否考慮改善上述情況。此外，他指現時香港仔海濱公園的巴士站已設有多條巴士線，若因修改巴士行車路線而增加香港仔海濱公園巴士站的路線，可能造成巴士輪候到站的情況，引致堵車，顧問公司須多加留意；

(c) 麥謝巧玲博士 MH 表示，培德學校對出的香港仔大道，人流眾多，惟安全島不敷應用，故認為短期改善措施亦應關

注該處的行人安全。她又指，位於香港仔大道聖伯多祿堂的巴士站，服務多條巴士路線，若計劃加設新巴 94A 分站，將對整條行車線造成影響。有見及此，她認為顧問公司應詳細研究各重置巴士站的位置，如設置新分站，而非集中在現有的巴士分站，以免較窄的路段出現堵車等問題。她對解決香港仔中心的交通問題表示支持，惟相關的改善措施不應對其他地區帶來負面影響。最後，她期望顧問公司能針對香港仔中心人車爭路、進入中心的車流量多而導致交通擠塞、行人過路安全及巴士輪候進站等問題作研究；

(d) 陳家珮女士表示，香港仔中心經常出現人車爭路的情況，甚或釀成交通意外，故她歡迎顧問公司提出針對性的改善措施。然而，她指新巴 595 號線的脫班情況非常嚴重，故欲瞭解實行短期改善措施後，脫班問題能否改善。其次，她認為顧問公司應考慮海怡半島居民的需求，以暫緩修改或以分階段方式修改城巴 95C 號線的行車路線。至於建議不行經香港仔中心的西行巴士路線，她認為顧問公司須注意有關安排對香港仔海濱公園巴士站的影響。因為該巴士站容量已飽和，途經的巴士往往需輪候入站。為此，她建議顧問公司在安排重置的巴士站時，亦須考慮改善分站的設施，如延長巴士停車灣等；

(e) 任葆琳女士認為，就顧問公司提出的修改路線建議，由於沒有增加行駛的巴士數目，故不會直接對培德學校附附近的行人安全構成額外影響。然而，她認為顧問公司在研究途經香港仔大道的巴士路線時，可考慮在聖伯多祿堂及漁暉道兩個分站之間加設新的分站，以紓緩上述分站候車乘客過多的情況。至於落實各項措施的程序，她不贊成分階段進行的做法。此外，她對遷移專線小巴站的建議持開放態度，惟認為應保留服務香港仔居民為主的專線小巴路線。她續指，香港仔中心缺乏上落貨地區，是導致交通擠塞的主要原因之一，因此顧問公司須就有關問題提出短期及長期改善方案。最後，她指運輸署正就遷移香港仔舊大街的小巴站諮詢地區意見，她要求顧問公司配合運輸署政策，提出短期措施改善香港仔舊大街的行人安全；

(f) 朱慶虹太平紳士表示，顧問公司建議將途經香港仔中心的

巴士路線悉數改行香港仔大道及香港仔海傍道，有欠周全，亦非唯一可行的方案。他以城巴 95C 號線為例，指當年為方便鴨脷洲及置富花園的居民往返香港仔中心購物或參與社區活動，故開辦該路線。多年前運輸署雖曾建議修改城巴 95C 號線的路線，惟最終因居民及長者的反對而擱置。如地區缺乏公共交通配套，便無法配合政府鼓勵長者參與活動，融入社區的政策。他認為，只要有效管制進入個別地區的交通流量，便能有助地區均衡發展；

(g) 羅健熙先生感謝顧問公司的努力，其提交的數據亦具參考價值，有助區議員與持份者理性討論。他續表示，委員會一直以來的共識均為減少繞經香港仔中心的公共車輛及大型車輛數目，除可解決堵車的問題外，亦可改善交通安全，並非厚此薄彼的做法。他認為，修改城巴 98 及新巴 595 號線的行車路線，可避免巴士因各種原因而堵塞於市中心內，亦可穩定班次，利多於弊，故他支持顧問公司的建議。然而，他認為顧問公司須關注相關措施落實後，違泊及上落貨問題可能會惡化；

(h) 張錫容女士 MH 表示，顧問報告指成都道的行人路狹窄，故建議修改城巴 98 及新巴 595 號線的行車路線及重置巴士站，惟她指重置巴士站的行人路亦非寬敞，該兩條路線於繁忙時段的候車乘客眾多。因此，她認為顧問公司應詳細研究相關的候車安排，如設置排隊方向的指示，又或增設欄杆等。至於香港仔海濱公園的巴士站，她指出經常有巴士輪候進站，亦有其他車輛使用該車站，堵塞行車天橋，故她建議顧問公司研究疏導巴士站的措施，以及改善候車乘客的安全；

(i) 徐遠華先生表示，在南區地區主導行動計劃下進行「優化香港仔整體交通情況」的主要目的，在於探討如何改善香港仔中心人車爭路及交通安全等問題。他認為，如保留現行的巴士路線，是違背計劃的原意。他指，重置香港仔內街的巴士站難免對市民帶來不便，惟卻可減低區內潛在的交通安全及堵車等問題。他又認為，重置巴士站後新舊車站之間只需數分鐘的步行時間，故不憂慮會有太多市民反對。他強調，重置巴士站有助改善地區交通及行人安全。至於培德學校的行人過路設施及遷移專線小巴站等問題，

他認為顧問公司應於其後的研究階段提出合適的改善方案，例如擴闊安全島；

(j) 陳李佩英女士表示，隨著社會進步，聚居南區的市民增加，使香港仔的交通問題逐漸增多，實在值得關注。然而，她認為改善交通的措施應以利民為先，不能忽視車站距離對長者的便利程度。因此，她認同朱慶虹太平紳士的意見，希望顧問公司考慮乘客及居民的意見，保留現時城巴 95C 號線的行車路線；

(k) 林玉珍女士 MH 認為，顧問公司的建議確實可以改善成都道的交通情況，惟將多條巴士路線的分站重置於香港仔海濱公園巴士站，將加重該車站的負荷。她建議顧問公司延長巴士停車灣及重組分站的位置，避免所有巴士路線集中使用同一車站。另她認為，顧問公司的建議未能解決新巴 595 號線於繁忙時段經常出現的脫班問題。她強調，有效的交通改善措施必須兼顧各項因素，如重置車站至香港仔市政大廈後，需處理周邊的環境衞生問題；

(l) 柴文瀚先生對顧問公司的建議表示讚揚，惟在執行細節上仍有改善空間。整體而言，改善措施有助解決成都道及東勝道的交通問題，減少大型車輛進入。他認為可按需求循序漸進推行有關措施，例如先實施為期 3 個月的試行計劃，然後再視情況及調查結果進行檢討。此外，他建議顧問公司研究以下事項：（一）因應市民往返香港仔及鴨脷洲的需求而重新編配香港仔巴士總站的車坑；（二）除持有特別許可的車輛外，禁止大型車輛（包括旅遊巴）進入成都道；以及（三）擴闊香港仔中心內街的行人路。關於更改西安街行車方向的建議，他認為會影響專線小巴的行車路線，故對此有所保留；

(m) 區諾軒先生感謝顧問公司提供的報告。他就短期措施提出以下意見：（一）建議分階段修改巴士行車路線及重置巴士站，以免市民未能於短期內適應多項變動而造成混亂。至於不同階段牽涉的巴士路線，委員會應從長計議；（二）建議顧問公司提供人流及候車乘客等數據預測，以評估重置巴士站的負荷；（三）指城巴 98 及新巴 595 號線於修改行車路線後需途經香港仔市政大廈後面的一組交通燈，他

建議可調整燈號時間；以及（四）建議重新評估西安街及洛陽街於巴士線改道及重置巴士站後的行人流量；以及

(n) 林啟暉先生 MH 表示，在解決香港仔中心長期的交通問題及重置巴士站對居民帶來的不便兩者之間，必須取得平衡。他認為新巴 595 號線的乘客應不會對路線改道及重置車站的建議有太多的反對意見。然而，他認為運輸署應認真處理細節，如調整交通燈號的時間，相關措施亦應分階段進行，使居民易於適應各項調整。此外，他表示城巴 95C 號線近年曾修改路線，現階段不宜再次調整，以免引起乘客不滿。

11. 黃仲川先生就委員的提問及意見綜合回應如下：

(a) 顧問研究的目標，旨在增加香港仔市中心的交通循環能力。為此，顧問公司須為整體交通進行分流，從而尋找空間落實不同的改善措施；

(b) 分流交通的概念主要包括將現時途經市中心狹窄街道的巴士路線，遷移至香港仔大道及香港仔海傍道；相關安排難免影響乘客往返車站的步行時間；

(c) 另一交通分流的概念牽涉更改西安街的行車方向，目的在於紓緩洛陽街的擠塞情況。現時洛陽街的堵車情況非常嚴重，每逢假日，車龍均伸延至香港仔海傍道，影響香港仔海濱公園巴士站的運作。故此，顧問公司認為應採用「先改善，後建設」的方案，先分流部分途經洛陽街的巴士路線，減低巴士於狹隘街道轉彎時因慢駛而對其他車輛造成的影響。此外，巴士站上落的乘客較專線小巴為多，因而需要較長的停留時間，堵塞尾隨的車輛。有見及此，顧問公司認為應率先針對巴士衍生的問題先提出解決方案，再分階段處理專線小巴等問題；

(d) 短期目標旨在推出快速可行的方案，除盡快改善交通環境外，更避免因進行大型土木工程所需的冗贅程序及高昂費用；

(e) 有關收窄漁暉道行車路的建議，主要目的是減緩行車速

度，改善行人及駕駛者的視線，提升道路安全；以及

(f) 由於香港仔的城市設計已有數十年歷史，在道路狹窄、人流車流絡繹不絕的情況下，改善交通的自由度委實有限。顧問公司已務求平衡各持分者的需求。當備悉各委員的意見後，將與運輸署聯絡，商討分階段進行的方案。

12. 蘇震華先生就委員的提問及意見作綜合回應如下：

(a) 澄清研究合約範圍未有涵蓋研究交通噪音及空氣污染等方面；

(b) 改善專線小巴的行車路線及重置小巴車站等工作已納入研究，惟顧問公司認為現階段應針對急切的交通問題，建議短期的改善措施。顧問公司將於日後詳細探討有關車流、人流等因素及巴士分站重置後對各主要行人吸引點的影響，繼而考慮是否進行較大型的交通工程；

(c) 顧問公司已因應重置巴士站而就行人暢達度進行研究，當中包括安全、舒適及方便三大因素。顧問公司表示，根據運輸署的標準，重置車站的步行距離應位於 400 米範圍內，惟現時香港仔中心內各主要行人吸引點，如商場、食肆、購物中心與重置車站後的距離不遠，如城巴 98 及新巴 595 號線重置巴士站後，實際的步行距離是少於 200 米，且接連的行人路均平坦寬闊，符合運輸署制定的安全標準；

(d) 有關重置車站的候車安排，香港仔大道南面的行人路相對較寬闊，可分兩邊輪候，根據評估，該處有足夠的輪候空間；

(e) 有關漁暉道設置較窄行車線及新增行人過路處方面，顧問公司認為此舉較於兩旁興建欄杆更為有效，而設計亦方便往返石排灣升降機塔的市民；

(f) 當西安街的行車方向更改後，香港仔大道介乎西安街及香港仔水塘道之間的車流量預料將減少；從交通工程的角度而言，運輸署可因應需求，為該路段的交通燈號進行適當

調整，延長行人過路燈的時間；

(g) 顧問公司了解香港仔海濱公園西行巴士站的情況，研究報告中亦已包含涉及土木工程的改善方案，後者將計劃於下一階段進行；

(h) 對於委員關注巴士站車流增加的問題，由於建議改善方案並沒有增加巴士路線，故聖伯多祿堂及香港仔海濱公園兩個分站的負荷應沒有太大改變；

(i) 在研究增加巴士分站時，須考慮多項因素，包括相關地點是否設置於慢線、容許興建巴士停車灣及乘客輪候的空間等；

(j) 有關新巴 595 號線及其他巴士路線的脫班問題，須待巴士線改道及重置巴士站後再作探討；

(k) 倘建議維持城巴 95C 的路線不變，並保留洛陽街的分站，將未能有效提高行人路服務水平；

(l) 顧問公司將於下一階段就上落貨及私家車違泊等情況進行研究及提出改善措施；

(m) 香港仔舊大街的行人安全問題將納入研究的中期改善方案；

(n) 顧問公司已就湖南街巴士總站各巴士路線的上落客位置進行調查及研究，就擬議方案而言，城巴 90B、98 及新巴 595 號線雖以混合模式共同使用同一車站，惟相關位置仍能提供足夠空間予候車乘客。倘將上述巴士路線擬議於香港仔海傍道的巴士站與隧巴 107 於湖南街巴士總站內的車站對調，從行人路服務水平而言並無反對意見；

(o) 如落實建議的短期措施，成都道、洛陽街行人路及湖南街巴士總站的行人候車位置將會改善；而行人路服務水平將回升至 C 等級。顧問公司得悉運輸署正研究其他擴闊行人路的方案，如配合該等方案，行人路服務水平可大幅改善；以及

(p) 至於成都道及香港仔大道交界的車流量，將不會因巴士線改道及重置巴士站而對交通造成顯著影響。

13. 劉慧儀女士回應表示，署方大致上同意顧問公司提出的交通改善措施。就改善香港仔大道近培德學校的過路處，署方將於有關的短期交通措施實施後蒐集人流及車流數據，再研究調整過路處行人交通燈的燈號時間。

14. 多位委員再次就擬議項目發表提問及意見，重點節錄如下：

(a) 司馬文先生表示，所有短期措施可惠及區內居民、商戶及訪客，故無需分段進行，促請委員會支持及盡快落實方案。他又認為，重置巴士站後前往商場及社區中心的步行距離與原本相若，因而不會對長者帶來嚴重影響。他認為顧問下一階段工作的重點不應繼續集中於改善行人路服務水平，而應廣泛研究香港仔中心的模式，包括改善商戶上落貨問題、加建欄杆以改善行人的安全、研究改善行人通道的暢達度、解決堵車問題以改善空氣質素等。最後，他期望專線小巴營運商能配合社區需求，遷移現時設於內街的小巴站；

(b) 歐立成先生 MH 就運輸署的回應提出建議，如香港仔大道近培德學校的車流量減少，除延長行人過路綠燈的時間外，署方亦應考慮拆除安全島，以方便行人過路；

(c) 林玉珍女士 MH 認為，改變西安街的行車方向將對周圍的交通造成連鎖效應，故詢問顧問公司研究時，有否蒐集相關評估數據；

(d) 任葆琳女士不贊同以分階段模式進行建議的短期交通改善措施。她解釋，受影響的巴士路線牽涉不同地區的居民，故應一視同仁，執行上更有效率。另她認為，在改善香港仔交通的議題上，各持份者應齊心改善區內的交通問題。此外，她贊成遷移設於內街專線小巴車站的建議，惟主要服務香港仔居民的路線則不應受影響；

(e) 黃銳熹先生表示，洛陽街及成都道的交通問題已非常嚴

重，行人及車輛流量均達致高水平，因此他認為應盡快進行相關短期改善措施。他又認為，顧問公司應藉中期實行的措施處理其他相關問題，包括（一）重組湖南街巴士總站的車坑，活用空間；（二）解決香港仔中心區內及香港仔舊大街缺乏上落貨區域的問題；以及（三）重置部分巴士路線車站至香港仔海濱公園巴士站後，前往香港仔海濱公園的行人將增加，須改善該路段的行人安全；

(f) 朱慶虹太平紳士對顧問公司的研究方向表示認同。至於巴士路線改道及重置巴士站的建議，他指相關安排雖會影響不同地區的居民，但受影響的程度及範圍卻有所不同。因此，他認為分階段實施計劃不會對整體改善措施構成障礙。他又指，當年運輸署建議於洛陽街設置巴士站，他曾提出有行人安全的顧慮，惟署方當時表示沒有安全問題，現時卻建議取消該巴士站，實為自相矛盾。他續表示，委員會可於會後與運輸署共同商討落實措施的細節安排，優先處理已達成共識的建議；

(g) 羅健熙先生表示，香港仔的交通問題積累多年，要解決問題實在難以一蹴而就。然而，現時顧問公司提出的建議方案，正是一個解決問題的契機，故他認為各委員應把握機會，了解市民所需，綜合各階層的意見，以釐訂發展方向。他又認為，倘委員會原則上同意建議措施，執行細節可交由工作小組或工作坊跟進。最後，重置巴士站方面，他贊同將新巴 595、城巴 98 及 90B 號線的巴士站設於湖南街巴士總站，而將隧巴 107 及機場巴士 A10 號線的巴士站保留於香港仔海傍道北行線的巴士停車灣；

(h) 柴文瀚先生認同委員會應先釐訂改善交通的方向，當中應包括處理違例泊車，及限制大型車輛進入內街等問題。另外，他質疑更改西安街行車方向的可行性，認為若容許車輛西行，將導致小巴重新使用成都道，令市民質疑有關措施與改善香港仔中心交通的原意背道而馳，他建議顧問公司重新檢討相關方案。至於落實措施方面，他認為，最理想的方案是同期執行，以示公允。然而，他認為重置車站的位置最具爭議，故顧問公司應就重置巴士站提供多個選擇方案；

(i) 林啟暉先生 MH 認為，香港仔的交通環境複雜，委員會期望在紓緩香港仔交通問題之餘，亦兼顧他區居民的利益，故能理解各委員就建議的短期措施有不同意見，惟討論應盡量協調多方利益。為此，他建議就短期措施進行公眾諮詢時，各持份者應廣泛收集民意，以便就方案達成共識；以及

(j) 主席表示，委員雖有不同意見，但大致支持短期措施的方向。他亦對顧問公司提出的措施表示歡迎，但希望顧問公司關注城巴 95C 號線改道及重置巴士站對置富及海怡半島居民的影響，考慮有否其他替代方案。

15. 黃仲川先生感謝委員的意見及支持，表示顧問公司將就委員提出的意見，於下一階段的工作中與運輸署進行磋商。顧問公司將草擬報告，內容包括各項改善措施的時間表、項目細則等，完成後會提交委員會審閱。

16. 蘇震華先生回應表示，根據初步評估所得資料，當西安街轉為西向單行後，洛陽街的汽車流量將減少約 30%。然而，若只將介乎東勝道及香港仔大道之間的西安街轉為西行，則不能改善洛陽街交通擠塞的問題。在重新規劃湖南街巴士總站方面，顧問公司其後會向委員會匯報相關方案。此外，對於非繁忙時段利用巴士車坑作其他用途的意見，雖然非繁忙時段的車輛較少，但候車乘客數目與繁忙時段相比沒有太大改變，為顧及行人安全，顧問公司對此有所保留。至於巴士總站範圍內行人過路方面，顧問公司已有具體的設計概念，以保障行人過路安全。他續表示，當重置洛陽街巴士站後，行人路服務水平將可由 D 等級提升至 C 等級。此外，顧問研究將針對減少私家車違泊及上落貨提出改善方案，惟仍須執法部門的配合。顧問公司亦會研究有關規限旅遊巴士駛入香港仔內街的建議，但需平衡需求。

17. 郭裕鋒先生回應表示，不論是否分階段推行改善措施，署方在落實時亦須與巴士公司協調有關巴士線改道及重置巴士站等安排，按既定程序進行地區諮詢，蒐集市民意見。署方期望相關改善措施能順利進行。

18. 馬周佩芬太平紳士表示，顧問研究作為「地區主導行動計劃」其中一個項目，主要目的是提出解決香港仔交通問題的方法。部門期望改善香港仔的整體交通後，亦有助改善南區的交通情況。她又表示，

顧問公司所提出的短期措施，是整合早前南區民政事務處所舉辦的工作坊上各委員提出的意見。雖然委員有出席該次工作坊，惟部門認為，委員會的意見亦相當重要，故應在委員會會議上正式提出議程，諮詢委員的意見。部門期望於聽取委員的意見及建議後，再與顧問公司及運輸署進一步優化建議。她續指，由於改善措施涉及巴士公司的配合以及運輸署和執法部門的參與，亦須進行地區諮詢，故待顧問公司於會後整理委員的意見後，將再與委員會及相關部門商討各項改善措施的細節。最後，她期望是項研究能有效改善南區的交通問題，研究的下一階段將提出中期及長期的改善措施，屆時將再次諮詢委員會，以進一步改善區內的交通情況。

19. 主席總結表示，委員會大致支持顧問公司提出的短期措施方向，惟對細節有不同意見。主席請運輸署備悉委員的意見，積極考慮推行可於短期內改善香港仔交通情況的措施，並可按情況考慮分階段推行，讓市民易於適應。

議程三： 續議事項 — 擬建黃竹坑公共運輸設施行人路上蓋（交通文件 7/2018 號）

20. 主席歡迎以下路政署及香港鐵路有限公司（下稱「港鐵公司」）代表出席會議：

(a) 路政署高級工程師／車站改善馮文亮先生；
(b) 路政署工程師／車站改善(1)陳樂生先生；
(c) 港鐵公司設計經理／南港島綫曾向強先生；以及
(d) 港鐵公司公共關係經理／對外事務楊莉華女士。

21. 主席請馮文亮先生簡介文件。

22. 馮文亮先生表示，綜合委員會的意見及諮詢相關部門後，已與港鐵公司修訂擬建行人路上蓋的設計，並將由曾向強先生介紹文件中經修訂後的設計方案。

23. 曾向強先生以電腦投影片匯報擬建黃竹坑公共運輸設施行人路上蓋設計的修訂。於 2018 年 1 月 22 日的第十三次委員會會議上，有委員要求移除現有巴士站上蓋，並擴闊擬建的行人路上蓋，但基於現場環境限制，擬建行人路上蓋將位於明渠結構的路面上，有若干重

量限制，而現時結構所能承托的最大上蓋闊度為 3.5 米。由於港鐵黃竹坑站 A 出口外的行人路須預留距離路邊約 0.5 至 0.6 米的空間；以及香葉道東行方向因路面結構限制，該兩處的擬建行人路上蓋闊度將為約 3 米。此外，為平衡透光設計與陽光直射對候車乘客及行人的影響，擬建上蓋的面板中央部分將採用透光物料，另外兩邊則採用鋁質面板。為使上蓋設計更融合黃竹坑站附近環境，建議不透光上蓋部分採用兩種跟南港島綫高架橋幕牆相似的綠色；而柱身會安排使用圓形的金屬面板以掩蓋喉管及電線。至於巴士站及小巴站附近加設座椅，建議有關座椅安裝於行人路上蓋結構支柱之間，以減少對候車乘客及行人的影響。最後，有關綠化和其他地區改善設施，由於須與相關政府部門商討後續管理和保養事宜，為免影響上蓋的興建進度，建議有關設施可考慮作為地區小型工程跟進。

24. 多位委員就擬議項目發表提問及意見，重點摘錄如下：

(a) 徐遠華先生感謝路政署及港鐵公司吸納委員會在 2018 年 1 月 22 日會議的部分意見，並對修訂方案表示支持，包括採用與黃竹坑站外牆相同的色調、透光設計，以及將專線小巴 4M 號線的車站上蓋由原本的 3 米擴闊至 3.5 米，為乘客提供更舒適的候車環境。另外，綠化計劃方面，他建議上蓋工程配合地區設施管理委員會的相關小型工程進行，以減少對周邊環境及候車乘客的影響；

(b) 司馬文先生支持修訂方案，惟希望上蓋面板的底部與頂部採用相同顏色的板材，以及於整個上蓋使用兩種綠色，以配合港鐵黃竹坑站的設計色調。此外，他詢問上蓋落成後，巴士及小巴站是否使用統一設計的站牌及資訊顯示屏，他不希望使用額外的站牌。有關現時的巴士站長室，他認為設計及用料不美觀，亦缺乏空調等設施，他希望運輸署及港鐵公司作出改善，以配合車站設計。他續指，巴士站附近的渠面尚有部分未塗上黑漆，特別是公共運輸設施的東面，希望港鐵公司跟進。最後，他表示有不少市民會騎單車到港鐵車站，並把單車停泊在站外，他要求運輸署提供合適的單車泊位供市民使用；

(c) 林啟暉先生 MH 表示接受修訂方案。另外，他詢問上蓋兩旁綠色面板和中央透光部分的闊度，擔憂透光的部分會影響乘客候車；以及工程分期開展的預計進度和完成

時間；

(d) 麥謝巧玲博士 MH 感謝路政署及港鐵公司接納委員的意見，並歡迎修訂方案，她期望工程盡快展開和提供時間表。她又指出候車乘客經常受陽光直射，促請路政署及港鐵公司在設計上蓋時多加留意；

(e) 歐立成先生 MH 表示，由於港鐵黃竹坑站 A 出口設有升降機及扶手電梯，擔憂擬建長椅會妨礙乘客來往巴士站。他認為巴士及小巴班次頻密，候車乘客不會太多，故建議只於各車站設置兩至三張獨立座椅讓行動不便的人士使用；

(f) 任葆琳女士支持修訂方案，認為擬建行人路上蓋由 3 米擴闊至 3.5 米足以為候車乘客遮風擋雨，並希望盡快開展工程；

(g) 羅健熙先生感謝路政署及港鐵公司就方案作出修訂。然而，上蓋的物料方面，他傾向採用透光玻璃而非金屬面板，指出現時透光玻璃可通過不同方法減低透光度。他解釋指，金屬予人堅硬的感覺，如使用透光玻璃，感覺較為柔和，既可為候車乘客及行人提供舒適的空間，自然光對行人及植物亦有好處。此外，他對加設長椅沒有意見，惟設計時應於柱位之間預留空間讓行人通過；以及

(h) 柴文瀚先生對路政署及港鐵公司修訂設計表示感謝，並希望委員會盡快就設計達成共識。他又指，該公共運輸設施已啟用一段日子，應檢討巴士站的安排，如將較多乘客使用的巴士站置於靠近港鐵站出口的位置，相反亦然。他認為有關安排可與上蓋工程一併進行，亦有利放置電子資訊顯示屏。此外，有關上蓋周邊的綠化事宜，他期望日後可於地區設施管理委員會上與相關承辦商討論，以融合上蓋的設計。

25. 馮文亮先生回應表示，感謝委員對方案的支持，由於委員提出的意見主要涉及工程的技術細節，將由港鐵公司回應。他認為提出的意見應不會有太大技術問題，可在設計上調整。

26. 曾向強先生回應表示，有委員建議不透光面板採用與港鐵黃竹坑站外牆的兩種綠色，他表示原先的設計是淺色面板，上蓋會較明亮，但可考慮委員建議的綠色。至於中央面板的透光部分，他表示面板並非全透明，但會在詳細設計中考慮如何減少強烈陽光照射對乘客的影響，如採用磨砂或花紋設計。有關巴士及小巴站牌，港鐵公司已與運輸署商討整合安裝於擬建上蓋。工程進度方面，如設計獲委員會支持，將展開詳細設計及向相關部門申請批文，預計於 2018 年年底開展工程，並於 2020 年上半年竣工。港鐵公司計劃在各巴士或小巴站附近放置兩組長椅，故不會阻礙柱位之間的空間，亦可讓行人通過。關於巴士站的安排，會再與運輸署商討，以決定各巴士站的位置。

27. 郭裕鋒先生表示，就委員指巴士公司的站長室設計與上蓋設計不協調，運輸署會將委員的意見向巴士公司轉達，在進行上蓋工程時，考慮一併改善站長室的設計。關於巴士站牌，署方會與巴士公司跟進，統一設計，以免令市民混淆。署方亦會考慮重組巴士站位置的意見。

28. 徐遠華先生表示，由於工程預計於 2020 年竣工，期間市民仍會受日曬雨淋之苦，故他建議將專線小巴 5M 號線的車站遷至港鐵行人天橋下方，作為臨時安排，方便長者或病人候車。另他指出，最好也能把專線小巴 4M 號線的車站遷移，但因該線乘客較多，他理解會存在困難。

29. 司馬文先生欲確定日後黃竹坑公共運輸設施不會出現額外種柱的巴士站牌，而電子顯示屏會統一設計並安裝在上蓋。此外，關於上蓋的金屬面板，他擔憂金屬物料會生鏽，希望相關部門採用優質物料（如防鏽至少十年）及注意品質監控。他支持羅健熙先生的建議，希望面板能採用玻璃物料，並指可透過不同設計改善玻璃面板隔熱的問題，又舉例指連接港鐵黃竹坑站的天橋亦採用玻璃物料，惟該等物料需頻繁清潔及維護。考慮到區內居民的利益，他不反對路政署和港鐵公司提出的設計方案，惟認為以玻璃物料作面板較好。最後，他指港鐵公司未有回應巴士站附近渠面的油漆問題，希望港鐵公司跟進。

30. 曾向強先生回應表示，已預留空間在巴士站候車位置安裝實時抵站資訊電子顯示屏，但須由巴士公司負責安裝。至於金屬面板的物料，港鐵公司會按照路政署的設計標準採購，而該標準的設計及維修標準相當高，物料必須可使用 20 至 30 年。

[redacted]

[redacted]

33. 主席請運輸署就臨時遷移專線小巴站位置的建議作回應。

34. 郭裕鋒先生回應表示，備悉委員的建議，會與專線小巴營辦商商討遷站的可行性。此外，署方計劃將所有站牌懸掛在上蓋，相信可讓市民獲得充足的乘車資訊，而種柱的站牌則視乎日後有否需要裝設。

35. 主席總結表示，委員會支持路政署的設計方案，並請路政署及港鐵公司備悉委員的意見，盡快進行詳細設計及開展上蓋工程，以及適時匯報工程進度。

議程四： 赤柱大潭橋壩增設交通燈事宜
（此議題由陳李佩英女士提出）
（交通文件 8/2018 號）

36. 主席請陳李佩英女士簡介文件。

37. 陳李佩英女士表示，運輸署曾於 2017 年 9 月 18 日的第十一次交通及運輸事務委員會上，提出大潭道（水壩段）的交通管理措施建議，包括禁止重逾三噸的車輛於繁忙時段從北面駛入水壩，以及進行交通燈試驗計劃。交通燈試驗完成至今已有半年，區內居民欲得知試驗結果，並希望運輸署盡快制定措施，解決大潭橋壩交通擠塞。早前，她在區內進行問卷調查，收到數百份回覆，結果顯示大部分居民要求當局盡快解決大潭橋壩的交通擠塞問題。她續指，大潭橋壩的交通擠塞問題於區議會討論多年，仍懸而未決。儘管完成了交通燈試驗，署方卻未就增設交通燈一事給予明確答覆，回應居民的訴求。因此，她向署方提出以下要求：首先，運輸署須提供 2017 年 9 月及 11 月交通燈試驗的結果，並回應署方是否會在大潭道（水壩段）增設交通燈，

如署方未能於是次會議回覆，則應交代何時答覆；第二，運輸署自 2018 年 1 月 19 日起延長禁止重逾三噸的南行車輛於繁忙時間駛入水壩的時段，亦請署方匯報有關措施的成效。她重申，大潭道的交通問題不容忽視，鄰近的紅山半島居民亦已先後兩次去信區議會，她要求署方必須正視居民的訴求。作為短期措施，當局應安排交通督導員於繁忙時間指揮交通，維持秩序。

38. 麥卓欣女士回應表示，署方在 2017 年底進行交通燈試驗及實施延長禁止重型車輛駛入大潭道（水壩段）的措施。署方進行交通燈測試期間，發現車輛須等候燈號以通過大潭道（水壩段），行車時間亦會相對延長，但亦接獲不少市民意見指，有關安排令行車較有秩序。至於延長禁止重型車輛駛入大潭道（水壩段）的成效，根據警方提供的資料，有關措施已取得一定成效。

39. 多位委員就此議題發表提問及意見，重點摘錄如下：

(a) 馮仕耕先生認為大潭水壩的交通情況在區議會討論多年，相關部門應予正視。大潭水壩建成超過一百年，由於路面狹窄，實在難以應付現時的交通需求，特別是巴士及重型貨車，難以同時雙向行駛。如遇上交通意外，更會導致交通癱瘓半小時以上。過往委員會曾提出多項建議，包括增設交通燈，並於路面裝設壓力感應器以調節燈號，從而控制車龍。他歡迎運輸署回應委員會的訴求，於 2017 年底進行交通燈試驗，又指居民對試驗的反應正面，證明增設交通燈是可行的方案。最後，他希望署方盡快落實裝設交通燈的時間表，以解決大潭道的交通問題；

(b) 麥謝巧玲博士 MH 同意陳李佩英女士及馮仕耕先生的意見，又指交通燈試驗的成效顯著，質疑署方何以未能落實加設交通燈的決定。她續表示，署方了解大潭道（水壩段）出現交通擠塞的成因，卻沒有積極處理，是不負責任的表現。她促請署方盡快處理；

(c) 林啟暉先生 MH 表示，既然居民贊成裝設交通燈，署方應及早推行有關措施；

(d) 司馬文先生認同其他委員的意見。儘管測試期間他曾在路上遇見一名駕駛者反對裝設交通燈，但大部分居民均贊成

加裝交通燈，故認為署方應盡快實行。他認為興建另一座行車大橋亦是可行的解決方案，惟耗資巨大，相對而言，裝設交通燈是更簡便省錢的方案；以及

(e) 陳李佩英女士表示，大潭水壩歷史悠久，如大型車輛在水壩相遇而造成堵車，將導致大量車輛滯留在水壩，影響水壩安全，故建議相關部門在維護水壩之餘，亦應避免過多車輛堵塞在水壩。她續指，儘管交通燈增加車輛的等候時間，但駕駛者較有預算，亦能順暢地通過該路段，以及疏導通往淺水灣方向的車流。因此，她希望署方盡快就設置交通燈作出決定。

40. 麥卓欣女士感謝委員對交通燈試驗的支持，亦了解委員希望能盡快落實增設交通燈。她表示，設置交通燈後，車輛需較長時間行駛該路段，但行車情況相對有秩序，亦沒有出現擠塞的情況。交通燈試驗計劃完成後，署方亦接獲區議員及公眾人士從不同途徑表達的意見，大多數人贊成安裝交通燈，認為更易掌握出行的時間，減少交通擠塞的機會，但亦有少量反對意見，指平日未必會遇上交通擠塞，而增設交通燈會延長通過壩面的時間。交通燈試驗計劃完成後，署方現正研究如何平衡雙方的意見，例如於不同的行車方向及時段，採取不同交通燈號的時間設定，務求減少不同方向及路段的行車時間。署方亦積極與不同部門緊密合作，計劃於 2018 年 4 月開始於大潭橋壩兩端實施臨時交通措施，以便進行勘探及管線安排等工作。署方期望於 2018 年稍後的時間，向委員會匯報詳細的方案。

41. 司馬文先生表示，署方的首要任務是於大潭道安裝交通燈，其次才是調節交通燈號循環的設定。他希望署方日後可引入高科技或智能觸發器，以建立智能交通控制系統。最後，他促請署方盡快安裝交通燈。

42. 主席總結表示，委員會普遍贊成於大潭道（水壩段）增設交通燈，以改善該處的交通情況，並提升道路安全，避免因大型車輛迎面相遇而造成交通擠塞或意外，甚至損害水壩的結構。主席請運輸署備悉委員的意見，盡快安裝交通燈及提交相關時間表。

（任葆琳女士及陳家珮女士分別於下午 4 時 43 分及 5 時 09 分離開會場。）

議程五： 檢討巴士司機的駕駛問題
（此議題由馮仕耕先生提出）
（交通文件 9/2018 號）

43. 主席請馮仕耕先生簡介文件。

44. 馮仕耕先生表示，對 2018 年 2 月於大埔發生的九巴車禍感到難過。他續指，南區的山路多彎且狹窄，不時發生交通意外，導致市民受傷，例如列作交通黑點的薄扶林道、大潭水塘道等，倘巴士司機在大潭水塘道高速行駛，撞向沒有防撞欄的地方，便有墜落山坡的風險，後果不堪設想。區議會過往曾多次討論南區山路的交通問題，他亦曾於 2011 年與運輸署代表實地視察，研究淺水灣道近赫蘭道是否設有足夠防撞欄。此外，根據警方的書面回覆，南區於 2017 年共發生 58 宗涉及有人受傷的交通意外，平均一星期超過一宗，情況值得關注。儘管現時巴士會裝設俗稱「黑盒」的行車記錄儀，但一般於意外發生後才會進行檢查，故要求巴士公司及相關部門加強監察，定期檢視巴士的行車記錄儀。另外，除巴士司機高速駕駛外，不少交通意外的成因是防撞欄等道路安全措施不足，因此他要求相關部門盡快檢視區內的道路，在適當地點加裝防撞攔。他又建議在容易發生意外的高危路段，限制巴士的車速至 30 公里。他認為，巴士公司及相關政府部門須加強監察及執法，保障巴士服務安全可靠。

45. 多位委員就檢討巴士司機的駕駛問題提問及發表意見，重點摘錄如下：

(a) 麥謝巧玲博士 MH 表示，於 2018 年 2 月發生的大埔車禍令不少市民震驚，社會十分關注巴士司機的駕駛態度。她詢問運輸署如何監管巴士公司的培訓工作，以及有否進行抽樣調查，監察司機的駕駛態度，並向巴士公司反映調查結果。她認為，巴士司機的態度與培訓工作息息相關，如巴士公司培訓得當，司機的駕駛態度會較佳。此外，她表示經常目睹市民投訴司機不停站或態度欠佳等，雙方繼而發生口角，或會影響司機情緒甚至其駕駛行為，故署方有責任監察司機的駕駛態度；

(b) 羅健熙先生認為，只改善司機的駕駛態度及道路安全並不足夠，亦不應將矛頭直指司機。他不否認部分巴士司機的

態度有待改善，但認為核心問題在於現時運輸行業的整體環境，包括巴士司機的待遇等。他認同運輸署及相關部門應進行提升道路安全的工作，如強制巴士公司在巴士上層座椅加裝安全帶；至於在道路加設防撞欄，他對其保護作用有所保留。此外，他指巴士司機不時遭乘客責罵，面對很大壓力，如欲改善司機質素及招聘人才，巴士公司實應提供吸引的待遇；

(c) 區諾軒先生同意有需要加強巴士及道路安全措施，但認為問題關鍵在於勞資矛盾，並批評偏袒資方的政黨。就巴士司機的待遇，他指巴士公司未能妥善執行運輸署的《巴士車長工作、休息及用膳時間指引》（下稱「《指引》」），不少司機投訴《指引》中 1 小時用膳、30 分鐘休息及 5 分鐘使用洗手間的安排難以實行，而司機往往需加班才能賺取足夠月薪。因此，署方應審視《指引》，下調最高工時，以及檢討巴士司機的薪酬制度。他期望各委員除討論巴士司機的駕駛態度外，亦應檢討巴士司機的工作性質及環境；

(d) 陳李佩英女士表示，由於赤柱等偏遠地區的道路彎多且窄，故司機的駕駛態度十分重要，但市民亦有責任減少對司機的干擾。她認為，除教育巴士司機的駕駛態度外，亦應就司機的工作時間、壓力和待遇作多方面檢討。她建議考慮在司機位置設隔板，以保障行車安全；

(e) 林啟暉先生 MH 認同應增設防撞欄，既可提升道路安全，亦減低車輛墜坡的風險。儘管在大埔的車禍中，輿論將矛頭指向司機的駕駛態度，惟他認為不能一概而論。他認為，導致該宗意外的背景因素眾多，包括勞資問題、巴士司機的休息時間等，但由於相關討論超出委員會的職權範圍，故是次會議應集中討論改善司機的駕駛態度；

(f) 柴文瀚先生認為，大部分巴士司機均盡責有禮，故不應因個別事件指摘所有巴士司機。他續指，運輸署未完全運用專營權賦予的法定權力監管巴士公司，因巴士公司長期缺乏人手，導致不同巴士路線脫班，故應透過專營權促使巴士公司招聘充足人手，如未能達標，則須處罰巴士公司。硬件方面，他同意在巴士座椅加設兩點式安全帶，提升乘

客的安全意識；至於加設防撞欄的建議，他引述屯門公路曾發生一宗交通意外，但該處的防撞欄未能發揮作用，故相關部門須認真考慮防撞欄是否能改善問題。最後，他指巴士車速未必是意外的主要成因，如限制巴士在部分路段的車速至 30 公里，將嚴重影響其他道路使用者；

(g) 司馬文先生表示，如探討道路安全，需考慮司機、設備及道路三個因素。委員集中討論專營巴士的司機態度，但他認為非專營巴士司機的駕駛態度亦須留意，因他們沒有像專營巴士司機般接受有系統的訓練，故詢問運輸署有否為非專營巴士司機提供培訓。他續指，因車輛設備故障引起的交通意外較少，故他認為設備故障的風險較低。反之南區的道路問題較嚴重，他指出不少是舊山路，既斜又窄，且視線有限、欠缺防撞欄及安全島等，如巴士或大型車輛迎面相遇，須其中一方讓道才能通行，故運輸署應針對上述問題提出改善計劃。他認為運輸署應提供潛在上述問題的路段列表，讓委員會討論改善方案，如加設警告牌、強制長車慢駛的標誌等。對涉及巴士的交通意外，他認為不應着眼於交通黑點，而是有安全問題的路段，例如自香港仔隧道至赤柱一段香島道、石澳道至石澳迴旋處等路段均頻生意外；以及

(h) 朱慶虹太平紳士認為，擬議項目是討論巴士司機的駕駛態度，司機駕駛時也應將乘客安全放在首位，而《指引》及專營權等問題則屬次要。他同意馮仕耕先生加設防撞欄的要求，因海灣區、赤柱及大潭等地的道路十分狹窄，相關部門應檢視有否加裝防撞欄的需要，以保障乘客安全。此外，他認為司機的薪酬及《指引》亦有需要改善，但問題癥結是巴士公司在招聘時遇到不少困難，故各持份者應同心協力解決問題，探討改善司機駕駛態度及提升乘客安全事宜，而不應針對個別人士的政治立場。

46. 郭裕鋒先生回應表示，巴士公司會定期透過行車紀錄儀檢視車長的駕駛表現，亦會定期安排便衣人員乘車監察，以監察司機的駕駛態度。署方如在日常監管中發現問題，或接獲投訴後，將向巴士公司反映，並要求巴士公司提出具體改善方案。另一方面，署方已要求巴士公司加強執行《指引》的要求；而署方的巴士科已修訂《指引》，其中一項改動是將車長的工作時數由最長 14 小時減至最長 12 小時，希

望巴士公司盡快落實，改善司機的工作環境。就大埔的交通意外，行政長官已成立香港專營巴士服務獨立檢討委員會（下稱「獨立檢討委員會」），並委任法官為主席，成員亦包括署方代表，以檢討意外成因及可作改善之處，期望能解決相關安全問題，令巴士的整體運作更安全。

47. 劉慧儀女士表示，加設防撞欄方面，現時所有巴士站的設計，包括面積、視線等均符合署方的設計標準，如有需要，可在巴士站前後加設防撞欄。

48. 多位委員再次就檢討巴士司機的駕駛問題提問及發表意見，重點摘錄如下：

(a) 歐立成先生 MH 表示，他觀察到南區的巴士司機大多態度良好，惟部分重型貨車司機的駕駛態度則較差，於路上胡亂切線。他詢問如行車紀錄儀錄得其他司機駕駛態度欠佳的證據，是否可向運輸署、警方或巴士公司投訴；

(b) 羅健熙先生認同交通安全是至為重要。然而，巴士司機的待遇、專營權安排及巴士脫班等並非次要因素，而是確實存在的社會問題。他獲悉大埔的交通意外設有獨立檢討委員會處理，但他認為本港交通服務的專營權模式亦必須作出檢討。他表示，不同交通服務模式對司機、乘客安全及服務質素均有重大影響，且環環相扣，例如有外國城市成立「交通局」，提供巴士路線讓營辦商承投；

(c) 朱慶虹太平紳士澄清，巴士司機的薪酬待遇及工作時間需重視，而香港司機的薪金亦較國外為低，社會應逐步檢討相關問題。他明白巴士司機在駕駛時或會受無理責難，但駕駛巴士時亦須為乘客的安全負責；

(d) 麥謝巧玲博士 MH 表示，不應因個別司機的駕駛態度而批評所有巴士司機，但為了乘客安全及避免意外發生，巴士公司應認真提升培訓工作，運輸署亦應加強監察。由於巴士司機的駕駛態度直接影響行車安全，故擬議項目並非為批評巴士司機，而是關注其駕駛行為的影響。她又認同巴士司機的薪酬較低，有需要改善其福利待遇，運輸署及巴士公司應作檢討；以及

(e) 柴文瀚先生表示，巴士公司應提升薪酬以挽留人才及吸引新人入職，同時運輸署有責任令巴士服務有效運作，以及為前線司機提供安全的駕駛環境。他又指，近年不少市民喜以手機拍攝短片上載至互聯網、亦有乘客因未能登車而以身擋車，令巴士司機壓力大增。他認為，警方應加強檢控以身擋車或襲擊司機的乘客，增加阻嚇作用。專營權方面，他理解現時運輸署的權力有限，故建議改變專營權模式，仿傚外國城市，讓巴士公司競投不同路線，至於巴士屬政府或巴士公司資產等問題，則可再作討論。

49. 郭裕鋒先生回應表示，城巴有限公司及新世界第一巴士服務有限公司於 2018 年 3 月 1 日已提升巴士車長的薪酬，包括底薪及超時工作的薪金，以改善車長的待遇。

50. 司馬文先生表示，獨立檢討委員會將探討專營巴士的安全問題，惟他詢問會否同時檢視非專營巴士司機的問題，如不會，則運輸署如何改善非專營巴士司機的質素。他續指，現時南區有不少道路未能符合署方的設計標準，署方應主動列出相關路段，如未能容許大型車輛同時在雙線行駛、未符合署方標準、須加設防撞欄等的道路。

51. 劉慧儀女士表示，現時沒有相關資料，將於會後將直接回覆委員。

（會後補註：運輸署已與有關議員聯絡，解釋署方曾於斜坡維修工程中提出的建議。）

52. 主席請警方回應委員指行車紀錄儀的片段能否作投訴證據的提問。

53. 黃展武先生表示，如市民有錄影片段或親眼目睹司機駕駛態度欠佳，可前往任何警署投訴，並提供詳情，如車牌、司機姓名（如有）等資料，警方會轉介至所屬總區的交通調查組深入調查，如有足夠證據會作出檢控。然而，市民向警方提供証人口供及作為控方証人亦至為重要。

54. 主席總結表示，委員會要求運輸署檢視及改善交通黑點的道路設施，提升道路安全，並加強監察巴士公司；除要求巴士公司督促司

機注意駕駛態度外，亦應推出措施改善司機的薪酬待遇及工作環境。此外，委員會促請香港警務處加強執法，以保障道路使用者的安全。

（陳文俊先生、楊穎仁先生及朱慶虹太平紳士分別於下午 5 時 31 分、5 時 47 分及 5 時 55 分離開會場。）

議程六： 檢討城巴及新巴實時抵站系統運作
（此議題由柴文瀚先生提出）
（交通文件 10/2018 號）

55. 主席歡迎城巴有限公司／新世界第一巴士服務有限公司（下稱「巴士公司」）公眾事務經理李建樂先生出席會議。

56. 主席請柴文瀚先生簡介文件。

57. 柴文瀚先生表示，巴士公司的實時抵站系統可查詢巴士的位置、預計抵站時間、與分站的距離等，如系統顯示巴士一直停留在某位置，市民可估計巴士或受路面情況影響而有所延誤，從而對行程有預算，故他讚揚該系統的設計理想。然而，他指出系統亦存在問題，如「預定班次」實指非實時班次，或會令市民誤以為預定班次相等於實時抵站時間，因而認為巴士未能於預定時間開出或抵站。他指有關問題在巴士總站較為常見，因總站的電子資訊顯示屏或巴士公司的程式只顯示預定班次的時間，若巴士不依時開出，會令市民無所適從。因此，他認為有關系統仍有改善空間，希望巴士公司將系統全面覆蓋至所有巴士路線前作出改善，以減少誤會。另一方面，他欲得知巴士站安裝電子顯示屏的進展，儘管巴士公司計劃於 2019 至 2020 年進行安裝，但他認為可於更多的巴士站安裝顯示屏，以便利市民。他以西區海底隧道出口的巴士站為例，署方曾指該處沒有電源供應，惟該分站設有照明裝置及飲品售賣機，故他認為缺乏電源供應並非藉口，希望署方認真考慮。此外，署方近期表示，計劃將多間公共交通營辦商的實時抵站系統結合，在運輸署網站及「香港乘車易」程式顯示，讓乘客更容易選擇交通工具。他又指，政府已資助巴士公司安裝電子顯示屏，更應促使巴士公司開放數據，讓市民有更多選擇。

58. 主席詢問運輸署及巴士公司除書面回覆外，有否補充。

59. 郭裕鋒先生回應表示，現時巴士公司網頁及手機應用程式均設

有實時抵站查詢系統，然而署方亦了解委員希望巴士公司開放數據讓市民使用。市民在署方網站及「香港乘車易」手機應用程式均已可連結到巴士公司的網站，亦可發揮類似的功能。

60. 李建樂先生回應表示，擴展實時抵站查詢服務的進度理想，巴士公司正在各輛巴士的車廂安裝相關硬件，截至目前為止，1 600 多輛巴士中已有逾 1 100 輛巴士安裝硬件，預計於 2018 年 5 月底前為所有城巴（專營權一）約 130 條路線提供實時抵站時間查詢服務。此外，整體而言，實時抵站資訊可提早於 2018 年第三季內擴展至城巴及新巴的所有專營路線。至於在巴士站加設顯示屏的事宜，巴士公司正與運輸署商討標書內容，稍後會公開招標，預計於 2019 年至 2020 年分階段在全港 200 多個有電力供應的有蓋巴士站安裝顯示屏。於 2017 年初，運輸署曾向各區議會發出資料文件，詳列各區會安裝抵站時間顯示屏的有蓋巴士站，其中南區佔 50 多個巴士站。關於市民在使用查詢實時抵站資訊時遇到的問題，巴士公司網頁及手機應用程式的系統會顯示未來一小時內巴士路線於各車站的三個班次時間，市民候車查詢抵站時間時，該巴士班次可能仍未由總站開出或仍在上一個行程，相關系統會按照巴士編定時間表與過往行車數據預計抵站時間。此外，由於部分巴士仍未安裝有關實時系統，巴士公司因車務需要或交通擠塞而調動未安裝有關系統的巴士時，可能會發生上述問題，但這些問題將於 2018 年第三季全面安裝系統後解決。早前巴士公司亦已將「預定班次」字眼改為「非實時」，並附上註解解釋，以更清晰表達意思。由於香港的交通狀況不時出現變化，如巴士抵達總站後，車務控制中心或站長需作車務調整，巴士公司正教育前線員工，當作出車務調動時，需即時在車務系統作相應改動，於實時抵站系統反映更新資料。如有關資料未能及時更新，便可能導致偏差，巴士公司已加強提醒員工，以提供準確資訊。

61. 羅健熙先生表示，在進行南港島線（東段）公共交通重組計劃時，運輸署及巴士公司均表示會盡快安裝實時抵站系統，惟只有少數的南區巴士路線裝有該系統，他認為此舉形同欺騙區議會，日後只會加深區議會對署方及巴士公司的不信任。此外，他批評現時「香港乘車易」應用程式的使用者界面，除設計不吸引外，程式雖整合了不同公共交通營辦商的實時抵站系統，但實際只是連結至該公司的網頁或程式，未能方便使用者。他希望署方認真改善程式的界面及功能。至於在巴士站安裝電子資訊顯示屏，他認為香港的進度落後於不少國外城市，質疑香港有充足財政資源及相關技術，何以未能在巴士站加設有關設施。

62. 郭裕鋒先生回應表示，理解委員指「香港乘車易」的界面不便使用等意見，他會向專責組別反映相關意見。

63. 李建樂先生回應表示，理解委員會關注實時抵站時間查詢服務的擴展進度，如有最新消息，將盡快通知區議會。

64. 主席總結表示，請運輸署及巴士公司備悉委員的意見，改善實時抵站系統的問題。運輸署在推出綜合各公共交通營辦商的實時資訊手機程式時，亦應採用統一格式，方便市民使用。

（陳文俊先生、楊穎仁先生及朱慶虹太平紳士分別於下午 5 時 31 分、5 時 47 分及 5 時 55 分離開會場。）

議程七： 以往會議曾討論事項進展報告
（截至 2018 年 2 月 28 日的情況）
（交通文件 11/2018 號）

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

71. 鄭嘉曦先生回應表示，暫時沒有相關資料，會後將向主要工程管理處轉達及直接回覆委員。

（會後補註: 路政署已於會後與議員聯絡。路政署正為(c)橫跨田灣街近田灣商場的行人天橋(HKS02)加建升降機項目進行可行性研究，預期於 2018 年第三季向議員匯報研究結果。）

(B) 南區巴士路線

72. 林玉珍女士表示，儘管進展報告顯示新巴 595 號線沒有脫班，但她質疑實際班次的間隔不只 8 分鐘，而是超過 10 分鐘甚至 20 分鐘才開出一班，她詢問署方進行實地調查的日子及實際班次的間隔。

73. 郭裕鋒先生回應表示，感謝委員的意見，將於會後直接回覆委員。

（會後補註：運輸署已於會後與議員聯絡。新巴第 595 號線的調查是在 2 月 26 日於海怡半島巴士總站進行。）

74. 柴文瀚先生指出，新巴 595 號線於 2017 年 12 月曾出現全日脫班的情況。另外，他詢問新巴 970 號線的實際班次何以多於編定班次，而已安裝實時抵站系統的巴士路線班次是否較為穩定，而未安裝的巴士路線會否藉機有所延誤。

75. 郭裕鋒先生回應表示，有關實地調查的列表資料，由於調查當日新巴 970 號線因有額外乘客需求作出車務調動而加開班次，故並非數據有誤。

(C) 路政署（港島南區） — 過去兩個月內完成及未來六個月內進行的主要路面重鋪工程項目及其時間表

76. 張錫容女士表示，項目(C)鴨脷洲橋道往香港仔支路的工程預計完工期為一個月，但工程仍須待有關當局批核臨時交通管制措施、建築噪音許可證及掘路許可證，而路政署亦曾以電郵向她諮詢有關情況。她詢問進展報告及署方電郵所指的是否同一路段。由於鴨脷洲橋道的交通頗為繁忙，其他同類工程的施工期亦較短，她質疑施工期是否需時一個月。

77. 鄭嘉曦先生回應表示，暫時沒有相關資料，會後將請維修組別與委員聯絡，了解詳細情況。

（會後補註：路政署已於會後與議員辦事處的職員聯絡，由於申請相關許可證需時，路政署只能預計大約的動工及完工日期以供參考，而實際施工期為兩日。工程亦已於 2018 年 3 月 22 日完工。）

(E) 香港警務處及運輸署 — 2018 區交通報告（2018 年 1 及 2 月）

78. 陳李佩英女士表示，赤柱及石澳區的意外數字較多，多數涉及單車、電單車及私家車，故詢問運輸署及警方該等路段是否有安全問題，以及有關意外發生的實際時段。

79. 司馬文先生對交通意外數字較高表示關注，他認為有關部門不應只着眼於交通黑點，而應檢視經常發生意外的路段。他指出，薄扶林道於 2018 年 1 及 2 月各發生 6 宗意外、石澳道於 2018 年 1 月有 5 宗意外、大潭道於 2018 年 1 月及 2 月分別有 2 及 4 宗意外；如將赤柱峽道、淺水灣道與香島道當作同一路段計，亦於 2018 年 1 月及 2 月分別有 2 及 6 宗意外。他認為，交通報告應針對同屬高危的路段，而上述道路均屬狹窄多彎的舊山路，應視為高危道路，運輸署及警方應提出改善措施，減少在這些道路的意外。

80. 黃展武先生回應表示，暫時沒有發生交通意外的時段資料，而意外成因眾多，難以一概而論。交通黑點方面，警方會定期採取執法行動。

81. 麥卓欣女士回應表示，將於會後了解有關交通意外的詳情，並會稍後回覆。

（會後補註：本署了解有關意外的詳情後，其意外成因牽涉不同因素，例如車輛打滑（跣呔）、跟車太貼、煞車系統失靈等。）

82. 主席請委員備悉附件一的海洋公園交通報告。

議程八： 其他事項

83. 主席表示，秘書處沒有收到其他事項的建議。

下次會議日期

84. 主席表示，南區區議會屬下交通及運輸事務委員會第十五次會議將於 2018 年 5 月 21 日（星期一）下午 2 時 30 分於南區區議會會議室舉行。

85. 議事完畢，會議於下午 6 時 24 分結束。

南區區議會秘書處
2018 年 5 月

Minutes of the 14th Meeting of
Traffic and Transport Committee (T&TC)
Southern District Council (SDC) (2016-2019)

Date : 19 March 2018
Time : 2:30 p.m.
Venue : SDC Conference Room

Present:

Mr CHU Ching-hong, JP	(Chairman of SDC)
Mr CHAN Fu-ming, MH	(Vice-Chairman of SDC and Chairman of T&TC)
Ms CHEUNG Sik-yung, MH	(Vice-Chairlady of T&TC)
Mr AU Lap-sing, MH	
Mr AU Nok-hin	
Mr CHAI Man-hon	
Ms CHAN Judy Kapui	
Mrs CHAN LEE Pui-ying	
Mr CHU Lap-wai	
Mr FUNG Se-goun, Fergus	
Mr LAM Kai-fai, MH	
Ms LAM Yuk-chun, MH	
Mr LO Kin-hei	
Dr MAK TSE How-ling, Ada, MH	
Mr TSUI Yuen-wa	
Ms YAM Pauline	
Mr Paul ZIMMERMAN	
Mr CHAN Man-chun	
Mr Angus WONG	
Mr YEUNG Wing-yan	

Absent with Apologies:
Mr LI Man-ching

Secretary:

Miss LIN Man-wai, Michelle	Executive Officer (District Council) 3, Southern District Office, Home Affairs Department

In Attendance:

Mrs MA CHOW Pui-fun, Dorothy, JP	District Officer (Southern), Home Affairs Department
Miss YIP Ho-ka, Karen	Assistant District Officer (Southern), Home Affairs Department
Mr KWOK Yue-fung	Senior Transport Officer (Southern), Transport Department
Ms MAK Cheuk-yan, Yammie	Engineer/Southern & Peak 1, Transport Department
Ms LAU Wai-yee, Carrie	Engineer/Southern & Peak 2, Transport Department

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Mr LING Chi-wai, Jimmy	Engineer 10 (HK Island Div 2), Civil Engineering and Development Department
Mr CHENG Ka-hei, Eric	District Engineer/South, Highways Department
Ms NG May-mey	District Operations Officer (Western District), Hong Kong Police Force
Mr WONG Chin-mo	Officer-in-charge, District Traffic Team (Western), Hong Kong Police Force

Attending by Invitation (Agenda Item 2):

Ir Joseph WONG Chung-chuen	Executive Director, Ho Wang SPB Limited
Mr Wallace SOH Chun-wah	Senior Transport Planner, Ho Wang SPB Limited

Attending by Invitation (Agenda Item 3):

Mr FUNG Man-leung	Senior Engineer/Station Improvement, Highways Department
Mr TAN Luk-seng	Engineer/Station Improvement 1, Highways Department
Mr TSANG Heung-keung, Henry	Design Manager/SIL, MTR Corporation Limited
Ms YEUNG Lee-wah, Lilian	Public Relations Manager/External Affairs, MTR Corporation Limited

Attending by Invitation (Agenda Item 6):

Mr Kevin LI	Public Affairs Manager, Citybus / New World First Bus Services Limited

Opening Remarks:

The Chairman welcomed Members and the following regular government representatives to the meeting:

(a) Mr KWOK Yue-fung, Senior Transport Officer, Transport Department (TD);
(b) Mr LI Hui-fung, Kevin, Transport Officer, TD;
(c) Ms LAU Wai-yee and Ms MAK Cheuk-yan, Engineer, TD;
(d) Mr LING Chi-wai, Engineer, Civil Engineering and Development Department (CEDD);
(e) Mr CHENG Ka-hei, Eric, District Engineer/South, Highways Department (HyD);

(f) Ms NG May-mey, District Operations Officer (Western District), Hong Kong Police Force (HKPF); and
(g) Mr WONG Chin-mo, Officer-in-charge, District Traffic Team (Western), HKPF.

2. The Chairman informed Members that Mr LI Man-ching had notified the Secretariat of his absence before the meeting.

3. The Chairman suggested that each Member should be allotted a maximum of two three-minute slots to speak in respect of each agenda item. Members agreed to this arrangement.

Agenda Item 1: Confirmation of the Minutes of the 13th Meeting held on 22 January 2018

4. The Chairman said that prior to the meeting, the Chinese and English versions of the above draft minutes had been circulated to Members for comments. The Secretariat had not received any amendment proposals from Members.

5. The minutes of the 13th T&TC meeting in Chinese and English were confirmed by the Committee.

Agenda Item 2: Consultancy Study on Overall Traffic Conditions of Aberdeen - Short-term Traffic and Transport Improvement Proposals for Aberdeen Centre
(Item raised by Southern District Office)
(TTC Paper No. 6/2018)

(Mr Paul ZIMMERMAN, Ms YAM Pauline, Mr FUNG Se-goun and Mr YEUNG Wing-yan joined the meeting at 2:33 p.m., 2:36 p.m., 2:37 p.m. and 2:41 p.m. respectively.)

6. The Chairman welcomed the following representatives of Ho Wang SPB Limited to the meeting:

(a) Ir WONG Chung-chuen, Executive Director; and
(b) Mr SOH Chun-wah, Senior Transport Planner.

7. The Chairman invited Ir WONG Chung-chuen to brief Members on the paper.

8. Ir WONG Chung-chuen said that following appointment of his company as the consultant under the "District-led Actions Scheme (DAS) of the Southern District 2017", the "Consultancy Study on Overall Traffic Conditions of Aberdeen" commenced in July in the same year. The Consultant had conducted investigation of traffic conditions and collected relevant data during different time periods, during which views had also been exchanged with Members through a variety of channels for

the purpose of formulating effective improvement proposals. He would like to introduce the short-term traffic and transport improvement measures at this meeting.

9. With the aid of PowerPoint presentation, Mr SOH Chun-wah briefed Members on the preliminary findings of the "Consultancy Study on Overall Traffic Conditions of Aberdeen", including the traffic issues identified and short-term traffic and transport improvement proposals for Aberdeen Centre as follows:

(i) implementing the re-routeing of bus routes and reprovisioning of the existing bus stops to alleviate the conflicts between passengers waiting for buses and passers-by in the vicinity of Aberdeen Centre to improve the Level of Service (LOS);

(ii) converting traffic in Sai On Street to one-way westbound to mitigate the traffic impact of westbound vehicular traffic turning onto Lok Yeung Street; and

(iii) narrowing a section of traffic lane of Yue Fai Road to improve road crossing safety. The Consultant had already consulted the Fire Services Department on this proposal and there was no objection.

He continued that the medium and long-term improvement measures would be presented in a report to be submitted in due course, and the Study would continue to progress as scheduled for completion by July 2018.

10. A number of Members raised enquiries and comments on the subject, which were summarized as follows:

(a) Mr Paul ZIMMERMAN commented that the Consultant's formulation of improvement measures based merely on LOS was not comprehensive enough, and that the Consultant had failed to take into account other environmental considerations, including air pollution and traffic noise nuisance. On the aspect of improvement of public transport services, he pointed out that the Study had failed to consider relocating the existing green minibus (GMB) stands in the vicinity of Aberdeen Centre. Moreover, he contended that the re-routeing of bus routes and reprovisioning of the existing bus stops would cause inconvenience to passengers. Therefore, he asked the Consultant whether improvement measures would be proposed to enhance pedestrian environment, e.g. installing railings and combating illegal parking of vehicles, thereby improving overall pedestrian accessibility. Lastly, he requested the Consultant to provide the detailed designs of the narrowing of Yue Fai Road and the proposed pedestrian crossing, e.g. whether pavement railings would be installed, so that pedestrians would have no choice but to use road crossing;

(b) Mr AU Lap-sing, MH pointed out that despite that there was a road crossing facility at Aberdeen Main Road opposite to Pui Tak Canossian Primary School (PTCPS), the pedestrian refuge at the location concerned was unable to meet the demand, and was often overcrowded

with pedestrians, posing potential risks to road users. In this regard, he enquired whether consideration would be given to improving the above situation during re-routeing of bus routes and reprovisioning of the existing bus stops. Furthermore, he pointed out that as the existing bus stop at Aberdeen Promenade had already served a number of bus routes, if the above bus stop had to serve additional bus routes as a result of re-routeing of bus routes, inevitably the bus queue for pulling into the bus stop would cause traffic congestion. As such, the Consultant should take a closer look of this regard;

(c) Dr MAK TSE How-ling, MH said that in view of the heavy pedestrian flow at Aberdeen Main Road opposite to PTCPS, the pedestrian refuge was unable to cope with the demand. Therefore, in her opinion, the short-term improvement measures should also address pedestrian safety at the location concerned. She also pointed out that as the existing bus stop outside St. Peter's Church at Aberdeen Main Road had already served a number of bus routes, the addition of an en route stop of NWFB Route No. 94A would have an impact on the entire traffic lane. In view of this, she commented that the Consultant should study in detail the sites for reprovisioning of bus stops, e.g. consider the provision of an additional en route stop instead of adding more routes to the existing bus stop, so as to avoid problems such as traffic congestion on the relatively narrow road section. She supported proposals to resolve the traffic problems at Aberdeen Centre, but the relevant improvement measures should not bring about negative impacts on other areas. Lastly, she hoped that the Consultant could conduct a study to address vehicle-pedestrian conflicts in the vicinity of Aberdeen Centre, traffic congestion arising from excessive incoming vehicular traffic to the Centre, pedestrian crossing safety and the formation of bus queues at bus stops serving multiple routes;

(d) Ms CHAN Judy Kapui said that in the light of the frequent occurrence of vehicle-pedestrian conflicts at Aberdeen Centre, which might even lead to traffic accidents, she welcomed the improvement measures put forward by the Consultant. Nevertheless, given the extremely serious lost trip problem of NWFB Route No. 595, she wished to know whether the lost trip problem could be solved with the implementation of the short-term improvement measures. Besides, she said that the Consultant should consider deferring the re-routeing of CTB Route No. 95C or adopting a phased approach in its implementation having regard to the demand of residents in South Horizons. As regards the proposed diversion of westbound bus routes away from Aberdeen Centre, she considered that the Consultant should pay attention to the impact of the arrangement on the bus stop at Aberdeen Promenade given that its capacity had already reached its limit, giving rise to the frequent formation of bus queues. In this connection, she said that in arranging for reprovisioning of the existing bus stops, the Consultant should also consider improving the facilities at en route stops, such as extending bus lay-bys;

(e) Ms YAM Pauline said that the re-routeing proposal put forward by the Consultant would not have any additional direct impact on pedestrian safety in the vicinity of PTCPS as there would not be any increase in the number of buses deployed. Nevertheless, she commented that in studying the bus routes along Aberdeen Main Road, the Consultant could consider providing an additional stop between St. Peter's Church and Yue Fai Road to alleviate the situation of excessive number of passengers waiting for buses at the locations concerned. As regards the procedures for implementing various measures, she did not support a phased approach. She kept an open mind to the proposed relocation of the GMB stands, but GMB routes that mainly provided services for residents in Aberdeen should be retained. She continued that the lack of loading/unloading areas at Aberdeen Centre was one of the main causes of traffic congestion, and hence the Consultant should propose short- and long-term improvement measures to address this issue. Lastly, she noted that TD was consulting local stakeholders on the relocation of the existing public light bus stands at Old Main Street, Aberdeen. She requested the Consultant to propose short-term measures to improve pedestrian safety at Old Main Street, Aberdeen, in order to tie in with TD's policy;

(f) Mr CHU Ching-hong, JP said the Consultant had proposed to divert all existing bus routes away from Aberdeen Centre via Aberdeen Main Road and Aberdeen Praya Road. He considered that the proposal inadequate and not the only viable option. Taking CTB Route No. 95C as an example, it had been introduced to facilitate residents in Ap Lei Chau and Chi Fu Fa Yuen to travel to/from Aberdeen Centre for shopping and participating in community activities. TD had proposed the re-routeing of CTB Route No. 95C years ago, but the proposal was eventually shelved owing to objections from residents and the elderly. Inadequate public transport facilities in the district would go against the Government's policy to encourage the elderly to participate in community activities for social inclusion. He considered that a balanced district development could be achieved by exercising effective control on inbound traffic to individual areas;

(g) Mr LO Kin-hei thanked the Consultant for its efforts, and said that its data tabled had provided useful reference and were conducive to a rational discussion between SDC Members and stakeholders. He continued that all along the consensus of the Committee was to reduce the number of public and large vehicles passing through Aberdeen Centre, with a view to not only solving traffic congestion but also improving traffic safety. It was not meant for playing favouritism. In his opinion, the re-routeing of CTB Route No. 98 and NWFB Route No. 595 would bring more advantages than disadvantages as it would not only avoid buses being stuck in gridlock in the town centre for various reasons, but could also help maintaining reliable services. Thus, he supported the Consultant's proposal. Nevertheless, he said that the Consultant should be mindful of the possible worsening of the

situations of illegal parking and loading/unloading activities upon implementation of the measures concerned;

(h) Ms CHEUNG Sik-yung, MH said that the consultancy report stated that the re-routeing of CTB Route No. 98 and NWFB Route No. 595 as well as reprovisioning of the existing bus stops was proposed owing to the narrow walkway along Chengtu Road. However, she commented that the pavement on which the bus stops would be reprovisioned was not wide either to accommodate the substantial number of passengers waiting for buses of both routes during peak hours. In this connection, she invited the Consultant to study in detail the related waiting arrangements at bus stops, such as painting floor markings to indicate direction of passenger queues or erecting additional railings. As for the bus stop at Aberdeen Promenade, she pointed out that buses often had to queue up at the stop for pulling in, and that other vehicles would also use the bus stop concerned, giving rise to traffic obstruction on the flyover. In this connection, she invited the Consultant to explore mitigation measures for these bus stops and improve the safety of passengers waiting for buses;

(i) Mr TSUI Yuen-wa said that the main purpose of "improving the overall traffic conditions of Aberdeen" under the DAS of the Southern District was to explore measures to tackle problems such as vehicle-pedestrian conflicts and traffic safety at Aberdeen Centre. He believed that keeping the existing bus routes would defeat the purpose. He said that though the reprovisioning of the existing bus stops in Aberdeen would inevitably cause inconvenience to some residents, it could mitigate potential problems such traffic safety and congestion in the area. He also commented that upon the reprovisioning of the existing bus stops, the walk from the previous bus stops to the new ones would take only a few minutes, and hence he was not worried that the proposal would attract objection from many residents. He stressed that reprovisioning the existing bus stops could help improve local traffic conditions and pedestrian safety. As regards the issues of pedestrian crossing facilities in the vicinity of PTCPS and relocation of GMB stands, he said that the Consultant should propose suitable improvement measures (e.g. widening the pedestrian refuge) at subsequent stages of the Study;

(j) Mrs CHAN LEE Pui-ying said that as society progressed in leaps and bounds, the number of residents in the Southern District and hence variety of traffic issues in Aberdeen had grown, which indeed warranted attention. Nevertheless, she commented that benefits to residents should be the priority consideration in drawing up traffic improvement measures, without overlooking the accessibility of the elderly to the bus stops in terms of walking distances. As such, she shared Mr CHU Ching-hong, JP's view that the Consultant should take into account the views of passengers and residents on their aspiration to retain the existing routeing of CTB Route No. 95C;

(k) Ms LAM Yuk-chun, MH said that the Consultant's proposal was indeed conducive to improving the traffic conditions of Chengtu Road. However, relocating the en route stops of several bus routes to the bus stop at Aberdeen Promenade would add more pressure to that bus stop. She suggested to the Consultant extending the bus lay-by and re-arranging the en route stops to avoid the convergence of all bus routes at a single bus stop. On the other hand, she was of the view that the Consultant's proposal would not be able to resolve the problem of persistent lost trips of NWFB Route No. 595 during peak hours. She emphasised that when drawing up effective traffic improvement measures, it was imperative to take into account different factors. If the bus stops were to be relocated to Aberdeen Municipal Services Building, the environmental hygiene problems in the vicinity would have to be resolved;

(l) Mr CHAI Man-hon commended the Consultant for its proposals, and said that still there was room for improvement in respect of implementation details. On the whole, the improvement measures would be conducive to addressing the traffic issues of Chengtu Road and Tung Sing Road, thereby reducing the number of incoming large vehicles. In his opinion, the relevant measures could be implemented in a gradual manner in response to the actual needs, e.g. implementing a three-month trial programme first, followed by a review having regard to actual situation and research findings. He also invited the Consultant to study the following issues: (i) reallocating bus bays at Aberdeen (Wu Nam Street) Bus Terminus having regard to the demand of commuters travelling to/from Aberdeen and Ap Lei Chau; (ii) prohibiting large vehicles (including coaches) from entering Chengtu Road, except those with permits; and (iii) widening the inner streets at Aberdeen Centre. Regarding the proposal on changing the direction of vehicular flow at Sai On Street, he had reservations about this as the GMB routeing might be affected;

(m) Mr AU Nok-hin thanked the Consultant for the report. He raised the following comments on the short-term measures: (i) He suggested adopting a phased approach in implementing the re-routeing of bus routes and reprovisioning of the existing bus stops, so as to avoid creating chaos caused by residents' difficulty in adapting to a number of changes within a short period of time. The Committee should deliberate carefully the bus routes to be covered at different stages. (ii) The Consultant should provide such data as projected pedestrian flow and the number of waiting passengers for assessing the future burden on the reprovisioned bus stop. (iii) Given that CTB Route No. 98 and NWFB Route No. 595 had to route via a set of traffic lights behind Aberdeen Municipal Services Building upon implementation of re-routeing, he suggested adjusting the cycle of the traffic lights concerned; and (iv) he suggested reassessing the pedestrian flow of Sai On Street and Lok Yeung Street upon the re-routeing of bus routes and reprovisioning of the existing bus stops; and

(n) Mr LAM Kai-fai, MH said that it was imperative to strike a balance between resolving the long-standing traffic problems at Aberdeen Centre and the inconvenience caused to local residents upon reprovisioning of the existing bus stops. In his opinion, the passengers of NWFB Route No. 595 were unlikely to strongly object to the proposed re-routeing of bus routes and reprovisioning of the bus stops. Nevertheless, TD should be mindful of the implementation details, e.g. adjusting the cycle of traffic lights, and that the related measures should be implemented in phases so that local residents could better adapt to various adjustments. Besides, he said that given that CTB Route No. 95C had been re-routed in recent years, it was inappropriate to make further adjustment to the route as it might cause discontent among passengers.

11. Ir WONG Chung-chuen gave a consolidated response to Members' enquiries and comments as follows:

(a) the goal of the consultancy study was to increase the traffic circulation capacity of Aberdeen Centre. To this end, the Consultant had considered diverting the overall traffic, thereby identifying potential opportunities for implementing different improvement measures;

(b) the concept of traffic diversion mainly entailed re-routeing of bus routes plying through narrow streets of the town centre via Aberdeen Main Road and Aberdeen Praya Road. The related arrangement would inevitably affect the journey time of passengers walking to/from bus stops;

(c) the other concept of traffic diversion involved re-routeing of the direction of vehicular flow at Sai On Street for the purpose of relieving the congestion at Lok Yeung Street. As Lok Yeung Street had suffered acute traffic congestions, and its tailback would extend to Aberdeen Praya Road during holidays, thereby affecting the operation of the bus stop at Aberdeen Promenade. Therefore, the Consultant considered that "improvement-oriented development" option should be adopted, whereby some bus routes plying through Lok Yeung Street would first be re-routed to reduce the impact on other vehicles arising from the slowing down of bus traffic at narrow road corners. In addition, as there were more passengers boarding and alighting at bus stops than GMB stands, buses had to stay longer at bus stops, which would aggravate obstruction to vehicles immediately behind them. In view of this, the Consultant considered that it should first propose specific measures to address issues arising from bus operation, and then adopt a phased approach in tackling the problems associated with GMB operation;

(d) its short-term goal was not only to take forward expeditious and feasible measures to improve the traffic environment as soon as possible, but also avoid the onerous procedures required for the implementation of large-scale civil engineering works at high cost;

(e) the proposed narrowing of a section of carriageway at Yue Fai Road was mainly to reduce vehicular speed and improve the sight-lines of pedestrians and motorists, with a view to enhancing road safety; and

(f) the urban design of Aberdeen had a history of a few decades. Given the narrow roads as well as heavy pedestrian and vehicular flows, there was indeed limited flexibility in improving its traffic conditions. The Consultant had endeavoured to balance the needs of various stakeholders. After noting Members' views, they would discuss with TD the proposed measures for phased implementation.

12. Mr SOH Chun-wah gave a consolidated response on Members' enquiries and comments as follows:

(a) he clarified that the Study under the Agreement did not include the assessment of such aspects as traffic noise and air pollution;

(b) improvements to GMB routeing and reprovisioning of the existing minibus stands, etc. had already been covered by the Study. However, the Consultant considered that emphasis should be put on imminent traffic issues for the time being, and had proposed short-term improvement measures accordingly. In the future, the Consultant would explore in detail the impact of such factors as vehicular and pedestrian flows as well as reprovisioning of the existing en route bus stops on various key pedestrian nodes. Consideration would then be given to the need for larger-scale traffic engineering works;

(c) in response to the proposed reprovisioning of the existing bus stops, the Consultant had already considered pedestrian walkability in terms of safety, comfort and convenience. The Consultant said that based on the TD's standard, the ideal walking distance to a bus stop should be up to a maximum of 400m. As a matter of fact, the various existing key pedestrian nodes of Aberdeen Centre (e.g. malls and restaurants) and shopping centres would not be too far away from the reprovisioned bus stops in the future. For instance, in practice the respective walking distances from the above places to the bus stops of CTB Route No. 98 and NWFB Route No. 595 were less than 200m after the reprovisioning of the bus stops, and coupled with the fact that the pedestrian links were flat and wide, the walking distance would be in compliance with the safety standards prescribed by TD;

(d) regarding the arrangements for passengers waiting at the reprovisioned bus stops, given the relatively wide southern footpath at Aberdeen Main Road, different queues for different routes could be set up along the footpath. Assessment indicated that there was sufficient space to accommodate passengers waiting at the location concerned;

(e) regarding the proposals for narrowing the traffic lane and providing an additional pedestrian crossing at Yue Fai Road, the Consultant

considered that those measures were more effective than the installation of railings on both sides of the carriageway, and could facilitate the access of users of Shek Pai Wan Lift Tower;

(f) upon implementation of changing the direction of vehicular flow at Sai On Street, vehicular flow at the section of Aberdeen Main Road between Sai On Street and Aberdeen Reservoir Road would reduce. From the perspective of traffic engineering works, TD might adjust the traffic signal by extending pedestrian signal time for the road section concerned according to the demand;

(g) the Consultant was aware of the situation of the westbound bus stop at Aberdeen Promenade. Hence, the report had also included improvement proposals that required civil engineering works for implementation at the next stage;

(h) as for Members' concern over an increase in vehicular flow at bus stops, as the improvement proposals would not result in additional bus routes, there should not be any situational change in the traffic burden on the en route stops at St. Peter's Church and Aberdeen Promenade respectively;

(i) in considering the provision of additional en route bus stops, a host of factors had to be taken into account, including whether a slow lane had been provided at the location concerned, whether the construction of bus lay-bys could be accommodated, and the availability of space to accommodate waiting passengers, etc.;

(j) regarding the lost trip problem of NWFB Route No. 595 and other bus routes, further consideration would be given upon re-routeing of bus routes and reprovisioning of the existing bus stops;

(k) the LOS of walkways could not be effectively enhanced if CTB Route No. 95C remained unchanged and the en route stop at Lok Yeung Street was retained;

(l) the Consultant would conduct a study at the next stage on the loading/unloading of goods and illegal parking of private vehicles, etc. and propose improvement measures accordingly;

(m) medium-term improvement measures to address the pedestrian safety issue in Old Main Street, Aberdeen would be covered by the Study;

(n) the Consultant had conducted a survey to study the passenger pick-up/drop-off points of various bus routes at Aberdeen (Wu Nam Street) Bus Terminus. As regards the proposed measure, though CTB Route Nos. 90B and 98 as well as NWFB Route No. 595 shared the same bus stop on a mixed model, there was still sufficient space to accommodate waiting passengers at the location concerned. If the existing en route stop of the above bus routes at Aberdeen Praya Road

was to be swapped with that of Cross-harbour (XHT) Route No. 107 at Aberdeen (Wu Nam Street) Bus Terminus, there would not be any objection from the LOS perspective;

(o) subject to the implementation of the short-term measures, improvement could be made to the walkways at Chengtu Road and Lok Yeung Street as well as the passenger waiting area at Aberdeen (Wu Nam Street) Bus Terminus, and the LOS would be rebounded to grade C. The Consultant understood that TD was studying other options on the widening of walkways. If a coordinated approach could be adopted in the implementation of these proposed measures, the LOS could be substantially enhanced; and

(p) the vehicular flow at the junction of Chengtu Road and Aberdeen Main Road would not have a significant traffic impact arising from re-routeing of bus routes and reprovisioning of the existing bus stops.

13. Ms LAU Wai-yee responded that TD generally agreed with the traffic improvement measures proposed by the Consultant. As regards improvements to the pedestrian crossing near PTCPS at Aberdeen Main Road, TD would collect data on pedestrian and vehicular flow upon implementation of the short-term traffic and transport improvement measures concerned, and thereafter explore the feasibility of adjusting the cycle time of traffic lights at this pedestrian crossing.

14. A number of Members raised further enquiries and comments on the proposed items, which were highlighted as follows:

(a) Mr Paul ZIMMERMAN said that as all short-term measures would benefit local residents, commercial tenants and visitors, it was not necessary to implement them in phases. He urged the Committee to support and implement the proposals as soon as possible. He was also of the view that as the respective walking distances from the bus stops to the shopping mall and community centre before and after reprovisioning of the existing bus stops were more or less the same, the elderly would not be significantly affected. He believed that the Consultant's major tasks for the next stage should not focus on improving the LOS. Instead, it should conduct an extensive study on the existing model of Aberdeen Centre, including tackling problems arising from the loading/unloading activities of its commercial tenants, enhancing pedestrian safety with retrofitting of railings, examining measures to improve the accessibility of pedestrian access and solving the problem of traffic congestion for better air quality, etc. Lastly, he hoped that GMB operators could meet the community's demand for relocating the existing GMB stands at the inner streets;

(b) Mr AU Lap-sing, MH raised a proposal in response to TD's reply. If traffic flow at Aberdeen Main Road near PTCPS was reduced in future, apart from lengthening the duration of the traffic light's pedestrian time, TD should also consider removing the safety refuge to facilitate pedestrians crossing the road;

(c) Ms LAM Yuk-chun, MH said that the proposed re-routeing of the direction of vehicular flow at Sai On Street would have a knock-on effect on the surrounding traffic. As such, she asked whether the Consultant had collected relevant data in conducting the Study;

(d) Ms YAM Pauline did not support phased implementation of the proposed short-term traffic improvement measures. She explained that as the affected bus routes served residents in different areas, they deserved equal treatment. This practice would also enhance efficiency in implementation. Besides, she believed that to improve the traffic condition in Aberdeen, various stakeholders should make concerted efforts to solve the traffic problems in the district. In addition, while she agreed with the proposal for relocating the existing GMB stands in the inner streets, the routes providing services mainly for residents in Aberdeen should remain unaffected;

(e) Mr Angus WONG commented that given the already severe traffic problems at Lok Yeung Street and Chengtu Road with heavy pedestrian and vehicular flow, short-term improvement measures should be put in place as soon as possible. He also held that the Consultant should, when furnishing medium-term measures, take the opportunity to deal with other relevant issues, including (i) reorganising the bus bays of Aberdeen (Wu Nam Street) Bus Terminus for better flexibility in the use of space; (ii) solving the problem of lack of loading/unloading areas within Aberdeen Centre and along Old Main Street, Aberdeen; and (iii) enhancing pedestrian safety of the road section concerned given the increased pedestrian flow towards Aberdeen Promenade upon relocation of the stops of some bus routes to the bus stop at Aberdeen Promenade;

(f) Mr CHU Ching-hong, JP agreed with the direction of the Consultancy Study. As regards the proposals for re-routeing of bus routes and reprovisioning of the existing bus stops, he pointed out that while the related arrangements would affect residents in different areas, the degree of impact and the affected areas varied. Therefore, he held that the phased implementation of this scheme would not create a hurdle to the overall improvement measures. He also pointed out that in response to his concern over pedestrian safety on the proposed provision of a bus stop at Lok Yeung Street in the past, at that time TD stated that they did not envisage any safety risk. However, TD currently proposed the cancellation of that bus stop, which was self-contradictory. He continued that after the meeting, the Committee might discuss with TD the implementation details and accord priority to proposals on which consensus had been reached;

(g) Mr LO Kin-hei said that given the perennial traffic problems in Aberdeen, it was no easy task to solve those problems in one go. Nevertheless, the Consultant's current proposed measures indeed presented an opportunity to address these problems. As such, he was

of the view that Members should seize the opportunity to gauge public needs and consolidate the views of different strata of the community, with a view to laying down the direction for development. He also considered that subject to the Committee's in-principle approval of the proposed measures, implementation details could be left to a working group or workshop to follow up. Lastly, regarding reprovisioning of the existing bus stops, he supported the relocation of en route stops of NWFB Route No. 595, CTB Route Nos. 98 and 90B to Aberdeen (Wu Nam Street) Bus Terminus, as well as the retention of the existing stops of XHT Route No. 107 and Cityflyer Route No. A10 at the bus lay-bys at Aberdeen Praya Road northbound;

(h) Mr CHAI Man-hon agreed that the Committee should first lay down the direction of traffic improvement, which should include measures to address the problem of illegal parking of vehicles and to prohibit entry of large vehicles into inner streets, etc. In addition, he questioned the feasibility of changing the direction of vehicular flow at Sai On Street, taking the view that if westbound traffic was permitted, minibuses would have to use Chengtu Road again. Public might question whether this measure would defeat the purpose of improving the traffic conditions of Aberdeen Centre. He invited the Consultant to review its proposed measures. As for the implementation of such measures, he considered that concurrent implementation was the most preferable option for the sake of fairness and impartiality. Nonetheless, he maintained that as the most controversial issue was the selection of sites for reprovisioning the existing bus stops, the Consultant should provide different options in this regard;

(i) Mr LAM Kai-fai, MH reckoned that in the light of the complicated traffic conditions in Aberdeen, apart from alleviating traffic problems in Aberdeen, the Committee should take care of the interests of residents in other areas too. It was understandable that Members held different views on the proposed short-term measures, but the meeting should, wherever possible, balance the interests of various parties through deliberation. In view of this, he said that various stakeholders should extensively collect public opinions during the public consultation on short-term measures in order to facilitate development of consensus on these proposals; and

(j) the Chairman said that in spite of the different views held by Members, they generally supported the direction of the short-term measures. He welcomed the measures proposed by the Consultant, but requested it to pay attention to the impact on the residents in Chi Fu Fa Yuen and South Horizons arising from re-routeing of CTB Route No. 95C and reprovisioning of the existing bus stops, and to consider whether there were any alternative proposals.

15. Ir WONG Chung-chuen thanked Members for their comments and support, and said that the Consultant would discuss Members' comments with TD at the next stage of their work. The Consultant would draft a report with implementation

timetable of various improvement measures and the details of each item, etc. for submission to the Committee for perusal upon completion.

16. Mr SOH Chun-wah responded that according to the preliminary assessment, the vehicular flow of Lok Yeung Street would be reduced by approximately 30% upon conversion of Sai On Street to one-way westbound direction. Nevertheless, if only a section of Sai On Street between Tung Sing Road and Aberdeen Main Road was converted to westbound direction, it would not be able to solve the problem of traffic congestion at Lok Yeung Street. As regards the proposal of redesigning the Aberdeen (Wu Nam Street) Bus Terminus, the Consultant would brief the Committee on the related proposal at a later stage. Regarding the suggestion of using bus bays for other purposes during off peak hours, although there were less vehicles during off peak hours, there was no significant change in the number of waiting passengers as compared with peak hours. Thus, for the sake of pedestrian safety, the Consultant had reservations about the purpose. As for pedestrian crossing facilities within the bus terminus, the Consultant had come up with a specific conceptual design to ensure safety of pedestrians in crossing the road. He continued that the LOS could be improved from grade D to grade C upon reprovisioning of the existing bus stop at Lok Yeung Street. Moreover, targeted improvement measures would be proposed in the Consultancy Study to reduce illegal parking of private vehicles and loading/unloading activities, but it still required the support of law enforcement agencies. The Consultant would also explore the feasibility of controlling the number of coaches entering the inner streets of Aberdeen while striking a right balance between the needs of different parties.

17. Mr KWOK Yue-fung responded that regardless of whether or not the improvement measures would be implemented in phases, TD had to coordinate with the bus companies on the arrangements for bus routes re-routeing and relocation of the existing bus stops, and collect public comments through district consultation according to the established procedures beforehand. TD looked forward to the successful implementation of the relevant improvement measures.

18. Mrs MA CHOW Pui-fun, JP said that as one of the projects under the DAS, the Consultancy Study aimed to come up with solutions for traffic problems in Aberdeen. The Home Affairs Department (HAD) hoped that following overall improvement in the traffic condition in Aberdeen, traffic conditions of the Southern District could also be enhanced. She also said that the Consultant had come up with the short-term measures after consolidating the views expressed by Members at the workshop organised by the Southern District Office earlier. Despite that Members had attended the workshop, HAD considered that the Committee's views was also of considerable importance. Therefore, HAD proposed an agenda item to formally consult the Committee. HAD would further enhance the measures in collaboration with the Consultant and TD in the light of Members' views and suggestions. She continued that given that the improvement measures would involve coordination with the bus companies and participation of TD and law enforcement agencies, and that the conduct of district consultation was necessary, further discussion would be held with the Committee and the departments concerned on details of various improvement measures after the Consultant had consolidated Members' views after the meeting. Lastly, she hoped that the Study could effectively resolve the traffic problems in the Southern District. The Consultant would come up with medium - and long-term

improvement measures, and the Committee would be consulted in due course, with a view to further improving the traffic conditions of the district.

19. In closing, the Chairman concluded that the Committee generally supported the direction of the short-term measures as proposed by the Consultant, but there were diverging views on their details. The Chairman asked TD to note Members' views and actively consider implementing measures that were conducive to improving the traffic conditions of Aberdeen in the short term. Consideration might be given to phased implementation having regard to the circumstances to help residents adapt to the new arrangements.

Agenda Item 3: Matters Arising – Proposed Cover for the Walkway at Wong Chuk Hang Public Transport Facility (TTC Paper No. 7/2018)

20. The Chairman welcomed the following representatives of the HyD and MTR Corporation Limited (MTRC) to the meeting:

(a) Mr FUNG Man-leung, Senior Engineer/Station Improvement, HyD;
(b) Mr TAN Luk-seng, Engineer/Station Improvement 1, HyD;
(c) Mr TSANG Heung-keung, Design Manager/SIL, MTRC; and
(d) Ms YEUNG Lee-wah, Public Relations Manager/External Affairs, MTRC.

21. The Chairman invited Mr FUNG Man-leung to brief Members on the paper.

22. Mr FUNG Man-leung said that having consolidated the Committee's comments and consulted the relevant departments, HyD had modified the design of the proposed walkway cover in collaboration with MTRC. He invited Mr TSANG Heung-keung to introduce the modified proposal.

23. With the aid of PowerPoint presentation, Mr TSANG Heung-keung reported the modified design of the proposed cover of walkway at Wong Chuk Hang public transport facility. He noted that at the 13th T&TC meeting on 22 January 2018, Members requested removal of the existing bus stop shelters and extension of the proposed walkway cover. But given the physical constraints, the proposed walkway cover would have to be built on the existing nullah deck and hence had to be subject to certain weight restrictions. The maximum width of the cover that could be supported by the existing deck was 3.5 m. Since the cover design had to make allowance for a space of about 0.5 – 0.6 m from the road kerb outside Exit A of Wong Chuk Hang Station as well as the structural constraint of the eastbound direction of Heung Yip Road, the width of the proposed walkway cover at those two locations would be about 3 m. Besides, to strike a balance between the use of transparent design and avoidance of discomfort caused by direct sunlight to the queuing passengers and pedestrians, transparent material would be used for the central portion of the proposed walkway cover while aluminium panels would be used along the two edges. To allow the cover design to blend in with design of Wong Chuk Hang Station, it was proposed that two green tones similar to the external cladding of the South Island Line viaduct would be adopted on the opaque panels of the proposed

cover roof, while circular metallic cladding would be used for the columns to conceal the pipes and wires. As for the provision of seats near the bus and minibus stops, the proposed seats would be installed between the support columns of the proposed cover to reduce the obstruction to the queuing passengers and pedestrians. Finally, regarding the provision of landscaping and other district improvement facilities, HyD would need to discuss with the relevant departments on the subsequent management and maintenance issues. To avoid affecting the progress of the proposed cover works, it was suggested that facilities could be followed up under the District Minor Works Programme.

24. Members raised enquiries and comments on the proposed cover. Details were summarised as follows:

(a) Mr TSUI Yuen-wa thanked HyD and MTRC for accepting some of the comments raised at the T&TC meeting on 22 January 2018 and supported the modified design, including the adoption of the same colour tone as the external wall of Wong Chuk Hang Station, the use of transparent design as well as the widening of the shelter for GMB Route No. 4M from 3 m to 3.5 m, which would provide a more comfortable environment for the passengers in queues. Regarding landscaping, he suggested that the works for the cover be carried out in coordination with the relevant minor works undertaken by the District Facilities Management Committee (DFMC) so as to minimise the impacts on the ambient environment and waiting passengers;

(b) Mr Paul ZIMMERMAN supported the modified design, but hoped that materials of the same colour would be used for the cover panels on the top and bottom sides and two green tones would be adopted for the whole cover so as to match the colour tone of the MTR Wong Chuk Hang Station. Moreover, he enquired whether standardised stop signs and information panels would be used for the bus and minibus stops and did not hope to see the use of extra stop signs. He commented that the design and materials of the existing regulator's kiosks looked bad and were not air-conditioned. He hoped that TD and MTRC would make improvement so as to match the design of the MTR station. He further pointed out that some parts of the nullah deck near the bus stop, especially that part on the east of the public transport facility, had not been painted with black paint and urged MTRC to follow up. Finally, he said that quite a number of people would cycle to the MTR station and park their bicycles outside the station. He requested TD to provide suitable parking spaces for public use;

(c) Mr LAM Kai-fai, MH said that he accepted the modified design. Besides, he enquired about the width of the green panels on the two edges and the central transparent portion of the cover and was worried that the transparent portion might affect the waiting passengers. He also enquired about the anticipated progress and completion dates of the works which would be carried out in phases;

(d) Dr MAK TSE How-ling, MH thanked HyD and MTRC for accepting Members' comments and welcomed the modified design. She longed for early commencement of works and asked for the works schedule. She said that the waiting passengers were often exposed to direct sunlight and urged HyD and MTRC to be mindful of this when designing the cover;

(e) Mr AU Lap-sing, MH said that since there were lifts and escalators at Exit A of Wong Chuk Hang Station, he was worried that the proposed benches might cause hindrance to passengers walking to and from the bus stop. He mentioned that as the buses and minibuses departed frequently, there would not be a large number of waiting passengers and so suggested that only two to three separate seats be provided at the bus and minibus stops for use by people with impaired mobility;

(f) Ms YAM Pauline supported the modified design and believed that the proposed walkway cover that had been widened from 3 m to 3.5 m was sufficient to provide shelter for waiting passengers. She longed for early commencement of works;

(g) Mr LO Kin-hei thanked HyD and MTRC for the modified design. However, he preferred the use of transparent glass to metal panels for the materials of the cover and said that nowadays there were different means to reduce the transparency of glass. He said that metal gave the impression of stiffness. Transparent glass was more pleasant and could provide a more comfortable environment for the waiting passengers and pedestrians. Moreover, natural light was good for pedestrians and plants. He had no comment concerning the addition of benches but considered that space should be allowed for pedestrians between the columns; and

(h) Mr CHAI Man-hon thanked HyD and MTRC for the modified design and called on Members to reach a consensus on the design as soon as possible. He further said that the public transport facility in question had been commissioned for a period of time. It was time to review the arrangements for the bus stops, such as moving the busier bus stops to locations closer to exits of the MTR station. He said that the arrangements could be made in parallel with the cover project and could facilitate the installation of electronic information display panels. Regarding the landscaping of the ambient environment, he hoped to discuss with the contractor at future DFMC meetings so that the landscaping could be integrated with the cover design.

25. Mr FUNG Man-leung thanked Members for supporting the proposal. He noted Members' comments were mainly related to technical details which would be handled by MTRC. He considered that the comments raised should not involve major technical problems and suitable adjustments might be made to the design.

26. In response to a Member's suggestion of using the two green tones of the external wall of MTR Wong Chuk Hang Station for the opaque panels, Mr TSANG

Heung-keung said that lighter colour had been proposed for the panels to make the cover look brighter. But consideration could be given to using the green tones suggested by the Member. Regarding the transparent central portion, he said that the panels were not fully transparent, but MTRC would consider ways to minimise the impact of direct sunlight on the passengers when working out the detailed design, such as using frosted or patterned panels. MTRC and TD had discussed the stop signs which would be standardised and installed on the proposed cover. As for works progress, if the design was supported by the Committee, a detailed design would be worked out and approval would be sought from the relevant departments. The works were expected to commence in late 2018 and complete in the 1st half of 2020. MTRC planned to add two sets of benches near the bus and minibus stops, so they would not obstruct the pedestrians and the space between the columns. Regarding the arrangements for the bus stops, MTRC would deliberate with TD to determine their locations.

27. In response to a Member's comment that the design of the regulator's kiosks did not match the cover design, Mr KWOK Yue-fung said that TD would relay the comment to the bus company and would consider improving the design of the regulator's kiosks when implementing the cover project. TD would follow up with the bus company so as to standardise the design of the stop signs and avoid causing confusion to the passengers. TD would also consider the suggestion of re-organising the locations of bus stops.

28. Mr TSUI Yuen-wa said that as the works were expected to complete in 2020, before which the passengers would continue to be exposed to sunlight and rain, he suggested moving the minibus stop for GMB Route No. 5M to the location beneath the MTR footbridge as a temporary arrangement to facilitate elderly or patients. He further said that it would be desirable if the same could be done for GMB Route No. 4M. However, given the much larger number of passengers for that route, he could appreciate the difficulty.

29. Mr Paul ZIMMERMAN wished to confirm that there would not be stop signs attached on extra posts in Wong Chuk Hang public transport facility in future and the electronic display panels would have a uniform design and were installed on the cover. Besides, he was worried that the metallic materials for the panels on the cover might rust and asked the relevant department to use materials of good quality (e.g. that could be rust proof for at least 10 years) and exercise quality control. Supporting Mr LO Kin-hei's suggestion, he hoped that glass materials would be used for the panels and said that the heat insulation of glass panels could be improved through various designs. He further said that glass materials were also used on the existing footbridge connecting to MTR Wong Chuk Hang Station, though frequent cleaning and maintenance were required. In consideration of the interest of the local residents, he did not object to the design proposed by HyD and MTRC, but considered it preferable to use glass materials for the panels. Finally, he said that MTRC had not responded to the issue of painting of the nullah deck near the bus stop and urged MTRC to follow up.

30. Mr TSANG Heung-keung responded that allowance had been made for space for installing real-time arrival information display panels at the waiting areas of bus stops, but the panels had to be installed by the bus company. MTRC would

procure metallic materials for the panels according to HyD's design standard. The standard was very high in terms of design and maintenance which should have a service life of 20 to 30 years.

[redacted]

33. The Chairman invited TD to respond to the suggestion of temporarily relocating GMB stops.

34. Mr KWOK Yue-fung said that he had taken note of Member's suggestion and would discuss the feasibility of relocating the GMB stops with the GMB operators. Besides, TD planned to hang all stop signs on the cover and believed that this would enable the passengers to obtain necessary bus information. The need for installing posts for stop signs would be subject to future review.

35. In closing, the Chairman said that the Committee supported the design proposed by HyD. HyD and MTRC were asked to note Members' comments and proceed with the detailed design and the cover project as soon as possible. Timely report on the works progress should also be made to the Committee.

Agenda Item 4: Installation of Traffic Lights at the Tai Tam Road (Dam Section) of Stanley
(Item raised by Mrs CHAN LEE Pui-ying)
(TTC Paper No. 8/2018)

36. The Chairman invited Mrs CHAN LEE Pui-ying to brief the meeting on the paper.

37. Mrs CHAN LEE Pui-ying said that at the 11th T&TC meeting held in 18 September 2017, the Transport Department (TD) put forward proposals on the traffic management measures for Tai Tam Road (Dam Section), such as prohibiting vehicles over 3 tonnes from entering the road section via the northern approach and conducting a traffic signal trial. Since the traffic signal trial had been completed for over half a year, residents in the local community would like to know the trial result and looked forward to TD's proposal for any initiative to relieve the traffic congestion on Tai Tam Road (Dam Section) as soon as possible. Earlier on, she conducted a survey in the district and collected a few hundreds of submissions. The survey result indicated

that a majority of the residents would like the Government to tackle congestion problem on the Tai Tam Road (Dam Section) as soon as possible. She continued that there had been discussions on the congestion problem of Tai Tam Road (Dam Section) over the years, but the problem still remained unresolved. Though the traffic signal trial had been completed, TD had yet to give a definite reply about the proposal for installing traffic lights in order to address the residents' demand. In this connection, she would like to make the following requests: first, TD should provide the results of the traffic signal trials conducted in September and November 2017, plus a conclusion as to whether traffic lights would be installed on Tai Tam Road (Dam Section) based on the trial results. If TD could not respond at the meeting, it should advise when a reply would be available. Second, since the extension of hours for prohibiting vehicles over 3 tonnes from entering the dam via the northern approach during peak hours took effect on 19 January 2018, she requested TD to report on the effectiveness of the measure. She reiterated that the traffic problem of Tai Tam Road must not be neglected. Residents of the nearby Redhill Peninsula had already sent two letters to the SDC. She urged TD to address the residents' demand properly. As an interim measure, she proposed that arrangement should be made to deploy traffic wardens at the dam to control the traffic and maintain order during peak hours.

38. Ms Yammie MAK responded that TD conducted traffic signal trials in late 2017 and implemented the extended prohibition hours for heavy vehicles from entering Tai Tam Road (Dam Section). During TD's traffic signal trials, it took longer time to travel across the dam as vehicles had to wait for the signal in order to pass Tai Tam Road (Dam Section). On the other hand, TD had also received quite a lot of comments from the public expressing that the arrangement had facilitated vehicles to pass the dam orderly. As regards the effectiveness of the extension of prohibition hours for heavy vehicles to enter Tai Tam Road (Dam Section), based on the information provided by the Police, the measure had achieved an effective result.

39. Members raised comments and enquiries on the subject. Details were summarised as follows:

(a) Mr FUNG Se-goun said that the traffic condition of Tai Tam Road (Dam Section) had been discussed in the SDC for many years and the relevant departments should address the issue properly. Since Tai Tam Road (Dam Section) had been built over a 100 years, the road surface was so narrow that it could hardly accommodate the existing needs of traffic flow, two-way traffic of buses and heavy vehicles in particular. In case there was a traffic accident, the traffic would even be paralysed for over half an hour. The Committee had put forward various proposals at previous meetings, including installation of traffic lights and provision of pressure sensors on the road to regulate traffic signals and keep the queue of vehicles in check. He welcomed TD's response to the Committee's claim by conducting the traffic signal trial in the year end of 2017. The positive feedback of residents on the trial had served to prove that the installation of traffic lights was a viable option. Finally, he hoped that TD could confirm the timetable for installing the traffic lights as soon as possible in order to tackle the traffic problems of Tai Tam Road;

(b) Dr MAK TSE How-ling, MH shared the views of Mrs CHAN LEE Pui-ying and Mr FUNG Se-goun. She said that as the traffic signal trial had shown a prominent result on its effectiveness, she wondered why TD still could not make the decision to install the traffic lights. She continued that since the department had a clear picture of the cause of traffic congestion on Tai Tam Road (Dam Section) already, it was irresponsible not to pursue the matter proactively. She thus urged TD to take action expeditiously;

(c) Mr LAM Kai-fai, MH advised that given the residents' support of installing the traffic lights, it was advisable for TD to implement the measure early;

(d) Mr Paul ZIMMERMAN agreed with the comments of his fellow Members. Although he met a driver during the trial who objected to the installation of traffic lights while he was driving, most of the residents supported the installation of traffic lights. Therefore, he maintained that TD should expedite the implementation. He considered that building another bridge for vehicles could be a possible solution but it would entail a huge cost. Comparatively speaking, the installation of traffic lights was a much easier and cost-saving option; and

(e) Mrs CHAN LEE Pui-ying said in view of the fact that Tai Tam Road (Dam Section) was a historical monument, if large vehicles were allowed to encounter and cause traffic jam on the dam, it would lead to sluggish movement of a large number of vehicles on the dam and hence rendering a threat to the safety of the dam. As such, she invited the relevant department to take steps to avoid having too many vehicles jammed on the dam while taking care of the maintenance of the dam. She continued that even if the waiting time of vehicles would increase with the addition of traffic signals, it could enable drivers to have better estimation of their journey time, while facilitating smooth passage along the road section and relieving the traffic flow of Repulse Bay bound vehicles. In this connection, she hoped that TD could make the decision to provide traffic lights as soon as possible.

40. Ms Yammie MAK thanked Members for their support on the traffic signal trials and understood that Members wished to implement traffic signals as soon as possible. She said that with the provision of traffic signals it would take longer time to pass the dam section but vehicles could pass the dam in a more orderly manner without getting congested. Upon completion of the traffic signal trials, TD received opinions from SDC Members and the public through various channels. The majority supported the installation of traffic signals because it facilitated drivers' estimation of the travelling time required and helped minimise the occurrence of traffic congestion at the dam. Meanwhile, there were also a few objections as the opponents considered that they may not always come across traffic congestion on a normal day, and the implementation of traffic signals would lengthen the time required to pass the dam. As the traffic signal trial had completed, TD was studying

ways to strike a balance between the different views of both sides, for example, adopting different traffic signal cycles for different traffic bounds and periods with a view to shortening the journey time required to pass the dam section. TD was also working closely with various departments proactively and had planned to implement temporary traffic arrangements on both ends of Tai Tam Road (Dam Section) commencing April 2018 in order to carry out ground investigation, ducting and cabling works. The department aimed to report to the Committee on the detailed proposal later in the year.

41. Mr Paul ZIMMERMAN said that the first and foremost task of TD should be installation of traffic lights on Tai Tam Road (Dam Section), while the adjustment of the traffic signal cycles could be handled as a second priority. He hoped that in future, TD could introduce some high-tech or intelligent actuator with the aim of establishing a traffic control system with artificial intelligence. Lastly, he urged TD to install the traffic lights as soon as possible.

42. The Chairman concluded that the Committee generally supported the addition of traffic lights on Tai Tam Road (Dam Section) to alleviate traffic congestion on the dam and enhancing road safety. With traffic signals put in place, it was expected that traffic congestion / accidents or even structural damage to the dam caused by the encounter of large vehicles on the dam could be avoided. The Chairman asked TD to note Members' views and take forward the installation of traffic lights and submit the relevant timetable to the Committee as soon as possible.

(Ms YAM Pauline and Ms CHAN Judy Kapui left the meeting at 4:43 p.m. and 5:09 p.m. respectively.)

Agenda Item 5: Review on Driving Behaviour of Bus Drivers
(Item raised by Mr FUNG Se-goun)
(TTC Paper No. 9/2018)

43. The Chairman invited Mr FUNG Se-goun to briefly introduce the paper.

44. Mr FUNG Se-goun said that he was upset by the KMB bus crash in Tai Po in February 2018. He continued that there were many bends and narrow roads in the Southern District and traffic accidents causing casualties often occurred at traffic black spots such as Pok Fu Lam Road and Tai Tam Reservoir Road. If bus drivers drove along Tai Tam Reservoir Road at a high speed and crashed into places without crash barriers, the risk of buses falling off slopes could lead to catastrophic consequences. SDC had repeatedly discussed traffic issues concerning the roads in the Southern District. He had also conducted site inspections with the representatives of TD in 2011 to study whether there were sufficient crash barriers along Repulse Bay Road near Headland Road. Moreover, according to the written response of the Police, there were a total of 58 traffic accidents which involved persons injured in the Southern District in 2017, representing an average of more than one accident each week. The situation was a cause for concerns. While a tachograph, commonly known as the "black box", was currently installed in buses, it would normally be inspected when there was an accident. Therefore, he requested bus companies and the departments concerned to step up monitoring and inspect bus

tachographs regularly. Besides, apart from bus drivers driving at a high speed, the lack of adequate road safety measures such as crash barriers was also one of the causes of many traffic accidents. In this connection, he requested that the departments concerned review the need for additional crash barriers in the district as soon as possible. He also suggested that the speed limit of buses at high-risk road sections prone to accidents be set at 30 km/h. He considered that bus companies and the government departments concerned should step up monitoring and enforcement to ensure that bus services were safe and reliable.

45. Members raised comments and enquiries on the review on driving behaviour problems of bus drivers which were summarized as follows:

(a) Dr MAK TSE How-ling, MH said that the public were shocked by the accident in Tai Po in February 2018 and the society was very concerned about the driving attitude of bus drivers. She asked how TD supervised training provided by bus companies, and whether random surveys were conducted to monitor the driving attitude of drivers, and whether TD had relayed the findings to the bus companies. She held that bus drivers' attitude and training were closely related as suitable training provided by bus companies would improve driving attitude. Moreover, she often witnessed that members of the public complained drivers of stop-skipping and poor attitude etc, resulting in verbal disputes between both parties or upsetting drivers' emotions and even affecting their driving behaviour. Therefore, TD had the responsibility to monitor drivers' driving attitude;

(b) Mr LO Kin-hei commented that it was inadequate to only improve drivers' driving attitude and road safety, and that the blame should not be put on drivers. He did not deny that drivers' attitude had left room for improvement but held that the crux of the issue lied in the overall environment of the current transport industry, including bus drivers' remuneration, etc. He agreed that TD and the departments concerned should work on enhancing road safety, such as requiring bus companies to provide seat belts for all seats on the upper deck of buses. He had reservation about the protection provided by crash barriers on roads. Moreover, he pointed out that bus drivers were often scolded by passengers and faced tremendous pressure. Bus companies should indeed provide attractive remuneration if they wished to improve drivers' quality and facilitate recruitment;

(c) Mr AU Nok-hin agreed that bus and road safety measures had to be enhanced but commented that the crux of the problem was labour conflicts. He criticised political parties that favoured employers. As regards bus drivers' remuneration, he commented that bus companies failed to properly implement TD's Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (the Guidelines). Many drivers had complained that the arrangements of an one-hour meal break, 30 minutes of rest time and five minutes for using the washroom in the Guidelines were difficult to carry out. More often than not drivers had to work overtime in order to earn sufficient salary. Therefore, TD

should review the Guidelines, reduce maximum hours of work, and review bus drivers' remuneration system. He hoped that Members would also review bus drivers' nature of work and working environment in addition to discussing their driving attitude;

(d) Mrs CHAN LEE Pui-ying said that as the roads in remote areas such as Stanley were winding and narrow, the driving attitude of drivers mattered a great deal. However, it was also the responsibility of the public to minimize disturbance to drivers. She commented that apart from educating bus drivers about their driving attitude, a review should also be conducted on various aspects such as their working hours, pressure and remuneration. She suggested providing a partition at the driver's seat to ensure driving safety;

(e) Mr LAM Kai-fai, MH agreed that additional crash barriers should be provided to enhance road safety and minimise the risk of vehicles falling off slopes. Although public opinions blamed the driver in the Tai Po traffic accident for his driving attitude, he believed that the cause of the accident in Tai Po should not be over-generalised. In his opinion, the accident was caused by a number of underlying factors, such as labour issues and rest time for bus drivers. However, as the discussion of these aspects was outside the terms of reference of the Committee, the meeting should focus on the improvement of the driving attitude of drivers;

(f) Mr CHAI Man-hon said that most bus drivers were conscientious and polite. Therefore, the Committee should not criticise all bus drivers because of an individual incident. He added that TD had not fully utilised the statutory power conferred by franchises to monitor bus companies. Due to the long standing shortage of manpower in bus companies, there were lost trips of various bus routes. Therefore, TD should make use of franchises to urge bus companies to employ sufficient manpower, and impose penalties on bus companies if they failed to meet the target. Regarding hardware, he agreed that bus seats should be equipped with two-point seat belts to enhance passengers' safety awareness. As for the proposal for providing crash barriers, he cited a traffic accident on Tuen Mun Road, saying that the crash barriers there had failed to serve their function. Therefore, the departments concerned should consider carefully whether crash barriers could improve the problem. Finally, he said that bus speed might not be the major cause of accidents. If bus speed was limited to 30 km/h in certain road sections, it would seriously affect other road users;

(g) Mr Paul ZIMMERMAN said that drivers, equipment and roads were the three factors to be considered when looking into the issue of road safety. Members had focused their discussion on the attitude of franchised bus drivers. However, he said that attention should also be paid to the driving attitude of non-franchised bus drivers because they had not received organised training as franchised bus drivers did.

Therefore, he asked whether TD had provided training for non-franchised bus drivers. He added that traffic accidents were less likely to be caused by mechanical failure, and hence such risk was relatively low. On the contrary, the roads in the Southern District were more problematic. He pointed out that many of the roads were steep and narrow old mountain roads with limited visibility and without crash barriers and refuge islands etc. Either one of the head-on buses or large vehicles must stop for the other to get past. Therefore, TD should propose mitigation plans for the above problem. He said that TD should provide a list setting out the potential road sections with the above problem, so that the Committee could discuss the mitigation proposals, such as mounting warning signs and signs requiring long vehicles to slow down. As regards traffic accidents involving buses, he believed that the focus should not be traffic black spots but road sections with safety concerns, such as the section of Island Road between the Aberdeen Tunnel and Stanley, and the road section between Shek O Road and the Shek O Roundabout where traffic accidents frequently occurred; and

(h) Mr CHU Ching-hong, JP said that the proposed discussion item was about the driving attitude of bus drivers, i.e. giving passenger safety the utmost priority when driving, and the issues regarding the Guidelines and franchises were secondary. He concurred with Mr FUNG Se-goun's request for the provision of crash barriers. Given the extremely narrow roads in areas like the Bays Area, Stanley and Tai Tam, the departments concerned should review the need for providing crash barriers to ensure passenger safety. Moreover, he considered that while improvement of drivers' remuneration as well as the Guidelines were necessary, the crux of the problem lied in the considerable recruitment difficulties faced by bus companies. In this connection, stakeholders should work together to solve the problem by exploring ways to improve the driving attitude of drivers and enhance passenger safety, instead of targeting at the political stance of individuals.

46. Mr KWOK Yue-fung responded that bus companies would carry out regular inspection on the driving performance of bus captains through the tachograph, and deploy plain-clothed staff to conduct on-board monitoring of their driving attitude on a regular basis. TD would relay to bus companies and request concrete improvement plans when problems were found in daily supervision, or upon receipt of complaints. On the other hand, TD had requested bus companies to step up implementation of the requirements in the Guidelines; and the Bus Branch of TD had made amendments to the Guidelines, one of which was the reduction of the maximum working hours for bus captains from 14 hours to 12 hours. TD hoped that bus companies could implement the arrangement as soon as possible to enhance the working environment for bus captains. Regarding the traffic accident in Tai Po, the Chief Executive had set up the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) in which a judge was appointed as the Chairman and a representative of TD as one of the Members to examine the causes of the accident and identify areas for improvement, in the hope of resolving relevant safety issues and

ensuring overall safety of the operation of buses.

47. Ms LAU Wai-yee said that on the provision of crash barriers, the current design of all bus stops, including the area and sight distance etc., had met the design standards of TD. Crash barriers might be provided behind and in front of bus stops if necessary.

48. Members further raised enquiries and comments on the review on driving behaviour problems of bus drivers. Details were summarised as follows:

(a) Mr AU Lap-sing, MH observed that while most bus drivers in the Southern District had a good driving attitude, the driving attitude of some heavy goods vehicle drivers was less desirable as they might cut into lanes indiscriminately. He enquired whether complaints could be made to TD, the Police or bus companies in case evidence of other drivers' poor driving attitude was recorded by the driving video recording device;

(b) Mr LO Kin-hei agreed that road safety was of paramount importance. However, factors such as bus drivers' remuneration, franchise arrangements, and lost trips of buses were by no means secondary, but were indeed existent social issues. He learnt that IRC would look into the traffic accident in Tai Po but he held that the franchise mode of transport services in Hong Kong must be reviewed. He continued that different transport service modes had immense impacts on drivers, passenger safety and service quality, and they were all inter-related and should be handled holistically. For instance, "transportation bureaux" had been set up in some foreign cities to invite tenders for bus routes from operators;

(c) Mr CHU Ching-hong, JP clarified that emphasis needed to be put on the remuneration of bus drivers and their working hours, and as Hong Kong drivers earned a lower salary than their foreign counterparts, the society should review the relevant issues in a gradual manner. He understood that bus drivers might be unreasonably condemned while driving, they were nonetheless responsible for securing passenger safety;

(d) Dr MAK TSE How-ling, MH said that we should not criticise all bus drivers for the poor driving attitude of individual drivers. However, to ensure passenger safety and avoid accidents, bus companies should seriously enhance training and TD should strengthen monitoring as well. Since the driving attitude of bus drivers had a direct impact on driving safety, the proposed discussion item was not to criticise bus drivers but to raise concern about the impact of their driving behaviour. She also agreed that the salary of bus drivers was relatively low and it was necessary to improve their remuneration, and TD and bus companies should conduct a review; and

(e) Mr CHAI Man-hon said bus companies should improve the

remuneration of bus drivers to retain staff and attract new blood. At the same time, TD had the responsibility to ensure effective operation of bus services and provide a safe driving environment for frontline bus drivers. He added that many members of the public liked to record videos with their mobile phones for uploading onto the Internet in recent years, and there were passengers who stood in the way of buses when they were unable to board, which exerted a great deal of pressure on bus drivers. He considered that the Police should step up prosecution against passengers who stood in the way of buses or attacked bus drivers in order to enhance the deterrent effect. On the front of franchises, he understood that TD had limited power, and therefore he suggested changing the mode of franchise by taking reference from foreign cities which allowed different companies bid for different routes and operation hours. Issues such as whether buses were assets of the Government or bus companies could be further discussed.

49. Mr KWOK Yue-fung responded that the Citybus Limited and the New World First Bus Services Limited had raised the salary, including the basic salary and overtime pay, of bus captains on 1 March 2018 to improve their remuneration.

50. Mr Paul ZIMMERMAN said IRC would look into the safety issues of franchised buses, yet he would like to know whether the issues of non-franchised buses would also be examined and, if not, how TD would improve the quality of drivers of non-franchised buses. He continued that many roads in the Southern District failed to meet TD's design standards, and TD should take the initiative to provide the list of road sections concerned, such as those where large vehicles were unable to concurrently use dual carriageways, those unable to meet TD's standards, and those requiring crash barriers.

51. Ms LAU Wai-yee said that relevant information was not available at the moment and a reply would be given to the Member directly after the meeting.

[Post-meeting note: TD had contacted the Member and explained TD's suggestions on slope maintenance works.]

52. The Chairman asked the Police to respond to a Member's enquiry as to whether clips from driving video recording devices could be used as evidence for filing complaints.

53. Mr WONG Chin-mo said that if members of the public had video-recorded or witnessed poor driving attitudes of drivers, they could lodge complaints at any police station and provide details of the incident, vehicle licence plate numbers and names of the drivers (if any). The Police would refer the complaints to the Traffic Investigation Group of the respective Police regions for in-depth investigation. Prosecution would be initiated if there is sufficient evidence to support the case. However, cooperation from the informant is paramount to act as a witness for the prosecution and a witness statement would also be required.

54. In conclusion, the Chairman said that the Committee requested TD to review

and improve the road facilities in traffic accident black spots, enhance road safety, and strengthen monitoring of bus companies. In addition to the request for bus companies to urge drivers to be mindful of their driving attitude, TD should also introduce measures to improve the remuneration and working environment of drivers. Besides, the Committee urged the Hong Kong Police Force to step up enforcement to ensure the safety of road users.

(Mr CHAN Man-chun, Mr YEUNG Wing-yan and Mr CHU Ching-hong, JP left the meeting at 5:31 p.m., 5:47 p.m. and 5:55 p.m. respectively.)

Agenda Item 6: Review on the Operation of Real-time Arrival System of Citybus and NWFB
(Item raised by Mr CHAI Man-hon)
(TTC Paper No. 10/2018)

55. The Chairman welcomed Mr Kevin LI, Public Affairs Manager of Citybus / NWFB Ltd (the bus companies) to the meeting.

56. The Chairman invited Mr CHAI Man-hon to brief Members on the agenda item.

57. Mr CHAI Man-hon said that the real-time arrival system of the bus companies enabled passengers to search for the locations of buses, the expected arrival time, the distances of the buses from the en-route bus stops, etc. If the system showed that a bus had remained at a certain location for a period of time, the passengers would guess that the bus might be delayed owing to certain road situation and could then estimate their journey time. He thus commended the desirable design of the system. However, he also pointed out some problems of the system. For example, since the "scheduled departures" were actually non-real time departures, the passengers might misunderstand that the scheduled departure time was real-time arrival time and think that the bus failed to depart or arrive at an en-route stop at the scheduled time. He said that the problem was more commonly seen at bus termini because the electronic display panels at the termini or the bus companies' app only showed the scheduled departure time. The passengers would be confused if the bus failed to depart as scheduled. He thus commented that the system had room for improvement and urged the bus companies to make improvement before extending the system to all bus routes to minimise misunderstanding. Moreover, he wished to know the progress of installation of display panels at bus stops. While the bus companies had planned for installation in 2019 and 2020, he considered that display panels could be installed at more bus stops to facilitate the passengers. For example, TD said that there was no power supply for the bus stop at the exit of Western Harbour Tunnel, but there were lighting and drink vending machines at that en-route stop. Thus, the lack of power supply could not be used as an excuse and TD should seriously consider installing display panels there. Furthermore, TD had recently announced the plan to introduce a system that would integrate the real-time arrival systems of the various public transport operators. The system would be made available at TD's website and the "Hong Kong eTransport" mobile app to facilitate easy selection of means of transport by passengers. He said that as the Government had subsidised the installation of electronic display panels by the bus companies, it

should urge the bus companies to make their data open so as to provide more choices for the public.

58. The Chairman asked whether TD and the bus companies had anything to supplement in addition to their written replies.

59. Mr KWOK Yue-fung responded that the bus companies were currently providing real-time arrival time enquiry service through their web site and mobile app. TD understood that Members hoped the bus companies to make their data open for public use. Currently, through the hyperlinks provided at TD's web site and the "Hong Kong eTransport" app, the public could gain access to the bus companies' web site providing similar functions.

60. Mr Kevin LI responded that the extension of the real-time arrival enquiry service was in good progress. Hardware equipment was being installed in bus compartments. Installation had been completed for over 1 100 out of the 1 600 buses. It was expected that real-time arrival enquiry service could be provided for all (about 130) Citybus (Franchise 1) routes by the end of May 2018. Moreover, extension of the real-time arrival enquiry system to all franchised routes of Citybus and NWFB would be advanced to the 3rd quarter of 2018. The bus companies were discussing with TD about the tender document for installing display panels at bus stops. An open tendering exercise would be conducted in due course. Display panels were expected to be installed at more than 200 sheltered bus stops with power supply between 2019 and 2020 in phases. In early 2017, TD issued an information paper to all District Councils listing the sheltered bus stops for installing display panels in each district, including over 50 bus stops in the Southern District. Regarding the problems associated with the real-time arrival enquiry service, the existing system on the bus companies' web site and mobile app would display the next three departures within an hour for all bus stops of the relevant bus routes. When a waiting passenger enquired about the arrival time, the bus in question might not have departed from the terminus or might still be in the previous journey section. The system would then estimate the arrival time according to the bus timetable and historical journey data. Besides, since the real-time arrival system had not yet been installed on some buses, when the bus companies deployed buses without the system due to operational needs or traffic congestion, the above problem would also arise. But all these problems would be solved after the system was fully installed in the 3rd quarter of 2018. Earlier on the bus companies had also changed the wording of "Scheduled departure" to "Non-Real time" with remarks to provide clearer information. Due to the uncertainty of road situation in Hong Kong, after a bus arrived at the terminus, the operations control centre or regulator might have to make operation adjustment. The bus companies were instructing frontline staff to make corresponding changes to the operation management system in case of operation adjustment so that the real-time arrival system could show updated information. Failing to update the information in time might give rise to inaccurate information. The bus companies had stepped up efforts to remind the staff to provide accurate and updated information.

61. Mr LO Kin-hei said that when implementing the public transport re-organisation plan to tie in with the commissioning of the South Island Line (East), TD and the bus companies both indicated that the real-time arrival system would be

installed as soon as possible, but the system had only been installed for a small number of bus routes serving the Southern District, giving the impression that they had deceived SDC. This would only aggravate SDC's distrust of TD and the bus companies. Besides, he also criticised the existing user interface of the "Hong Kong eTransport" app. Apart from its unattractive design, the app could not provide much convenience to users because it only provided hyperlinks to the websites or apps of the various public transport operators despite the claim that it integrated the various real-time arrival systems. He urged TD to improve the interface and functions of the app. He commented that the progress of installing electronic display panels at bus stops in Hong Kong had lagged behind many foreign cities and queried why the facilities could not be installed at bus stops given the abundant financial resources and technology of Hong Kong.

62. Mr KWOK Yue-fung responded that he noted a Member's comment that the interface of the "Hong Kong eTransport" app could not provide much convenience to users and would relay the comment to the relevant section.

63. Mr Kevin LI responded that he appreciated the Committee's concern over the progress of extension of the real-time arrival enquiry service and would notify SDC of any latest news once available.

64. In closing, the Chairman asked TD and the bus companies to note Members' comments and improve the problems of the real-time arrival system. When TD introduced a mobile app that integrated the real-time arrival systems of the various public transport operators, a uniform display format should be adopted to facilitate the public.

(Mr CHAN Man-chun, Mr YEUNG Wing-yan and Mr CHU Ching-hong, JP left the meeting at 5:31 p.m., 5:47 p.m. and 5:55 p.m., respectively.)

Agenda Item 7: **Progress Report on Previously Discussed Items (as at 28.2.2018) (TTC Paper No. 11/2018)**

[redacted]

[redacted]

(B) Bus Services in the District

72. Ms LAM Yuk-chun said although the progress report showed that there was no lost trip for NWFB Route No. 595, she was doubtful about the actual headway, which she believed was over 10 minutes to even 20 minutes instead of just eight minutes. She thus enquired TD of the date of conducting the on-site survey and the actual headway.

73. In response, Mr KWOK Yue-fung thanked the Member's views and said that he would give a direct reply to the Member after the meeting.

[Post-meeting note: TD has contacted the Member after the meeting. Survey on NFWB Route No. 595 was conducted on 26 February in South Horizons Bus Terminus.]

74. Mr CHAI Man-hon said that there were lost trips for NWFB Route No. 595 during a whole day in December 2017. Besides, he enquired why the actual number of departures of NWFB Route No. 970 was more than its scheduled number of departures, and whether bus routes with real-time arrival system in place provided more reliable services, hence offering a convenient excuse for delays of those without the system.

75. Mr KWOK Yue-fung responded on the tabulated information of on-site surveys and said that on the day of the survey, buses were deployed to provide additional services for NWFB Route No. 970 to address additional passenger demand. Thus the data was in order.

(C) Highways Department (Southern District) - Progress Report on Major Road Resurfacing Works to be completed within 2 months or to start within 6 Months

76. Ms CHEUNG Sik-yung said it was estimated that it would take a month to complete the works under item (C) Ap Lei Chau Bridge Road slip road to Aberdeen, pending approval from relevant authorities for temporary traffic arrangements, construction noise permits and excavation permits. HyD had consulted her on the relevant matters through email. She enquired whether the road section mentioned in the progress report was the same road in HyD's email. Given the busy traffic on Ap Lei Chau Bridge Road and the shorter lead time for other similar works, she doubted whether it had to take a month to complete the works.

77. Mr CHENG Ka-hei responded that he did not have the relevant information for the time being and would ask Maintenance Section to contact the Member for details of the matter.

[Post-meeting note: HyD had contacted the ward office of the Member after the meeting. Since it took time for HyD to apply the relevant permits, HyD could only provide the estimated start and completion date of works for Members' reference. The actual time required for the works was two days and the works was completed on 22 March 2018.]

(E) Hong Kong Police Force and Transport Department
Southern District Traffic Reports of 2018 (January and February 2018)

78. Mrs CHAN LEE Pui-ying said that there were relatively more accidents in Stanley and Shek O, and the majority of them involved bicycles, motorcycles and private cars. She thereby enquired TD and the Police whether there were safety issues in those road sections, and the actual time the accidents concerned took place.

79. Mr Paul ZIMMERMAN expressed his concern on the relatively high number of traffic accidents, and commented that the departments concerned should not merely focus on the situation in traffic black spots, but to examine road sections that had

frequent traffic accidents. He pointed out that there were six traffic accidents in Pok Fu Lam Road in both January and February 2018, five in Shek O Road in January 2018, two and four in Tai Tam Road in January and February 2018 respectively. If Stanley Gap Road, Repulse Bay Road and Heung Yip Road were taken as one road section, there would have been two and six accidents in that road section in January and February 2018 respectively. He said that traffic reports should target at high-risk road sections. As the roads mentioned above were narrow and winding old mountain roads, they should be viewed as high-risk roads. TD and the Police should propose improvement measures to reduce the number of accidents on these roads.

80. Mr WONG Chin-mo responded that the Police did not have information on the time of accidents for the time being, and as there were various causes of accidents, it was difficult to make a generalisation. In regard to traffic black spots, the Police would take enforcement actions on a regular basis.

81. Ms MAK Cheuk-yan responded that TD would look into the details of the traffic accident concerned and reply later.

[Post-meeting note: After looking into the details of the accidents concerned, it is noted that there are various reasons for traffic accidents, such as skidding, driving too close to vehicle in the front and malfunctioning of the braking system, etc.]

82. The Chairman asked Members to note the Traffic Report of Ocean Park at Annex 1.

Agenda Item 8: Any Other Business

83. The Chairman said that the Secretariat had not received any proposal under this agenda.

Date of Next Meeting

84. The Chairman advised the meeting that the 15th meeting of T&TC under SDC would be held at 2:30 p.m. on 21 May 2018 (Monday) at the SDC Conference Room.

85. There being no other business, the meeting was adjourned at 6:24 p.m.

Secretariat, Southern District Council
May 2018

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南區區議會向香港專營巴士服務獨立檢討委員會提供書面意見 Written Submission of the Southern District Council to the Independent Review Committee on Hong Kong's Franchised Bus Service

01.06.2018 10:53

From: Michelle MW LIN/HAD/HKSARG@HAD
To: secretariat@irc-bus.gov.hk,

檔案編號: HAD S DC/13/30/3/7/016

香港專營巴士服務獨立檢討委員會秘書處

陳炳輝先生

Mr CHAN Ping-fai, Peter
Secretariat to the Independent Review Committee on Hong Kong's Franchised Bus Service

陳先生:

Dear Mr CHAN,

南區區議會向香港專營巴士服務獨立檢討委員會提供書面意見
Written Submission of the Southern District Council to the Independent Review Committee on Hong Kong's Franchised Bus Service

繼我們於5月21日提交區議會相關會議文件及紀錄的函件，隨附南區區議員就專營巴士運作及管理模式的書面意見，分別載於附件一及二，以供參考。附件的列印本亦已寄出。

Further to our letter dated 21 May 2018 with submission of relevant discussion papers and meeting records of SDC, attached please find SDC Members' comments on the operation and monitoring of franchised bus service (see Encl. 1 and 2) for your reference. The hard copies of the attachments have been sent by post.

如有任何查詢，請致電2814 5812與下開代行人聯絡。

Please contact the undersigned at 2814 5812 for any enquiries.

練文惠

南區區議會秘書處

LIN Man-wai, Michelle

Southern District Council Secretariat

Encl. 1_Written Submission by Mr Paul ZIMMERMAN.docx

Encl.2_Written Submission by Mr CHAI Man-hon.doc

Annex to Encl 1.zip

Encl. 1
附件一

Written Submission by Mr Paul ZIMMERMAN

We have three concerns:

1) Preventing double deckers from falling off roadside high slopes (see TTC paper 33/3014, see Annex)

2) Improving safety of passengers waiting at bus stops along major roads (see TTC paper 17/2017, see Annex)

3) Improving road safety at sections where two buses/long vehicles cannot make the turns simultaneously (e.g. Repulse Bay Road, Shek O Road)

交通文件 **33/2014** 號
（於 11 月 10 日會議討論）

南區區議會屬下
交通及運輸事務委員會

促請政府部門及交通機構
加強防範南區山區道路高載客車輛墜坡風險

目的

本文件旨在請各委員就上述議題發表意見。

背景

2. 鄺子憲先生及司馬文先生於會前以書面向交通及運輸事務委員會（下稱「委員會」）主席提出，要求在2014年11月10日舉行的委員會第十八次會議上討論上述議題，詳情請參閱附件一。

3. 按照《南區區議會（2012-2015）會議常規》第13條，委員會主席同意將有關議題納入委員會第十八次會議的議程。相關政府部門的書面回應載於附件二及三。

徵詢意見

4. 請各委員就上述議題發表意見。

南區區議會秘書處
2014 年 11 月

T&TC Paper No. 33/2014
(for discussion on 10.11.2014)

Southern District Council
Traffic and Transport Committee

Request for Government Departments and Transport Operators to Step up Measures to Prevent High Capacity Passenger Vehicles Falling off Roadside Slopes

Purpose

This paper aims to seek the views of Members on the above subject.

Background

2. Prior to the meeting, Mr. KWONG Tse-hin Glenn Julian and Mr. Paul ZIMMERMAN put forward a written request to the Chairman of Traffic and Transport Committee (T&TC) to discuss the above subject at the 18th T&TC meeting to be held on 10 November 2014 (see **Annex 1**).

3. Subject to Order 13 of the "Southern District Council (2012-2015) Standing Orders", the Chairman agreed to include this item in the agenda of the 18th T&TC meeting. The written replies from relevant government departments are at **Annexes 2 & 3**.

Advice Sought

4. Members are invited to give their views on this subject.

Secretariat, Southern District Council
November 2014

香港香港仔香港仔海傍道3號
逸港居地下及一樓
南區區議會屬下交通及運輸事務委員會主席
陳富明先生

陳主席及各位委員：

要求2014年11月10日的交通及運輸事務委員會第十八次會議加入以下議程：
促請政府部門及交通機構加強防範南區山區道路高載客車輛墜坡風險

南區連接淺水灣，赤柱，大潭， 石澳等主要道路路面狹窄，多急彎斜坡。路側的高坡險崖普遍欠缺足夠防護設施，在薄扶林道及域多利道也存在類似問題。本年8月30日晚上在大潭篤水壩彎位兩部私家車對撞導致水壩一組石砌圍欄脫落，顯示相對較穩妥的圍欄實際也不能抵擋較大撞擊。

這些道路交通繁忙，淺水灣道部分路段日交通量達到19000車，當中淺水灣道（香島道至春磡角道）的雙層巴士，小巴，校巴，旅遊車雙向流量估計接近每日2000輛。職業司機熟悉路面情況，但未必知道道路的技術缺陷。部分司機車速過高，可能引發車輛失控，側滑或迎頭對撞，導致衝出路面事故。

巴士等載客車輛墜坡事故在香港不常發生，但這類事故後果將會是災難性，需要各方重視問題並儘力降低風險。現提出：

1．運輸署與巴士，小巴公司及校巴旅遊車機構盡快商討，制定更嚴格的營運守則，包括向司機說明高風險路段位置，擬定針對性的行車準則與車速指引。並擴充利用現有車載GPS及行車紀錄儀有效監察管理。大型載客車輛在部分高危路段車速需按情況降至25至40公里，不能單純以50公里法定限速作為依據。

2．運輸署，路政署, 土木工程拓展署需共同商討加快提升南區山區路段高坡陡崖的防護能力，並有系統地在斜坡鞏固工程計劃中加入提升行車安全的各種措施。

我樂意與區議會，政府部門與公共交通機構合作， 提供南區高坡陡崖路段的資料及建議具體對策。防範墜坡問題是提升南區道路安全及質素的重要一環。

南區區議會屬下交通及運輸事務委員會

鄺子憲增選委員　　司馬文議員
2014年10月13日

典型问题说明

（来源：Google Street View）

大潭道（紅山半島至赤柱）一處狹窄路面緊貼20米高海崖。石砌圍欄不具備攔阻巴士旅遊車一般速度撞擊的能力。

大潭道大潭篤水壩彎位，2014年8月30日的私家車撞擊事故導致部分石砌圍欄脫落，顯示圍欄無法抵擋巴士旅遊車等大型車輛撞擊。部分雙層巴士司機可能為了避免反向車輛等候，會在水壩上的彎前直路加速行駛。本人曾觀察到一部在水壩上行駛的巴士速度標板顯示60公里車速。為了控制事故風險，水壩路段的巴士旅遊車車速不宜超過35公里。

淺水灣道一處緊貼20米高陡峭邊坡路段。

域多利道一段100米長臨崖路段。

(Translation)

Mr Chan Fu-ming
Chairman to the Traffic and Transport Committee of Southern District Council
G/F & 1/F, Ocean Court
3 Aberdeen Praya Road, Aberdeen

Proposed agenda item for the 18th TTC meeting on 10th November 2014:
Request for Government Departments and Transport Operators to Step up Measures to Prevent High Capacity Passenger Vehicles Falling off Roadside Slopes

Dear Chairman and Members,

Major roads in the Southern District linking Repulse Bay, Stanley, Tai Tam and Shek O are narrow and winding with frequent gradients. High slopes and cliffs along roadsides are generally in lack of adequate containment measures. This problem is also found on Pok Fu Lam Road and Victoria Road. During the night of 30th August this year, two private cars collided head-on at a bend on the dam of Tai Tam Tuk Reservoir, causing the detachment of sections of the stone sidewall. This shows that even relatively solid walls in reality cannot sustain larger impacts.

These roads are busy with daily traffic reaching 19,000 vehicles on some sections of Repulse Bay Road. It is estimated that the daily two-way flow of high capacity passenger vehicles i.e. public buses, minibuses, school buses and coaches approaches 2,000 on Repulse Bay Road between Island Road and Chung Hom Kok Road. Professional drivers are familiar with the road conditions, but may not be aware of technical weaknesses of these roads. Some drivers adopt excessive speeds which could lead to loss-of-control, skidding or head-on collisions and in turn running off the road pavement.

Accidents with high capacity passenger vehicles falling over steep roadsides are not common in Hong Kong, but any such happenings will be catastrophic. This requires stakeholders to recognize the problem and strive to minimize the risks. We now propose that:

1. Transport Department commences discussions with transport operators as soon as possible to formulate stricter rules of operation. These should cover information for drivers about high risk road sections and setting up specific driving standards with guidelines on appropriate speeds. This should also include effective monitoring and management using any currently available in-vehicle GPS equipment and vehicle recorders. Along certain high risk road sections, large passenger vehicles will have to drop their speeds to 25 to 40km/h, depending on the actual circumstances. It is inappropriate to purely use the default 50km/h legal speed limit as the basis for operation.

2. Transport Department, Highways Department and the Civil Engineering and Development Department should discuss to develop a program to increase the containment capability of barriers along hilly roads in the Southern District, and to systematically implement various measures to improve road safety under the program of slope works.

Prevention of vehicles falling off high slopes is an important component for increasing the safety and quality of roads in the SDC. We shall be pleased to collaborate with the District Council, Government departments and transport operators to provide information on hazardous roadside slopes and potential counter-measures.

Kwong Tse Hin, Julian
Co-opted Member

Paul Zimmerman
District Councillor

Traffic and Transport Committee, Southern District Council
13 October 2014

Illustration of Typical Problems

（Source：Google Street View）

A narrow section of Tai Tam Road (Red Hill to Stanley) adjacent to a 20m high sea cliff. The stone wall does not have the capability to resist impact by buses and coaches at general speeds.

Bend on Tai Tam Tuk Dam. The collision between two private cars on 30 August 2014 resulted in the detachment of sections of the stone wall. This clearly indicates that the wall cannot withstand impacts by buses and coaches. Some double decker drivers adopt excessive speeds on the straight sections, presumably in an attempt to reduce the waiting time of opposing vehicles. Observation has been made in a bus with its speedometer showing 60km/h over the dam. In order to control the risk of accidents, travel speeds of buses and coaches have to be regulated to not more than 35km/h.

A section of Repulse Bay Road over a 20m high steep side slope.

A 100m long section of Victoria Road over a cliff

附件二

路政署及運輸署
就『加強防範南區山區道路高載客車輛墜坡風險』的回應

1. 就委員的建議，運輸署已特函要求於南區提供服務的專營巴士公司、專線小巴營辦商及非專營巴士聯會不時提醒旗下車長/司機在駕駛時必須留意道路上的法定車速上限，並因應車輛載客量及道路線形而採用合適及安全車速行走。同時，運輸署亦鼓勵營辦商應考慮制定車長/司機營運守則，闡明高風險路段位置，以及擬定針對性的行車守則與車速指引，並給予車長/司機適當的指示及培訓，以及在可行的情況下需運用全球衛星定位系統及 / 或行車紀錄儀器的相關資料(如車輛有安裝)進行有效監察車長/司機的行為及管理車隊。

2. 路政署會就區內進行中的相關斜坡鞏固工程，提供有關提升防護措施的意見，運輸署也會建議相關部門參考有關的指引，以便相關工程部門在進行斜坡鞏固工程時，一併研究加入防護攔的可行性。另外，當路政署在開展位於南區內一些路旁高坡陡崖的斜坡鞏固工程時，會一併研究加入防護攔的可行性，以進一步提升防護措施。

路政署及運輸署
2014 年 11 月

Annex 2

Replies from Highways Department and Transport Department concerning "Request for Government Departments and Transport Operators to Step up Measures to Prevent High Capacity Passenger Vehicles Falling off Roadside Slopes"

1. In response to the suggestions raised by the Members, Transport Department (TD) has issued letters to the franchised bus companies, green minibus operators and non-franchised bus associations operating in Southern District, and requested them to remind their bus captains / drivers to pay attention to the legal speed limit on the roads, and adopt an appropriate and safety speed with consideration of the number of passengers on board and road alignment. In addition, TD encouraged the operators to consider formulating the guidelines for the bus captains / drivers, with the highlight of the road sections with high risks and corresponding driving rules and reference of driving speed, as well as providing the instructions and training to the bus captains / drivers, and if possible, to monitor the performance of the bus captains / drivers and fleet manage the fleet with the use of information recorded by the Global Positioning System and / or "black-box" (if installed).

2. For slope stabilization works in the Southern District, Highways Department will advise the relevant departments to review the feasibility to incorporate the installation of appropriate barriers fences in their project, and Transport Department will request relevant department to make reference to the appropriate guidelines in their project. Besides that, prior to the commencement of stabilization works for the HyD steepy roadside slopes in the Southern District, Highways Department will review the feasibility of installing barriers to enhance the protection measures.

Highway Department and Transport Department
4 November 2014

附件三

土木工程拓展署
就『加強防範南區山區道路高載客車輛墜坡風險』的回應

土木工程拓展署推行防治山泥傾瀉工程旨在控制山泥傾瀉風險。於道路上加固圍欄、加設防撞欄或推行其他各種提升行車安全的措施則屬運輸署及路政署的管轄範疇。因此，本署已將議員的信件轉交運輸署及路政署跟進。

一般而言，本署在區內進行防治山泥傾瀉工程前會先諮詢運輸署，路政署及其他相關部門。假若該斜坡工程將受到任何計劃中的道路工程（包括於路旁加固圍欄或加設防撞欄）的影響，而合併該斜坡工程及該道路工程在技術上是可行並且不會嚴重影響工程進度，相關部門會一併考慮整合該些工程為單一的工程項目。

Annex 3

Replies from Civil Engineering and Development Department concerning "Request for Government Departments and Transport Operators to Step up Measures to Prevent High Capacity Passenger Vehicles Falling off Roadside Slopes"

The objective of CEDD's Landslip Prevention and Mitigation Programme is to control landslide risk. Matters related to strengthening of railing, provision of crash barriers on the road or implementing any additional measures in enhancing road safety are under the jurisdiction of the Transport Department and Highways Department. As such, we have referred your letter to the Transport Department and Highways Department for following up.

In general, CEDD will consult Transport Department, Highways Department and other relevant departments prior to the commencement of the landslip prevention and mitigation works in Southern District. If the proposed slope works are to be affected by any planned road works project (including strengthening of railing or provision of crash barriers), relevant departments will consider integrating the slope works and the road works into a single public works project if it is technically feasible and will not significantly affect the progress of the landslip prevention and mitigation works.

交通文件 **17/2017** 號

（於 2017 年 5 月 22 日會議討論）

南區區議會屬下
交通及運輸事務委員會

關注在主要道路巴士站候車乘客的安全

目的

本文件旨在請各委員就上述議題發表意見。

背景

2. 鄺子憲先生及司馬文先生於會前以書面向交通及運輸事務委員會（下稱「委員會」）主席提出，要求在2017年5月22日舉行的委員會第九次會議上討論上述議題，詳情請參閱附件一。

3. 按照《南區區議會會議常規》第13條，委員會主席同意將有關議題納入委員會第九次會議的議程。

4. 運輸署及路政署的書面回應分別載於附件二及三。

徵詢意見

5. 請各委員就上述議題發表意見。

南區區議會秘書處
2017 年 5 月

TTC Paper No. 17/2017
(for discussion on 22.5.2017)

Southern District Council
Traffic and Transport Committee

Concerns for the Safety of Waiting Bus Passengers along Major Roads

Purpose

This paper aims to seek the views of Members on the above subject.

Background

2. Prior to the meeting, Mr. KWONG Tse-hin, Julian and Mr. Paul ZIMMERMAN put forward a written request to the Chairman of Traffic and Transport Committee (TTC) to discuss the above subject at the 9th TTC meeting to be held on 22 May 2017 (see **Annex 1**).

3. Subject to Order 13 of the Southern District Council Standing Orders, the Chairman agreed to include such discussion item in the agenda of the 9th TTC meeting.

4. The written reply from the Transport Department and Highways Department are at **Annex 2 and 3** respectively.

Advice Sought

5. Members are invited to give their views on this subject.

Secretariat, Southern District Council
May 2017

香港香港仔
香港仔海傍道 3 號
逸港居地下及一樓
南區區議會屬下交通及運輸事務委員會主席
陳富明先生

陳主席及各位委員：

擬於 2017 年 5 月 22 日的交通及運輸事務委員會第九次會議
提出加入議題：關注在主要道路巴士站候車乘客的安全

於 2017 年 3 月 31 日，一輛客貨車撞向香港仔海傍道西行巴士站，導致三名候車乘客受傷。事實上，該位置於 2016 年 3 月 17 日亦曾發生同類事故，一名候車乘客因而受傷。

由這些事故及在本港其他地方發生的同類事件(例如於 2017 年 4 月 24 日在葵涌發生的致命交通意外)可見，在時速限制 70 公里或容易高速行車的主要道路巴士站附近候車的乘客，如沒有適當保護設施，其安全岌岌可危。

就此，我們擬向運輸署和路政署提出以下問題：

1. 主要道路巴士站(包括香港仔海傍道的巴士站)是否可供候車乘客安全使用，特別是在繁忙時間供大量候車乘客安全使用？

2. 如主要道路巴士站並不安全，署方會實施何種措施，以保障候車乘客的安全？

(簽署)
南區區議會屬下
交通及運輸事務委員會
鄺子憲增選委員

(簽署)
南區區議會
司馬文議員

2017 年 4 月 28 日

Annex 1

Mr Chan Fu-ming
Chairman to the Traffic and Transport Committee of Southern District Council
G/F & 1/F, Ocean Court
3 Aberdeen Praya Road, Aberdeen
Hong Kong

Proposed agenda item for the 9th TTC meeting on 22th May 2017:
Concerns for the Safety of Waiting Bus Passengers along Major Roads

Dear Chairman and Members,

On 31st March 2017, a goods van crashed onto the westbound bus stop of Aberdeen Praya Road injuring 3 waiting passengers. In fact, there was a similar happening at the same location on 17th March 2016, resulting in the injury of 1 waiting passenger.

Such happenings and similar events in other parts of Hong Kong (e.g. fatal crash in Kwai Chung on 24 April 2017) demonstrate the fragility of unprotected pedestrians around bus stops on major roads subject to 70km/h speed limit or potentially operating with high speeds.

In this respect, we would like to ask Transport Department and Highways Department:

1. whether bus stops on major roads including those along Aberdeen Praya Road are safe for waiting bus passengers, especially when they are in large number during busy hours;

2. if they are not safe, what measures would be implemented to safeguard waiting passengers.

Yours faithfully,

Julian THG Kwong
Co-opted Member, Traffic and Transport Committee, Southern District Council

Paul Zimmerman
District Councillor, Southern District Council

28 April 2017

附件二

南區區議會屬下

交通及運輸事務委員會

「關注在主要道路巴士站候車乘客的安全」

香港仔海旁道巴士站的設計，包括位置、面積及視線距離皆符合《運輸策劃及設計手冊》所訂立的標準。而該巴士站是位於路旁停車處內，巴士可以在安全情況下讓乘客上落車。

而巴士公司在培訓車長時，亦有指示車長需留意路面的情況，安全駕駛，在停站上落乘客時，要特別留意乘客及其他車輛的情況。

運輸署

2017年5月

Annex 2

Traffic and Transport Committee

Under Southern District Council

(Concerns for Safety of Waiting Bus Passengers along Major Roads)

The design of the Aberdeen Praya Road Bus Stop, including location, spacing, size and sight distance can fulfill the design standards set out in the Transport Planning and Design Manual. A roadside layby has been provided at the Aberdeen Praya Road Bus Stop to enable buses to pick-up or set down passengers under a safe situation.

While the bus companies undergo training to their bus captains, they have reminded the bus captains to observe traffic conditions, drive safely, and pay attention to the passengers and other vehicles when stopping for picking-up/setting down passengers.

Transport Department

May 2017

附件三

2017 年 5 月 22 日南區區議會交通及運輸事務委員會
第九次會議
回覆交通文件第 17/2017 號

關注在主要道路巴士站候車乘客的安全

就鄺子憲先生及司馬文先生提出「關注在主要道路巴士站候車乘客的安全」的議程，路政署的回覆如下：

設置巴士站的位置為交通管理事項，屬於運輸署職權範圍。就運輸署作出的回覆，本署沒有補充。

路政署
2017 年 5 月

Annex 3

Response to TTC Paper No. 17/2017 of
the 9th Traffic and Transport Committee
under Southern District Council on 22 May 2017

Concerns for the Safety of Waiting Bus Passengers along Major Roads

In respect of the agenda item "Concerns for the Safety of Waiting Bus Passengers along Major Roads" raised by Mr KWONG Tse-hin, Julian and Mr Paul ZIMMERMAN, the response from Highways Department is as follows:

Design of bus stop location is related to traffic management issue which is under TD's purview. We do not have supplement to TD's reply.

Highways Department
May 2017

香港仔海旁道的巴士站車禍
Crashes at Bus Stop on Aberdeen Praya Road

2016.03.16

on.cc

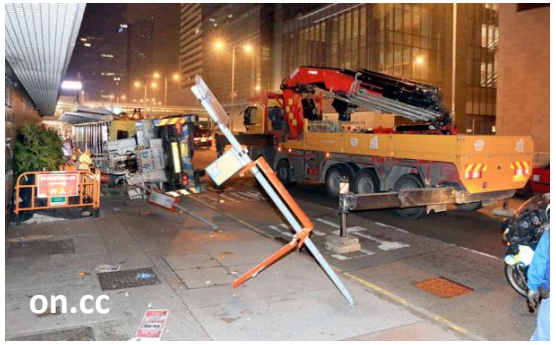
2017.03.31

1395

on.cc

候車乘客是否得到足夠保護？
Are waiting passengers adequately protected?

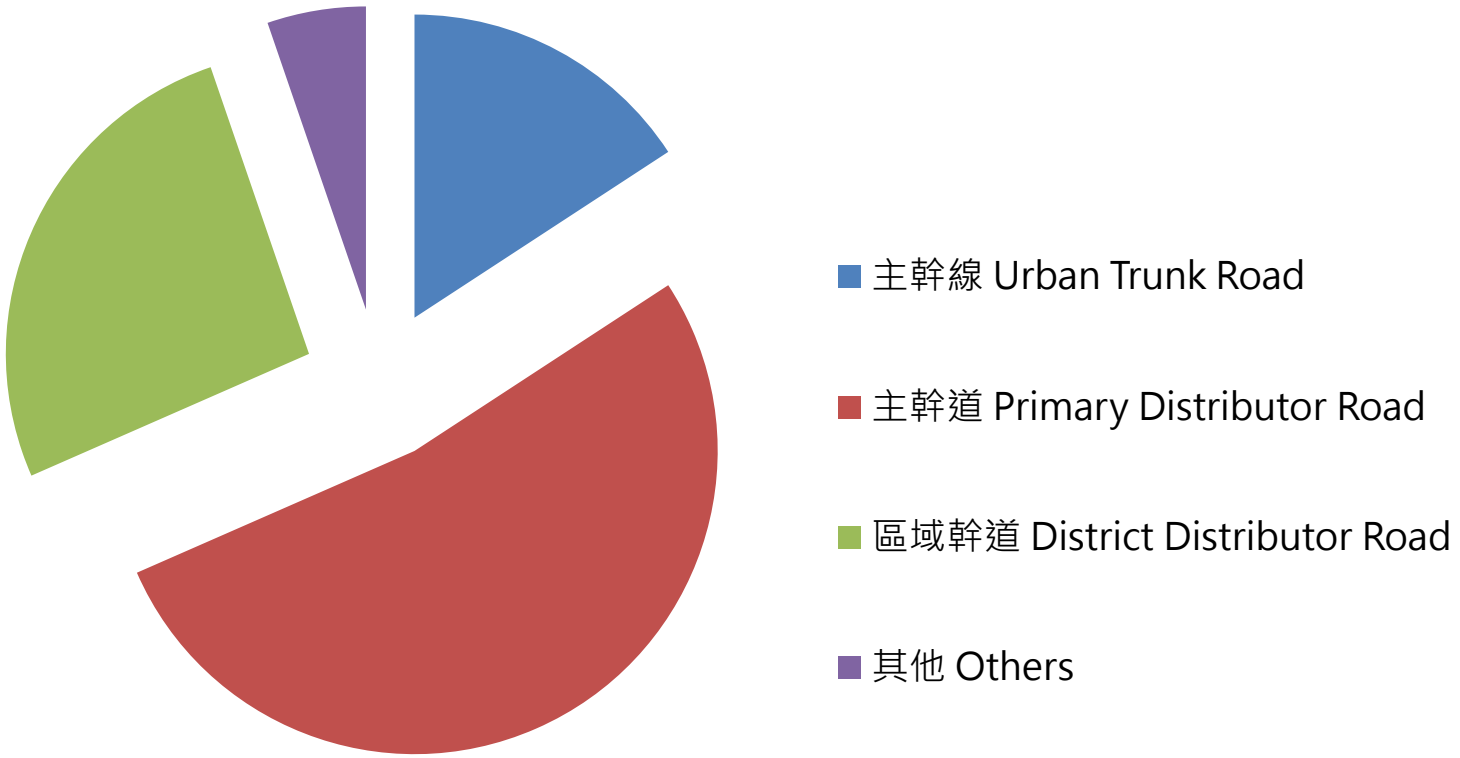
候車乘客是否得到足夠保護？
Are waiting passengers adequately protected?



歷年的主要涉及巴士站車禍資料
Crashes onto Bus Stops

年 Year	日 Day	位置 Location		道路等级 Road Category	傷亡數 Casualties	死亡 Fatal	重傷 Serious
2017	0424	和宜合道	Wo Yi Hop Road	DD/50	2	1	1
2017	0331	香港仔海旁路	Aberdeen Praya Road	PD/70	3	0	?
2017	0203	彌敦道	Nathan Road	PD/50	0	0	0
2017	0104	暢運道	Cheong Wan Road	DD/50	0	0	0
2016	0804	紅梅谷路	Hung Mui Kuk Road	PD/50	4	0	?
2016	0424	大網仔路	Tai Mong Tsai Road	RR/70	0	0	0
2016	0316	香港仔海旁路	Aberdeen Praya Road	PD/70	1	0	?
2016	0202	百和路	Pak Wo Road	DD/50	10	0	1
2015	0814	太子道東	Prince Edward Road East	PD/70	0	0	0
2015	0206	干諾道中	Connaught Road Central	UT/50	0	0	0
2015	0125	西沙路	Sai Sha Road	PD/50	0	0	0
2013	0409	青山公路（嶺南段）	Castle Peak Road - Lingnan	DD/50	0	0	0
2012	1230	太子道東	Prince Edward Road East	PD/70	0	0	0
2012	0901	漆咸道北	Chatham Road North	PD/50	8	0	3
2012	0707	窩打老道	Waterloo Road	PD/50	0	0	0
2012	0603	龍門路	Lung Mun Road	DD/50	6	1	1
2011	1231	觀塘道	Kwun Tong Road	UT/70	10	1	4
2011	0326	龍翔道	Lung Cheung Road	UT/70	15	0	4
2010	0302	西沙路	Sai Sha Wan	PD/50	5	1	1
					65	**4**	**14**

發生巴士站車禍的道路級別
Road Category for Crashes at Bus Stops



1399

安全樁柱的應用
Use of Safety Bollards

NOTES:-

SAFETY BOLLARDS TO BE INSTALLED:-

1. ALL BUS STOPS ALONG ROAD WITH POSTED SPEED OF 60km/h AND ABOVE.
2. AT BUS STOPS LOCATED NEAR JUNCTION AND FACING TRAFFIC FROM SIDE ROAD.
3. AT BUS STOPS LOCATED ALONG BENDS WITH POSTED SPEED OF 50km/h.
4. AT BUS STOPS WITHOUT BUS BAYS
5. LOCATION OF ADVERTISING PANEL AND BUS STOP SIGN SHOULD NOT BE ERECTED WITHIN PEDESTRIAN MOVEMENTS.

1400

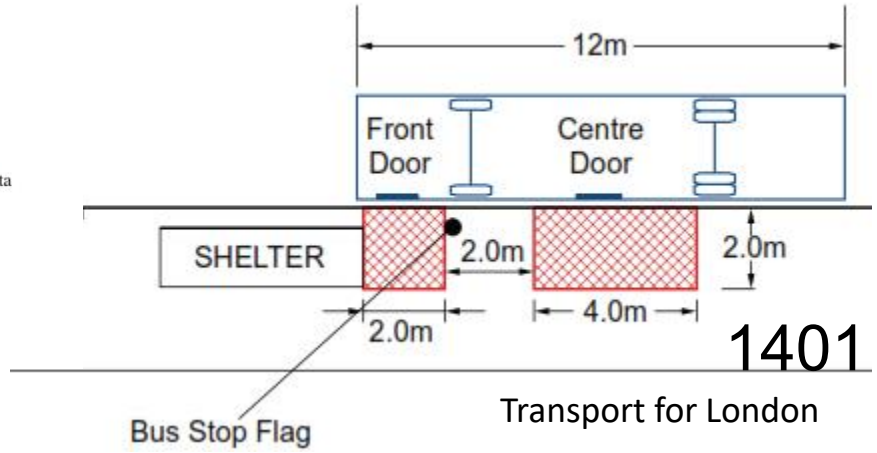
設計主要考慮
Main Design Considerations

- 為候車乘客提供足夠保護
- 避免圍困候車乘客
- 減少對失控車輛乘客造成傷害
- 無障礙通道要求
- Protect waiting passengers
- Avoid trapping of pedestrians
- Limit injuries to occupants of errant vehicles
- Universal accessibility

能量吸收樁柱 Energy absorbing bollards
Impact Absorption System, Australia

Designing and testing bollards to protect pedestrians

Grzebieta, R. & Rechnitzer G.
Transport and Road Safety (TARS) Research, UNSW, Australia



Transport for London

Encl. 2
附 件 二

民主黨南區黨團
地址：香港南區華富邨華泰樓 119 室
電郵：henrychai@wahfu.org
電話：2555 8555
傳真：2551 3000

香港南區
香港仔海傍道三號一樓
南區區議會主席
朱慶虹太平紳士

敬啟者：

向香港專營巴士服務獨立檢討委員會
提供書面意見

就香港專營巴士服務檢討委員會 (後稱：檢討委員會)於 5 月 4 日致函 台端，邀請本會提供書面意見，本人現代表民主黨南區黨團，按本會自 2015 年的資料，如實反映現有專營巴士制度下，在南區服務長期出現的問題。

根據本會《交通文件 4/ 2016 號》，運輸署(後稱：署方)報告自 2015 年起，全年都出現因車長出缺而引起的脫班問題，署方當時已表明向專營公司，要求採取改善措施減低影響。而在 2016 及 2017 年未見明顯改善之餘，署方資料更進一步證明，脫班越來越嚴重。

自本屆區議會開始的 2016 年 1 月至 2018 年 2 月，本會從署方每月報告中，獲知較多實際開出班次，相比原定班次為少的路線，即是脫班較多包括：

路線	2016 年 1 月至 2018 年 2 月 按月計脫班較高紀錄	所屬專營	調查機關、時間及 情況補充
38	10 個月	新巴	2018 年中運輸署統計 1700－2000 17 班中只開 14 班
42	12 個月	新巴	2018 年中運輸署統計 1700－2000

1402

民主黨南區黨團
地址：香港南區華富邨華泰樓 119 室
電郵：henrychai@wahfu.org
電話：2555 8555
傳真：2551 3000

			13 班只開 10 班
590	8 個月	新巴	—
590A	10 個月	新巴	路線已取消
595	8 個月	新巴	2017 年底運輸署統計 1800－2000 11 班只開 9 班
970	10 個月	新巴	2017 年底運輸署統計 1700－1900 10 班只開 6 班
6	9 個月	城巴	－

在署方每兩個月向南區區議會提交的報告中，持續歸納車長出缺為脫班原因，專營公司則只曾在 2017 年 3 月回覆，當時正透過不同方式，例如增加薪金等吸引公眾應徵車長。可是，根據署方負責的《交通文件 35/ 2017 號－附件二》，即本人在交通及運輸事務委員會第 12 次提出的議程發現，新巴及城巴在 2017 年 11 月仍有 100 多個車長空缺，可見問題自 2015 年至今未見寸改，甚至持續倒退。

與此同時，在上述第 12 次會議的官方紀錄中，提及本人引述傳媒報導指，在港鐵南港島線(東段)(後稱：南港島線)通車後，因客量下跌共削減 58 輛巴士，原有車長可調往其他路線，人手理應較為足夠，但是脫班問題卻仍然存在；會上多位區議員也異口同聲表明，現有署方去信警告方式，根本未能有效指令專營公司改善脫班；當中包括朱慶虹主席說脫班嚴重是違反專營權合約，徐遠華等多位議員同時提出，應該把批准專營權與長期脫班拉上關係，可見大家都認為運輸署在過去多年未盡全力，沒有向專營公司施壓改善車長不足引致脫班問題。

檢討委員會在 5 月 29 及 30 日舉行的聽證會，新巴及城巴表明將按照會方提議改善服務，因會上也曾提及處理公眾意見、難覓車長及營運困難等問題，為了讓檢討委員會更理解區議會及公眾意見，必須特此回應：

A. 乘客聯絡小組作用有限

在中巴未能延續任何專營權前，署方提出在新專營權條款上，必須加入乘客聯絡

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小組，以拉近專營公司與公眾關係，加強聆聽意見及處理投訴；然而，正如新巴及城巴向檢討委員會表示，每次只有 10 多人參與聯絡小組，出席方式更是在巴士總站隨機即場邀請，每次會議既無指定題目，又沒有以固定嘉賓或專家方式聚焦討論，根本沒有重心，作用有限。

B. 非絕對營運困難

在南港島線通車後，截至 2017 年 6 月 30 日計算，新巴首半年未見財政受掘，車費收入只是由 $ 10.76 億跌至 $ 10.59 億，溢利不跌反升約 $ 700 萬，總數超過 $ 7000 萬；城巴車費收入則由 $ 13.41 億微跌至 $ 12.85 億，溢利下跌約 $ 5300 萬後，仍見逾 $ 8400 萬，可見即使港鐵網絡申延，仍未完全令專營巴士失去競爭力。

新巴及城巴代表在作證時批評區議會阻礙重組，但按香港法例第 547 章《區議會條例》第 61 條列明，區議會的職能包括(a)(iii)項 「有關的地方行政區的公共設施及服務的提供及使用」向政府提供意見，而按照當局現行的《地區行政計劃》，各項巴士重組工作必須先經區議會審議，再由運輸署決定，整套程序自 1982 年起運作至今，甚至早於新巴及城巴專營服務，所以他們在競投專營權前理應掌握實況。

當南港島線通車後，新巴及城巴因客量減少，仍能按現行署方機制減班及削減 58 部巴士，證明區議會並無阻止重組服務的絕對權力，甚至並無反對如大幅削減城巴在檢討委員會上提及，跟南港島線完全重疊的 629 號。相反，南區區議會更多次主動提出包括加強轉乘優惠、在區內增設轉車站吸引乘客，以及精簡行車路線等多贏方案，可惜未獲專營公司及運輸署接納。

C. 難覓車長

新巴及城巴常以營運困難，車長流失率高為脫班借口，卻未見按署方自 2015 年要求，在可見時間內聘請足夠人手服務南區，更向檢討委員會指員工假病數目增加，令日常運作更受影響。可是，他們向檢討委員會提供的資料卻證明，車長實質薪金在過去多年不升反跌，每月底薪由 1999 年 3 月 9 日前入職 $ 17106，跌至 2004 年 3 月 9 日後入職的 $ 15364，低薪離心在所必然 。

同時，車長數目不足問題應在南港島線 2016 年底通車後，因巴士客量減少而削減 58 部車輛有機會改善，相反卻在 2017 年 11 月仍有大約 100 個車長職位空缺，即

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是所謂吸引新人或留下原有車長的措施，根本等同虛設。

車長長期不足，脫班問題未見改善，在回報率低的南區路線，更見即使政府願意投入資源，如資助專營公司加設安全帶等項目，相信仍然難見太大改善動力，實在有必要研究除了現有專營權模式以外，參考例如倫敦、首爾或新加坡等公共巴士制度，即改以政府合約聘用營辦商，按指定服務條件安排人力及車輛，未能合乎要求者將要面對被罰離場及賠償等機制，尋求新方法根治現有問題。

本人願意出席聽證會，進一步為現有專營巴士服務作供，特此致謝。

民主黨南區黨團召集人
南區區議員

（柴文瀚）

2018 年 5 月 31 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Encl. 2

Southern District Cactus of the Democratic Party

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Mr. CHU Ching-hong, BBS, JP
Chairman, Southern District Council
3 Aberdeen Praya Road, Aberdeen, Hong Kong

To whom it may concern:

Submission of written opinions to the Independent Review Committee on Hong Kong's Franchised Bus Service

In relation to the letter of invitation from the Independent Review Committee on Hong Kong's Franchised Bus Service (hereinafter the "the Review Committee") dated 4 May 2018 for submission of written opinions. On behalf of the Southern District Caucus of the Democratic Party, and pursuant to the information available to the Caucus since 2015, I truthfully reflect the long-term problems in the Southern District under the existing franchised bus service system.

Pursuant to the Traffic Circular 4/2016, the Transport Department (hereinafter: the Department) reported that since 2015 there has year-round problems of lost trips due to the shortage of bus captains. The Department has then requested the franchised bus companies to adopt improvement measures to reduce the impact. No obvious improvement was seen in 2016 and 2017 and the problem of lost trips has got more serious as seen from further information provided by the Department.

Since the tenure of the District Council during January 2016 and February 2018, from the monthly reports provided by the Department, the Caucus understands that the routes which have fewer operated frequencies than the original scheduled trips, i.e. having more loss trips, include:-

Route	**The record of having more loss trips from January 2016 to February 2018 on a monthly basis**	**Franchised company**	**Investigations authorities, time and supplemental information**
38	10 months	New World First Bus	Statistics of the Department in mid-

			2018 1700-2000 Only 14 bus trips operated out of 17
42	12 months	New World First Bus	Statistics of the Department in mid-2018 1700-2000 Only 10 bus trips operated out of 13
590	8 months	New World First Bus	-
590A	10 months	New World First Bus	The route was cancelled
595	8 months	New World First Bus	Statistics of the Department in late 2017 1800-2000 Only 6 bus trips operated out of 10
970	10 months	New World First Bus	Statistics of the Department in late 2017 1700-1900 Only 6 bus trips operated out of 10
6	9 months	CityBus	-

From the bi-monthly reports submitted to the Southern District Council by the Department, shortage of bus captains is continuously categorized as the reason for the lost trips. The franchised bus companies only replied in March 2017 that, various ways were being made, e.g. increasing salaries, etc. to attract the public to apply for the bus captain positions. However, according to "the Traffic Circular 35/2017 – enclosure 2" prepared by the Department, inter alia the 12th meeting agenda proposed by the Traffic and Transport Committee which I have found out that there were still over 100 bus captain vacancies of New World First Bus and Citybus in November 2017. Therefore it can be seen that the problem has not improved at all since 2015 or even has been receding.

At the same time, from the official record of the said 12th meeting, it was mentioned that I have cited media reports stating that since the commencement of operation of the Island South Line

(Eastern Section) (hereinafter: Southern Island Line), the reduced passenger load has led to the cessation of 58 buses, and the manpower supply should be sufficient as the original bus captains could be rotated to other routes, but still the problem of lost trips remains.

In the Review Committee held oral evidence hearings on 29 and 30 May, New World First Bus and CityBus expressed that they would improve their services as discussed. Since the issues of handling public opinion, difficulties in recruiting bus captains and operations were mentioned in the hearings, in order to enable the Review Committee to have a better understanding of the opinions of the District Council and the public, responses are made as follows:-

A. Limited use of passengers' liaison group

Before the franchised rights could be extended by China Motor Bus, the Department proposed to insert a new term to the franchised bus service in setting up passengers' liaison groups for encouraging closer relationships between the franchised companies and the public and reinforcing the listening of opinions and handling of complaints; however, as what the New World First Bus and CityBus have submitted to the Review Committee, only around 10 people attended the liaison group (meeting) each time and the form of attendance was in by way of spontaneous invitations at the bus termini. There were no specified agenda, regular guests or experts would focus the discussion. There was no focus of the meetings and could bring limited use.

B. No absolute difficulties in operation

Since the commencement of the South Island Line, until 30 June 2017, the New World First Bus is not seen facing any financial difficulty in the first half year. The revenue of bus fares only dropped from HK$1,076,000,000 to HK$1,059,000,000. The profit did not drop but had an increase of HK$7 million up to HK$70,000,000. The income from CityBus bus fare dropped slightly from HK$134,100,000 to HK$128,500,000 and with a reduction of over HK$53,000,000, the profit still is still over HK$84,000,000. It can be seen that with the extension of MTR network, franchised bus company still has not lost its competitiveness.

In the oral evidence hearings, New World First Bus and CityBus criticized that the District Counsel has obstructed the bus rationalisation. However, pursuant to section 61 of the District Council Ordinance (Cap. 547), the functions of a District Council include advising the Government on (a)(iii) the provision and use of public facilities and services within the District, and pursuant to the existing "Urban Administration Plan", every item of bus rationalization work should be approved by the District before hand and then be decided by the Department. The whole procedure has operated since 1982 till present, and even earlier than the franchised bus

services of New World First Bus and CityBus, so that they should have managed the actual situations before they tendered for the franchise.

After the operation of Island South Line, due to the reduced passenger load, New World First Bus and CityBus have still reduced bus frequencies and cut 58 buses for use under the existing mechanism, which proves that the District Council has no absolute power of to obstruct the bus rationalization service. The District Counsel even did not oppose to the large extent cancellation of Route 629 which completely overlapped with the Island South Line as mentioned to the Review Committee. On the contrary, the South District Council has actively proposed to enhance the interchange discount, provide more interchange stops in the districts to attract more passengers, and simplify more bus routes and other win-win proposals which unfortunately have not been accepted by the franchised companies and the Department.

C. Difficulty in recruiting bus captains

The New World First Bus and CityBus often use the high turnover of bus captains as the excuse for the lost trips, yet they have not hired sufficient manpower to serve the Southern District within foreseeable time as required by the Department since 2015 and even indicated to the Review Committee that the increasing number of sick leaves of their staff has affected their daily operations. However, from their documentary evidence provided to the Review Committee, it is proved that the actual salaries of the bus captains have not raised but dropped instead over the past years. The basic salary dropped from HK$17106 for those joining before 9 March 1999, to $15364 for those joining after 9 March 2004 and it is unavoidable that people would want to leave because of the low salary.

At the same time, the problem of insufficient bus captains should have been improved since the operation of Island south Line in late 2016, since 58 buses stopped service due to the reduced passenger's load. However, in November 2017, there were still over 100 bus captain vacancies, meaning that the measures for attracting new talents or retaining the original bus captains are not helpful.

With the long-term shortage of bus captains, unimproved lost trips and the low return of the Southern District bus routes, even the Government is willing to invest more resources, such as subsidizing the franchised companies in items like the installation of safety belts, it is still difficult to see too much motivation in improving, and it is necessary to look into other public bus systems other than the current franchise service, e.g. by making references to London, Seoul or Singapore, in engaging contract service providers on government contracts and arranging manpower and vehicles in accordance with the provisions of services. For those service providers that do not meet with the requirements, they would have to be penalized or compensation in accordance to the system. This is to seek new ways to resolve the current problems.

I am willing to attend the oral evidence hearing, to provide further submissions on the current franchised bus service. Thanks.

(CHAI Man Hon)

The Convener for the Southern District Cactus

Southern District Councillor

31 May 2018

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香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

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

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界青山公路荃灣段174-208號
荃灣多層停車場大廈二樓
荃灣區議會
鍾偉平主席，SBS，MH

鍾主席：

**邀請荃灣區議會向香港專營巴士服務獨立檢討委員會
提供書面意見**

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請荃灣區議會提供貴區議會（包括其轄下委員會及工作小組）就有關於2012年至2018年2月期間發生並由荃灣區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝

香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

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電郵及郵寄

香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書處
(電郵：secretariat@irc-bus.gov.hk)

邀請荃灣區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

陳先生：

你於二零一八年五月四日致荃灣區議會主席的信件收悉。

荃灣區議會轄下的交通及運輸事務委員會已於二零一八年三月五日的會議上討論涉及專營巴士的交通意外事宜，並已在會議上就專營巴士的運作及管理模式提供意，相關的會議文件及紀錄亦已隨函夾附，詳見下表：

會議	相關議題
交通及運輸事務委員會會議 (二零一八年三月五日)	要求檢視道路設計 確保雙層巴士行車安全
	要求為荃灣區內道路作全面的安全評估及改善公共交通工具駕駛者駕駛態度以保障公眾安全

如你對上述回覆有任何查詢，可致電 3515 5714 與秘書處鄒女士聯絡。

荃灣區議會秘書林曉蓉 林曉蓉

二零一八年五月二十一日

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

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Email and postal mail

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66 Queensway, Hong Kong
(Email: *secretariat@irc-bus.gov.hk*)

INVITATION TO TSUEN WAN DISTRICT COUNCIL TO SUBMIT A WRITTEN OPINION TO THE INDEPENDENT REVIEW COMMITTEE ON HONG KONG'S FRANCHISE BUS SERVICE

Dear Mr. Chan,

Your letter to the Chairman of Tsuen Wan District Council on 4 May 2018 was received.

The Traffic and Transport Committee under Tsuen Wan District Council has discussed the traffic accidents involving franchised buses at its meeting on 5 March 2018 and made opinions on the operation and management mode of franchised buses, with the related documents and minutes of the meeting enclosed with herein, as detailed in the following table:

Meeting	Related issues
Traffic and Transport Committee (5 March 2018)	Request for a review on road design to ensure driving safety of double-decker buses.
	Request to conduct a comprehensive safety assessment on the roads of Tsuen Wan District and improve driving attitude of public transport drivers to safeguard public safety.

Should you have any inquiry on the above reply, please contact Ms. Chow at the Secretariat at 3515 5714.

[Stamp of LAM Siu Yung]
LAM Siu Yung, Senior Executive Officer, Tsuen Wan District Council
21 May 2018

交通及運輸委員會第十四次（六／一七至一八）會議記錄

日期：二零一八年三月五日
時間：下午二時三十分
地點：荃灣民政事務處會議廳

出席者：

區議員	增選委員
羅少傑議員，MH（主席）	王化民先生
黃家華議員（副主席）	方閏發先生
文裕明議員，MH	伍俊瑜先生
古揚邦議員，MH	伍燦明先生
伍顯龍議員	易承聰先生
林婉濱議員	林顯輝先生
林琳議員	馬庭熙先生
林發耿議員，MH	范煦瑜女士
陳恒鑌議員，JP	馮卓森先生
陳振中議員	曾大先生
陳崇業議員，MH	
陳琬琛議員	
黃偉傑議員	
葛兆源議員	
鄒秉恬議員	
鄭掟彬議員	
譚凱邦議員	

政府部門代表

呂遂熊先生	荃灣區交通隊主管　香港警務處
謝自清女士	高級運輸主任（荃灣）　運輸署
阮庭豐先生	工程師（荃灣）1　運輸署
張劍虹先生	工程師（荃灣）2　運輸署
莊國偉先生	區域工程師／荃灣　路政署
陳少雲先生	城市規劃師／荃灣 1　規劃署
李培生先生	合約工程項目統籌／2 （西）　土木工程拓展署
戴子欣女士	行政主任（發展）　荃灣民政事務處

荃灣區議會秘書處代表

周俊亨先生	荃灣民政事務助理專員　荃灣民政事務處

林曉蓉女士	高級行政主任（區議會）	荃灣民政事務處
鄒慧媛女士（秘書）	行政主任（區議會）4	荃灣民政事務處

列席者：

黃秀娟女士	策劃及發展部襄理（策劃及發展部）	九龍巴士（一九三三）有限公司
梁宏昌先生	襄理（車務）	九龍巴士（一九三三）有限公司

應邀出席者：

為討論第 3 項議程

王綺蓮女士	工程師／顧問工程管理 13	渠務署
伍明流先生	駐地盤工程師	阿特金斯顧問有限公司
張德雄先生	地盤總管	寶榮建造工程有限公司

為討論第 4 項議程

張焯為先生	高級運輸主任／巴士發展（新界西）	運輸署
黃詠秋女士	運輸主任／巴士發展（新界西）	運輸署
蘇偉基先生	總經理（企業策劃及業務發展）	九龍巴士（一九三三）有限公司
黃裕廷先生	襄理（車務）	九龍巴士（一九三三）有限公司
潘振剛先生	經理（車務）	龍運巴士有限公司
羅耀華先生	一級策劃及支援主任	龍運巴士有限公司

為討論第 10 項議程

謝興哲先生	行政助理／地政（荃灣葵青地政處）	地政總署

因事缺席者：

區議員	增選委員
田北辰議員，BBS，JP	陳德進先生
李洪波議員	

會議內容

I 歡迎及介紹

主席歡迎各委員、政府部門及公司代表出席委員會第十四次會議，並介紹接替林振卓先生出任運輸署工程師／荃灣 1 的阮庭豐先生。

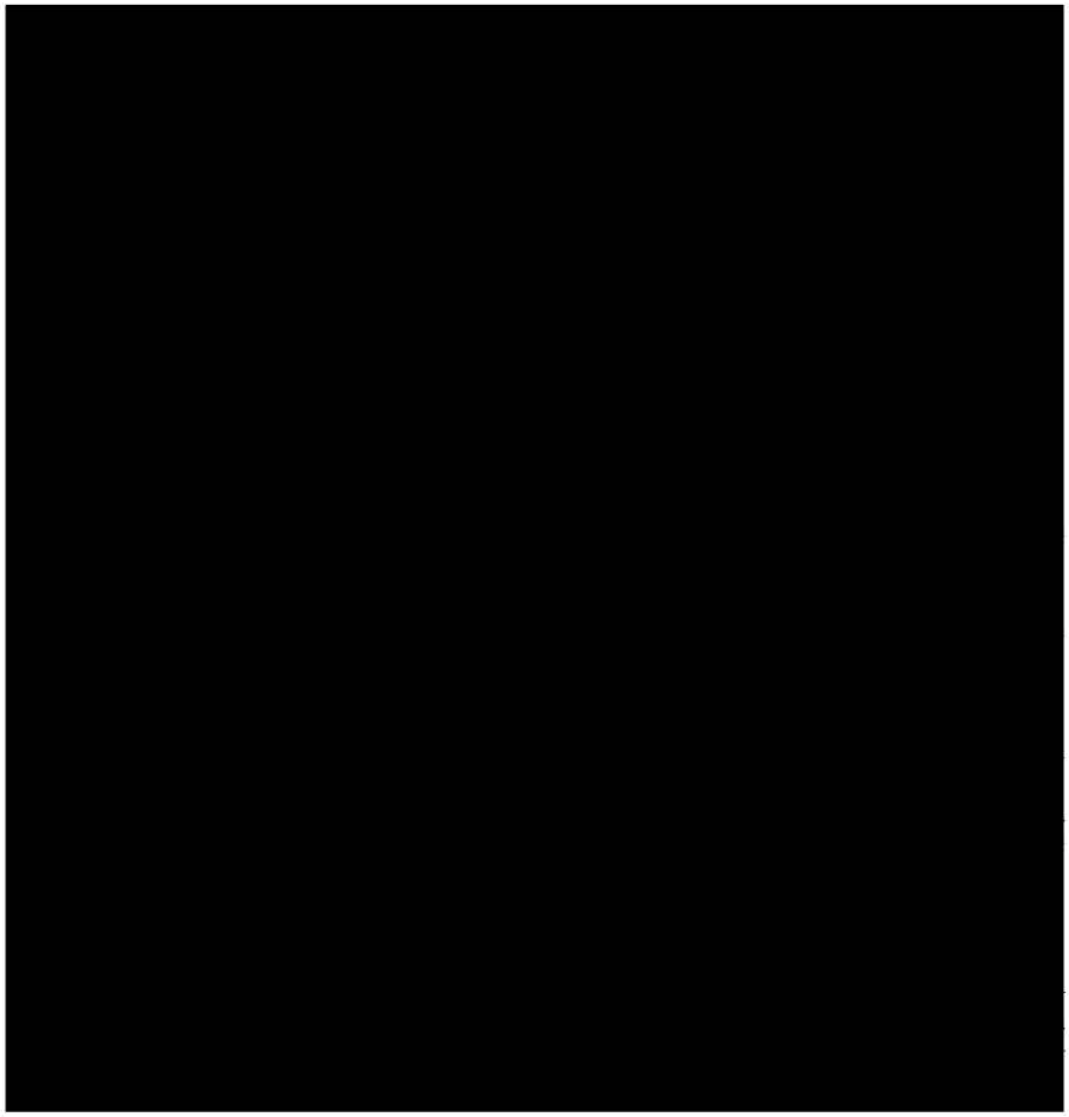
2. 田北辰議員因事未能出席是次會議，請各委員備悉。

3. 主席提醒委員，根據《荃灣區議會常規》（下稱“常規”）第 28 條的規定，除非另獲主席同意，否則委員只可在會議上就每項議程發言和補充發言各一次，而每次發言時間最多為三分鐘。

II 第 1 項議程：通過一月八日委員會會議記錄

4. 上次會議記錄無須修訂，委員一致通過。

[redacted]



V 第 4 項議程：2018-2019 年度荃灣區巴士路線計劃

（交通第 61/17-18 號文件）

13. 主席表示，運輸署提交有關文件，並介紹負責講解是項議程的運輸署及巴士公司代表，包括：

(1) 運輸署高級運輸主任／巴士發展（新界西）張焯為先生；

(2) 運輸署運輸主任／巴士發展（新界西）黃詠秋女士；

(3) 九龍巴士（一九三三）有限公司（下稱“九巴”）總經理（企業策劃及業務發展）蘇偉基先生；

(4) 九巴襄理（車務）黃裕廷先生；

(5) 九巴襄理（車務）梁宏昌先生；

(6) 九巴策劃及發展部襄理（策劃及發展）黃秀娟女士；

(7) 龍運巴士有限公司（下稱“龍運”）經理（車務）潘振剛先生；以及

(8) 龍運一級策劃及支援主任羅耀華先生。

（按：王化民先生於下午三時二十五分到席）

14. 運輸署高級運輸主任／巴士發展（新界西）介紹文件。

15. 委員的意見及提問摘錄如下：

(1) A31P 號線目前已增至每日四班，卻仍未能滿足青龍頭居民的需求，因此要求 A31P 號線全日途經青龍頭（伍顯龍議員、鄭掟彬議員、林琳議員、及黃偉傑議員）；

(2) 由二零一六年起已爭取 A31P 號線全日途經青龍頭，並於同年十一月的交通及運輸委員會會議上通過有關動議。龍運於二零一七年同意增加資源開辦特別班次，但運輸署於 2018-19 年度荃灣區巴士路線計劃中只安排 A31P 號線增至每日四班途經青龍頭，希望運輸署回應青龍頭居民的訴求，提供全日行走的機場巴士服務（伍顯龍議員）；

(3) 要求 A31P 號線部分班次途經浪翠園一期迴旋處（伍顯龍議員）；

(4) 希望復辦 NA30 號線，以接載乘客於深宵往來大嶼山（伍顯龍議員）；

(5) 目前，234D 號線經常滿座，希望可盡早實施加班安排（伍顯龍議員）；

(6) 要求開辦由屯門經深井上公路的 261C 號線及歡迎 261B 號線增加班次，並希望於繁忙時間延伸為全時段服務及開辦 261B 號線傍晚回程及假日服務（伍顯龍議員）；

(7) 要求透過增加 962B 號線的班次以增設 X962B 號線服務（伍顯龍議員）；

(8) 要求增加深宵巴士服務班次，並希望 N260 號線的首班車可以開往市區（伍顯龍議員）；

(9) 歡迎開辦前往深井及青龍頭的深宵巴士服務，建議增加 N260 號線在凌晨二時五分及二時三十五分的特別班次（鄭掟彬議員）；

(10) 歡迎 261B 號線增加班次，希望可增加一班回程班次（鄭掟彬議員）；
(11) 要求調整 234D 號線的班次相隔時段，以便為更多乘客提供服務（鄭掟彬議員）；
(12) 詢問運輸署有關“視乎乘客需求而增加班次”的標準，希望了解該署增加班次的時間表（林琳議員）；
(13) 自二零一一年起已強烈要求龍運開辦一條途經整條青山公路所有屋苑的機場巴士路線。經多次討論後，雖然巴士公司已提供機場巴士服務，但有關服務卻沒有覆蓋青龍頭區，因此希望巴士公司會認真考慮青龍頭區龐大的需求，安排 A31P 號線全日行走並途經青龍頭（林琳議員）；
(14) 歡迎 47B 號線增加班次，希望可以駛入象山邨（陳振中議員）；
(15) 歡迎 936A 號線來往石圍角至銅鑼灣，希望盡快落實開辦 936A 號線（陳振中議員）；
(16) 爭取 49X 號線及 48X 號線途經石圍角邨（陳振中議員）；
(17) 爭取 40P 號線擴展至全日服務以及開辦荃灣東機場巴士服務（陳振中議員）；
(18) 詢問 32H 號線尚未通車的原因（陳振中議員）；
(19) 歡迎234D及40號線計劃增加班次，希望盡快落實及按乘客量增加班次（黃偉傑議員）；
(20) 詢問在沒有增加40P號線車輛數目的情況下，如何增加有關班次（黃偉傑議員）；
(21) 認為 N260 號線只增加兩班班次太少，爭取 N260 號線增加班次及於麗城花園第三期及灣景花園巴士總站落客，方便夜歸的居民回家（黃偉傑議員）；
(22) 增加行走 A31P 號線的車輛數目，並考慮途經荃灣區內尚未設有機場巴士服務的地區，包括荃威花園（黃偉傑議員）；
(23) 豪景花園及浪翠園第四期居民強烈要求於早上繁忙時間增加最少兩班 234D 號線班次，建議分別於早上七時十分及七時三十分增加一班班次，並於回程時加開早上六時四十五分的班次，希望運輸署可於今年內落實（范煦瑜女士）；
(24) 認為把 2017-18 年度荃灣區巴士路線計劃中的 48P 號線增加回程班次的建議再次納入 2018-19 年度荃灣區巴士路線計劃中考慮有欠妥當（范煦瑜女士）；
(25) 48P 號線於早上前往禾輋的巴士服務只涵蓋半個小時，因此要求巴士公司於早上七時三十分及八時以及於下午六時及六時三十分增加班次（范煦瑜女士）；以及
(26) 豪景花園及浪翠園第四期的位置欠佳，居民於繁忙時間難以乘搭小巴或巴士，因此建議把 234B 號線延伸至豪景花園開出，以及增加途經浪翠園第四期的長途巴士班次及優惠，如增加 48P 號線的班次及為 234D 號線提供轉乘優惠及分段收費（范煦瑜女士）。

16. 運輸署高級運輸主任／巴士發展（新界西）回應如下：

(1) 關於青龍頭／深井的巴士服務，增加 48P 號線班次屬上年度已落實並將會實施的計劃，本年度的計劃乃調整 48P 號線的行車路線，即延長路線並遷移沙田區的終點站至火炭。該署亦已備悉委員對本年度 A31P 號線、234D 號線、261B 號線、962B 號線、N260 號線建議方案的意見及其他與青龍頭／深井巴士服務相關的意見，運輸署會繼續與巴士公司留意該區巴士路線的乘客需求變化，適時檢討服務安排；

(2) 就「視乎乘客需求而增加班次」的項目，運輸署預計有關路線的乘客量會繼續增長，如計劃獲得支持，該署與巴士公司會因應實際情況實施有關計劃；

(3) 關於象山及石圍角的巴士服務，該署在考慮修訂巴士路線的行車路線時，會考慮有關修訂對現有乘客的影響及運作上是否可行，並備悉委員建議更多路線途經象山及石圍角的意見；

(4) 該署現正與九巴籌備開辦 32H 號線，並爭取於短期內投入服務；以及

(5) 委員提及的其他意見，包括增加巴士路線班次的意見，運輸署均會備悉及參考。一般而言，當巴士路線在繁忙時段內最繁忙的一小時載客率達到 85%，該署便會考慮加強有關路線的服務。

17. 九巴總經理（企業策劃及業務發展）回應，九巴備悉委員的意見，並會再與運輸署研究是否可以滿足乘客的需求。

18. 九巴策劃及發展部襄理（策劃及發展部）回應，九巴會檢視車輛及人手的資源，盡快落實計劃中的建議。部分巴士路線如 261B 號線暫時不設回程服務，九巴會檢視早上繁忙時間的乘客量以考慮相關建議。另外，N260 號線與 53 號線、234A 號線及 234B 號線尾班車的開車時間相隔一段時間，九巴會審視班次時間表。此外，40 號線在繁忙時間的班次為每 15 至 20 分鐘一班，九巴會於該時段增加班次，即使沒有調配額外的車輛也可改善巴士服務。再者，豪景花園欠缺合適地點設立巴士總站，九巴仍需與運輸署仔細研究把 234A 號線及 234B 號線延長至豪景花園的建議，以及考慮為 234D 號線及 48P 號線增加轉乘優惠或雙向分段收費的建議。

19. 龍運經理（車務）回應，該公司備悉委員的意見，並會仔細研究有關建議的可行性。

20. 委員的意見及提問摘錄如下：

(1) 詢問實施 934 號線全日行走服務的時間表（馬庭熙先生）；

(2) 希望 A31P 號線由荃威花園開出，全日途經青龍頭，完善該區的機場巴士服務（馬庭熙先生）；

(3) 詢問因應荃灣第五及第六區人口增長而建議新增的荃灣至油塘巴士路線的最新進展（馬庭熙先生）；

(4) 建議 48P 號線途經石圍角邨，可以紓緩 43X 號線脫班的情況（文裕明議員）；

(5) 盡快落實 936 號線全日行走服務，支持 936A 號線不途經東北葵涌以節省行車時間（文裕明議員）；

(6) 40P 號線的需求殷切，希望可以提供全日往返行走的服務（文裕明議員）；

(7) 龍運希望逐步增加 A31P 號線途經青龍頭的班次，以減少對現有乘客的影響，但認為提供全日機場巴士服務，才可適切回應青龍頭區居民的訴求（陳恒鑌議員）；

(8) 青山公路一帶的居民並未受惠於小欖轉車站轉乘優惠，亦欠缺完善的機場巴士服務，建議成立專責小組討論青山公路的交通配套問題，適時跟進該區居民的訴求，並希望運輸署及巴士公司可更積極處理該區的交通問題（陳恒鑌議員）；

(9) 讚揚九巴按乘客需求調整 40 號線的班次服務，希望九巴會繼續留意乘客量的變化，以滿足乘客需求（林婉濱議員）；

(10) 由二零一三年起爭取 39A 號線部分班次行走大涌道往荃灣西鐵站，以滿足荃威花園居民於繁忙時段乘車上班的需求。對運輸署只表示建議可行，卻沒有推出實際計劃表示不滿（林婉濱議員）；

(11) 爭取 A31P 號線途經荃威花園（林婉濱議員）；

(12) 建議增加 39M 號線於繁忙時間在力生廣場分站的班次，建議調整 30 號線、30X 號線、39A 號線及 39M 號線的開車時間以疏導候車人流（林婉濱議員）；

(13) 建議盡快落實 234X 號線轉乘 39M 號線的轉乘優惠（林婉濱議員）；

(14) 希望運輸署可以提交一份羅列荃灣區內所有巴士路線的計劃，以供委員討論（鄒秉恬議員）；

(15) 詢問只提供一班對開的 38B 號線班次原因，以及會否於日後增加班次，以滿足市民需求（鄒秉恬議員）；

(16) 建議增加 238X 號線回程快線，以紓緩巴士滿座的情況（鄒秉恬議員）；

(17) 澄清只有海濱花園業主委員會或海灣花園業主委員會才可以代表海濱區居民進行諮詢，部門及巴士公司應以他們的意見為依歸，而其他團體的意見並不代表該區居民的意見（鄒秉恬議員）；以及

(18) 詢問 NA31 號線只增加兩班通宵班次的原因，認為兩班車的時段相隔太長，希望通宵班次更頻密（林發耿議員）。

21. 運輸署高級運輸主任／巴士發展（新界西）回應如下：

(1) 該署已於二零一七年十二月延長 934 號線早晚的服務時段，並會繼續留意該路線的乘客需求，視乎情況與巴士公司檢討現有服務安排；

(2) 該署現階段建議增加A31P號線至每日往機場方向及往荃灣方向各四個班次途經青龍頭。如計劃獲得支持，該署在實施計劃後會繼續留意乘客需求的變化，適時與巴士公司檢討服務安排；

(3) 機場巴士路線主要途經市中心及主要幹道，藉以集中客源以維持較頻密的班次，以及節省乘客的乘車時間。現有往返荃灣與機場的巴士路線已覆蓋區內多個社區，乘客亦可善用龍運機場巴士路線（即「A」字頭路線）與九巴路線之間的八達通轉乘優惠。該署會繼續與巴士公司留意機場巴士服務的情況，適時檢討有關服務的安排；

(4) 有關增加途經石圍角邨巴士路線的建議，該署須考慮現有公共交通網絡是否已提供相應的服務。縱然如此，該署會繼續留意石圍角一帶現有巴士路線的乘客需求及服務情況，適時與巴士公司檢討服務水平及安排；

(5) NA31 號線的班次時間乃針對乘客需求較高的深宵時段，提供特快往返機場的服務。在 NA31 號線服務時間以外，可乘搭通宵服務的 N31 號線往來機場與荃灣；

(6) 該署現正與九巴研究相應措施，配合青龍頭的市民轉乘其他巴士路線前往市區的需求；以及

(7) 有關其他現有巴士路線的服務安排，該署會密切留意這些路線的需求，如有需要會與巴士公司考慮適當調整，例如增撥資源加強服務。

（按：陳恒鑌議員於下午四時十五分退席）

22. 九巴總經理（企業策劃及業務發展）回應，因應人口增加，荃灣往東九龍的乘客量大增，九巴會積極滿足有關需求。有關荃灣至油塘的巴士路線進展，巴士公司會提供轉乘優惠或改道以滿足乘客需求，九巴亦會與運輸署積極商討提供934 號線全日巴士服務。

23. 九巴策劃及發展部襄理（策劃及發展部）回應，九巴會研究為部分路線如238X 加開特別班次的建議。九巴在二零一八年一月二十二日起試行 34 號線改道行經大涌道往荃灣西站的安排。如成效理想，九巴會與運輸署考慮安排 39A 號線途經大涌道前往荃灣西鐵站的建議。

24. 龍運經理（車務）回應，該公司自二零一六年年中起銳意優化機場巴士網絡，在設計路線時盡量縮減行車時間，希望可為乘客提供簡單快捷的機場巴士服務。龍運在二零一七年四月開辦 NA31 號線，最初往機場方向只提供一班在清晨四時五十五分由荃灣開出的巴士服務。隨□乘客量逐漸增加及廉價航空服務普及化，龍運在二零一八年二月增加一班在清晨四時三十分開往機場的班次，該公司會繼續留意乘客量的變化，並按需要增加資源以優化服務。

25. 主席回應，非常設工作小組的任期只有八個月，未能全面討論青山公路的各項交通問題。經討論後，委員同意在公共交通運輸網絡專責小組會議上繼續討論上述事宜。

26. 委員的意見及提問摘錄如下：

(1) 希望部門及巴士公司改善巴士司機工作士氣及待遇問題(陳琬琛議員)；

(2) 爭取機場巴士途經梨木樹邨、象山邨、石圍角邨及國瑞路一帶及提供A31P 號線全日巴士服務，以便居民往機場上班及出外旅遊（陳琬琛議員）；

(3) 檢視 46X 號線、47X 號線及 48X 號線脫班及班次不穩定的問題，尤其是在繁忙時間（陳琬琛議員）；

(4) 改善 36A 號線及 36B 號線巴士總站的位置，以吸引更多乘客（陳琬琛議員）；

(5) 青龍頭的居民每年都會請願，但運輸署每年都以不同理由拒絕居民的訴求，認為就 A31P 號線試行每日一班途經青龍頭的班次以證明可維持合理行車時間並不會造成不便，希望運輸署及巴士公司可再次考慮居民的需求（伍俊瑜先生）；

(6) NA31 號線的票價為 33 元，A31 號線的票價為 18.9 元，N31 號線的票價為 21.6 元，為此詢問 NA31 號線的票價較高的原因，並希望可調低 NA31 號線的票價（伍俊瑜先生）；

(7) 石圍角及象山邨的居民前往東九龍的需求較前往銅鑼灣迫切，反對把 936 號線遷站至石圍角（副主席）；

(8) 建議提供 N36 號線通宵巴士服務，方便居民乘車上班（副主席）；

(9) 建議為 36M 號線及 36A 號線在葵芳分站設置分段收費（副主席）；

(10) 建議增加 46X 號線及 47X 號線的班次（副主席）；

(11) 建議為和宜合道分站前往荃灣的巴士路線提供與 36 號線一樣的分段收費優惠（副主席）；

(12) 建議為 73P 號線提供分段收費優惠及回程巴士服務（易承聰先生）；

(13) 40P 號線只有四班回程班次，部分乘客未能乘車返回荃灣，希望可提供 40P 號線全日往返行走服務（馮卓森先生）；

(14) 為荃灣東一帶，包括石圍角、象山及梨木樹邨的居民提供機場巴士服務（馮卓森先生）；

(15) 爭取開辦荃灣往港島東巴士服務（譚凱邦議員）；

(16) 建議運輸署考慮石圍角邨居民於早上前往港島的需求及當區區議員的意見後才遷移 936 號線的總站（譚凱邦議員）；以及

(17) 建議加強巴士車長駕駛態度訓練，提升巴士服務水平（林顯輝先生）。

27. 運輸署高級運輸主任／巴士發展（新界西）回應如下：

(1) 該署在策劃巴士路線計劃時，須考慮整體巴士服務的效率，如有需要會

調配及重組資源，從而令乘客享用穩定而可靠的巴士服務；

(2) 該署在過去數年已逐步擴大機場巴士服務範圍，而巴士公司亦已提供轉乘優惠以滿足乘客來往機場的需求；

(3) 有關 NA31 號線及 73P 號線的票價問題，相關收費並不超過車費等級表所規定的上限，該署亦鼓勵巴士公司為乘客提供票價優惠，包括分段收費；

(4) 在現行的公共運輸政策下，鐵路是主要的公共交通模式，荃灣居民可乘搭港鐵前往港島東。該署會留意乘客需求及出行模式，與巴士公司檢討荃灣區的過海巴士服務安排；

(5) 該署會繼續留意現有巴士路線的乘客需求，在載客量達標的情況下與巴士公司商討加強服務的方案；以及

(6) 該署會備悉和參考委員提出的其他意見。

28. 九巴總經理（企業策劃及業務發展）回應，運輸署已修訂車長工作指引，減少駕駛時間，讓車長有更多時間休息。此外，九巴亦已提早與員工商討優化車長薪酬調整系統，並會加強員工培訓，以提升巴士服務水平。

29. 九巴策劃及發展部襄理（策劃及發展部）回應，九巴會檢視 46X 號線、47X 號線及 48X 號線的時間表及行車安排，以解決班次不穩定的問題。73P 號線將設有分段收費，九巴會於實施時列明，並備悉委員希望提供回程服務的意見。此外，九巴會繼續與運輸署研究荃灣往港島東的巴士服務安排。38B 號線是屬於 2017-18 年度巴士路線計劃之一，由於實施日子尚短，乘客量仍在增加，九巴會密切留意該路線的乘客量變化，適時檢討增加班次及提供回程服務的需求。

30. 龍運經理（車務）回應，A31P 號線目前提供全日機場巴士服務，每班車的行車時間為 60 分鐘。在 2018-19 年度巴士路線計劃下，龍運會再增加共六班 A31P 路線巴士途經青龍頭。

31. 委員的意見及提問摘錄如下：

(1) 希望運輸署及龍運巴士可以認真考慮委員有關A31P號線的意見並優化現有方案，不要蒙混過關（黃偉傑議員）；

(2) 詢問是否可以安排N260號線經海興路駛入麗城花園（黃偉傑議員）；

(3) 936 號線及 936A 號線的規劃欠佳，建議安排新增巴士路線由石圍角邨開出，無需調動現有巴士路線（黃偉傑議員）；

(4) 提供 934 號線全日巴士服務，並建議考慮於青山公路金麗苑設置新巴士路線的總站（黃偉傑議員）；

(5) 落實 48X 號線轉乘 290 號線及 290A 號線的轉乘優惠（黃偉傑議員）；

(6) 認為推行有關 38B 號線的安排欠佳，而且只提供早上及傍晚對開的巴士服務，未能滿足學生於早上七時至七時十五分乘車前往沙田上學的需

求，為此詢問調整及增加班次的理據為何（鄒秉恬議員）；

(7) 要求增加海濱區通宵巴士服務（鄒秉恬議員）；

(8) 建議增加一條由石圍角前往荃灣的巴士路線（伍俊瑜先生）；

(9) 建議把 52X 號線凌晨班次（旺角往屯門方向）的開車時間由凌晨十二時三十五分延至凌晨一時（范煦瑜女士）；

(10) 希望巴士公司提早落實在繁忙時間試行 A31P 號線途經青龍頭，如效果良好，便可增加班次至八班並全日途經青龍頭（范煦瑜女士）；

(11) 認為由深井及青龍頭前往油尖旺及港島東的現有巴士服務不足，乘客未能直接前往有關地點，因此建議研究開辦由深井及青龍頭前往油尖旺及港島東的巴士服務（鄭掟彬議員）；

(12) 建議於浪翠園、豪景花園內、青山公路新落成屋苑的停車場及停車場外的停車彎設置 234B 號線的巴士分站（鄭掟彬議員）；

(13) 建議 48P 號線途經石圍角邨（文裕明議員）；

(14) 他曾就 936A 號線於石圍角邨設站進行問卷調查及收集居民簽名，證明石圍角邨居民需要使用 936A 號線巴士服務（文裕明議員）；

(15) 居民不時反映 30X 號線出現脫班問題，詢問 30X 號線的行車路線規劃以及 30 號線及 230X 號線的重組計劃（馬庭熙先生）．；

(16) 不少石圍角及象山邨居民需乘車前往港島上班，希望盡快落實 936A 號線巴士服務，以滿足石圍角邨居民的需要（陳振中議員）；

(17) 為 49X 號線設置石圍角邨至青衣的分段收費優惠（陳振中議員）；

(18) 盡早落實 48P 號線第二班班次的巴士服務，方便新界東居民轉乘有關巴士路線（伍顯龍議員）；

(19) 開辦青龍頭區前往荃灣及葵芳的巴士服務（伍顯龍議員）；

(20) 建議考慮於青龍頭嘉龍村附近設置 234B 號線巴士總站（伍顯龍議員）；以及

(21) 建議提早 962E 號線首班車開車時間及增加 261B 號線及 261C 號線的班次，以疏導 52X 號線的人流（伍顯龍議員）。

32. 運輸署高級運輸主任／巴士發展（新界西）回應如下：

(1) 補充該署會因應社區發展的最新情況，適時推展荃灣至油塘的新巴士路線的籌備工作；

(2) 該署備悉各委員對本年度巴士路線計劃各方案的意見，亦會再與巴士公司仔細研究有關方案，儘量配合各方需求及期望；以及

(3) 有關其他現有巴士路線的服務安排及表現，該署會密切留意這些路線的需求和服務水平，如有需要會與巴士公司考慮適當調整及敦促巴士公司改善。

33. 九巴策劃及發展部襄理（策劃及發展部）回應，九巴備悉委員對有關巴士班次的意見，並會考慮有關建議。在設置巴士總站時，巴士公司需檢視有關路段是

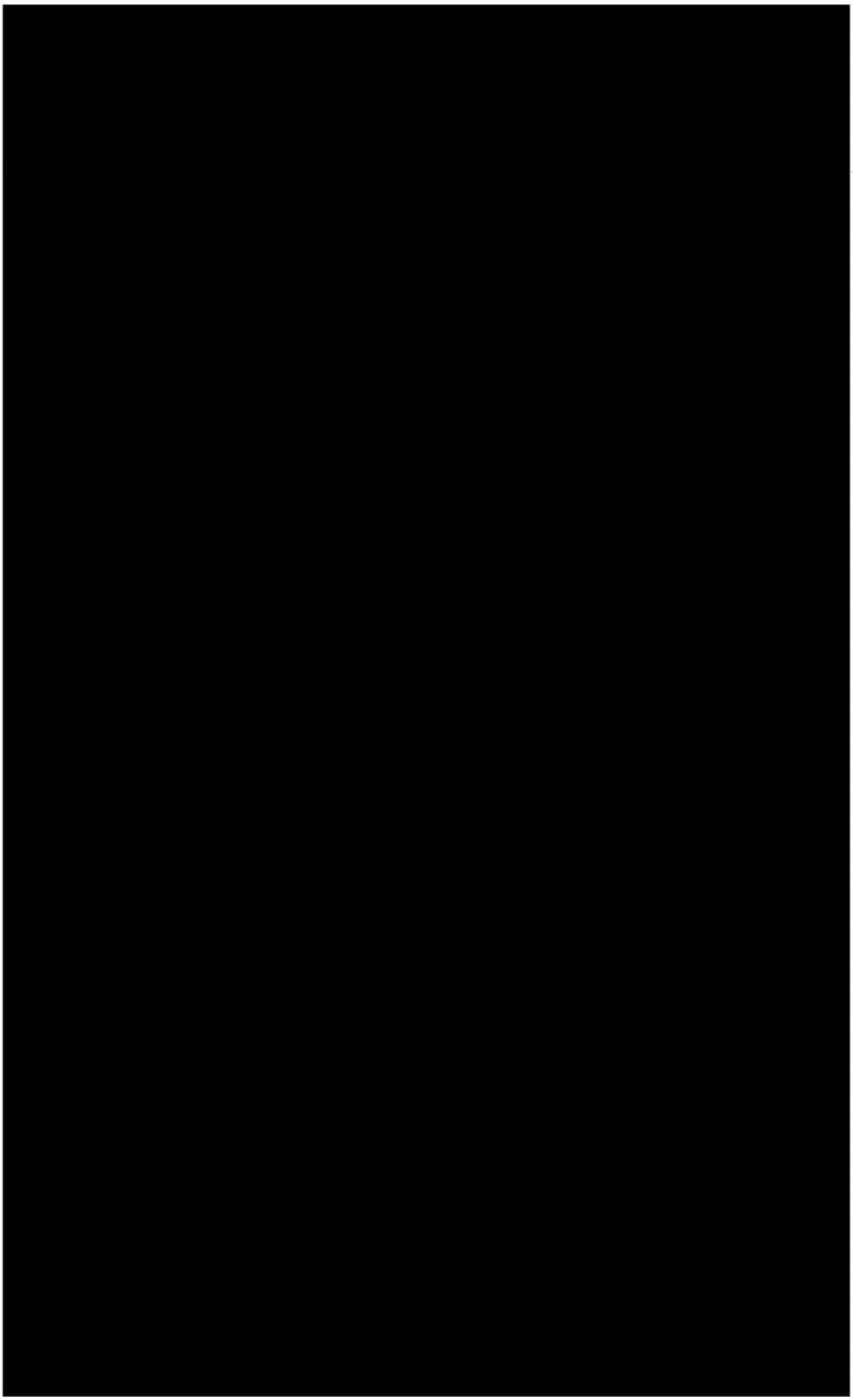
否方便巴士調頭及設置車長休息空間，九巴會派員與運輸署人員到青山公路下路進行實地視察，以考慮於該處設置巴士站的可行性。

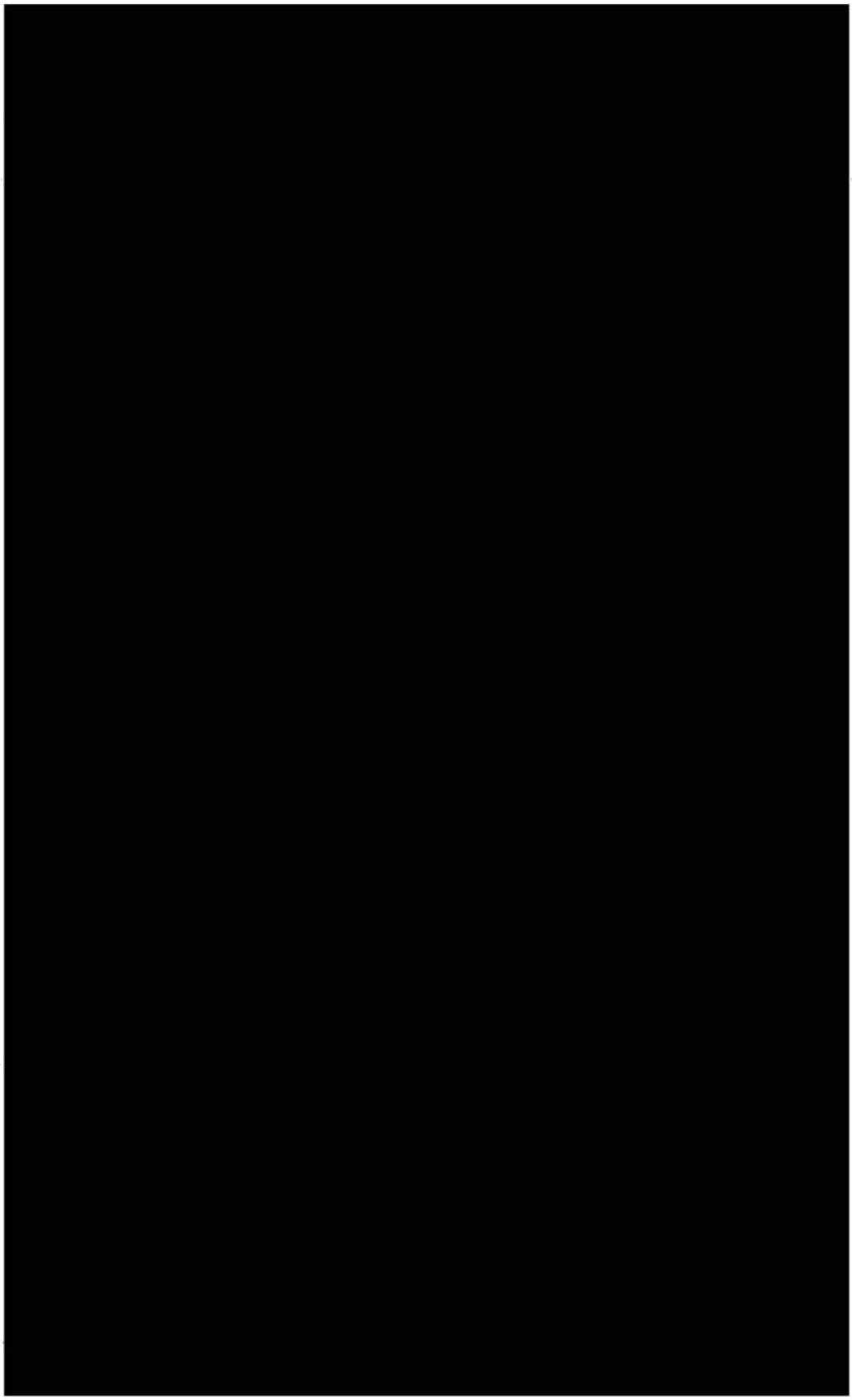
（按：譚凱邦議員於下午五時十五分退席）

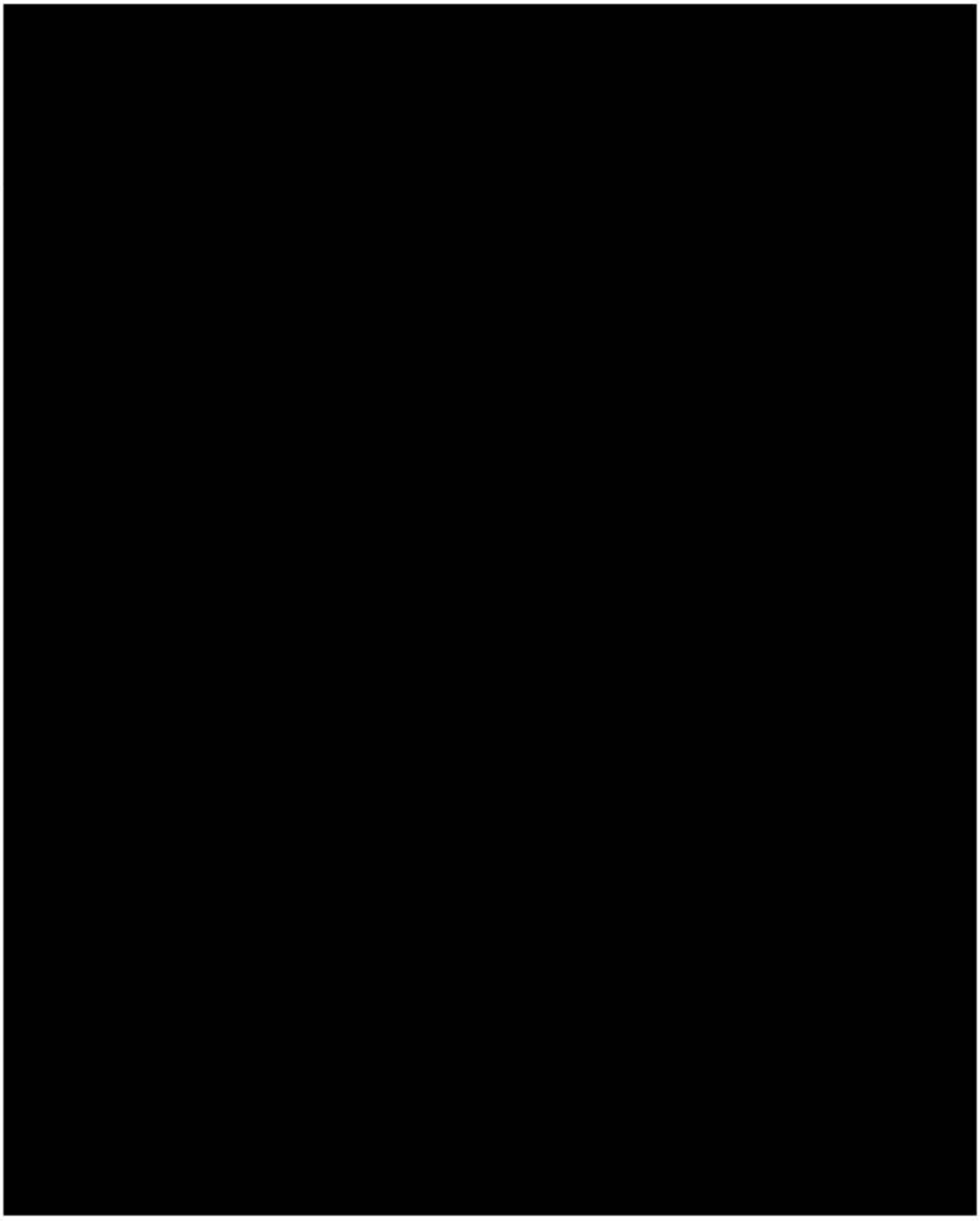
34. 龍運經理（車務）回應，NA31 號線的票價是在考慮車費等級表、服務類別及營運開支後制定。有關路線為深宵巴士服務，巴士公司在參考同類服務收費水平後制定有關票價，公司備悉委員的意見。

35. 主席總結，他希望運輸署及巴士公司仔細考慮委員的意見，委員如對個別路線有其他意見，可於公共交通運輸網絡專責小組會議上提出，以便跟進。

[redacted]







VIII 第 7 項議程：要求改善梨木樹邨巴士服務
（交通第 64/17-18 號文件）

50. 主席表示，陳琬琛議員提交有關文件。

51. 陳琬琛議員介紹文件。

52. 運輸署高級運輸主任（荃灣）回應，該署理解梨木樹邨乘客希望延長 36A 號線、36B 號線及增加 36X 號線班次服務的意見，但有關要求均需額外資源，

該署需與巴士公司研究乘客需求等因素；及是否有額外資源可供延長 36A 號線、36B 號線及增加 36X 號線班次服務。

53. 運輸署高級運輸主任／巴士發展（新界西）回應，該署會參考 40P 號線及 234C 號線的乘客需求，與巴士公司檢視來往梨木樹與東九龍的巴士服務安排。此外，機場巴士路線主要途經市中心及主要幹道，以節省行車時間。梨木樹邨的乘客可善用現有公共交通資源，如九巴及龍運的轉乘優惠，以抵達目的地。

54. 九巴策劃及發展部襄理（策劃及發展部）回應，現時 36A 號線的總站設於深水埗，更改總站地點可能會使路線變得迂迴，影響現時需前往欽州街及北河街的乘客。由於紅磡及尖沙咀均欠缺合適位置設置總站，九巴暫時未能就延長 36B 號線路線至紅磡或尖沙咀提交可行方案。有關增加 36X 號線班次服務，九巴在早上繁忙時間實施新班次後，乘客量穩定，九巴會繼續留意該路線的服務水平及檢視有關行車路線，在擬備確實建議後便會提交委員會討論。九巴備悉委員希望增設梨木樹邨機場巴士服務的意見，梨木樹邨乘客可善用九巴與龍運的轉乘優惠，乘搭 36 號線、36A 號線或 36M 號線至葵涌道轉乘龍運 A32 號線前往機場。九巴備悉委員希望提供 40P 號線全日巴士服務的建議，並會考慮這項建議的可行性。

55. 委員的意見及提問摘錄如下：

(1) 36A 號線及 36B 號線部分路線重疊，36B 號線亦會途經欽州街，因此希望可以把 36A 號線總站設於又一村總站，方便區內居民前往九龍塘一帶（副主席）；

(2) 建議開辦一條機場巴士路線，為東北葵提供服務，有關路線可途經梨木樹、和宜合道、象山、石圍角、荃錦公路迴旋處及青衣西路前往機場，方便區內居民前往機場工作（副主席）；

(3) 認為九巴向其他屋邨調撥資源，但未有積極為 36B 號線在紅磡及尖沙咀覓取合適的巴士總站位置，因此建議考慮與其他巴士路線共用巴士總站或於紅磡及尖沙咀落客後隨即離開等解決方案（陳琬琛議員）；以及

(4) 前往機場工作或旅行的居民時間寶貴，希望九巴可以提供轉乘優惠以外的解決方案，如開辦機場巴士服務，有關路線可途經梨木樹、象山、石圍角、國瑞路及葵青區前往機場（陳琬琛議員）。

56. 運輸署高級運輸主任／巴士發展（新界西）回應，該署理解梨木樹邨居民期望直達機場的巴士服務，但若機場巴士路線繞經各個社區，路程和行車時間必定較長，未必較使用現有公共運輸服務及轉乘優惠來往機場更具效益。此外，該署亦理解梨木樹邨乘客希望延長現有巴士路線至紅磡或尖沙咀，但有關改動將影響相關路線的運作安排，全程車費亦會增加，對原有乘客造成不便，乘車時間亦將較乘搭港鐵為長，因此該署對有關建議有保留。

57. 主席總結，他希望運輸署仔細考慮委員的意見，研究可行的解決方案。

IX 第 8 項議程：要求檢視道路設計　確保雙層巴士行車安全
（交通第 65/17-18 號文件）

58. 主席表示，伍顯龍議員提交有關文件。

59. 伍顯龍議員介紹文件。

60. 警務處荃灣區交通隊主管回應，新界南總區交通組提供的數據顯示上述地點沒有發生涉及公營車輛的交通意外。

61. 運輸署工程師（荃灣）2 回應，該署已派員前往上述地點進行實地視察，有關的道路設計及交通標誌均符合運輸署的設計標準，該署會逐步檢視荃灣區內的斜路設計，以提升道路安全。

62. 九巴襄理（車務）回應，有關路段的道路設計安全，適合雙層巴士行走，無需再進行沙包測試。此外，巴士公司亦重視駕駛安全及車長培訓，並會與運輸署保持緊密溝通，商討加強道路安全的建議。

63. 委員的意見及提問摘錄如下：
(1) 該路段的彎位地勢陡峭，曾發生數宗其他車輛的交通意外，擔心部分不常駕駛的司機在駛入該路段時會發生意外（鄭掟彬議員）；
(2) 建議把該路段的時速限制指示牌向前移，以便駕駛人士提早留意車速限制，修補已褪色的減速條及增加減速條的數目，提醒駕駛人士留意減速指示（鄭掟彬議員）；以及
(3) 詢問路政署有關路段的工程驗收成果是否符合標準（伍顯龍議員）。

64. 運輸署工程師（荃灣）2 回應，該署會於會議後跟進時速限制指示牌及減速條的問題，有關維修工程符合運輸署的施工標準。

65. 路政署區域工程師／荃灣回應，該署維修部會派員定期巡察道路交通標誌的狀況及進行維修，並於會議後跟進有關事項。

X 第 9 項議程：要求為荃灣區內道路作全面的安全評估及改善公共交通工具駕駛者駕駛態度以保障公眾安全
（交通第 66/17-18 號文件）

66. 主席表示，黃偉傑議員、文裕明議員、林琳議員、陳振中議員、林婉濱議員、林發耿議員、葛兆源議員、曾大先生、伍俊瑜先生、馮卓森先生及林顯輝先生提交文件。

67. 文裕明議員、林發耿議員、陳振中議員、林婉濱議員、曾大先生、黃偉傑議員、伍俊瑜先生、馮卓森先生及林顯輝先生介紹文件。

（按：林發耿議員於晚上七時十四分退席，）

68. 警務處荃灣區交通隊主管報告，二零一七年荃灣區公營車輛交通意外全年共有 898 宗，6 宗涉及死亡、128 宗屬嚴重交通意外、764 宗屬輕微交通意外。如委員遇上駕駛態度不良的司機，可記錄司機及巴士車牌資料並向新界南總區交通組作出投訴，該組會負責跟進。如所得證據充分及投訴人願意作證，該組便會向肇事司機提出檢控。

69. 運輸署高級運輸主任／巴士發展（新界西）回應，該署已要求所有專營巴士公司進一步加強內部監察車長安全駕駛及服務的制度，巴士公司須定期向運輸署提交抽查行車記錄儀的行車記錄及跟進工作的記錄、便衣職員乘車監察記錄及跟進工作記錄、車長違反交通法例及跟進工作記錄，以及司機酒精呼氣測試記錄。此外，該署會繼續與警務處合作，為專營巴士司機舉辦道路安全研討會，邀請警方向司機介紹安全駕駛的要訣、分析各區主要交通意外黑點及巴士意外的成因，以加強司機的道路安全意識及促進良好的駕駛行為。

70. 運輸署工程師（荃灣）2 回應，該署亦會檢視荃灣區內的道路設計，並會於適當地點增設交通標誌，以提醒行人注意安全。

71. 運輸署工程師（荃灣）1 回應，該署於會議後會與委員跟進有關事項。

72. 九巴襄理（車務）回應，九巴很重視車輛行駛安全，對司機要求嚴格，並會為司機安排相關路線訓練，要求他們遵守行車指引及公司守則。此外，所有司機均需通過運輸署及巴士公司的測試，才可駕駛巴士投入服務。九巴備悉委員對司機駕車態度的意見，並會作出監察。有關乘客追巴士的問題，司機一般在關上車門後便會向右視察並駛離路邊，因此可能難以察覺乘客從後追上巴士，希望乘客理解。另外，在關上車門後，巴士便會啟動行車系統，車廂內的乘客同時亦預期司機快將駛離路邊，如司機突然停車，便可能會引起其他問題，因此基於安全考慮，司機應繼續行駛。

（按：王化民先生於晚上七時二十五分退席）

73. 鄭掟彬議員建議部門及九巴考慮為巴士安裝落斜的減速系統及安全轉彎系統，以提升駕駛安全。

74. 九巴襄理（車務）回應，九巴備悉委員的意見。

75. 主席總結，委員可於會議後與有關的運輸署工程師及九巴代表商討需要改善的交通地點，攜手提升荃灣的道路安全。

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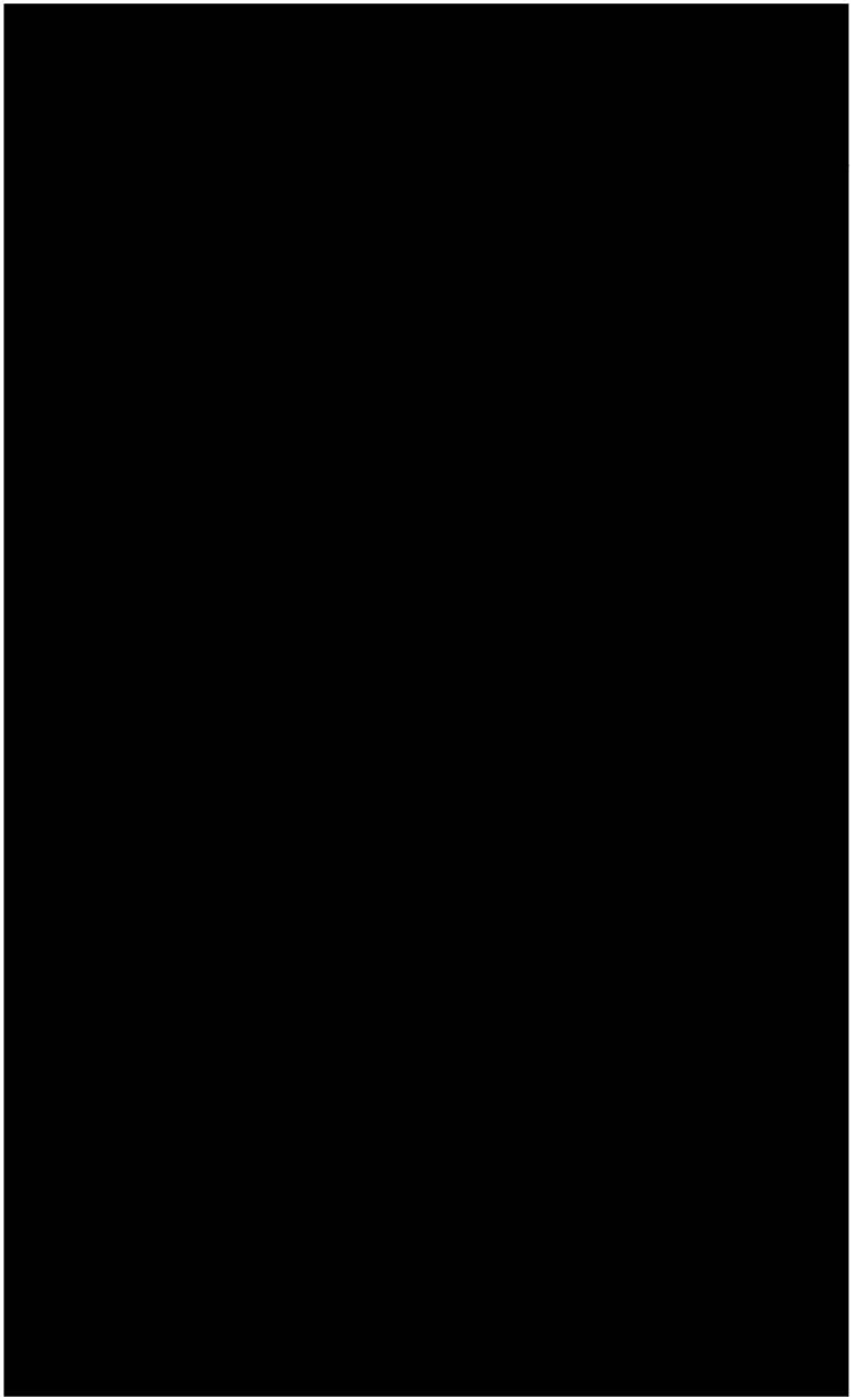

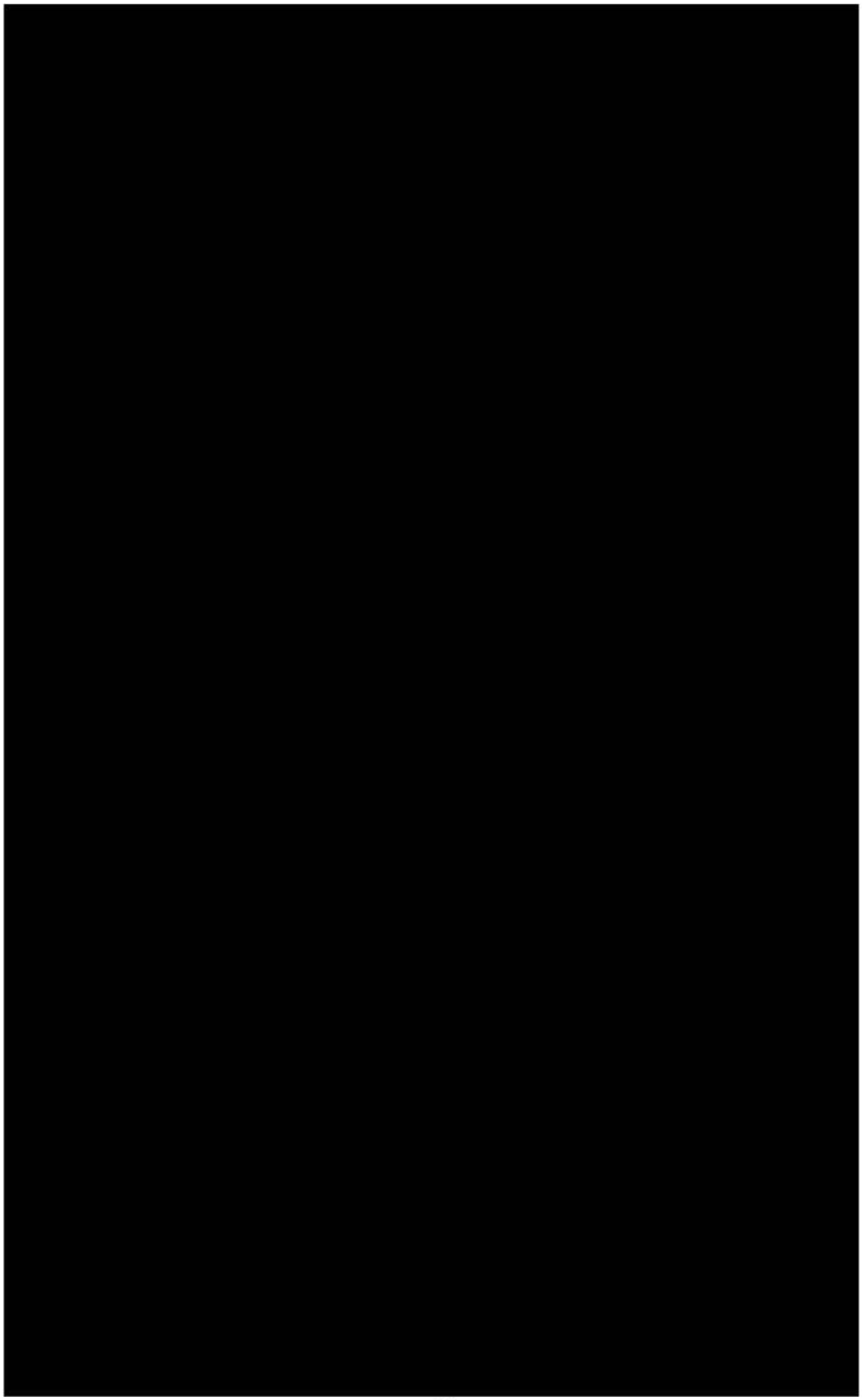

荃灣區議會秘書處
二零一八年四月

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Minutes of the Fourteenth (6/17-18) Meeting of the Traffic and Transport Committee

Date: 5 March 2018
Time: 2:30 pm
Venue: Main Conference Room, Tsuen Wan District Office

Present:

District Council Members
Mr. LO Siu Kit, MH (Chairman)
Mr. WONG Ka Wa (Vice Chairman)
Mr. MAN Yu Ming, MH
Mr. KOO Yeung Pong, MH
Mr. NG Hin Lung
Ms. LAM Yuen Pun
Ms. LAM Lam
Mr. LAM Faat Kang, MH
The Hon. CHAN Han Pan, JP
Mr. CHAN Chun Chung
Mr. CHAN Sung Ip, MH
Mr. CHAN Yuen Sum
Mr. WONG Wai Kit
Mr. KOT Siu Yuen
Mr. CHOW Ping Tim
Mr. CHENG Chit Pun
Mr. TAM Hoi Pong

Co-opted Members
Mr. WONG Fah Man
Mr. FONG Yun Fat
Mr. NG Chun Yu
Mr. NG Tsan Ming
Mr. YICK Shing Chung
Mr. LAM Hin Fai
Mr. MA Ting Hei
Ms. FAN Hui Yu
Mr. FUNG Cheuk Sum
Mr. TSANG Tai

Representatives of government departments

Mr. LUISui Hung, Officer in Charge of District Traffic Team (Tsuen Wan), Hong Kong Police Force
Ms. TSE Che Ching, Senior Transport Officer (Tsuen Wan), Transport Department
Mr. YUEN Ting Fung, Engineer (Tsuen Wan) 1, Transport Department
Mr. CHEUNG Kim Hung, Engineer (Tsuen Wan) 2, Transport Department
Mr. CHONG Kwok Wai, District Engineer /Tsuen Kwai 1, Highways Department
Mr. CHAN Siu Wan, Town Planner/Tsuen Wan 1, Planning Department
Mr. LI Pui Sang, Contract Project Coordinator/2 (West), Civil Engineering and Development Department
Ms. TAI Tsz Yan, Executive Officer (Development), Tsuen Wan District Office

Secretariat of Tsuen Wan District Council

Mr. CHOW Chun Hun, Assistant District Officer (Tsuen Wa), Tsuen Wan District Office
Ms. LAM Hiu Yung, Senior Executive Officer (District Council), Tsuen Wan District Office

Ms. CHOW Wai Wun (Secretary), Executive Officer (District Council) 4 Tsuen Wan District Office

Attendees:

Ms. WONG Sau Kuen, Deputy Manager of Planning and Development Department (Planning and Development Department), Kowloon Motor Bus Company (1933) Limited

Mr. LEUNG Wang Cheung, Deputy Manager (Bus Affairs), Kowloon Motor Bus Company (1933) Limited

Invited Attendees:

For Discussion of Item 3 on the Agenda

Ms. WONG Yee Lin, Engineer/Advisor Project Management 13, Drainage Services Department

Mr. NG Ming Lau, Site Engineer, Atkins Consultant Co., Ltd.

Mr. CHEUNG Tak Hung, Site Manager, Bao Rong Construction Engineering Co., Ltd.

For Discussion of Item 4 on the Agenda

Mr. CHEUNG Cheuk Wai, Senior Transport Officer/Bus Development (New Territories West), Transport Department

Ms. WONG Wing Chow, Transport Officer/Bus Development (New Territories West), Transport Department

Mr. SO Wai Kei, General Manager (Corporate Planning and Business Development), Kowloon Motor Bus Company (1933) Limited

Mr. WONG Yu Ting, Deputy Manager (Bus Affairs), Kowloon Motor Bus Company (1933) Limited

Mr. POON Chun Kong, Manager (Bus Affairs), Long Win Bus Company Limited

Mr. LAW Yiu Wah, Primary Planning and Support Officer, Long Win Bus Company Limited

For Discussion of Item 10 of the Agenda

Mr. Tse Hing Chit, Administration Assistant/Lands (District Lands Office, Tsuen Wan and Kwai Tsing), Lands Department

Absentees:

District Council Members
The Hon TIEN Puk Sun, *BBS*, *JP*
Mr. LI Hung-por

Co-opted Member
Mr. CHAN Tak Chun

Meeting Content

I. Opening Remarks and Introduction

The Chairman welcomed all Members, government departments and company representatives to the 14th meeting of the Committee and introduced Mr. YUEN Ting Fung, who replaces Mr. Lam Chun Cheuk as the Engineer /Tsuen Wan 1 of the Transport Department.

2. Please be noted that the Hon TIEN Puk Sun was absent from the meetings due to other matters.

3. The Chairman reminded all Members that pursuant to the provisions of Article 28 of the *Standing Orders of the Tseun Wan District Council* (hereinafter referred to

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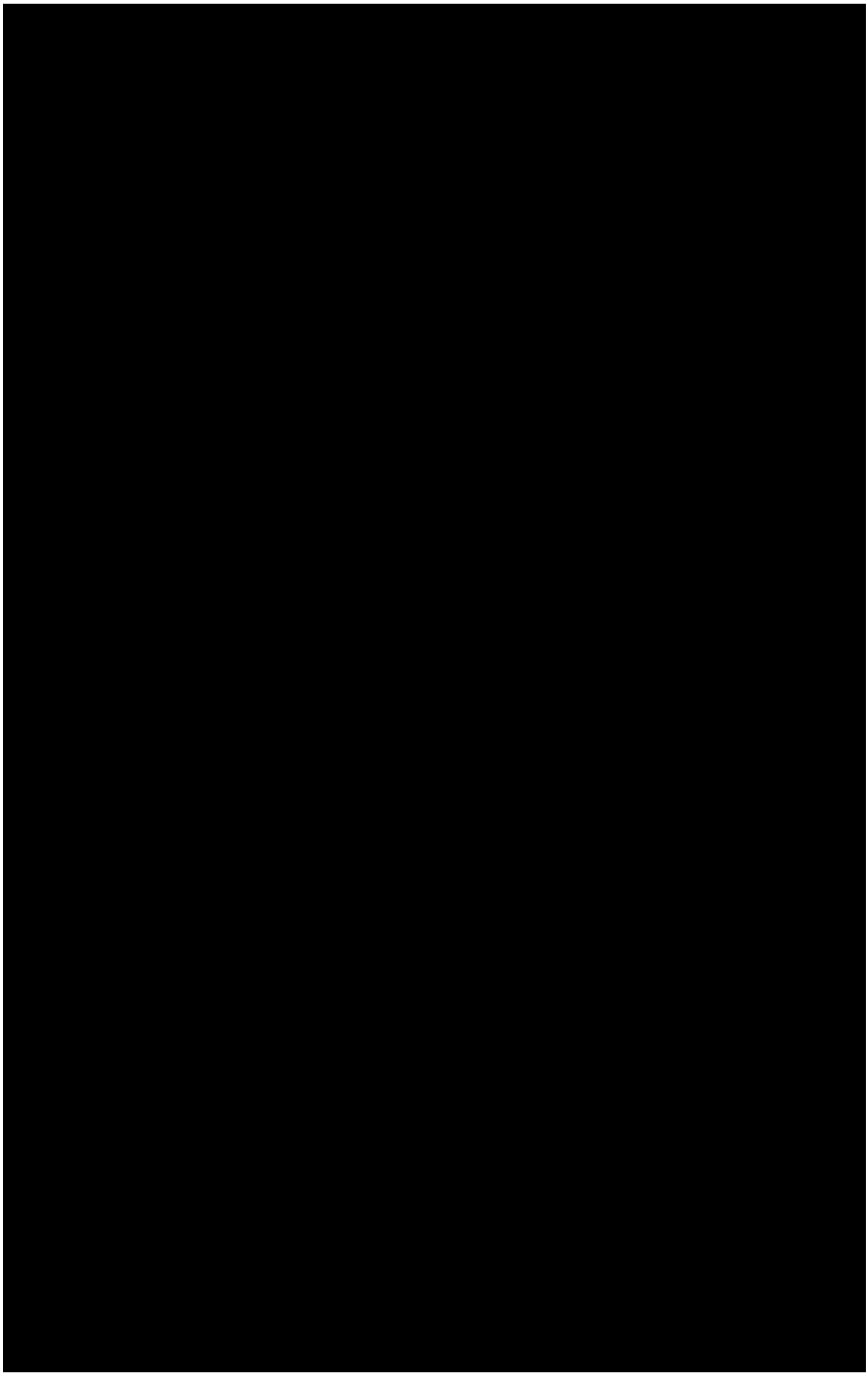

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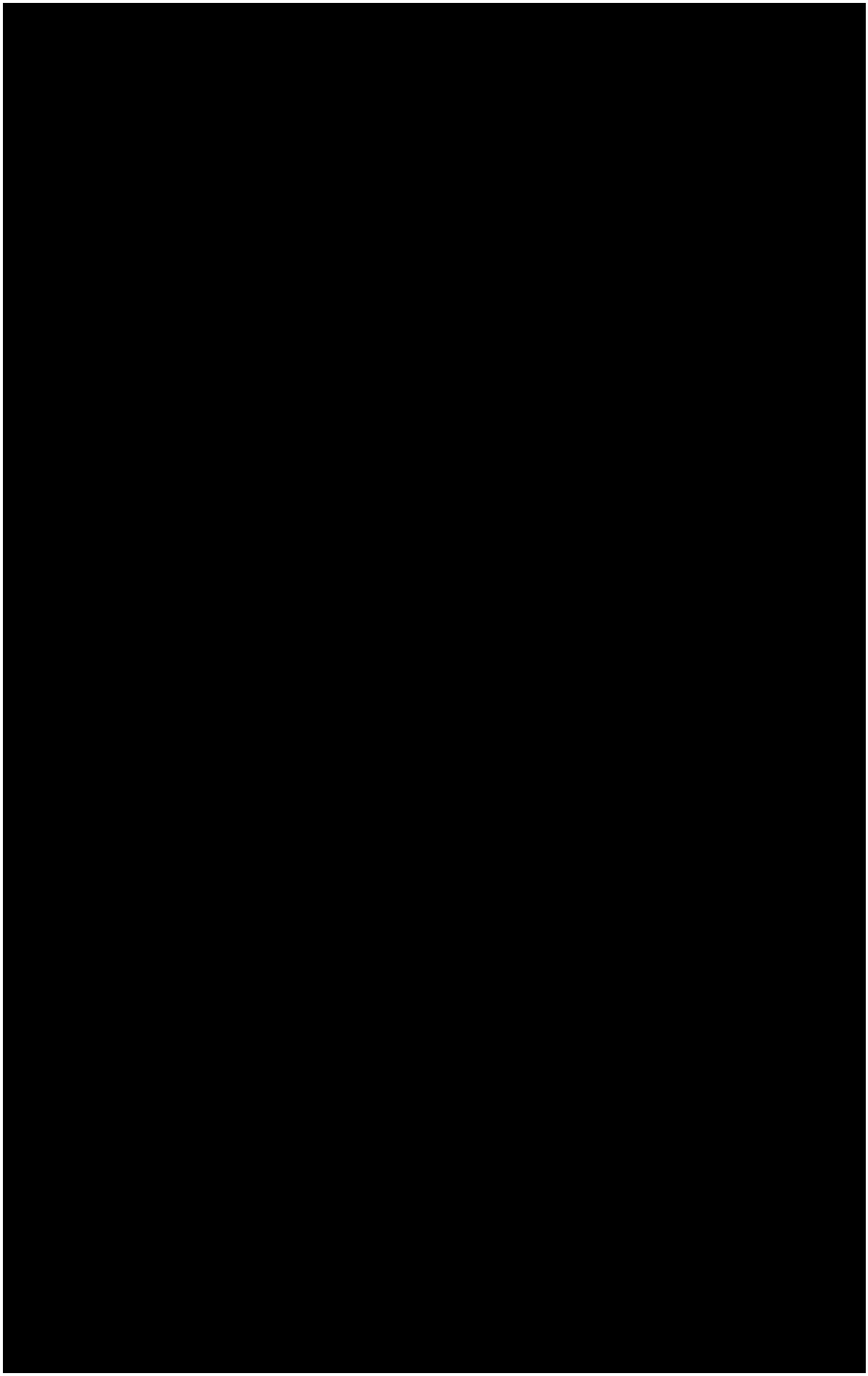
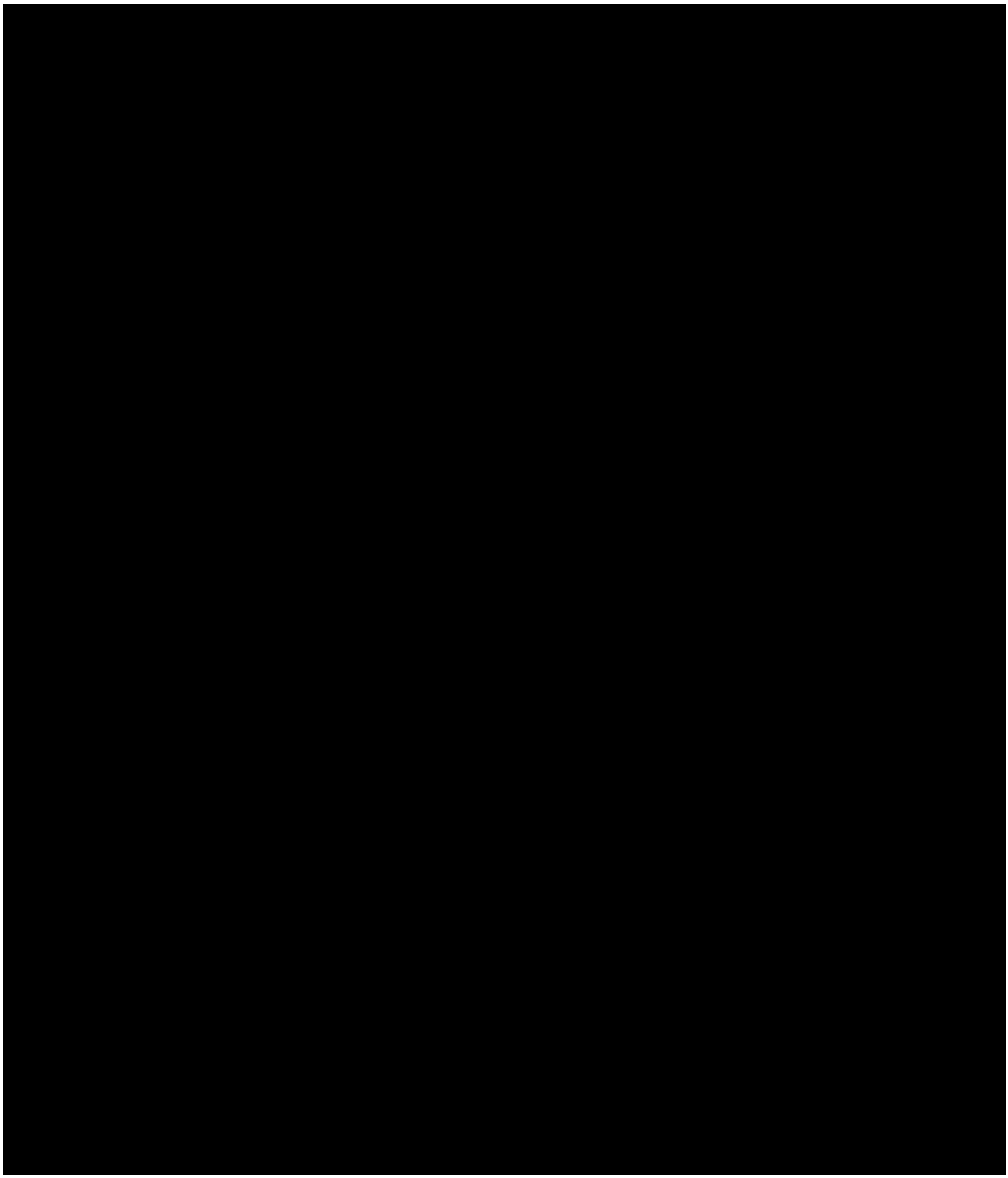




V Item 4: 2018 -2019 Bus Route Planning Programme for Tsuen Wan District
(Transport Paper No. 61/17-18)

13. The Chairman said that the Transport Department had submitted the relevant documents and introduced the representatives of the Transport Department and bus companies responsible for explaining the issues, including:

(1) Mr. CHEUNG Cheuk Wai, Senior Transport Officer/Bus Development (New Territories West), Transport Department

(2) Ms. WONG Wing Chow, Transport Officer/Bus Development (New Territories West), Transport Department
(3) Mr. SO Wai Kei, General Manager (Corporate Planning and Business Development), Kowloon Motor Bus Company (1933) Limited (hereinafter referred to as "Kowloon Motor Bus");
(4) Mr. WONG Yu Ting, Deputy Manager (Bus Affairs), Kowloon Motor Bus
(5) Mr. LEUNG Wang Cheung, Deputy Manager (Bus Affairs), Kowloon Motor Bus
(6) Ms. WONG Sau Kuen, Deputy Manager of Planning and Development Department (Planning and Development), Kowloon Motor Bus
(7) Mr. POON Chun Kong, Manager (Bus Affairs), Long Win Bus Company Limited (hereinafter referred to as "Long Win Bus"); and
(8) Mr. LAW Yiu Wah, Primary Planning and Support Officer, Long Win Bus

(Note: Mr. WONG Fah Man joined the meeting at 3:25 pm)

14. The Senior Transport Officer/Bus Development (New Territories West) of the Transport Department introduced the documents.

15. Members' comments and enquiries were consolidated as follows:
(1) Route A31P had now been increased to four trips per day, but it still failed to meet the needs of residents in Tsing Lung Tau. Therefore, it was requested that Route A31P to pass through Tsing Lung Tau all day (Mr. NG Hin Lung, Mr. CHENG Chit Pun, Ms. LAM Lam and Mr. WONG Wai Kit);
(2) The demand for Route A31P to pass through Tsing Lung Tau all day started from 2016, and the resolution was passed at a meeting of the Traffic and Transport Committee in November of the same year. Long Win Bus agreed to increase resources to open special trips in 2017, but the Transport Department had only arranged to add four Route A31P trips to pass through Tsing Lung Tau in the 2018 -2019 Bus Route Planning Programme for Tsuen Wan District. It was hoped that the Transport Department would respond to the demand of residents in Tsing Lung Tau by providing bus services throughout the day (Mr. NG Hin Lung);
(3) It was requested that some trips of Route A31P to pass through the roundabout at Sea Crest Villa Phase 1 (Mr. NG Hin Lung);
(4) It was hoped to restore Route NA30 to carry passengers to and from Lantau Island at midnight (Mr. NG Hin Lung);
(5) At present, Route 234D had often been full, hence it was hoped that more trips would be arranged as soon as possible (Mr. NG Hin Lung);

(6) It was requested that Route 261C, which would depart from Tuen Mun via Sham Tseng before entering highways, would begin service; additional trips for Route 261B would be welcomed, and with the hope that it would extend to full service during peak hours; and evening return trips and holiday service of route 261B would be added (Mr. NG Hin Lung);

(7) It was requested that trips would be added to Route 962B by adding Route X962B (Mr. NG Hin Lung);

(8) It was requested that more overnight bus trips would be added and hoped that the first trip of Route N260 would go to the urban areas (Mr. NG Hin Lung);

(9) Adding overnight bus services that would depart for Sham Tseng and Tsing Lung Tau was be welcomed. It was also proposed to increase special trips for Route N260 between 2:05 am and 2:35 am (Mr. CHENG Chit Pun);

(10) More trips for Route 261B was welcomed, and it was hoped that one return trip would be added (Mr. CHENG Chit Pun);

(11) It was requested that the time interval between trips for Route 234D be adjusted to provide service for more passengers (Mr. CHENG Chit Pun);

(12) The Transport Department was asked about the criteria for "increasing trips depending on the needs of passengers" in order toto know its schedule for increasing trips (Ms. LAM Lam);

(13) Since 2011, strong request had been made for Long Win Bus to open an airport route which would travel through all housing estates along Castle Peak Road. After several discussions, although the bus company had provided airport bus services, the relevant services did not cover Tsing Lung Tau. Therefore, it was hoped that the bus company would seriously consider the great needs in Tsing Lung Tau, and arrange Route A31P to run all day and pass through Tsing Lung Tau (Ms. Lam Lam);

(14) More trips for Route 47B was welcomed and it was hoped that it would enter Cheung Shan Estate (Mr. CHAN Chun Chung);

(15) Route 936A travelling from Shek Wai Kok to Causeway Bay was welcomed, with a hope to realise the opening of route 936A as soon as possible (Mr. CHAN Chun Chung);

(16) It was requested that Routes 49X and 48X to pass through Shek Wai Kok Estate (Mr. CHAN Chun Chung);

(17) It was requested that Route 40P would be expanded for full-day service and airport bus services for Tsuen Wan East would be open (Mr. CHAN Chun Chung);

(18) It was asked about the reason why Route 32H had not yet been open (Mr. Chan Chun Chung);

(19) Plans to increase trips for Routes 234D and 40 were welcome, and it was hoped to implement the measure as soon as possible and increase the trips in accordance with the number of passengers (Mr. WONG Wai Kit);

(20) It was asked how to increase the relevant trips without increasing the number of buses for Route 40P (Mr. WONG Wai Kit);

(21) The increase of two trips for Route N260 was regarded as too little, with a request to increase trips for Route N260, as well as adding stops at the bus terminals of Belvedere Garden Phase 3 and Bayview Garden for residents who return home at night (Mr. WONG Wai Kit);

(22) It was requested that more trips to be added for Route A31P and consideration be made to add services to areas in the Tsuen Wan District where airport bus services was currently absent (Mr. WONG Wai Kit);

(23) Residents of Hong Kong Garden and Sea Crest Villa Phase 4 strongly requested to add at least two more trips during peak hours in the morning, at 7:10 am and 7:30 am respectively, as well as a return trip at 6.45 am in the morning. It was hoped that the Transport Department would realise the measure this year (Ms. FAN Hui Yu);

(24) It was inappropriate for the proposal to increase return trips for Route 48P in the Bus Route Plan for Tsuen Wan 2017-18 to be included in the 2018-2019 Bus Route Planning Programme for Tsuen Wan District for consideration again (Ms. Fan Hui Yu);

(25) Bus service for Route 48P to Wo Che in the morning only ran for half an hour. Therefore, the bus company was requested to increase trips between 7:30 am and 8 am in the morning, as well as between 6 pm and 6.30 pm in the afternoon (Ms. FAN Hui Yu);

(26) Location of Hong Kong Garden and Sea Crest Villa Phase 4 is inferior, and it is difficult for residents to take minibuses or buses during peak hours. Hence, it was suggested that Route 234B to be extended to Hong Kong Garden as the starting point, and to increase trips and discount for long-distance buses which passed through Sea Crest Villa Phase 4, for example, increase the trips for Route 48P and offer interchange discount and subsection fares for Route 234D (Ms. Fan Hui Yu);

16. The Senior Transport Officer/Bus Development (New Territories West) of Transport Department responded as follows:

(1) Regarding the bus service at Tsing Lung Tau/Sham Tseng, the increase of trips for Route 48P was a plan that had been confirmed last year and would be implemented. The plan for this year was to adjust the traveling route for Route 48P, that is, to extend the route and relocate the final stop of Sha Tin

to Fo Tan. The department had also noted opinions of Members on the proposed plans for route A31P, 234D, 261B, 962B and N260 for this year and other opinions relating to bus services in Tsing Lung Tau/Sham Tsing Chu. The Transport Department, with the bus companies, would continue to pay attention to changes in demand of passengers of these areas and review the service arrangements in due course;

(2) Regarding the view of "increasing trips depending on the needs of passengers", the Transport Department expected a continuous growth in the number of passengers of the relevant routes. If the plans gained support, the department and bus companies would implement the relevant plans in accordance with actual situation;

(3) Regarding bus services at Cheung Shan and Shek Wai Kok, the department would take into account the impact on existing passengers and the operation feasibility when considering revising routes of the bus routes, and also noted that the Members had suggested more routes for Cheung Shan and Shek Wai Kok;

(4) The department was currently preparing to begin Route 32H with Kowloon Motor Bus and worked hard to launch it in the near future; and

(5) Other opinions mentioned by the Members, including the increase of trips for bus routes, would be noted and referred to by the Transport Department. In general, when the passenger loading rate of a bus route in the busiest hour during peak hours reaches 85%, the department would consider enhancing service of the relevant route.

17. The General Manager (Corporate Planning and Business Development) of Kowloon Motor Bus responded that Kowloon Motor Bus had noted the opinions of Members and would again discuss with the Transport Department the feasibility for meeting the needs of passengers.

18. The Deputy Manager of Planning and Development Department (Planning and Development) of Kowloon Motor Bus responded that Kowloon Motor Bus would review the resources of buses and manpower to implement suggestions in the plans as soon as possible. For some bus routes such as Route 261B, no return trip service would be arranged for the time being. Kowloon Motor Bus would review the number of passengers during peak hours in the morning to consider the relevant proposals. In addition, the departure time of the last trip of Routes N260 and 53 as well as Routes 234A and 234B were separated by a certain period of time. Kowloon Motor Bus would review the trip schedule. Moreover, Route 40 ran every 15 to 20 minutes during peak hours and Kowloon Motor Bus would increase trips during this period. Hence, bus services could be improved without deploying additional buses.

Furthermore, Hong Kong Garden lacks suitable location for setting up a bus terminal. Kowloon Motor Bus still needed to carefully study with the Transport Department on the proposal to extend Routes 234A and 234B to Hong Kong Garden, as well as consider proposals to increase interchange discounts or offer bidirectional subsection fares for Routes 234D and 48P.

19. The Manager (Bus Affairs) of Long Win Bus responded that the company had noted the opinions of Members and would carefully study feasibility of the relevant proposals.

20. Members' comments and enquiries were consolidated as follows:

(1) It was asked about the schedule for implementing a full day service for Route 934 (Mr. MA Ting Hei);

(2) It was hoped that Route A31P would depart from Allway Garden and pass through Tsing Lung Tau all day to improve airport bus services in this area (Mr. MA Ting Hei);

(3) It was asked about the latest progress for the proposed new bus route from Tsuen Wan to Yau Tong in response to the population increase in Tsuen Wan Districts 5 and 6 (Mr. MA Ting Hei);

(4) It was suggested that Route 48P to passed through Shek Wai Kok Estate to relieve the situation of behind schedule of Route 43X (Mr. Man Yu Ming);

(5) It was requested that full day service for Route 936 to be realised as soon as possible. [The idea to have] Route 936A skip northeast Kwai Chung to save travel time (Mr. MAN Yu Ming) was also supported;

(6) The demand for Route 40P was great and it was hoped that a full day round-trip service would be provided (Mr. MAN Yu Ming);

(7) Long Win Bus hoped to gradually increase trips for Route A31P, which passed through Tsing Lung Tau, to reduce the impact on existing passengers. However, it was believed that only the provision of full day airport bus service could properly respond to the demands of residents in Tsing Lung Tau (Mr. CHAN Han Pan);

(8) Residents along Castle Peak Road had not yet been benefited from interchange discounts at the Siu Lam Interchange, and also lacked comprehensive airport bus services. It was proposed to form a special group to discuss transport facilities of Castle Peak Road and follow up the demands of residents there in a timely manner. It was also hoped that the Transport Department and bus companies would be more active in dealing with traffic problems in the area (Mr. CHAN Han Pan);

(9) Kowloon Motor Bus was commended for adjusting trips for Route 40 to meet the needs of passengers and it was hoped that Kowloon Motor Bus

would continue to pay attention to changes in the number of passengers to meet their needs (Ms. LAM Yuen Pun);

(10) Since 2013, requests had been made to have some trips for Route 39A that departed for Tsuen Wan West Station to go through Tai Chung Road to meet traveling demands of residents of Allway Garden for works during peak hours. It was dissatisfied that the Transport Department had only stated that the proposal was feasible but did not implement any actual plan (Ms. LAM Yuen Pun);

(11) Request was made to have all Route A31P trips pass through Allway Garden (Ms. LAM Yuen Pun);

(12) It was proposed that the number of trips for Route 39M at the Lik Sang Plaza substation during peak hours be increased. It was proposed that adjustments be made to the departure time for Routes 30, 30X, 39A and 39M to improve the flow of waiting passengers (Ms. LAM Yuen Pun);

(13) It was proposed that the interchange discount for interchanging from Route 234X to Route 39M to be realised as soon as possible (Ms. LAM Yuen Pun);

(14) It was hoped that the Transport Department can submit a plan listing out all the bus routes in Tsuen Wan District for Members to discuss (Mr. CHOW Ping Tim);

(15) It was asked the reason for providing only one trip for Route 38B, and whether more trips would be added in the future to meet the needs of the public (Mr. CHOW Ping Tim);

(16) A proposal to add return express trips for Route 238X was raised to ease the full loading of buses (Mr. CHOW Ping Tim);

(17) It was clarified that only the owners' committees of Riviera Gardens and Bayview Garden could represent residents of the waterfront area for the enquirers and the department and bus companies should rely on their opinions, while opinions of other groups did not represent the views of residents of the area (Mr. CHOW Ping Tim); and

(18) It was asked that why only two overnight trips were added for Route NA31 as the intervals between the two trips were too long. It was hoped that overnight trips could be added (Mr. LAM Faat Kang).

21. The Senior Transport Officer/Bus Development (New Territories West) of the Transport Department responded as follows:

(1) The department had extended the service period of Route 934 in the morning and at night in December 2017 and would continue to pay attention to the demands of passengers of this route to review the existing service arrangements with the bus company in accordance with the situation.

(2) The department proposed to add 4 trips to Route A31P each day to pass through Tsing Lung Tau to the airport and to Tsuen Wan respectively . If the plan gained support, the department would continue to pay attention to changes of passengers' needs after implementation of the plan, with review on the service arrangements with the bus company in due course;

(3) Airport bus routes mainly passed through city centres and major roads to concentrate on passenger sources for maintaining more trips and saving passengers' travel time. The existing bus routes of Tsuen Wan to and from the airport had already covered a number of communities in the district. Passengers could also make use of the Octopus interchange discounts between airport bus routes of Long Win Bus (the routes with prefix "A") and the routes of Kowloon Motor Bus. The department would continue to monitor the situation of airport bus services with the bus companies and review the relevant service arrangements in due course;

(4) Regarding the proposal to increase bus routes passing through Shek Wai Kok Estate, the department had to consider whether the existing public transport network covered the corresponding services. Nevertheless, the department would continue to keep track on demands of passengers and service conditions of the existing bus routes around Shek Wai Kok to timely review service level and arrangements with the bus companies;

(5) Timetable for Route NA31 aimed at the overnight period, which had a higher demand among passengers to provide express service to and from the airport. Outside the service time of Route NA31, passengers could take Route N31, which provided overnight service between the airport and Tsuen Wan;

(6) The department was now studying on the corresponding measures with Kowloon Motor Bus to meet the needs of residents in Tsing Lung Tau for interchanging other bus routes heading for urban area; and

(7) Regarding service arrangements for other existing bus routes, the department would pay close attention to the demands for those routes and consider appropriate adjustments with the bus companies if necessary, such as increasing resources to strengthen services.

(Note: Mr. CHAN Han Pan left the meeting at 4:15 pm)

22. The General Manager (Corporate Planning and Business Development) of Kowloon Motor Bus responded that number of passengers in Tsuen Wan to Kowloon East had increased significantly due to the increase in population and Kowloon Motor Bus would actively meet the demands. Regarding the progress of bus routes from Tsuen Wan to Yau Tong, the bus company would provide interchange discounts or

change the routes to meet demands of passengers. Kowloon Motor Bus would also actively discuss with the Transport Department on the provision of full day services on Route 934.

23. The Deputy Manager of Planning and Development Department (Planning and Development Department) of Kowloon Motor Bus Company responded that Kowloon Motor Bus would study proposals for adding special trips to some routes such as 238X. Kowloon Motor Bus had begun testing an alternative route for Route 34 to Tsuen Wan West Station through Tai Chung Road since 22 January 2018. If the results were satisfactory, Kowloon Motor Bus and the Transport Department would consider the proposal to arrange Route 39A to travel to Tsuen Wan West Station via Tai Chung Road.

24. The Manager (Bus Affairs) of Long Win Bus responded that the company had endeavoured to optimise the airport bus network since mid-2016, tried to shorten travel time as much as possible while designing the route, and desired to provide passengers with a simple and fast airport bus service. Long Win Bus start Route NA31 in April 2017; initially, only one trip to the airport was provided, which departed from Tsuen Wan at 4:55 am in the morning. With gradual increase of passengers and the popularization of low-cost airline services, Long Win Bus had added a trip to the airport, which departed at 4:30 am, in February 2018. The company would continue to keep track of the changes in the number of passengers and increase resources as needed to optimise services.

25. The Chairman responded that the non-permanent working group had a term of only eight months and was unable to discuss various traffic problems of Castle Peak Road comprehensively. After discussion, Members agreed to continue the discussion on the above matters at the meeting of the Task Force on Public Transport Network.

26. Members' comments and enquiries were consolidated as follows:

(1) It was hoped that the department and bus companies would improve the morale and treatment of bus drivers (Mr. CHAN Yuen Sum);
(2) It was requested that airport bus service to cover Lei Muk Shue Estate, Cheung Shan Estate, Shek Wai Kok Estate and areas around Kwok Shui Road, as well as provide full-day bus service for Route A31P for residents who work at the airport and travel abroad (Mr. CHAN Yuen Sum);
(3) Review on the problems of off schedule and unstable trips for Routes 46X, 47X and 48X, especially during peak hours, was requested (Mr. CHAN Yuen Sum);

(4) Improvement on the location of bus terminals for Routes 36A and 36B was requested in order to attract more passengers (Mr. CHAN Yuen Sum);

(5) Residents of Tsing Lung Tau petitioned each year, but the Transport Department rejected their demands with different reasons every year. It was believed that the trial of one trip per day for Route A31P to pass through Tsing Lung Tau proved that the arrangement could maintain a reasonable driving time with no inconvenience, and it was hoped that the Transport Department and bus companies could consider the demands of the residents again (Mr. NG Chun Yu);

(6) The fares of route NA31, A31 and N31 are HKD 33, HKD18.9 and HKD 21.6 respectively. For this reason, it was asked about the reason for a higher fare forRoute NA31, with a hope to reduce the fare of route NA31 (Mr. NG Chun Yu);

(7) The demand for residents of Shek Wai Kok and Cheung Shan Estate to head to Kowloon East was more urgent r than to Causeway Bay and relocation of the bus stop of Route 936 to Shek Wai Kok was opposed (Vice Chairman);

(8) Providing overnight bus service for Route N36 was proposed for the convenience of residents to go to work (Vice Chairman);

(9) A proposal to offer subsection fares at the sub-station of Kwai Fong for Routes 36M and 36A was raised (Vice Chairman);

(10) Additional trips for Routes 46X and 47X were proposed (Vice Chairman);

(11) t A proposal to provide the same subsection fare discount at substation of Wo Yi Hop Road as Route 36 for bus routes heading for Tsuen Wan was raised (Vice Chairman);

(12) A proposal to provide section fare discount and return bus services for Route 73P was raised (Mr. YICK Shing Chung);

(13) There were only four return trips for Route 40P, so some passengers could not return to Tsuen Wan. It was hoped that a full day round-trip service for route 40P would be provided (Mr. FUNG Cheuk Sum);

(14) A proposal to provide airport bus services for residents of Tsuen Wan East, including Shek Wai Kok, Cheung Shan and Lei Muk Shue Estate, was raised (Mr. FUNG Cheuk Sum);

(15) A new bus service from Tsuen Wan to Hong Kong Island East was requested (Mr. TAM Hoi Pong);

(16) It was proposed that the Transport Department should consider the needs for residents of Shek Wai Kok Estate to head to Hong Kong Island in the morning and opinions of Members of the district before relocating the terminal of Route 936 (Mr. TAM Hoi Pong); and

(17) A proposal to strengthen trainings on the driving attitude of bus captains to improve their service standards was raised (Mr. LAM Hin Fai).

27. The Senior Transport Officer/Bus Development (New Territories West) of Transport Department responded as follows:

(1) In planning the bus routes plan, the department had to consider the efficiency of overall bus service, with adjustments and reorganisation of resources if necessary, so that passengers could enjoy stable and reliable bus services;
(2) The department had gradually expanded the scope of airport bus services in the past few years. The bus companies had also provided interchange discounts to meet the demands of passengers traveling to and from the airport;
(3) Regarding the fares of Routes NA31 and 73P, the relevant fares did not exceed the upper limit specified in the Scale of Fares. The department also encouraged the bus companies to provide fare discounts to passengers, including subsection fares;
(4) Under existing public transport policy, railway is the main mode of public transport. Residents of Tsuen Wan could take the MTR to Hong Kong Island East. The department would pay attention to demands of passengers and their travel habits, and would review the arrangements of cross-harbour tunnel bus services in Tsuen Wan District with bus companies;
(5) The Department would continue to keep track of with demands of passengers for the existing bus routes and discuss with bus companies for the plans to enhance services when the number of passengers meet the standards; and
(6) The department would note and refer to other opinions of Members.

28. The General Manager (Corporate Planning and Business Development) of Kowloon Motor Bus responded that the Transport Department had revised the guidelines for bus captains to reduce driving hours for bus captains to have more time for rest. In addition, Kowloon Motor Bus had also discussed with its employees in advance on the optimisation of remuneration adjustment system for bus captains, as well as to strengthen staff trainings to enhance the level of bus services.

29. The Deputy Manager of Planning and Development Department (Planning and Development Department) of Kowloon Motor Bus responded that Kowloon Motor Bus would review the timetables and traveling arrangements of Routes 46X, 47X and 48X to resolve the problem of unstable trips. Subsection fares would be offered on Route 73P and Kowloon Motor Bus would make the notice clear at the time of implementation. The desire of Members for a return service was also noted. In

addition, Kowloon Motor Bus would continue to study, with the Transport Department, on the bus service arrangements in Tsuen Wan to Hong Kong Island East. Route 38B was one of the bus routes planned for 2017-18. As the route had only been started for a short period, the number of passengers was still increasing. Kowloon Motor Bus would pay close attention to changes in the number of passengers of the route and review the need for additional trips and the provision of return services in a timely fashion.

30. The Manager (Bus Affairs) of Long Win Bus responded that Route A31P was currently providing full-day airport bus service, with traveling time as 60 minutes per trip. Under the 2018 -2019Bus Route Planning Programme, Long Win Bus would further add six trips for Route A31P that would pass through Tsing Lung Tau.

31. Members' comments and enquiries were consolidated as follows:

(1) It was hoped that the Transport Department and Long Win Bus could seriously consider the opinions of Members on Route A31P and optimise the existing plan, but not to be slipshod in work (Mr. WONG Wai Kit);
(2) It was asked if Route N26 could enter Belvedere Garden via Hoi Hing Road (Mr. WONG Wai Kit);
(3) The planning for Routes 936 and 936A was poor. A proposal to start new bus routes from Shek Wai Kok Estate without adjusting the existing bus routes was raised (Mr. WONG Wai Kit);
(4) Proposals to have Route 934 run full day and consider setting up a terminal at Golden Villa at Castle Peak Road for new bus routes were raised (Mr. WONG Wai Kit);
(5) Implementation of interchange discounts for shifting from Route 48X to Routes 290 and 290A was requested (Mr. WONG Wai Kit);
(6) The arrangement on Route 38B was considered to be poor and only morning and evening services were provided, which failed to meet the demand of students for schools in Sha Tin from 7 am to 7:15 pm. Therefore, enquiries were made as to the reasons to adjust and increase the number of trips (Mr. CHOW Ping Tim);
(7) Additional overnight bus service in the waterfront area was requested (Mr. CHOW Ping Tim);
(8) A proposal to add a bus route from Shi Wai Kok to Tsuen Wan was raised (Mr. NG Chun Yu);
(9) A proposal to delay the departure time for late-night Route 52X (Mong Kok to Tuen Mun) from 12:35 am to 1 am was raised (Ms. Fan Hui Yu);

(10) It was hoped that the bus company would implement the trial trip of route A31P via Tsing Lung Tau during peak hours sooner rather than later. If the results were good, the number of trips could be increased to eight and pass through Tsing Lung Tau all day (Ms. FAN Hui Yu);

(11) The existing bus services from Sham Tseng and Tsing Lung Tau to Yau Tsim Mong and Hong Kong Island East were considered to be inadequate, and passengers could not travel to those locations directly. Therefore, it was proposed to study the opening of bus services from Sham Tseng and Tsing Lung Tau to Yau Tsim Mong and Hong Kong Island East (Mr. CHENG Chit Pun);

(12) It was proposed to set up bus substations for Route 234B at Sea Crest Villa, inside Hong Kong Garden, as well as parking lots or turning points outside parking lots of the new housing estates along Castle Peak Road (Mr. CHENG Chit Pun);

(13) A proposal for Route 48P to pass through Shek Wai Kok Estate was raised (Mr. MAN Yu Ming);

(14) He had conducted questionnaire survey for Route 936A at Shek Wai Kok Estate and collected signatures of residents to prove that residents of Shek Wai Kok Estate needed the bus services of Route 936A (Mr. MAN Yu Ming);

(15) Residents, from time to time, reported that Route 30X frequently ran behind schedules from time to time. Questions were asked concerning the route plans of Route 30X and restructuring plans of Routes 30 and 230X (Mr. MA Ting Hei);

(16) Many residents of Shek Wai Kok Estate and Cheung Shan Estate have to travel to Hong Kong Island for work, and it was hoped that bus service of Route 936A would be realised as soon as possible to meet the needs of residents of Shek Wai Kok Estate (Mr. CHAN Chun Chung);

(17) Subsection fare discount for Route 49X at the section from Shek Wai Kok Estate to Tsing Yi was requested (Mr. Chan Chun Chung);

(18) Bus service for a second trip for Route 48P was requested to be realized as soon as possible to ease the interchange of relevant bus routes for residents of the New Territories East (Mr. NG Hin Lung);

(19) New bus services from the area of Tsing Lung Tau to Tsuen Wan and Kwai Fong were requested (Mr. NG Hin Lung);

(20) A proposal to consider setting up a bus terminal near Ka Loon Tsuen of Tsing Lung Tau for Route 234B was raised (Mr. NG Hin Lung); and

(21) It was proposed to shift the first trip of Route 962E to an earlier time and increase the number of trips of Routes 261B and 261C to share the number of passengers of Route 52X (Mr. Ng Hin Lung).

32. The Senior Transport Officer/Bus Development (New Territories West) of Transport Department responded as follows:

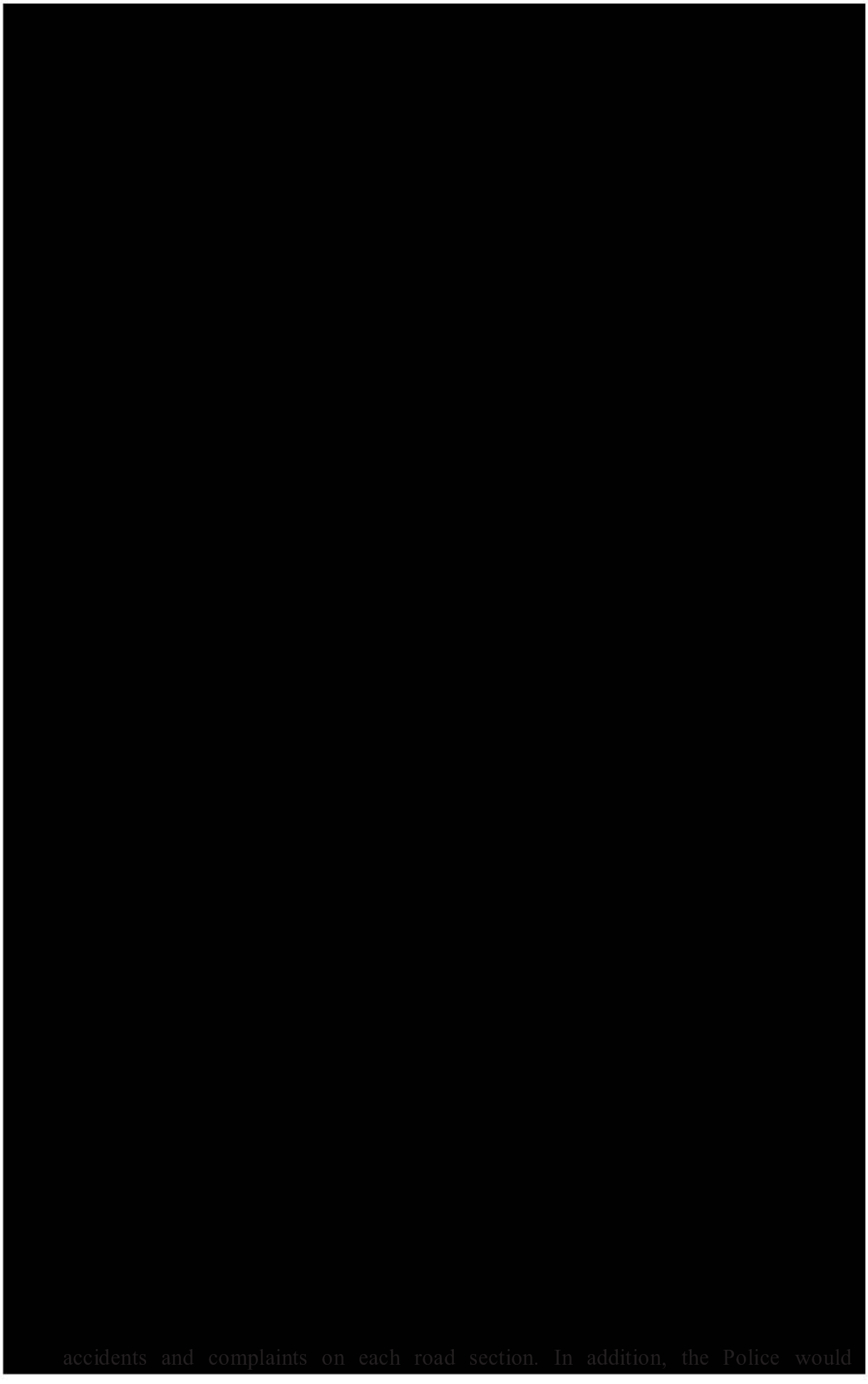
(1) It was complemented that the department would prepare new bus routes from Tsuen Wan to Yau Tong in response to the latest development of the community;
(2) The department noted opinions of the Members on various resolutions of the bus routes plan for the current year, and would again carefully study the relevant plans with the bus companies and try to meet the needs and expectations of all parties; and
(3) Regarding service arrangements and performance of other existing bus routes, the department would pay close attention to the demands and service levels of those routes and would consider appropriate adjustments with the bus companies and urge them to bring along improvement if necessary.

33. The Deputy Manager of Planning and Development Department (Planning and Development Department) of Kowloon Motor Bus responded that Kowloon Motor Bus had noted the opinions of Members on the number of bus trips and would consider the suggestions. When setting up a bus terminal, the bus company had to check if the relevant road section would be easy for buses to turn around, as well as establishment of rest area for bus captains. Kowloon Motor Bus would dispatch staff to have a site visit with personnel of the Transport Department to consider the feasibility of setting up bus stops there.

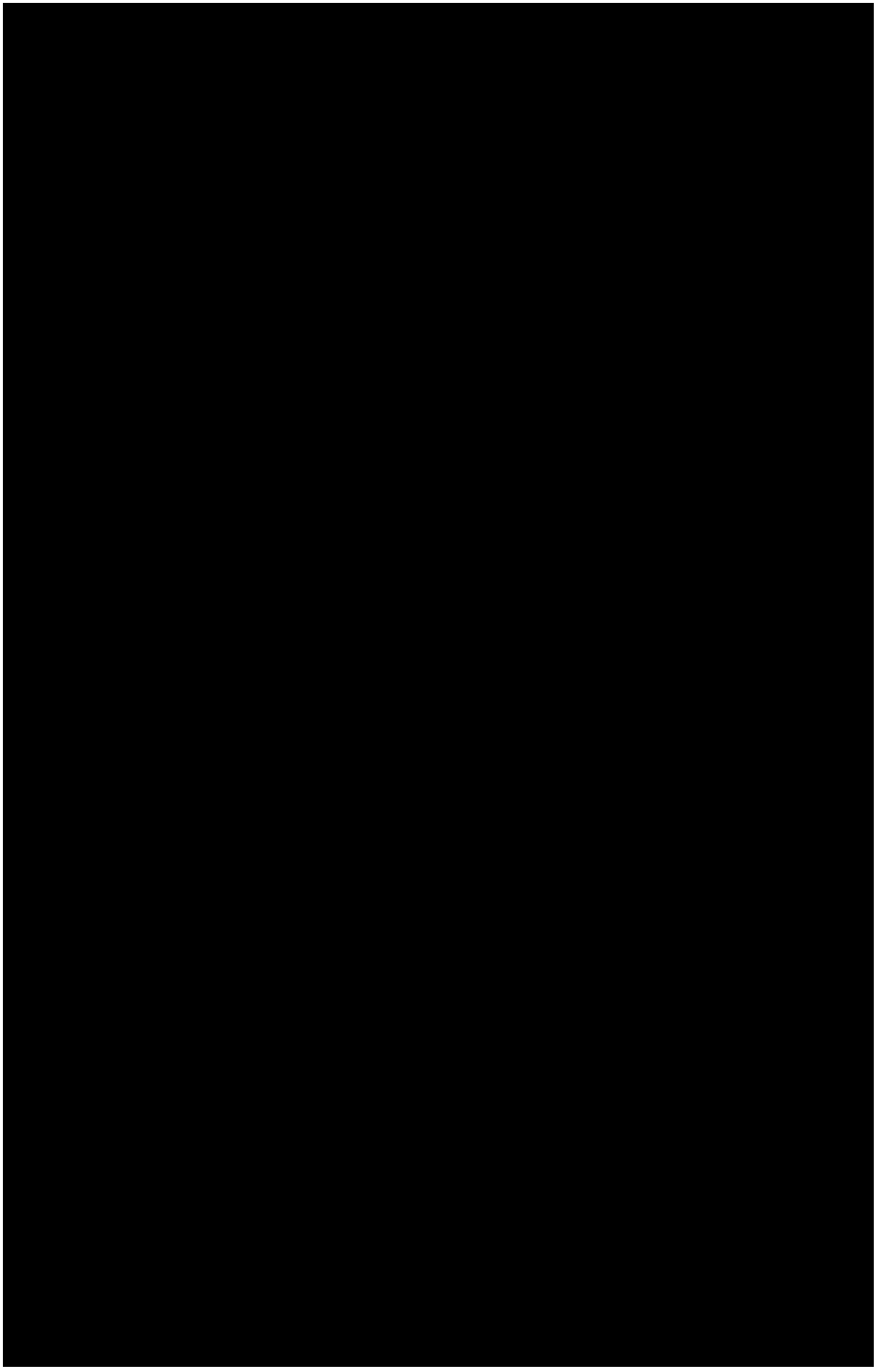
(Note: Mr. Tam Hoi Pong left the meeting at 5:15 pm)

34. The Manager (Bus Affairs) of Long Win Bus responded that fare of Route NA31 was determined by reference to the Scale of Fares, service type, and operating expenses. The route concerned was an overnight bus service and the bus company determined the relevant fare after referring to charge level of similar services. The company had noted opinions of the Members.

35. The Chairman concluded that he hoped the Transport Department and the bus companies would thoughtfully consider the opinions of the Members. If Members had other opinions on individual routes, they could make the proposals at the meeting of Task Force on Public Transport Network for follow-up.



accidents and complaints on each road section. In addition, the Police would



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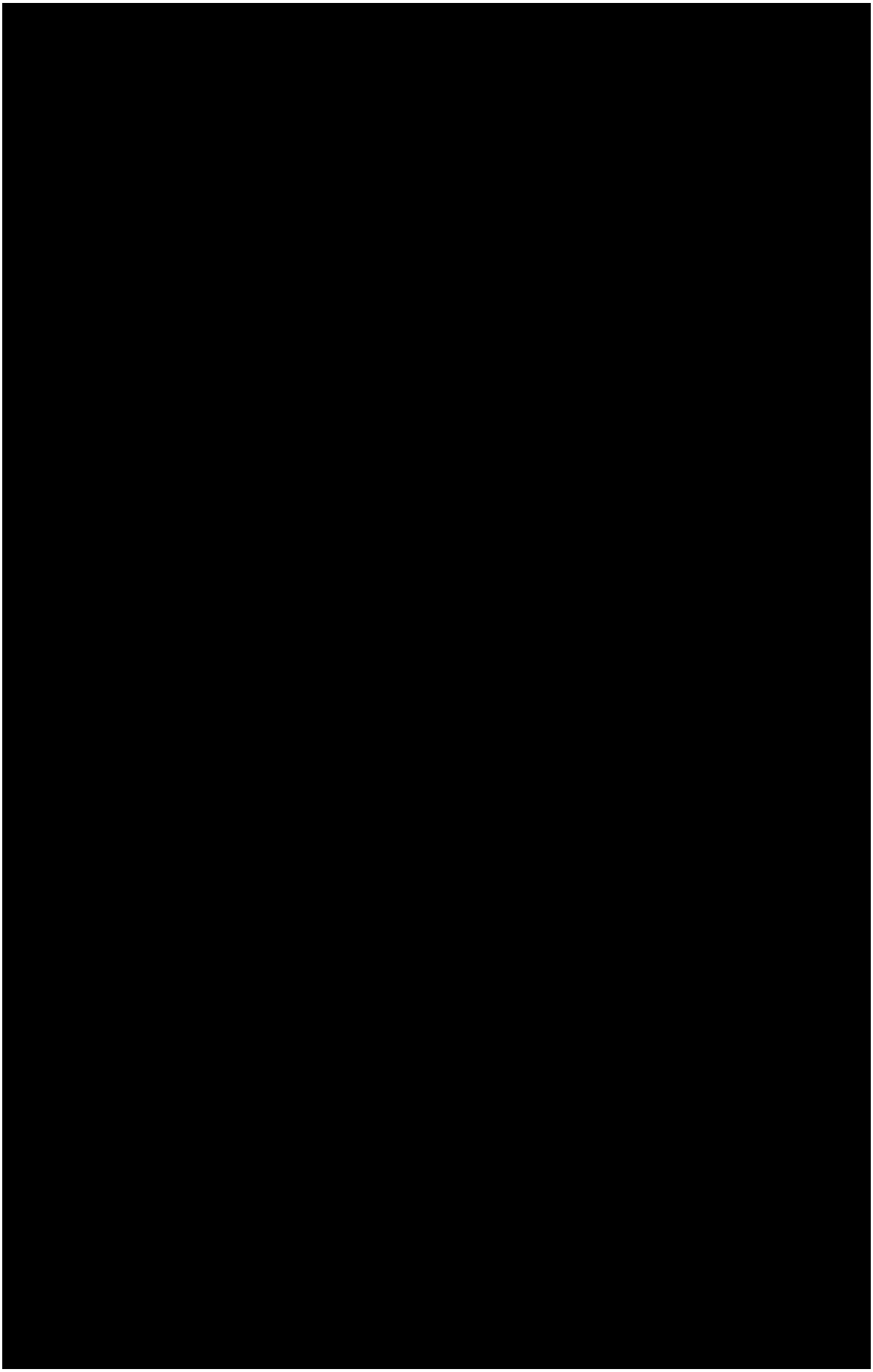

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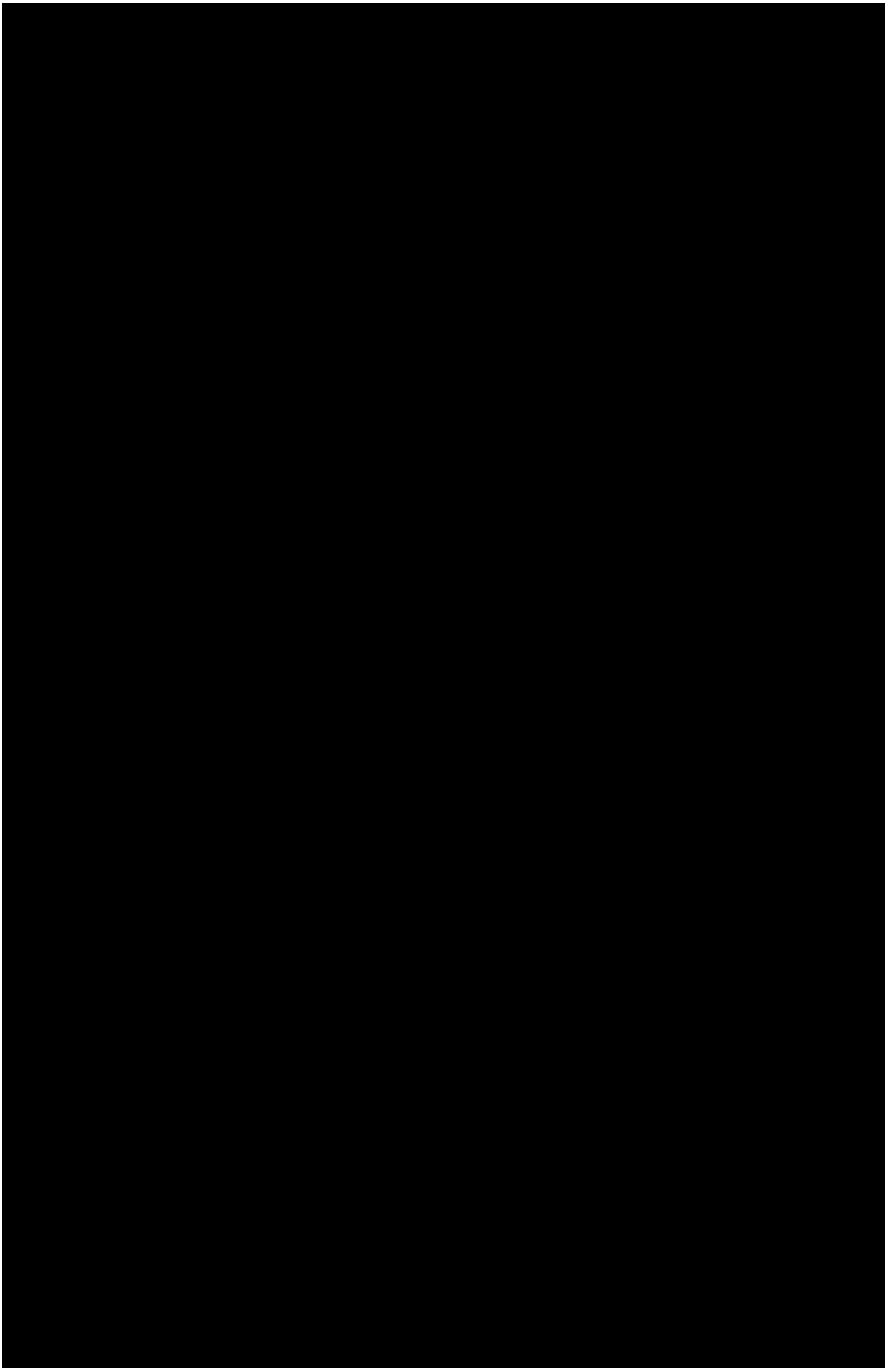


VIII Item 7: Request to Improve the Bus Service of Lei Muk Shue Estate
(Transport Paper No. 64/17-18)

50. The Chairman said that Mr. Chan Yuen Sum, Sumly submitted relevant documents.

51. Mr. Chan Yuen Sum, Sumly introduced the documents.

52. The Senior Transport Officer (Tsuen Wan) of the Transport Department responded that the department understood that passengers in Lei Muk Shue Estate hoped for the extending services of routes 36A and 36B and increasing trips for route 36X, but the relevant requests required additional resources, and therefore the Department had to study with the bus company on factors such as needs of passengers, as well as the availability of additional resources for extending services of routes 36A and 36B and increasing trips for route 36X.

53. The Senior Transport Officer/Bus Development (New Territories West) of the Transport Department responded that the department would refer to the demands of passengers of routes 40P and 234C to review with the bus company on bus service arrangements between Lei Muk Shue and East Kowloon. Moreover, routes of airport buses mainly passed through the urban centres and major roads to save travel time. Passengers in Lei Muk Shue Estate could fully use existing public transport resources

such as interchange concessions of Kowloon Motor Bus and Long Win Bus to reach their destinations.

54. The Assistant Manager of Planning and Development Department (Planning and Development Department) of Kowloon Motor Bus responded that the existing terminal for route 36A was at Sham Shui Po. The change of terminal might make the route tortuous and affect existing passengers with destinations at Yen Chow Street and Pei Ho Street. As both Hung Hom and Tsim Sha Tsui lacked suitable locations for setting up terminal, Kowloon Motor Bus was unable to submit a feasible proposal for the extension of route 36B to Hung Hom or Tsim Sha Tsui. Regarding the increase of trips for route 36X, after implementing new trips by Kowloon Motor Bus in the morning peak hours, number of passengers was stable. Kowloon Motor Bus would continue to monitor the service standard of the route and review the relevant travelling route and would submit a specific proposal to the Committee for discussion after the preparation. Kowloon Motor Bus had noted opinions of Members on expecting the provision of additional airport bus services at Lei Muk Shue Estate. Passengers in Lei Muk Shue Estate could make good use of interchange concessions of Kowloon Motor Bus and Long Win Bus by taking routes 36, 36A or 36M to Kwai Chung Road and then swift to route A32 of Long Win Bus to the airport. Kowloon Motor Bus had noted that Members hoped for the provision of full day bus service of route 40P and would consider the feasibility of this proposal.

55. Members' comments and enquiries were consolidated as follows:

(1) Services of routes 36A and 36B were partly overlapped as route 36B would also pass through Yen Chow Street. It was therefore hoped that the terminal for route 36A would be relocated at Yau Yat Tsuen to facilitate residents in the district to head for Kowloon Tong (Vice Chairman);

(2) It was proposed to open an airport bus route to provide services for Northeast Kwai Chung, with which the route could pass through Lei Muk Shue, Wo Yi Hop Road, Cheung Shan, Shek Wai Kok, Route Twisk Roundabout and Tsing Yi Road West to the airport to facilitate residents in the area for work at the airport (Vice Chairman);

(3) It was regarded that Kowloon Motor Bus had allocated resources to other estates but failed to actively seek for appropriate location in Hung Hom and Tsim Sha Tsui for the terminal of route 36B. It was therefore proposed to adopt solutions such as sharing the same terminal with other bus routes, or departing immediately after dropping off passengers in Hung Hom and Tsim Sha Tsui (Mr. Chan Yuen Sum, Sumly); and

(4) Time of residents who head for the airport for work or travel were precious, and it was hoped that Kowloon Motor Bus could provide solutions other

than interchange concessions, such as the provision of airport bus services with relevant routes passing through Lei Muk Shue, Cheung Shan, Shek Wai Kok, Kwok Shui Road and Kwai Tsing District to the airport (Mr. Chan Yuen Sum, Sumly).

56. The Senior Transport Officer/Bus Development (New Territories West) of Transport Department responded that the department understood the wish of residents in Lei Muk Shue Estate for bus service to reach the airport directly. However, if routes of airport buses passed through various communities, both the distance and travel time would inevitably be longer and might not be more efficient than using existing public transport services and interchange concessions to and from the airport. Besides, the department also understood that passengers in Lei Muk Shue Estate looked for the extension of existing bus routes to Hung Hom or Tsim Sha Tsui. However, the changes would affect operating arrangements of the relevant routes which would increase the fares and cause inconvenience to original passengers, with travelling time longer than that of the MTR as well, and hence the department had reservations about the proposal.

57. The Chairman concluded that he hoped that the Transport Department would carefully consider the opinions of Members and study possible solutions.

IX Item 8: Request to Review the Road Design in order to Ensure the Driving Safety of Double-Deck Buses
(Transport Paper No. 65/17-18)

58. The Chairman said that Mr. Ng Hin Lung submitted relevant documents.

59. Mr. Ng Hin Lung introduced the documents.

60. The Officer in Charge of District Traffic Team (Tsuen Wan) of Hong Kong Police Force responded that the above locations had no traffic accidents involving public vehicles pursuant to the data provided by the Traffic Team of New Territories South Regional Headquarters.

61. The Engineer (Tsuen Wan) 2 of Transport Department responded that the department had dispatched personnel to the above locations for site inspections. The road design and traffic signs of the relevant roads were in line with the design standards of Transport Department. The department would gradually review design of ramps in the Tsuen Wan District to improve road safety.

62. The Assistant Manager (Operations) of Kowloon Motor Bus responded that road design of the relevant road section was safe and suitable for double-decker buses, with no need to conduct sandbag tests. Besides, the bus company also attached importance to driving safety and trainings for bus captains. It would closely communicate with the Transport Department to discuss suggestions for enhancing road safety.

63. Members' comments and enquiries were consolidated as follows:

(1) The turning points of the road section was steep with several traffic accidents occurred involving other vehicles. It was concerned that some drivers who were unfamiliar with the road section might cause accidents when travelling along (Mr. Cheng Chit Pun);

(2) It was proposed to move forward the speed limit sign of the road section for drivers to be aware of the speed limit earlier, as well as to repair faded speed bumps and increase the number of speed bumps to remind drivers to pay attention to deceleration instructions (Mr. Cheng Chit Pun); and

(3) The Highways Department was asked that whether results of acceptance check on the construction at the relevant road section was in line with the standards (Mr. Mr. Ng Hin Lung).

64. The Engineer (Tsuen Wan) 2 of Transport Department responded that the department would follow up the speed limit signs and speed bumps after the meeting and the relevant maintenance works were in compliance with construction standards of Transport Department.

65. The District Engineer (Tsuen Wan) of Highways Department responded that the maintenance division of the department dispatched personnel for regular inspections on status of road traffic signs and carried out maintenance and would follow up the related matters after the meeting.

X <u>Item 9: Request to Conduct a Comprehensive Safety Assessment for the Roads in Tsuen Wan District and Improve the Driving Attitude of Public Transport Drivers in order to Safeguard Public Safety</u>
(Transport Paper No. 66/17-18)

66. The Chairman said that Mr. Wong Wai Kit, Mr. Man Yu Ming, Ms. Nixie Lam Lam, Mr. Chan Chun Chung, Ms. Lam Yuen Pun, Mr. Lam Faat Kang, Mr. Kot Siu Yuen, Mr. Tsang Tai, Mr. Ng Chun Yu, Mr. Fung Cheuk Sum and Mr. Lam Hin Fai submitted documents.

67. Mr. Man Yu Ming, Mr. Lam Faat Kang, Mr. Chan Chun Chung, Ms. Lam Yuen Pun, Mr. Tsang Tai, Mr. Wong Wai Kit, Mr. Ng Chun Yu, Mr. Fung Cheuk Sum and Mr. Lam Hin Fai introduced the documents.

(Note: Mr. Lam Faat Kang left the meeting at 7:14 pm)

68. The Officer in Charge of District Traffic Team (Tsuen Wan) of the Hong Kong Police Force responded that there were 898 traffic accidents involving public vehicles in Tsuen Wan District in 2017, of which 6 accidents caused deaths, 128 cases were serious, and 764 cases were minor. Members could record down information of the drivers and bus license plates to make a complaint to New Territories South Regional Headquarters for the follow-up if encountering drivers with bad driving attitude. In case evidence obtained was sufficient and the complainant was willing to testify, the Team would then initiate prosecution against the driver.

69. The Senior Transport Officer/Bus Development (New Territories West) of Transport Department responded that the department had requested all franchised bus companies to further strengthen the internal supervision system for driving safety and service of drivers, and bus companies were required to submit to the Transport Department regular sampling records for driving and follow-up works, records for travel inspections and follow-up works by plainclothes staff, records for violations of traffic regulations by bus captains and follow-up work, as well as records for alcohol breath test of bus captains. In addition, the department would continue to cooperate with the Police Force to organize road safety seminars for franchised bus drivers by inviting the police to introduce tips on safe driving, analyze major black spots of traffic accidents in various districts and the causes of accidents involving buses, as well as to strengthen road safety awareness of drivers and promote good driving behavior.

70. The Engineer (Tsuen Wan) 2 of Transport Department responded that the department would also review road design in Tsuen Wan District and added traffic signs at appropriate locations to remind safety awareness of pedestrians.

71. The Engineer (Tsuen Wan) 1 of Transport Department responded that the department would follow up with Members after the meeting.

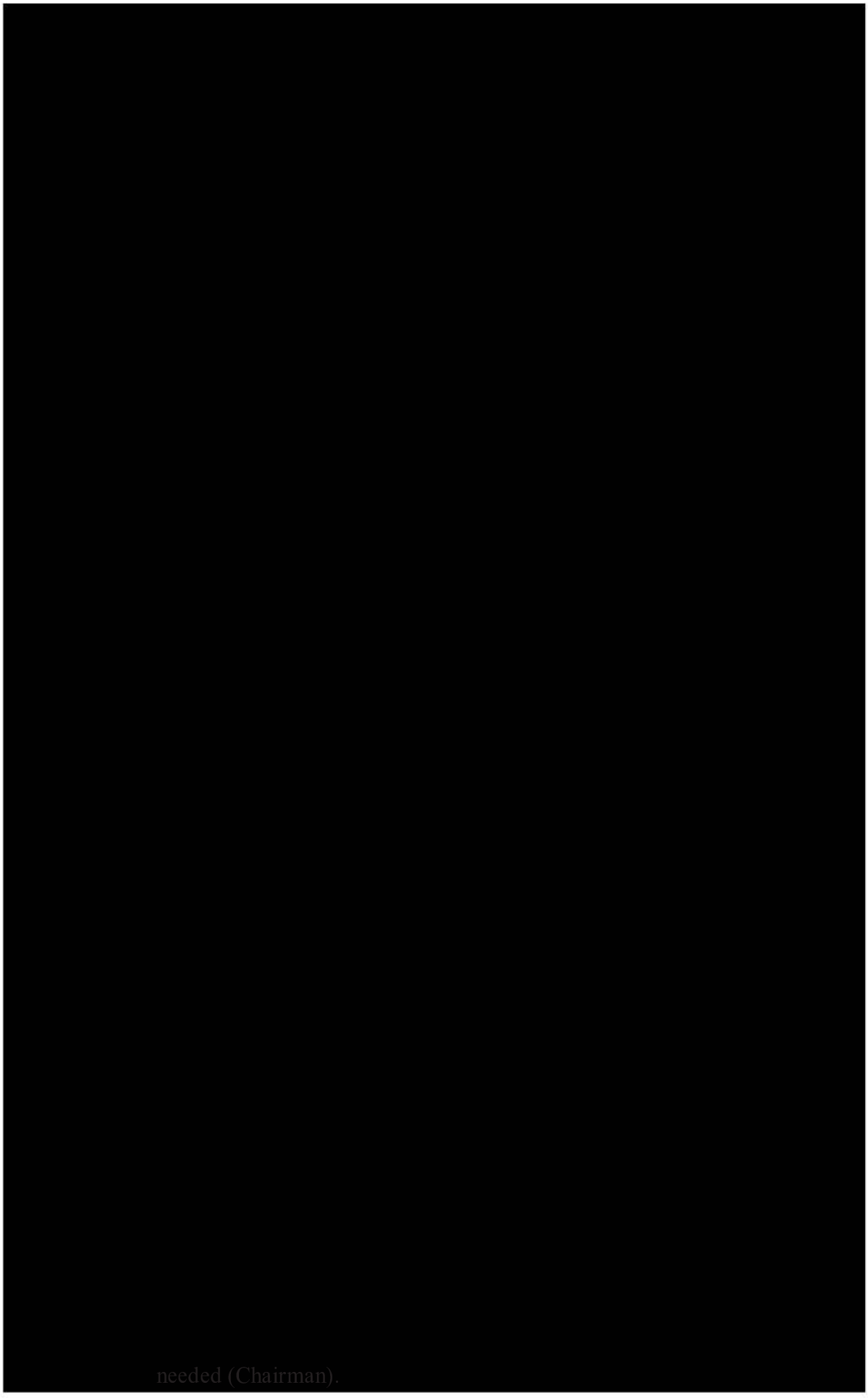
72. The Assistant Manager (Operations) of Kowloon Motor Bus responded that Kowloon Motor Bus attached great importance to driving safety of buses and placed strict requirements on drivers, with relevant route trainings for them and required them to comply strictly with driving guidelines and company codes. Moreover, all

drivers were required to pass the tests of the Transport Department and the bus company before taking the bus service. Kowloon Motor Bus had noted opinions of Members on attitude of drivers and would conduct the monitoring. With regard to the issue of chasing buses by passengers, normally drivers would inspect the right side after closing doors and then drive away the roadside. Therefore, it was difficult for them to detect passengers chasing the bus from behind. It was hoped that passengers could understand the situation. In addition, the bus would start the driving system after closing doors and passengers in the compartment might expect it to drive away the roadside soon. If the driver suddenly stopped the bus, other problems might arise. Therefore, drivers should continue the driving for safety reasons.

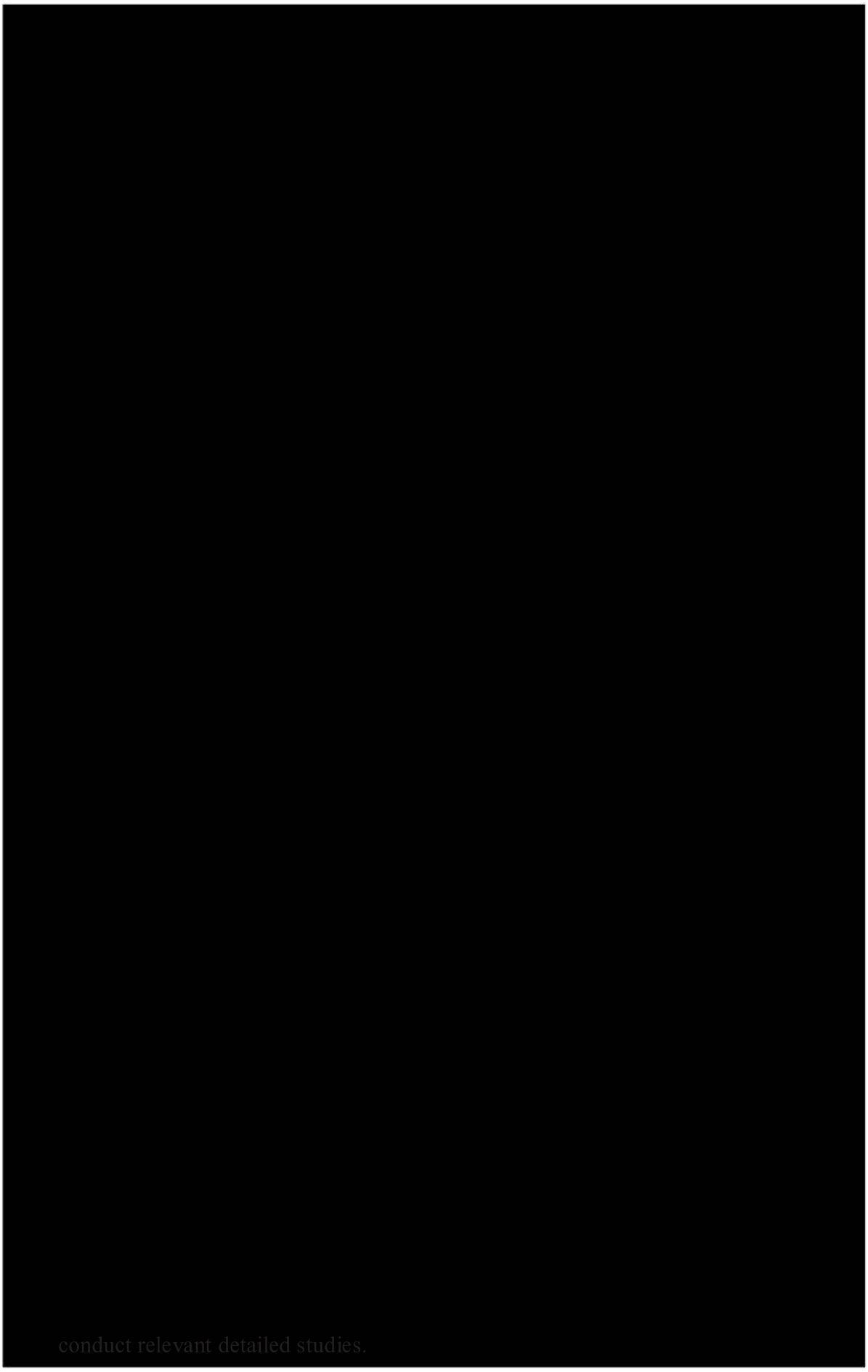
(Note: Mr. Wong Fah Man, Henry left the meeting at 7:25 pm)

73. Mr. Cheng Chit Pun advised the department and Kowloon Motor Bus to consider installing deceleration system for travelling down ramps and safe cornering system for buses to enhance driving safety.

74. The Assistant Manager (Operations) of Kowloon Motor Bus responded that Kowloon Motor Bus had noted the opinions of Members.



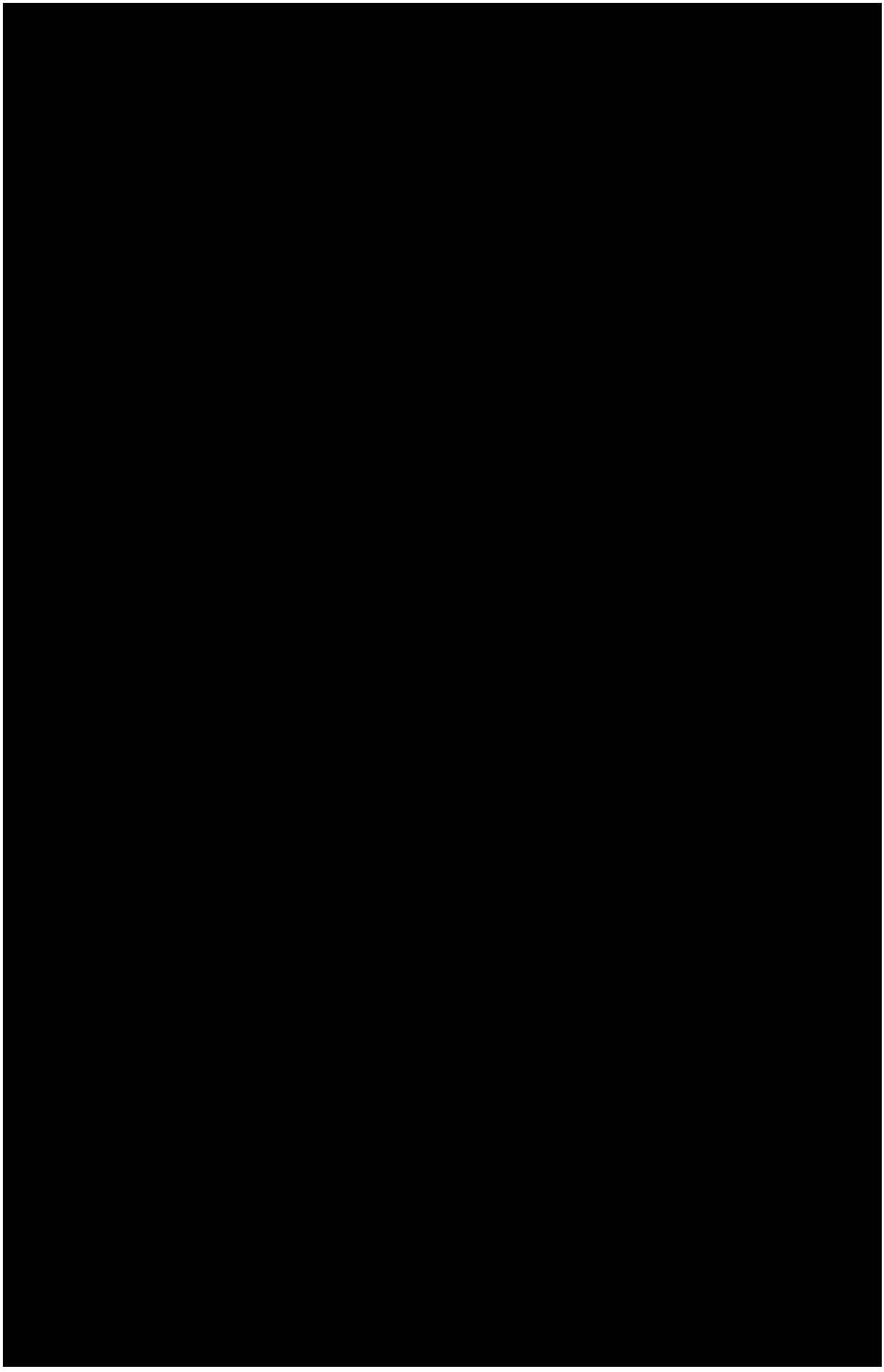
needed (Chairman).



conduct relevant detailed studies.

[redacted]

and seek improvement plans;



[redacted]

XV End of the Meeting

91. The meeting was completed and ended at 7:55 pm.

Secretariat of Tsuen Wan District Council
April 2018

Tsuen Wan District Council

Office of Tsuen Wan Rural
District Councillor
Norris Hin Lung Ng
伍顯龍
荃灣郊區議員辦事處

Ref: DC/180212/BusSafety

交通第65/17-18號文件

2018年2月12日

荃灣區議會 交通及運輸委員會主席
羅少傑先生

要求檢視道路設計 確保雙層巴士行車安全

本月10日發生了一宗不幸交通事故，一輛雙層巴士在大埔公路大埔滘段翻側，事件中多人死傷。本人對事件表達哀痛，同時認為荃灣區內或有位置有類似隱憂，促請政府相關部門檢視道路設計以確保雙層巴士行車安全。

事發的大埔公路大埔滘段屬山路，多彎、路窄以及長距離上斜及落斜，雙層巴士重心較高，尤其在滿載的情況下，容易受上落斜及轉彎影響，或屬相關事故的其中一個原因。然而，適逢雙層巴士在本區屯門公路往屯門方向落深井交匯處的180度轉向，在稍前的嘉頓急彎落斜，以及在青山公路往荃灣方向近汀九觀海別墅落斜，雙層巴士的感覺不甚穩定，乘客容易有快要被拋出車外的感覺。

為減低安全威脅，本人要求路政署立即檢視上述地點的道路設計，獲取實地測試數據，如進行滿載沙包的巴士行駛實驗，確保滿載的巴士在不同的時速行駛下不容易翻側。本人同時要求運輸署及巴士公司提醒司機在上述地點注意安全車速。

就此，本人希望主席能在2018年3月5日舉行的荃灣區議會交通及運輸委員會會議上安排討論上述議題，並邀請路政署、運輸署、各間有行駛該路段路線的巴士公司代表出席會議以作回應。

伍顯龍

荃灣郊區議員

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2491 1722
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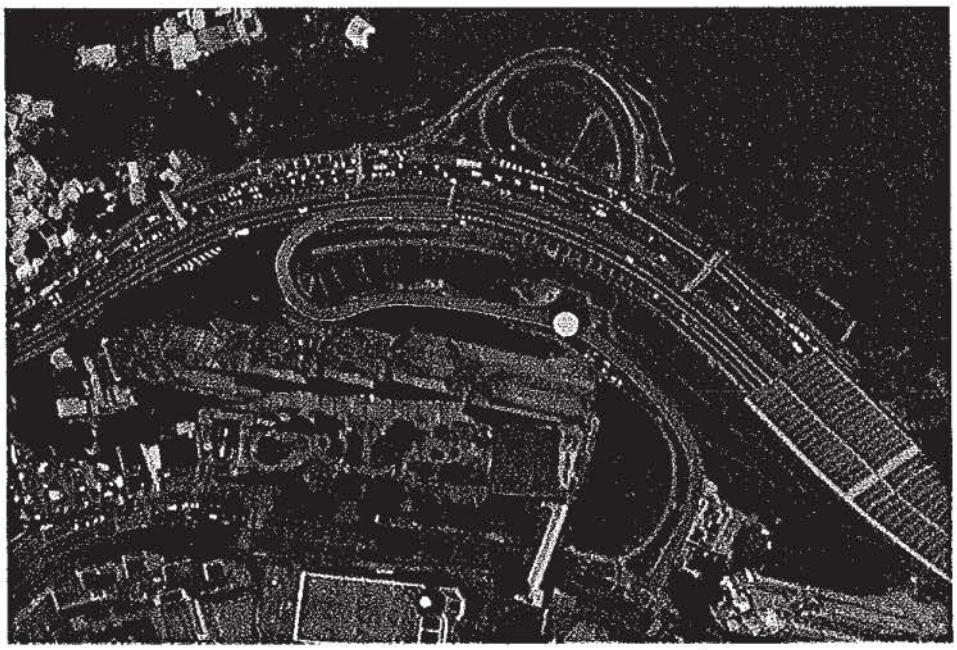
荃灣青龍頭豪景花園商場地下一號舖

Tsuen Wan District Council

Office of Tsuen Wan Rural
District Councillor
Norris Hin Lung Ng
伍顯龍
荃灣鄉區議員辦事處

屯門公路深井交匯處



青山公路近汀九觀海別墅

需注意道路設計及安全車速的路段

雙層巴士尤其感到不穩定的位置

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Transport Paper No. 65/17-18

12 February 2018

Mr. Lo Siu Kit
Traffic and Transport Committee
Tsuen Wan District Council

Re: Request for Inspection on Road Design to Ensure Driving Safety of Double-decker Buses

An unfortunate traffic accident occurred on the 10th of this month, of which a double-decker bus toppled over at Tai Po Kau section of Tai Po Road and caused many deaths and injuries. I lament the incident and believe that there are positions in Tsuen Wan with similar potential risks. Therefore, I urge the relevant government departments to review the road design to ensure driving safety of double-decker buses.

The Tai Po Kau section of Tai Po Road involved a narrow mountain road with multiple turns and long upward and downward slopes. As double-decker buses have higher centre of gravity, especially under full loading, they are easily affected by the slopes and turns, which may be one of the causes of the accident. However, double-decker buses seem to be unstable when passing through the 180-degree turn at Tuen Mun Road down to the Sham Tseng Interchange towards Tuen Mun, the steep slope at Garden a little forward, as well as the down slope of Castle Peak Road toward Tsuen Wan near Beach Castle B&B at Ting Kau, with feeling of passengers like nearly to be thrown out of the bus.

In order to reduce safety risks, I request the Highways Department to immediately inspect the road design at the above locations and obtain field test data, for example, to carry out driving experiments for buses full of sandbags to ensure full-loaded buses may not be easily toppled over at different speeds. I also request the Transport Department and the bus companies to remind drivers to pay attention to safe speed at the above locations.

In view of this, I hope that the Chairman can arrange discussions on the above issues at the meeting of Traffic and Transport Committee of Tsuen Wan District Council on 5 March 2018 and invite representatives of the Highways Department, the Transport Department and bus companies that travel on these road sections to attend the meeting for the response.

Mr. Ng Hin Lung
District Councillor, Tsuen Wan Rural

Sham Tseng Interchange at Tuen Mun Road

Beach Castle B&B at Ting Kau section of Castle Peak Road

Road sections that need to take notice of road design and safe speed
Locations where instability is felt in double-decker buses

交通第66/17-18號文件

致：荃灣區議會
交通及運輸委員會 主席
羅少傑議員

羅主席鈞鑒：

要求為荃灣區內道路作全面的安全評估及改善公共交通工具駕駛者駕駛態度以保障公眾安全

2018年2月10日，大埔公路大埔滘段發生嚴重交通意外，事件不幸造成19人死亡，66人受傷，為香港史上造成第二多人死亡的交通意外，我們對此表示深切的哀悼。交通意外同時引起社會高度的關注及討論，期望事件不會重蹈覆轍。

社會普遍關注二方面。第一，有關道路設計是否存在意外隱患，如何可減低發生意外的機率；第二，公眾對於公共交通工具駕駛者的駕駛態度及技術有高度的期望，應探討如何進一步作出改善。對於荃灣區作為新界西的交通樞紐，人多車多，眾多公共交通途經荃灣區，我等認為有必要對荃灣區內的道路安全作出重新評估，及就如何改善公共交通工具駕駛者的駕駛態度作出討論及研究。

我等希望上述議程能邀請相關政府部門及公共交通機構代表一同出席會議，在2018年3月5日(星期一)荃灣區議會交通及運輸委員會會議議席上作出討論。

黃偉傑 區議員　文裕明 區議員　林 琳 區議員　陳振中 區議員

林婉濱 區議員　林發耿 區議員　葛兆源 區議員

曾 大 增選委員　伍俊瑜 增選委員　馮卓森 增選委員　林顯輝 增選委員

2018年2月14日

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Transport Paper No. 66/17-18

To: Mr. Lo Siu Kit, DC
Chairman of Traffic and Transport Committee
Tsuen Wan District Council

Dear Mr. Lo, the Chairman,

Re: Request for Comprehensive Safety Assessment on Roads in Tsuen Wan District And Improving Driving Attitude of Public Transport Drivers to Safeguard Public Safety

On 10 February 2018, a serious traffic accident occurred on the Tai Po Kau section of Tai Po Road, unfortunately causing 19 deaths and 66 injuries, which ranked the second traffic accident in terms of death in the history of Hong Kong. We express our deep condolences for it. The traffic accident has also caused a great deal of concern and discussion in the society, with a hope that no similar accidents will occur again.

The society generally pays attention to two aspects. First, whether road designs of relevant road sections are in hidden dangers and how to reduce the chance of accidents. Second, the public has high expectations for driving attitude and skills of public transport drivers, with the need to explore further improvements. Tsuen Wan, as the transportation hub for the New Territories West, is crowded with vehicles and people, with many public transports travelling through it. We believe that it is necessary to reassess the road safety in Tsuen Wan District, as well as to discuss and study how to improve the driving attitude of public transport drivers.

We hope that representatives of the relevant government departments and public transport agencies can be invited to attend the meeting of Traffic and Transport Committee of Tsuen Wan District Council on 5 March 2018, Monday, for discussion of the above agenda.

Mr. Wong Wai Kit, DC Mr. Man Yu Ming, DC Ms. Nixie Lam Lam, DC Mr. Chan Chun Chung, DC

Ms. Lam Yuen Pun, DC Mr. Lam Faat Kang, DC Mr. Kot Siu Yuen, DC

Mr. Tsang Tai, Co-opted Member Mr. Ng Chun Yu, Co-opted Member Mr. Fung Cheuk Sum, Co-opted Member Mr. Lam Hin Fai, Co-opted Member
[signatures]
14 February 2018

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界屯門屯喜路1號
屯門政府合署2樓
屯門區議會
梁健文主席, BBS, MH, JP

梁主席：

邀請屯門區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉屯門區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請屯門區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由屯門區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

[1] 委員會得悉於2012年至2018年2月期間，屯門區曾發生一宗涉及專營巴士並引致他人死亡的交通意外，即是在2012年6月3日，於龍門路（近龍門輕鐵站）發生的交通意外。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝）

香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

邀請屯門區議員向香港專營巴士服務獨立檢討委員會提供書面意見 - 屯門區議會的書面意見

24.05.2018 11:44

From: TMDC Secretariat GR/HAD/HKSARG@HAD
To: secretariat@irc-bus.gov.hk,

香港專營巴士服務獨立檢討委員會秘書：

就　貴委員會致屯門區議會主席有關「邀請屯門區議員向香港專營巴士服務獨立檢討委員會提供書面意見」事宜的信件，經主席同意，現附上相關的會議記錄及討論文件，以供參閱。

交委會第三次會議記錄摘錄.pdf 交委會文件2018年第22號.pdf 交委會文件2018年第26號.pdf

上述文件的列印本將於本日寄出。如有查詢，請與余女士聯絡（電話：2451 3036）。

屯門區議會秘書處

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Inviting Members of Tuen Mun District Council to Provide Written Opinions to Independent Review Committee on Hong Kong's Franchised Bus Service - Written Opinions of Tuen Mun District Council

24.05.2018 11:44

From: TMDC Secretariat GR/HAD/HKSARG@HAD
To: secretariat@irc-bus.gov.hk,

Dear Secretary of Independent Review Committee on Hong Kong's Franchised Bus Service:

In regard to the letter of your Committee to chairman of the Tuen Mun District Council concerning matters of "Inviting Members of Tuen Mun District Council to Provide Written Opinions to Independent Review Committee on Hong Kong's Franchised Bus Service", with consent of the Chairman, relevant minutes and discussion papers are attached hereby for your reference.

Summary of the minutes of the third meeting of the Traffic and Transport Committee.*pdf*

Traffic and Transport Committee Paper No. 22 of 2018.*pdf*

Traffic and Transport Committee Paper No. 26 of 2018.*pdf*

Printed copies of the above papers will be mailed today. Should there be any enquiries, please contact Ms. Yu (Tel: 2451 3036).

Secretariat of Tuen Mun District Council

呈交 2018 年 3 月 16 日召開之交通及運輸委員會討論
屯門交通及運輸委員會討論文件

要求規管和監督專利巴士公司的責任履行
保障市民和僱員安全和權益

背景

2018 年 2 月 10 日在大埔公路發生嚴重巴士事故，造成多名無辜市民死傷，肇事車長涉危險駕駛被捕，是次意外有否涉及失誤的員工政策和工時安排等存疑，涉及巴士的意外亦有上升趨勢。

涉事巴士公司為專利巴士營運商，獲政府發牌提供公共交通服務，影響力及責任重大。

巴士公司有否履行責任和採取足夠合理措施以滿足牌照條件、保障僱員和乘客安全，包括意外的善後處理，賠償，僱員法律支援等關乎重大公眾利益，是故政府必須認真規管和監督。

政府在運用公權發牌時，須訂明專利交通服務營運者接受規管以確保其履行責任，保障乘客和僱員的人身安全和權益。如此，專利營運者的表現可望不斷改善，合符公眾利益和社會需求。

要求

- 政府必須規管和加強監督專利交通服務營運者的責任履行，保障乘客和僱員的人身安全和權益。
- 檢討員工（包括替更）休息安排、情緒管理培訓和支援。

請各委員支持。

文件提交人： 蘇炤成 劉業強 陶錫源 古漢強
梁健文 李洪森 陳有海 龍瑞卿
徐 帆 陳文華 程志紅 陳文偉
張恒輝 曾憲康 葉文斌 巫成鋒
甘文鋒 葉栢榮

二零一八年二月二十七日

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Traffic and Transport Committee Paper No. 22 of 2018
For discussion on 16 March 2018

Submitted to the Traffic and Transport Committee for discussion on 16 March 2018
Discussion Paper for the Traffic and Transport Committee of Tuen Mun

Request for Regulation and Supervision of Duty Performance of Franchised Bus Companies for Guaranteeing Safety and Rights of Citizens and Employees

Background

A serious bus accident at Tai Po Road caused many deaths and injuries of innocent citizens on 10 February 2018. The driver concerned was arrested for dangerous driving. This poses a question on whether the accident involved any flaw in employee policies and arrangements of working hours, as bus-related accidents have been on a rising trend.

The bus company involved is a franchised bus operator with license issued by the government for providing public transportation services, and hence has significant influence and responsibilities.

The fact that whether the bus company has fulfilled its responsibilities and taken reasonable measures to meet conditions of the license and protect safety of its employees and passengers, such as follow-up works, compensation, legal support for employees, etc., involves significant public interests. Therefore, the government must conduct strict regulation and supervision.

When the government issues licenses under public rights, it must specify that franchised transport service operators should be subject to regulations to ensure its performance of duty for the purpose of safeguarding personal safety and rights of passengers and employees. As such, it is expected that the performance of franchised operators will keep improving in line with public interests and social needs.

Request

- The government must regulate and reinforce supervision on franchised transport services operators in respect of their performance of duties for the purpose of safeguarding personal safety and rights of passengers and employees.
- A review on rest arrangements (including substitutes), emotional management

trainings and support for employees shall be conducted.

Members are invited to give support.

Paper submitters:

Mr. So Shiu Shing	The Hon Lau Ip Keung	Mr. To Sheck Yuen	Mr. Kwu Hon Keung
Mr. Leung Kin Man	Mr. Lee Hung Sham	Mr. Chan Yau Hoi	Ms. Lung Shui Hing
Mr. Tsui Fan	Mr. Chan Man Wah	Ms. Ching Chi Hung	Mr. Chan Manwell
Mr. Cheung Hang Fai	Mr. Tsang Hin Hong	Mr. Yip Man Pan	Mr. Mo Shing Fung
Mr. Kam Man Fung	Mr. Ip Pak Wing		

27 February 2018

屯門區議會交通及運輸委員會討論文件

要求九巴改善因人手不足引起的脫班問題

九巴因應 2 月發生的大埔公路巴士翻車意外，2 月 14 日起暫停聘請兼職車長，並暫停向每星期工作少於 18 小時的兼職車長「派更」，涉及人數約 200 多人。兼職車長必須簽署每星期工作不少於 18 小時的合約，始可獲「派更」。高層指此舉是為了重拾乘客的信心，但承認措施或導致人手不足而令脫班情況惡化，正與運輸署商討能否調校個別路線班次。

雖然九巴高層指，兼職車長只佔目前車長總人數約 8,700 人中的 4%，約 360 多人；但有工會指出，公司內半職車長的人數並不止此數。我們在此要求運輸署和九巴交代：

一、在 2 月 14 日之前，九巴營辦由屯門往返市區的各條路線，總共有多少名每星期工作少於 18 小時的兼職車長？佔駕駛屯門區對外路線車長的總人數多少比例？

二、在 2 月 14 日後，九巴有否因應停向兼職車長「派更」，削減了屯門區對外巴士服務的班次？

三、我們認為，司機的駕駛技術和態度，與是否兼職司機無關；九巴要求一些另有全職工作的兼職車長每周必須工作至少 18 小時，亦是強人所難。上述措施只會令兼職司機更勞累，亦加重全職車長的壓力，更不利行車安全。我們要求九巴降低兼職車長每周工時的門檻，儘快讓兼職車長復工。

四、屯門區個別九巴路線，早已存在非因交通因素而脫班的問題，問題大多歸因於人手不足。我們促請九巴從改善車長待遇和縮減工時入手，吸引更多新人入行，解決人手不足的問題。

請各委員支持我們的建議！

文件提交人
朱順雅、何杏梅、黃麗嫦、林頌鎧
2018 年 3 月 1 日

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Traffic and Transport Committee Paper No. 26 of 2018
For discussion on 16 March 2018

Discussion Paper for the Traffic and Transport Committee of Tuen Mun

Request Kowloon Motor Bus to resolve the problem of lost trips due to shortage of manpower

Kowloon Motor Bus has suspended employment of part-time bus captains since 14 February in response to the accident involving overturned bus at Tai Po Road in February, as well as suspending "shift distribution" to part-time bus captains who work less than 18 hours a week, of which about 200 persons were concerned. Part-time bus captains must sign a contract about working no less than 18 hours a week in order to secure "shift distribution". The management indicated that such move was intended to regain confidence of passengers, but acknowledged that the measures may lead to a shortage of manpower and worsen the problem of lost trips. A negotiation was being conducted with the Transport Department on the possibility of adjusting the frequencies of certain routes.

Although the management of Kowloon Motor Bus pointed out that there were about 360 or more part-time bus captains, which only accounted for 4% of the total existing number of bus captains, which is around 8,700. However, a labour union said that the number of half-time bus captains should be more than that. We hereby request the Transport Department and Kowloon Motor Bus to explain:

1. Before 14 February, for all routes operated by Kowloon Motor Bus between Tuen Mun and urban areas, how many part-time bus captains in total worked less than 18 hours a week? What was the percentage of it in the total number of bus captains driving outbound routes in Tuen Mun?

2. After 14 February, did Kowloon Motor Bus reduce the frequencies of outbound bus services in Tuen Mun due to the suspending of "shift distribution" to part-time bus captains?

3. We believe that driving skills and attitude are not related to the fact that whether or not the drivers are part time drivers. Also, it was too much a request made by the Kowloon Motor Bus that part-time bus captains with other full-time jobs had to work at least 18 hours a week. The above measures will only make part-time drivers even more exhausted and increase pressure on full-time bus captains, which even adversely affect driving safety. We request that Kowloon Motor Bus to lower the threshold of weekly working hours for part-time bus captains and resume their works as

soon as possible.

4. Regarding some bus routes of Kowloon Motor Bus in Tuen Mun, the problem of lost trips involving no traffic factors has long been existing and was mostly attributed to insufficient manpower. We urge Kowloon Motor Bus to resolve the problem of insufficient manpower by starting from improving remuneration of bus captains and reducing their working hours first in order to attract more new talents.

Members are invited to support our proposals!

Paper submitters:

Ms. Chu Shun Nga, Ms. Ho Hang Mui, Ms. Wong Lai Sheung, Mr. Lam Chung Hoi

1 March 2018

屯門區議會

2018-2019 年交通及運輸委員會

第三次會議記錄摘錄

日期：2018 年 3 月 16 日（星期五）

時間：上午 9 時 30 分

地點：屯門區議會會議室

(H) **要求規管和監督專利巴士公司的責任履行保障市民和僱員安全和權益**

（交委會文件 2018 年第 22 號）

（運輸署的書面回應）

（九巴的書面回應）

要求九巴改善因人手不足引起的脫班問題

（交委會文件 2018 年第 26 號）

（運輸署的書面回應）

（九巴的書面回應）

由於上述議題相關，交委會同意一併討論。

2. 主席表示，九巴及運輸署分別於會前提交了書面回應，秘書處已於 3 月 8 日及 3 月 14 日將有關的書面回應分發予各委員。

3. 運輸署張先生表示，巴士公司需根據「巴士車長工作、休息和用膳時間指引」（下稱「指引」）以編訂車長的更份，署方亦要求所有專營巴士公司進一步加強內部監察車長安全駕駛及服務的制度，包括整理及定期向運輸署提交抽查黑盒的行車記錄及跟進工作記錄、便衣職員乘車監察記錄及跟進工作記錄、車長違反交通法例及跟進工作記錄，以及車長酒精呼氣測試記錄。此外，運輸署在過去數月已多次與各專營巴士公司及相關工會會面，並積極討論及深入探討優化現行指引的安排，有關新安排預計於明年中實施。至於車長訓練方面，專營巴士公司須為新聘和現職車長提供訓練，內容包括駕駛技術、事故處理、顧客服務技巧和情緒管理等。脫班問題方面，過去三年九巴的整體脫班率維持在百分之一至二。脫班的成因眾多，署方已要求巴士公司盡量避免由其可控制因素而導致的脫班，並須適時檢討和作出改善，而署方亦會定期實地調查以作監察。

4. 主席詢問九巴會否為遇上交通意外的車長提供法律支援。

5. 九巴楊先生回應表示，九巴法律部會為員工在有需要時提供合適的法律援助。

6. 文件 2018 年第 26 號提交人表示，大埔於本年二月中發生嚴重交通意外，九巴隨即停用所有兼職車長。雖然日前九巴陸續恢復約 90 名兼職車長的職務，但受影響的兼職車長人數遠多於此，而屯門區極為倚賴九巴的服務，故她質疑九巴書面回應中指有關事故對屯門區影響輕微的說法，並要求九巴詳細交代停用兼職車長對屯門區的實際影響。此外，九巴現時規定兼職車長每星期至少工作 18 小時，然而部分兼職車長另有正職，因此有關規定一方面會加重兼職車長的工作量，另一方面亦有機會引致更高的流失率，無助改善脫班問題。

7. 委員提出以下的意見和查詢：

(i) 表示若車長每日駕駛時數過長，容易引致工作疲累，對乘客帶來安全隱憂。此外，他詢問九巴(i)停用兼職車長是否過渡性安排；以及(ii)過去新聘車長或兼職車長須經長時間訓練方可投入服務，而九巴現時人手短缺，上述的訓練安排是否仍然適用；

(ii) 表示多年前屯門區曾有兩宗涉及九巴的交通意外，包括(i)巴士撞向輕鐵龍門站旁的巴士站導致一名女士死亡；以及(ii)乘客於巴士跌倒受傷。然而，兩宗意外均未能獲得九巴賠償，故她要求九巴解釋其保險覆蓋範圍。此外，她要求九巴說明停用兼職車長對屯門區的影響；

(iii) 表示九巴曾於 2010 年成立安全及服務質量部，負責監察和評估如何維持巴士行車安全及維持服務質素，但上述部門已於早兩年解散。因此，他要求運輸署交代曾否就上述事宜要求九巴解釋，以及上述事件會否對整體巴士服務和安全構成任何影響。此外，九巴將車長訓練時間由以往的四星期減至 18 天，故他詢問運輸署有關訓練時數是否足夠，以及有否就此作出規管。車長工時方面，現時不少車長倚賴長工時以維持較好的收入水平，例如長達 14 小時的特別更。為免車長駕駛時間過長，他要求運輸署和九巴考慮取消特別更，並規管車長的最高工時；

(iv) 表示部分兼職車長是九巴的退休員工，故他們與全職司機同樣專業。她要求九巴交代兼職車長中有多少人另有正職，以及當中有多少人屬九巴退休員工。她認為九巴在停用兼職車長前應先個別

了解他們的背景，不應以一刀切的形式處理，否則對整體巴士服務運作帶來嚴重影響。她另詢問九巴停用兼職車長後可否維持巴士服務的原有班次；以及

(v) 表示專營巴士公司理應為全港市民提供穩定的服務，然而九巴在停用兼職車長後，以理所當然的態度公布因人手不足而出現部分脫班情況，令人難以接受，因此她要求運輸署加強對專營巴士公司的監管。

8. 運輸署張先生綜合回應如下：

(i) 行車安全方面，九巴由哪一個部門負責行車安全和服務質量屬其內部行政安排，但九巴必須符合運輸署的要求，例如提交巴士服務的安全以及員工表現的監察的記錄和跟進記錄，以便署方了解巴士服務的情況，這亦是署方監察巴士公司的恆常機制；

(ii) 在車長駕駛訓練方面，所有現職巴士車長均持有公共巴士駕駛執照，並已通過署方的考核。九巴在聘用車長時，亦會查核應徵者過往有否違規駕駛記錄。如車長在執勤期間違例駕駛，巴士公司會有相應的懲處機制；

(iii) 在車長工時方面，現時巴士車長的最長工時不可超過 14 小時，最長駕駛時間則不可超過 11 小時。近日署方與巴士公司及相關工會檢討指引，在新安排下，前者將縮減至不可超過 12 小時，後者則減至不可超過 10 小時，有關安排預計於明年中實施；以及

(iv) 表示人手短缺而引致脫班問題方面，署方暫時未有過去兩個月的脫班數字，但根據記錄，九巴過去三年的整體脫班率維持在百分之一至二，署方會繼續監察巴士公司，以確保他們提供穩定的服務。此外，巴士公司長期面對人手緊絀的問題，因此署方希望透過巴士路線重組，令資源用得其所，例如將需求較低的巴士路線重整，從而整體改善巴士服務。

9. 文件 2018 年第 26 號提交人表示，運輸署始終沒有正面回應其文件內的提問。大埔交通意外事故於上月發生，而九巴停用兼職車長亦是近期的事情，署方卻以九巴過去三年整體脫班率作為回應，令人難以接受。九巴停用兼職車長後明顯對公共運輸服務造成嚴重影響，署方應主

動了解九巴實際的人手情況，並評估如何解決有關問題。她促請專責監察專營巴士公司的運輸署積極跟進有關事件。

10. 有委員表示，九巴停用兼職車長，而運輸署亦將於明年中調低專營巴士車長的最高工時，預計對公共運輸服務有一定影響，故他建議轉交此項議題至屯門對外交通工作小組跟進。

11. 有委員再次要求運輸署加強對巴士公司的監管，並同意將有關議題轉交屯門對外交通工作小組跟進。

12. 主席表示，請運輸署就有關議題提交詳盡的書面回覆，並同意將有關議題轉交屯門對外交通工作小組跟進。 運輸署、屯門對外交通工作小組

13. 九巴楊先生綜合回應如下：

(i) 表示工作指引方面，九巴一向重視行車安全、車長健康及員工福利，並會嚴格遵守運輸署發出的指引。自從大埔交通意外事故發生後，運輸署一直與業界及其他持份者保持溝通，而九巴亦積極配合署方檢討有關指引。運輸署將於明年中實施新指引，九巴會繼續嚴格執行有關指引；

(ii) 表示兼職車長問題方面，兼職車長與全職車長同樣專業，惟九巴理解公眾於大埔交通意外事故後對兼職車長有所疑慮，故暫停了所有兼職車長的工作，以保持公眾對九巴的信心。即使如此，九巴一直積極協助兼職車長，包括安排部分兼職車長轉為全職工作。此外，九巴已於本年3月13日陸續安排48位服務屯門、元朗和天水圍的兼職車長恢復職務，只要他們申報其全職工作的性質和工時，以及聲明其健康情況和其全職工作與九巴沒有抵觸，九巴可即時安排他們復工。當中絕大部分兼職車長已完成有關申報，只有數名兼職車長仍需時處理聲明事宜，故此停用兼職車長對屯門區的巴士服務影響輕微，九巴會以班次調配彌補涉及未能復工車長的路線；

(iii) 表示人手不足方面，整個運輸業界均面對人手短缺的問題。因此，九巴已於本年3月1日推出優化薪酬方案，當中九巴每年額外動用1.6億元以穩定車長的收入，而九巴亦將於本年6月再次與車長商討2018年的薪酬加幅；

(iv) 表示保險問題方面，現時他沒有個別交通意外的資料，他將於會後與法律部及相關議員跟進；以及

(v) 表示九巴解散了安全與服務質量部後，成立了培訓及服務質素管理部，負責安全、訓練和檢討車長的整體服務。

14. 有委員表示，九巴於 2010 年的新聞稿指出「九巴在 2010 年成立安全與服務質量部，深入分析涉及九巴意外的數據，判研意外的風險，制定相關措施和加強相關管理」，然而九巴在數年前突然取消有關部門，並另行成立新部門，故他詢問新部門是否處理同樣工作。此外，行政長官已委任獨立委員會檢討專營巴士的服務，他詢問運輸署會否分析大埔交通意外事故，以及檢討如何要求巴士公司加強內部監管。他亦再次要求運輸署交代九巴將車長訓練時數由四星期減至 18 天是否合適。

15. 運輸署張先生回應表示，九巴無論內部行政安排為何，均須按署方的規定提交不同類型的工作記錄。此外，行政長官已成立由法官領導的獨立委員會全面檢討專營巴士公司的營運，運輸署會全面配合獨立委員會的工作。

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Tuen Mun District Council
Traffic and Transport Committee 2018-2019
Summary of Minutes for the Third Meetings

Date: Friday, 16 March 2018
Time: 9:30 am
Venue: Conference Room of Tuen Mun District Council

(H) Request for Regulation and Supervision of Duty Performance of Franchised Bus Companies for Guaranteeing Safety and Rights of Citizens and Employees
(Traffic and Transport Committee Paper No. 22 of 2018)
(Written response from the Transport Department)
(Written response from Kowloon Motor Bus)
Request Kowloon Motor Bus to resolve the problem of lost trips due to shortage of manpower
(Traffic and Transport Committee Paper No. 26 of 2018)
(Written response from the Transport Department)
(Written response from Kowloon Motor Bus)
As the above issues were relevant, the Traffic and Transport Committee agreed to discuss them together.

2. The Chairman said that the written responses from Kowloon Motor Bus and the Transport Department were submitted before the meeting and were distributed by the Secretariat to all Members on 8 March and 14 March.

3. Mr. Cheung from the Transport Department said that bus companies were required to prepare shift schedules of bus captains in accordance with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (hereinafter referred to as the "Guidelines"), while the Department also required all franchised bus companies to further strengthen internal monitoring system on driving safety and services of bus captains, including organizing and regularly submitting to the Transport Department driving records of black boxes from random inspections and records for the follow-up works, records for travel inspections by plainclothes staff and records for the follow-up works, records for violations of traffic regulations by bus captains and records for the follow-up works, as well as records for alcohol breath test of bus captains. In addition, the Transport Department had held several meetings with various franchised bus companies and the relevant labour unions in the past few months, with active discussions and in-depth study on optimising arrangements under the existing guidelines. The new arrangements were expected to be implemented in the middle of next year. As for trainings of bus captains, franchised bus companies were required to provide trainings for newly recruited

and existing bus captains, including driving skills, accident handling, customer service skills and emotional management. As for the issue of lost trips, the overall lost trips rate of Kowloon Motor Bus remained at around 1% to 2% over the past three years. There were numerous causes for losing trips. The Department had required bus companies to avoid such problem to be caused by factors within their control, and to review and make improvements in a timely manner, while the Department has conducted regular field inspections for monitoring.

4. The Chairman asked if Kowloon Motor Bus would provide legal support for the bus captain involved in the traffic accident.

5. Mr. Yeung from the Kowloon Motor Bus responded that the legal department of Kowloon Motor Bus will provide staff with proper legal assistance whenever necessary.

6. Submitters of Paper No. 26 of 2018 said that Kowloon Motor Bus suspended services of all part-time bus captains immediately after the serious traffic accident occurred in Tai Po in mid-February this year. Although Kowloon Motor Bus has gradually resumed duties of about 90 part-time bus captains recently, the number of affected part-time bus captains was far more than that. As Tuen Mun District relied heavily on services of Kowloon Motor Bus, she doubted about the claim in the written response of Kowloon Motor Bus that the incident had slight impact on Tuen Mun District, and requested Kowloon Motor Bus to explain in detail the actual impact on Tuen Mun District by the suspending of use of part-time bus captains. Moreover, Kowloon Motor Bus currently required part-time bus captains to work at least 18 hours a week. However, some part-time bus captains had other full-time jobs. Hence, the relevant requirement would not only increase workload of part-time bus captains, but may also result in a higher attrition rate, which was not conducive to the problem of lost trips.

7. Members' opinions and enquiries were as follows:

(i) It was said that bus captains were easily suffered from fatigue if they drove for an excessively long time every day, which would pose potential risk to the safety of passengers. In addition, he asked Kowloon Motor Bus that (i) whether suspending the services of part-time bus captains was a transitional arrangement; and (ii) given that in the past, newly employed or part-time bus captains had to complete prolonged trainings before providing the services, whether such training arrangements were still applicable under the current shortage of manpower of Kowloon Motor Bus;

(ii) It was said that there were two traffic accidents involving Kowloon Motor Bus in Tuen Mun several years ago, including (i) a bus crashing into a bus stop near Lung Mun Stop of Light Rail, which resulted in the death of a woman; and (ii) passengers suffering from injury after

falling on a bus. However, no compensation was made by Kowloon Motor Bus in respect of these two accidents. She therefore asked Kowloon Motor Bus to explain its insurance coverage. In addition, she asked Kowloon Motor Bus to explain the impact of suspending the use of part-time captains on Tuen Mun District;

(iii) It was said that Kowloon Motor Bus established a safety and service quality department in 2010 to monitor and assess methods for maintaining driving safety and service quality of buses, but the aforesaid department has been dissolved two years ago. He therefore asked the Transport Department to provide information on whether it had requested Kowloon Motor Bus to explain such issues and whether the above incident would affect the overall bus service and safety. Moreover, Kowloon Motor Bus reduced the training time for bus captains from the previous four weeks to 18 days. He therefore asked the Transport Department whether the number of training hours was sufficient and whether it had regulated this matter. As for working hours of bus captains, currently many bus captains relied on long working hours to maintain a better income level, for example, the special shift which lasted for as long as 14 hours. In order to prevent excessively long driving time of bus captains, he asked the Transport Department and Kowloon Motor Bus to consider cancelling the special shift and regulate the maximum working hours of bus captains;

(iv) It was said that some of part-time bus captains were the retired employees of Kowloon Motor Bus and hence they were as professional as full-time drivers. She asked Kowloon Motor Bus to providing information on the number of part-time bus captains who had other full-time jobs, as well as the number of part-time bus captains who were Kowloon Motor Bus's retired employees. She believed that Kowloon Motor Bus should learn about their background individually before suspending the use of part-time bus captains and should not use the same approach on all of them, otherwise, the overall operation of bus services may be seriously affected. She also asked if Kowloon Motor Bus could maintain the original frequency of bus service after the suspension of part-time bus captains; and

(v) It was said that franchised bus companies should have provided stable services to all Hong Kong citizens. However, after the suspension of part-time bus captains, Kowloon Motor Bus announced that lost trips occurred in some routes due to shortage of manpower as if it was certainly like this, which was unacceptable. She therefore asked the Transport Department to strengthen regulation of franchised bus companies.

8. Mr. Cheung from the Transport Department gave his overall responses as follows:

(i) In regard to driving safety, the decision on which department should bear responsibility for driving safety and service quality is an internal administrative arrangement of Kowloon

Motor Bus. However, Kowloon Motor Bus must comply with the requirements of the Transport Department, such as submitting supervision and follow-up records on safety of bus services and staff performance for the Department to learn about the bus services, which was also the standing mechanism for the Department to monitor bus companies;

(ii) In regard to driving trainings for bus captains, all existing bus captains held a public bus driving license and passed the tests of the Department. Kowloon Motor Bus also verified whether applicants had driving-offence record in the past when hiring bus captains. Bus companies had in place corresponding punishment mechanism for bus captains who committed any driving offence when they were on duty;

(iii) In regard to working hours of bus captains, the maximum working hours of bus captains should not exceed 14 hours currently, while maximum driving time should not exceed 11 hours. Recently, the Department reviewed the Guidelines with bus companies and relevant labour unions. Under the new arrangement which was expected to be implemented in the middle of next year, the former will be reduced to no more than 12 hours, while the latter be reduced to no more than 10 hours; and

(iv) In regard to the problem of lost trips due to shortage of manpower, the Department has no data for lost trips for the last two months. However, according to the record, the overall lost trips rate of Kowloon Motor Bus over the past three years remained at 1% to 2%. The Department will continue to monitor bus companies to ensure their provision of stable services. In addition, as bus companies has been facing the problem of shortage of manpower for long, the Department wished to utilise resources appropriately through bus service rationalization, for example, reorganising bus routes with lower demand, so as to improve overall bus services.

9. Submitters of Paper No. 26 of 2018 said that the Transport Department had never responded directly to the enquiries in the document. The traffic accident in Tai Po occurred last month and suspending the use of part-time bus captains by Kowloon Motor Bus was also a recent matter, but the Department responded with overall lost trips rate of Kowloon Motor Bus over the past three years, which was unacceptable. The suspension of part-time bus captains obviously had material impact on public transport services. The Department should take the initiative to understand the actual manpower of Kowloon Motor Bus and conduct assessments on how to solve the relevant problem. She urged the Transport Department which was responsible for monitoring franchised bus companies to actively follow up the matters.

10. Some Members said that as Kowloon Motor Bus suspended the use of part-time bus

captains and the Transport Department will also reduce maximum working hours of bus captains of franchised bus companies in the middle of next year, it was expected that public transport services will be impacted to a certain extent. Therefore, he suggested to hand over the issue to the Working Group on Tuen Mun External Traffic for follow-ups.

11. Some Members asked the Transport Department again to strengthen supervision of bus companies and agreed to hand over the relevant issues to the Working Group on Tuen Mun External Traffic for follow-ups.

12. The Chairman asked the Transport Department to submit a detailed written response on the relevant issues and agreed to handover the relevant issue to the Working Group on Tuen Mun External Traffic for follow-up. Transport Department, Working Group on Tuen Mun External Traffic

13. Mr. Yeung from Kowloon Motor Bus gave his overall responses as follows:

(i) In regard to working guidelines, Kowloon Motor Bus always attached importance to driving safety, health of bus captains and benefits of employees, with strict conformity with the Guidelines issued by the Transport Department. Since the traffic accident in Tai Po, the Transport Department had maintained communication with the industry and other stakeholders. Kowloon Motor Bus had also actively cooperated with the Department in reviewing the Guidelines. The Transport Department would implement new Guidelines in the middle of next year and Kowloon Motor Bus would continue to strictly exercise the relevant guidelines;

(ii) In regard to the problem of part-time bus captains, they were as professional as full-time bus captains, but Kowloon Motor Bus understood that the public had doubts about part-time bus captains after the traffic accident in Tai Po, and thus suspended the part-time bus captains from work in order to maintain confidence of the public in Kowloon Motor Bus. Even so, Kowloon Motor Bus had been actively assisting part-time bus captains, including arranging some part-time bus captains to take up full-time positions instead. Besides, Kowloon Motor Bus had successively arranged 48 part-time bus captains serving Tuen Mun, Yuen Long and Tin Shui Wai to resume their duties since 13 March this year. As long as they declared the nature and working hours of their full-time jobs and made declaration on their health condition and that no conflict was arising from their full-time jobs against Kowloon Motor Bus, Kowloon Motor Bus could immediately arrange the resumption of work for them. Since most of part-time bus captains had completed the relevant declarations, with only a few still needed time for the declaration matters, the suspension of part-time bus captains had little impact on bus service in Tuen Mun District. Kowloon Motor Bus would adjust the frequency to compensate the effects of routes involving bus captains who had not

yet get back to work;

(iii) In regard to the shortage of manpower, the entire transport industry was facing such shortage. Therefore, Kowloon Motor Bus had already launched an optimised remuneration package on 1 March of this year, in which Kowloon Motor Bus would spend an additional HKD160 million a year to stabilize income of bus captains. Kowloon Motor Bus will also discuss with bus captains in June this year for salary increase in 2018;

(iv) In regard to insurance issue, he did not have information on individual traffic accident at present but will follow up with the legal department and relevant Members after the meeting; and

(v) It was said that after dissolving the Safety and Service Quality Department by Kowloon Motor Bus, the Trainings and Service Quality Management Department was established to be responsible for safety, training and review of overall services of bus captains.

14. Some Members said that the press release issued by Kowloon Motor Bus in 2010 stated that "Kowloon Motor Bus set up a Safety and Service Quality Department in 2010 to conduct in-depth analysis on accident figures of Kowloon Motor Bus, identify and study risk of accident, as well as implement relevant initiatives and strengthen relevant management". However, Kowloon Motor Bus abruptly abolished such department and established a new department . Therefore, he asked whether the new department would handle the same works. In addition, as the Chief Executive appointed an independent committee to review franchised bus services, he asked the Transport Department whether it would analyse the traffic accident in Tai Po and review measures on requiring bus companies to strengthen internal control. He also asked the Transport Department again to provide information on whether the reduction of training hours for bus captains from four weeks to 18 days by Kowloon Motor Bus was appropriate.

15. Mr. Cheung from the Transport Department responded that Kowloon Motor Bus must submit different types of work records in accordance with requirements of the Transport Department regardless of its internal administrative arrangements. Moreover, the Chief Executive had established an independent committee led by a judge to conduct a comprehensive review on operations of franchised bus companies. The Transport Department would fully cooperate with the independent committee.

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邀請屯門區議員向香港專營巴士服務獨立檢討委員會提供書面意見 - 屯門區議會的書面意見

01.06.2018 12:35

From: Blanche TY YU/HAD/HKSARG@HAD
To: Iris MK YU/IRC-BUS/HKSARG@CSO,
Cc: Lawrence CF LAU/HAD/HKSARG@HAD

Dear Iris,

Below please find the written replies from TD / KMB.

TTC Papers No. 22/2018

- Written reply from TD
https://www.districtcouncils.gov.hk/tm/doc/2016_2019/tc/committee_meetings_doc/ttc/14128/TTC_2018_022_TD.pdf

- Written reply from KMB
https://www.districtcouncils.gov.hk/tm/doc/2016_2019/tc/committee_meetings_doc/ttc/14128/TTC_2018_022_KMB.pdf

TTC Papers No. 26/2018

- Written reply from TD
https://www.districtcouncils.gov.hk/tm/doc/2016_2019/tc/committee_meetings_doc/ttc/14128/TTC_2018_026_TD.pdf

- Written reply from KMB
https://www.districtcouncils.gov.hk/tm/doc/2016_2019/tc/committee_meetings_doc/ttc/14128/TTC_2018_026_KMB.pdf

Regards,
Blanche YU (Ms)
EOI(DC)1
Tel.: 2451 3036

Iris MK YU Dear Blanche, W.r.t. the below email, it is noted fr... 01/06/2018 12:03:14

From: Iris MK YU/IRC-BUS/HKSARG@CSO
To: Blanche TY YU/HAD/HKSARG@HAD
Date: 01/06/2018 12:03
Subject: 邀請屯門區議員向香港專營巴士服務獨立檢討委員會提供書面意見 - 屯門區議會的書面意見

Dear Blanche,

W.r.t. the below email, it is noted from the relevant meeting minutes that both TD and KMB have provided written responses to the two papers concerned (TTC Papers No. 22 & 26/2018). Could you please also forward these written responses to us. Many thanks!

Regards,
Iris YU
SEO(IRC)
Tel. 2867 5320

----- Forwarded by Iris MK YU/IRC-BUS/HKSARG on 01.06.2018 11:58 -----

From: TMDC Secretariat GR/HAD/HKSARG@HAD

2018 年 3 月 16 日屯門區議會
交通及運輸委員會
第三次會議
回覆交委會文件 2018 年第 22 號文件

要求規管和監督專利巴士公司的責任履行保障市民和僱員安全和權益

政府非常重視專營巴士公司對車長的管理。運輸署會提出規定，要求專營巴士公司遵從，舉例如下：

- 巴士公司須根據運輸署制定的「巴士車長工作、休息及用膳時間指引」編定車長的更分，以確保巴士車長有足夠作息時間；
- 巴士公司須每月向運輸署提交離職(包括:辭職/退休/以其他原因離職)及入職(包括:新聘用/重新聘用)車長的總數，以便運輸署監察巴士公司對巴士車長的管理；及
- 巴士公司須每年提交培訓車長的數目。

此外，運輸署已於2017年年底起要求所有專營巴士公司進一步加強內部監察車長安全駕駛及服務的制度，包括整理及定期向運輸署提交抽查黑盒的行車記錄及跟進工作記錄、便衣職員乘車監察記錄及跟進工作記錄、車長違反交通法例及跟進工作記錄，以及車長酒精呼氣測試記錄。

專營巴士公司會因應其日常運作的需要，為新聘和現職車長提供訓練。訓練課程內容涵蓋駕駛技術、事故處理、顧客服務、路線訓練、巴士型號訓練、防衛性駕駛及情緒管理，以加強車長的道路安全意識、駕駛技術和態度。

運輸署在過去數個月已多次與各專營巴士公司及工會會面，積極討論及深入探討優化現行「巴士車長工作、休息及用膳時間指引」(「指引」）內的安排。經檢討後，運輸署計劃對「指引」作出修訂，為乘客提供適切的服務、車長的作息時間，以及巴士公司的營運需要之間盡量取一個平衡。

運輸署
2018 年 3 月

屯門區議會

2018-2019 年交通及運輸委員會第三次會議

九龍巴士(一九三三)有限公司之回應

有關要求檢討員工休息安排、情緒管理培訓和支援

九巴重視行車安全，一直嚴格遵守運輸署的《巴士車長工作、休息及用膳時間指引》，確保車長有足夠的休息時間。

所有車長都要接受專業培訓，包括駕駛技術、駕駛態度及路線訓練等。公司亦有既定程序監管車長表現，如有車長違犯交通規例，會發出警告及記錄在案，車長必須再次接受培訓，並通過專業導師評核，公司亦會監察車長駕駛態度和行為。

車長申請人需持有私家車駕駛執照三年或以上，入職前通過九巴車長訓練學校評核，合格後九巴會安排訓練，並必須考獲運輸署發出的專營巴士牌。所有車長駕駛指定路線前必須接受相關路線訓練，以熟習走線及路面情況。

二零一八年三月

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16 March 2018 Tuen Mun District Council
Traffic and Transport Committee
Third Meeting
Response to Traffic and Transport Committee Paper No. 22 of 2018

Request for Regulation and Supervision of Duty Performance of Franchised Bus Companies for Guaranteeing Safety and Rights of Citizens and Employees

The government attaches great importance to management of bus captains by franchised bus companies. The Transport Department will formulate requirements for franchised bus companies to comply with, for examples:

- Bus companies must make shift schedule for bus captains in accordance with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks prepared by the Transport Department to ensure sufficient rest time for bus captains;
- Bus companies must submit to the Transport Department the monthly total number of resignations (including resignation/retirement/resignation for other reasons) and employment (including newly recruited/re-recruited) in respect of bus captains to enable the Transport Department to monitor management of bus companies on bus captains; and
- Bus companies must submit the number of bus captains receiving trainings every year.

In addition, the Transport Department required all franchised bus companies to further strengthen internal systems for monitoring safe driving and service of bus captains since the end of 2007, including organizing and regularly submitting to the Transport Department driving records of black boxes from random inspections and records for the follow-up works, records for travel inspections by plainclothes staff and records for the follow-up works, records for violations of traffic regulations by bus captains and records for the follow-up works, as well as records for alcohol breath test of bus captains.

Franchised bus companies will provide trainings for newly recruited and existing bus captains according to their daily operational needs. The training courses cover driving techniques, accident handling, customer services, route trainings, bus model trainings, defensive driving and emotional management to enhance road safety awareness, driving skills and attitude of bus captains.

The Transport Department has held several meetings with various franchised bus companies and labour unions in the past few months to actively discuss and study in depth the optimisation of arrangements under the existing Guidelines on Bus Captain Working Hours, Rest Times and Meal

Breaks. After the review, the Transport Department plans to revise the Guidelines to strike a balance among provision of appropriate services for passengers, rest time for bus captains and operational needs of bus companies.

Transport Department
March 2018

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Tuen Mun District Council
Third Meeting of the Traffic and Transport Committee 2018-2019
Responses of Kowloon Motor Bus Company (1933) Limited

Re: Request for review of rest arrangements, emotional management trainings and support for employees

Kowloon Motor Bus attaches great importance to driving safety and has been strictly complying with the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks of the Transport Department to ensure sufficient rest time for bus captains.

All bus captains must receive professional trainings, including driving skills, driving attitude and route trainings. The Company also has established specific procedures to supervise performance of bus captains. A warnings will be given and a record will be kept if any bus captain violates traffic regulations. Such bus captain must receive trainings again and pass assessment by professional tutor. The Company will also monitor the driving attitude and behaviour of bus captains.

Applicants for bus captain are required to hold a private car driving license for three years or above and pass the assessment by the Bus Captain Training School of Kowloon Motor Bus. After the applicants pass the assessment, Kowloon Motor Bus will arrange trainings for them and they must also obtain the franchised bus driving license issued by the Transport Department. Before driving a designated route, all bus captains must receive trainings on such route in order to familiarise themselves with the route and road conditions.

March 2018

2018 年 3 月 16 日屯門區議會
交通及運輸委員會
第三次會議
回覆交委會文件 2018 年第 26 號文件

要求九巴改善因人手不足引起的脫班問題

巴士服務與市民生活息息相關，運輸署一直非常關注專營巴士服務的穩定性，並透過審核九巴的營運報表和實地調查等渠道，嚴謹地監察巴士的服務水平。

運輸署一直責成巴士公司對其可控制範圍內的脫班成因(例如車長不足、車輛故障)作出改善。至於其他外在因素，本署亦敦促巴士公司盡量採取合適措施應對。過去三年，九巴的整體脫班率維持在百分之一至二左右。

政府一直致力推動巴士路線重組，一方面按乘客需求加強服務又或開辦新服務，另一方面亦會理順長期使用率偏低的服務，以減少資源浪費。運輸署對減少巴士服務有明確指引，並會按指引處理巴士公司的申請。一如既往，如有關建議對居民影響較大(例如取消、合併或縮短路線)，運輸署會先諮詢區議會和地區人士。

運輸署
2018 年 3 月

屯門區議會

2018-2019 年交通及運輸委員會第三次會議

九龍巴士(一九三三)有限公司之回應

有關要求改善因人手不足引起的脫班問題

九巴已接觸每周工作少於 18 小時的兼職車長，邀請他們轉任全職。九巴的兼職車長與全職車長同樣專業，是次兼職車長轉任全職車長的安排，是理解到部分公眾在大埔公路交通事故後，至今仍對兼職車長的工作安排表示疑慮，作為負責任的營運商，九巴須保持市民對乘搭公共巴士的信心。

乘客安全是九巴的首要關注，透過轉任安排，車長必須向公司申報其其他工作情況，令公司更有效監察車長的工作表現。九巴並作出特別安排，讓兼職車長可以轉任其他非駕駛職務的崗位，詳情會與有關兼職車長接洽。

兼職車長的工時佔整體車長工時的小部分，對整體車務運作影響輕微。

九巴嚴格遵守運輸署的《巴士車長工作、休息及用膳時間指引》，確保所有車長有足夠的休息，保障行車安全。

二零一八年三月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

16 March 2018 Tuen Mun District Council
Traffic and Transport Committee
Third Meeting
Response to Traffic and Transport Committee Paper No. 26 of 2018

Request Kowloon Motor Bus to resolve the problem of lost trips due to shortage of manpower

Bus services are closely related to daily life of the public. The Transport Department always attaches high importance to the stability of franchised bus services, and rigorously monitors bus service level through auditing operational statements of Kowloon Motor Bus and field investigations.

The Transport Department has always instructed bus companies to improve the lost trips caused by factors within their control (such as shortage of bus captains and breakdown of vehicles). As for other external factors, the Department also urges bus companies to take appropriate measures as far as possible to cope with the problem. Over the past three years, overall lost trip rate of Kowloon Motor Bus has remained at around 1% to 2%.

The Government has strived to promote bus service rationalization. On one hand, it strengthens services or develops new services based on the needs of passengers. On the other hand, it streamlined services with prolonged low usage rate to reduce waste of resources. The Transport Department has clear guidelines on reducing bus services and deals with applications of bus companies according to the guidelines. As always, the Transport Department will first consult with district councils and local people if the relevant proposal has material impact on residents, for example, cancelling, integrating or shortening of routes.

Transport Department
March 2018

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Tuen Mun District Council
Third Meeting of the Traffic and Transport Committee 2018-2019
Responses of Kowloon Motor Bus Company (1933) Limited

Re: Request for resolving the problem of lost trips due to shortage of manpower

Kowloon Motor Bus has contacted part-time bus captains who work less than 18 hours a week to invite them to take up full-time positions instead. Part-time bus captains of Kowloon Motor Bus are as professional as full-time bus captains. Such arrangement for part-time bus captains to change to full-time bus captains is attributed to the understanding that some residents still have doubts about the working arrangements of part-time bus captains after the traffic accident at Tai Po Road. As a responsible operator, Kowloon Motor Bus should maintain residents' confidence in taking public buses.

Safety of passengers is the top priority of Kowloon Motor Bus. Through the arrangement of change of position, bus captains must report the status of their other jobs to the Company for its more effective monitoring of the performance of bus captains. Kowloon Motor Bus also makes special arrangements for part-time bus captains to take up other non-driving positions instead. Details will be discussed with the relevant part-time drivers.

Working hours of part-time bus captains accounted for a small portion of the total working hours of bus captains, which has little impact on overall operation of bus business.

Kowloon Motor Bus strictly abides by the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks of the Transport Department to ensure all bus captains have sufficient rest for the purpose of safeguarding traffic safety.

March 2018

香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

香港灣仔軒尼詩道130號
修頓中心21樓
灣仔區議會
吳錦津主席, BBS, MH, JP

吳主席：

邀請灣仔區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉灣仔區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請灣仔區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並由灣仔區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

[1] 委員會得悉於2012年至2018年2月期間，灣仔區曾發生一宗涉及專營巴士並引致他人死亡的交通意外，即是在2013年3月7日，於黃泥涌道（近聖保祿中學）發生的交通意外。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於2018年5月24日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（陳炳輝 陳炳輝）
香港專營巴士服務獨立檢討委員會秘書

2018年5月4日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

灣仔區議會
灣仔民政事務處
香港軒尼詩道一三〇號
修頓中心二十一樓
電　　話：二八三五　一九八四
圖文傳真：二八三四　九六六七

WAN CHAI DISTRICT COUNCIL
Wan Chai District Office
21st floor, Southorn Centre
130 Hennessy Road, Hong Kong
Tel. No. 2835 1984
Fax No. 2834 9667

香港金鐘道66號
金鐘道政府合署21樓
香港專營巴士服務獨立檢討委員會秘書
陳炳輝先生

陳先生：

邀請灣仔區議會向香港專營巴士服務獨立檢討委員會提供書面意見

5月4日的來信已經收到。

灣仔區議會秘書處在翻查記錄後，並未有發現灣仔區議會曾就2013年3月7日於黃泥涌道(近聖保祿中學)發生的一宗涉及專營巴士並引致他人死亡的交通意外，以及其他於2012年至2018年2月期間發生並涉及專營巴士的交通意外進行討論，因此未能向貴委員會提供相關的會議文件及記錄。

此外，灣仔區議會將於6月5日舉行的發展、規劃及交通委員會會議上，討論專營巴士的運作及管理模式等議題，並將於稍後將上述委員會的意見送交貴委員會參閱。

如有查詢，請致電2835 1975與本人聯絡。謝謝！

灣仔區議會主席
(胡麗珊 胡麗珊 代行)

二〇一八年五月二十四日

1510

灣仔區議會
灣仔民政事務處
香港軒尼詩道一三〇號
修頓中心二十一樓
電話：二八三五一九八四
圖文傳真：二八三四九六六七

WAN CHAI DISTRICT COUNCIL
Wan Chai District Office
21st floor, Southorn Centre
130 Hennessy Road, Hong Kong
Tel. No. 2835 1984
Fax No. 2834 9667

(傳真及郵寄)

香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書
陳炳輝先生, JP
(傳真編碼：3104 0254)

陳先生：

向香港專營巴士服務獨立檢討委員會提供書面意見

感謝 貴委員會於 2018 年 5 月 4 日致函灣仔區議會，邀請議員就專營巴士的運作及管理模式提供書面意見。灣仔區議會屬下發展、規劃及交通委員會曾於 2018 年 6 月 5 日舉行的第十六次會議上就上述議題進行討論，現致函 貴委員會提供意見，以供 貴委員會檢討專營巴士服務時作考慮。

會議上，委員認為巴士司機的薪酬、訓練及福利不足，工作時數過長，建議為巴士司機訂立最高工時，限制巴士司機每天駕駛時數不多於 9.5 小時，並參考歐盟的標準，讓巴士司機每週至少有 45 小時的休息時間，以保障專營巴士服務的安全。鑑於近年發生的致命交通意外，委員亦建議於雙層巴士上層所有座位增設安全帶，以減低意外傷亡情況。此外，委員認為運輸署應該下調巴士下層企位每平方米六人的計算方法，並按實際情況調整相關的安全準則。

在管理方面，委員建議加強巴士站前線人員對司機的支援，為司機於站內提供合理的休息時間及空間。委員亦關注專營巴士脫班、在繁忙時段超載等問題，認為以上問題會影響巴士的行駛安全，希望巴士公司加強管理工作。

如需進一步資料，請致電 2835 1998 與發展、規劃及交通委員會秘書高展鴻先生聯絡。

灣仔區議會屬下
發展、規劃及交通委員會主席
李均頤
(李均頤)

2018 年 7 月 5 日

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香港專營巴士服務
獨立檢討委員會

香港金鐘道66號
金鐘道政府合署21樓

Independent Review Committee on
Hong Kong's Franchised Bus Service

21/F, Queensway Government Offices,
66 Queensway, Hong Kong

本函檔號 Our Ref.: CSO/IRC-BUS/CR/7-45/14
來函檔號 Your Ref.:

電話號碼 Tel No.: (852) 2867 5324
傳真號碼 Fax No.: (852) 3104 0254

新界元朗橋樂坊2號
元朗政府合署13樓
元朗區議會
沈豪傑主席

沈主席：

邀請元朗區議會向香港專營巴士服務獨立檢討委員會提供書面意見

行政長官於2018年3月13日宣布，因應2018年2月10日於大埔公路發生的致命交通意外以及近期發生涉及專營巴士的嚴重事故，政府已成立香港專營巴士服務獨立檢討委員會（委員會）。委員會需要從安全角度，審視專營巴士的運作及管理模式，以及相關的監管及監察制度，從而向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。委員會的職權範圍載於本函附件。

委員會已於2018年3月28日展開工作。委員會將由安全角度，審視巴士專營權在現行法律、專營權、其他合約規定，以及任何相關指引及／或實務守則下的運作及管理模式。委員會並會審視現行的專營巴士監管及監察制度。

委員會得悉元朗區近年曾發生涉及專營巴士並引致他人死亡的交通意外[1]。按委員會主席倫明高法官的指示，我現致函貴區議會，邀請貴區議會就向委員會提供書面意見。其中，委員會邀請元朗區議會提供貴區議會（包括其轄下委員會及工作小組）就有關上述引致他人死亡的交通意外，以及其他於2012年至

[1] 委員會得悉於2012年至2018年2月期間，元朗區曾發生三宗涉及專營巴士並引致他人死亡的交通意外，包括：
(i) 在2013年7月16日，於天瑞路（近天瑞邨連接路）發生的交通意外；
(ii)在2016年5月14日，於天恩路（近天水圍市中心巴士總站）發生的交通意外；及
(iii)在2017年8月13日，於天城路（近天柏路）發生的交通意外。

2018 年 2 月期間發生並由元朗區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄。此外，委員會亦歡迎貴區議會就其他有關專營巴士的運作及管理模式提供意見。

此外，委員會亦歡迎個別區議員就專營巴士的運作及管理模式提供個別意見。

請於 2018 年 5 月 24 日或之前向委員會秘書處提供貴區議會的書面意見，並以下列方式將有關意見的列印文本和電子文本交予秘書處：

郵遞： 香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書處
（請於信封上註明郵件為貴會的書面意見）；
及

電子郵件： secretariat@irc-bus.gov.hk *（請於電子郵件的標題上註明郵件為貴會的書面意見）*

委員會將會考慮書面意見所提供的資料，以按照其職權範圍檢視各項事宜及制訂建議。如有需要，委員會或會邀請貴區議會以及曾個別提供其意見的區議員以書面及／或口頭方式提供進一步資料。請注意所有書面意見（包括書面意見中的任何附件、附錄及其他夾附的文件）均會被視作公開資料，而委員會或會將有關資料上載至委員會網頁。

（ 陳炳輝 陳炳輝 ）
香港專營巴士服務獨立檢討委員會秘書

2018 年 5 月 4 日

連附件

附件

香港專營巴士服務獨立檢討委員會
職權範圍

從安全角度而言，鑑於香港專營巴士涉及 2018 年 2 月 10 日發生的致命意外以及其他近期發生的嚴重事故：

（一）審視巴士專營權在現行法律、專營權及其他合約規定下的運作及管理模式；

（二）審視現行對專營巴士的監管及監察制度；以及

（三）就上述事宜向行政長官提出與安全相關的建議，以維持香港的專營巴士服務安全可靠。

註：
關於 2018 年 2 月 10 日發生的致命意外的成因及所涉人士的法律責任等事宜會由警方進行調查，該等事宜不屬委員會的職權範圍。

元朗區議會
元朗橋樂坊 2 號
元朗政府合署十三樓

YUEN LONG DISTRICT COUNCIL
13/F., Yuen Long Government Offices,
No. 2, Kiu Lok Square,
Yuen Long, N.T.

本函檔號 : HAD YLDC 13/30/6/1(2018)
來函檔號 : CSO/IRC-BUS/CR/7-45/14

電話：2475 3836
傳真：2478 7334

香港金鐘金鐘道 66 號
金鐘道政府合署 21 樓
香港專營巴士服務獨立檢討委員會秘書
陳炳輝先生

陳先生：

元朗區議會向香港專營巴士服務獨立檢討委員會
提供的書面意見

貴會曾於 5 月 4 日致函邀請元朗區議會提供書面意見，隨函夾附有關 2012 年至 2018 年 2 月期間發生並由元朗區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄，以及 13 位元朗區議員就專營巴士的運作及管理模式提供的意見，以供參閱。

如有任何查詢，請致電 2475 3836 與本委員會秘書吳雪怡女士聯絡。

元朗區議會
交通及運輸委員會主席

程振明

副本送： 元朗民政事務助理專員(二)

2018 年 5 月 24 日

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

YUEN LONG
DISTRICT COUNCIL
13/F, Yuen Long
Government Offices
No. 2, Kiu Lok Square,
Yuen Long, N.T.

YUEN LONG DISTRICT
COUNCIL
13/F, Yuen Long
Government Offices
No. 2, Kiu Lok Square,

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Tel: 2475 3836
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Mr. Peter CHAN
Secretary of Independent Review Committee of Hong Kong Franchised Bus Service
21/F, Queensway Government Offices
No.66 Queensway, Hong Kong

Dear Mr. Chen,

Yuen Long District Council's Advisory in writing

to Independent Review Committee of Hong Kong Franchised Bus Service

On May 4, your esteemed Committee sent a letter to Yuen Long District Council a request for a written advisory. Please find enclosed the meeting documents and minutes of Yuen Long District Council with the respect to the traffic accidents of franchised buses, which happened from 2012 to February 2018, as well as the comments on the operation and administration models of franchised buses from 13 Yuen Long councilors.

For any inquiry, please contact Mr. Cherry Ng, Secretary of the Committee with the telephone number 2475 3836.

Ching Chan-ming [stamp:] Ching Chan-ming

Chairman of Traffic and Transport Committee

Yuen Long District Council

Copy to: Associate Specialist of Yuen Long Civil Affairs (II)

May 24, 2018

2012年至2018年2月期間發生並由元朗區議會曾經討論涉及專營巴士的交通意外的會議文件及紀錄

會議日期	會議名稱	議程	會議紀錄	會議文件
16.3.2018	巴士服務工作小組	**4** - 大埔公路九巴巴士翻側車禍	巴士服務工作小組2018年度第二次會議記錄（第9至14段） *<wgbs(2018)_2nd_minutes.pdf>*	/
8.3.2018	交通及運輸委員會	**3(2)** - 麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷衛先生要求要求九巴公司(1)增加全職車長數目及減少聘用兼職車長；(2)減少不同路線之間的車長調動；(3)檢討現時對車長的訓練內容；及(4)要求政府部門全面檢視有關斜坡安全和制定安全車速限制	交通及運輸委員會2018年度第二次會議記錄（第13至18段） *<ttc_2018_2nd_minutes.pdf>*	交委會文件2018／第13號 *<ttc_2018_013.pdf>*
11.1.2018	交通及運輸委員會	**3(4)** - 姚國威議員、劉桂容議員、鄧焯謙議員、陸頌雄議員、吳家良先生及陸子峯先生關注大欖隧道轉車站奪命交通意外，要求緊急討論提升轉車站安全 **3(5)** - 麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷衛先生要求討論有關本年1月3日大欖隧道貨櫃車交通意外；要求(1)調查意外成因，防止意外再次發生；(2)增加大欖隧道巴士站候車處(往九龍及往元朗方向)的照明及增設防撞柱等設施，保障候車乘客安全	交通及運輸委員會2018年度第一次會議記錄（第22至29段） *<ttc_2018_1st_minutes.pdf>*	交委會文件2018／第9號 交委會文件2018／第10號 *<ttc_2018_009.pdf>* *<ttc_2018_010.pdf>*
14.4.2016	巴士服務工作小組	**5(11)** - 麥業成議員要求九巴公司增加巴士班次；及檢討巴士車門玻璃質量 ；及檢討巴士車門玻璃質量，避免意外 再度發生	巴士服務工作小組2016年度第一次會議記錄（第39至40段） *<wgbs(2016)_1st_minutes.pdf>*	巴士服務工作小組文件2016／第15號 *<wgbs_2016_015.pdf>*

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Meeting documents and minutes of Yuen Long District Council with the respect to the traffic accidents of franchised buses which occurred from 2012 to February 2018

Date of Meeting	Name of Meeting	Meeting Agenda	Meeting Minutes	Meeting Documents
16.3.2018	Bus Service Work Group	**4** - Bus rollover accident of Tai Po Road Kowloon Bus Company	Minutes of the second meeting of Bus Service Work Group 2018 (Paragraph 9 to 14) *<wgbs(2018)_2nd_minutes.pdf>*	/
8.3.2018	Traffic and Transport Committee	**3(2)** - Councilor Mak Ip-sing, Councilor Chan Mei-lin, Councilor Wong Wai-yin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai requested Kowloon Bus company to (1) increase the number of full time drivers and reduce of the number of part-time drivers; (2) reduce relocation of drivers from different routes; (3) review the current training for drivers; and (4) require the government authorities to review thoroughly slope safety and make rules for safe driving speed limits	Minutes of the second meeting of Traffic and Transport Committee 2018 (Paragraph 13 to 18) *<ttc_2018_2nd_minutes.pdf>*	Document of Traffic and Transport Committee 2018/ No.13 *<ttc_2018_013.pdf>*
11.1.2018	Traffic and Transport Committee	**3(4)** – Councilor Yiu Kwok-wai, Coucilor Lau Kuai-yung, Councilor Tang Cheuk-him, Councilor Luk Chung-hung, Mr. Ng Ka-leung and Mr.Luk Tsz-fung are highly concerned about the fatal traffic accident at Tai Lam Tunnel Transfer Station, and required an immediate discussion about increasing the safety of transfer stations. **3(5)** - Councilor Mak Ip-sing, Chan Mei-lin, Councilor Wong Wai-yin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai requested to discuss about the traffic accident involving cargo trucks at Tai Lam Tunnel Transfer Station on January 3 of this year; required (1) to investigate the external and internal causes to avoid similar accidents ; (2) to increase the illumination and anti-collision facilities at the Tai Lam Tunnel Bus Waiting Area (towards Kowloon and Yuen Long), to ensure the safety of passengers	Minutes of the first meeting of Traffic and Transport Committee 2018 (Paragraph 22 to 29) *<ttc_2018_1st_minutes.pdf>*	Document of Traffic and Transport Committee 2018/ No.9 Document of Committee of Traffic and Transport Committee 2018/ No.10 *<ttc_2018_009.pdf>* *<ttc_2018_010.pdf>*
14.4.2016	Bus Service Work Group	**5(11)** - Councillor Mak Ip-sing requested Kowloon Bus Company to increase the bus schedules and review the quality of glass of bus doors to avoid such accidents in the future.	Minutes of the first meeting of Bus Service Work Group 2016 (Paragraph 39 to 40) *<wgbs(2016)_1st_minutes.pdf>*	Document of Bus Service Work Group 2016/No.15 *<wgbs_2016_015.pdf>*

邀請元朗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

議 員	意 見
沈豪傑	1) 設立巴士管理系統，讓每輛巴士裝設全球衞星定位系統，方便控制中心監察所有巴士位置及車速，以便控制車速和調配資源； 2) 推行資訊服務系統，為乘客提供實時資訊，縮減候車時間，並根據巴士行駛情況，有效管理班次，以便在發生交通意外時作出應變措施； 3) 引入按距離計算收費系統，並結合鐵路網絡提供優惠，鼓勵乘客轉乘鐵路，減少道路擠塞。
陳美蓮	1) 天水圍上班、下班繁忙巴士嚴重不足，很多居民投訴上不到車，尤以天慈邨、天祐苑尾站最嚴重。 2) 九巴削減巴士班次事前沒有諮詢區議會及當區議員。 3) 由於有些地區沒有直達巴士，需要轉乘，要付兩程車費，巴士公司需要提供轉乘優惠。
周永勤	建議香港的專營巴士，效法北京的公交車，在車上安裝定位系統，並與「八達通」系統連接，按班距收取車資，使車費與所乘之路段距離掛勾，達致更公平合理之車資徵收，同時，透過大數據分析，可仔細掌握不同時段及車站之乘客乘車需求，有助調整不同時地之巴士服務供應，更能滿足全面性之乘客需求。
黎偉雄	就針對車長的培訓有以下意見： 1) 行走新路線應該有系統化的培訓，並達某標準方可駕駛新路線。 2) 入職達一定年期需定期進行培訓。 3) 需針對車長駕駛態度列為培訓其中一項
李月民, MH	1) 票價要與市民負擔能力掛勾 2) 巴士班次及增減要受區議會監督 3) 盡快批准開辦 B1A 巴士線 4) 重新檢討巴士的容量及增車的準則

呂堅, MH	1) 縮短工時 2) 提高薪酬福利，聘請更多巴士司機
麥業成	1) 促請巴士公司使用定位系統拉站距收取車資，方便市民使用八達通咭減收車費。 2) 司機位旁設立膠板門，與市民乘客間建立間隔，防止乘客在行駛巴士時滋擾司機，造成司機情緒波動，影響行車安全。 3) 現時增加或減少巴士數目會咨詢區議會，但減少班次卻不會諮詢區議會。以致市民權益受損。故建議班次的增加或減少，都要諮詢區議會。
文光明	就近日揭發公共小型巴士嚴重超載問題，本人曾向本區居民(小巴乘客)及小巴司機作深入了解。小巴乘客因何會冒險乘坐超載小巴，主要原因是因為本區公共巴士服務非常不足，每半小時一班(有些時段一小時一班)，本人在區議會會議上要求增加本區公共巴士服務多年，亦得不到任何正面回應，現時本區人口日漸增多，本人強烈要求運輸處正視問題，盡快積極改善本區公共巴士服務，尤其是在早上上班上學時段更應增加特別班次服務以解決居民搭不到車的困擾。
文炳南, MH	1) 香港、九龍和新界道路少而舊建築的更狹窄，公共汽車服務不足，俗語說：路通財通，政府在道路工程參考不多完全缺乏，做成到處交通阻塞。 2) 在新界近年屋邨漫無規則地增加，專營巴士或屋邨營運極有需求。 3) 營運及管理問題應由運輸署專責監管，同樣綠線小巴路線亦管理欠妥善，這可能政府人手不足之故。
鄧慶業, BBS	1) 應大幅調整車長薪金至三萬元水平，至基本維持家庭生計重視及專注工作 2) 加入工作態度及情緒的陪訓，應對工作及乘客隨時帶來的影響 3) 改善九巴管理層與員工溝通的渠道 4) 運輸署監管不力，香港交通問題亂象紛呈，應將此部門大力整頓

杜嘉倫	1) 改善巴士車長 薪酬待遇 a. 專營巴士公司在龐大的盈利下，沒有切實改善車長待遇及工時過長問題，卻一直諉過於沒有新人入行，招聘困難，實在罔顧市民安全。 b. 政府應該在工時，待遇，安全培訓，軟硬件設施 幾大範疇上，要求專營巴士公司交出落實時間表及細則。 c. 巴士公司有意將薪金拆分為不同的獎金，令到車長"有病唔敢放假"的壓力下開工。車長長期在工時長，壓力大下工作，造成工作、家庭生活失衡。政府明顯在這方面沒有做好工作。 2) 改善巴士車長工作條件 a. 強烈不滿專營巴士公司，在本年 2 月政府提出的巴士車長工作休息及用膳時間指引修訂，依然故我，繼續容許特別更的存在，永續疲勞駕駛。修訂中，亦沒有對取替特別更何時落實。更加直接造成 5 月 25 日巴士車長工會計劃的 工業行動。 3) 改善工作環境提供更佳休息設施 a. 立即要求專營巴士公司改善站頭支援設施，各政府部門應主動予以配合，讓車長有飯和休息空間。 4) 安全第一，專營巴士公司應全面照顧乘客車長行人安全 a. 加強各種軟硬件裝備，例如上層全面加裝安全帶，車速提示，監察睡意系統等等，去加強監察。政府應盡快和專營巴士公司，落實各種軟硬件裝備的細節，標準和落實時間表。 b. 減少車長與乘客衝突及可能被乘客挑釁，專營巴士公司曾承諾全面安裝防襲膠板，可惜進度非常緩慢，政府理應和巴士公司落實全面安裝的時間表。 事實上，在國內亦曾發生過乘客強搶軚盤/襲擊司機，造成意外事件，所以圍板設計應該更全考慮以上種種可能性。 5) 改善培訓與實習 a. 加強新入職車長培訓，跨路線路面情況熟習等等，據知現時車長只得兩天培訓期，專營巴士公司應考慮將培訓期延長，以提供更全面培訓改善服務。

曾樹和	應多加留意員工作息時間，不要超時工作導致車長疲勞過度，影響行車質素；另外多關注車長的情緒問題。
黃卓健	1) 必須就加車及刪減班次的定義重新咨詢，市民希望更寬空間及快捷的服務提升乘車的質素。 2) 必須引入電子監察系統，及公開班次開車及到站時間，乘客數量等。

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Invitation to Yuen Long District Council to Provide a Written Proposal to the Independent Review Committee on Hong Kong's Franchised Bus Service

Member	Suggestions
Mr. SHUM Ho Kit	1) To set up a bus management system and install Global Positioning Systems on all buses to make it more convenient for the control center to monitor the location and speed of each bus, in order to control the speed and the allocation of resources; 2) To promote information service systems providing passengers with real-time information, so as to reduce the waiting time, effectively manage the operation of buses according to the circumstances, so that contingency measures could be arranged for when accidents happen; 3) To introduce fee calculation systems based on the travelled distance, provide interchange concessions in collaboration with the Mass Transit Railway, encourage passengers to interchange to the railway, and ease traffic congestion.
Ms. CHAN Mei Lin	1) Tin Shui Wai does not have enough buses during peak hours for commuters. Many residents complained that they could not even get onto the bus, especially at the end of the line - Tin Tsz Court and Tin Yau Court. 2) KMB did not consult the District Council or District Councillors before reducing bus frequencies. 3) Since some areas do not have direct buses, passengers need to transfer to another route and have to pay for the two routes. Bus companies need to provide interchange concessions.
Mr. CHOW Wing Kan	It is recommended that franchised buses in Hong Kong should follow the example of Beijing to install a tracking system on the bus linked to the "Octopus Card" system. The fee will be charged according to the distance and the fee can be linked to the distance travelled to achieve a more reasonable fee arrangement. At the same time, the analysis of big data can allow a better understanding of the needs of passengers at different times of the day and at different stations. This can facilitate bus service arrangement and better met the overall needs of passengers.
Mr. LAI Wai Hung	The following comments were made in relation to the training of bus drivers: 1) Regarding the operation on new routes, there should be

	systematic training to ensure specific standards are reached before driving on new routes. 2) Those who have been working for a certain duration should receive regular training. 3) The driving attitude of the bus drivers should be one of the items of the training.
Mr. LEE Yuet Man, MH	1) The fare should be linked to the public affordability. 2) Any increase or decrease in bus frequencies should be monitored by the District Council. 3) The operation of Route No. B1A should be approved as soon as possible. 4) Review the bus capacity and guidelines for increasing number of buses.
Mr. LUI Kin, MH	1) Shorten working hours 2) Raise the salary and benefits and hire more bus drivers.
Mr. MAK Ip Sing	1) To urge the bus company to charge passengers according to the distance between stops as measured using the positioning system, allowing the citizens in reducing fare through Octopus. 2) A plastic door should be installed next to the driver's seat, to create a barrier between the driver and passengers and prevent the passengers from harassing the driver and affecting the driver's mood, and, in return, compromising the driving safety. 3) Currently, the District Council is consulted before any increase or decrease in the number of buses. However, the District Council is not consulted before the reduction in bus service frequency. This causes damage to the public interest. Therefore, I suggest that the District Council should be consulted for any increase and decrease in bus service frequency.
Mr. MAN Kwong Ming	Recently, it was revealed that the public minibuses are extremely overloaded. I personally conducted investigation by asking the residents of the district (the minibus passengers) and minibus drivers to have some in-depth understanding. The major reason why minibus passengers are willing to take risks to take the overloaded minibuses is because the public minibus services in this area are very inadequate. Every half an hour (sometimes every hour during certain time periods). I have demanded for an increase in public bus services in the district at District Council meetings for

	many years, and I failed to receive any direct response. At present, with the population in this district increasing. I strongly urge the Transportation Department to address to the problem and carry out improvement to the district's public bus services as soon as possible. In particular, special buses should be arranged for morning peak hours to solve the problem of residents not able to get onto any bus.
Mr. MAN Ping-Nam, MH	1) There are few roads in Hong Kong, Kowloon and New Territories, and those built long time ago are even narrower. And there is a lack of public transport services. As the saying goes: "when the road can pass through, the money will come through", yet the government does not have much reference in the road project, causing serious traffic jam everywhere. 2) In the New Territories, the number of estates increased in an irregular manner in recent years. There is a great demand for franchised bus services or estate operations. 3) The operation and management issues should be monitored by the Transport Department, whilst this also applies to the green minibus routes, which also have a lot of problems. At the moment, the lack of quality management may due to inadequate staff from the government.
Mr. TANG Hing-Ip, BBS	1) The salary of the bus drivers should be significantly raised to around $30,000, such that they could maintain the household's livelihood, and stay focus at work 2) To introduce training for work attitude and emotion management, so they know how to handle ad-hoc incidents happening from work and passengers 3) Improve the communication channels between KMB management and employees 4) The Transport Department did not perform their monitory duties properly, resulting in a state of chaos in terms of Hong Kong's traffic problems. Therefore, the department should be restructured.
TO Ka-Lun	1) To improve the salary and benefits of bus drivers a. Despite making a huge profit, the franchised bus service providers did not make practical improvement on the salary or address the problem of long working hours. The bus companies have always blamed the lack of new blood joining the business and recruitment difficulties, neglecting the citizens' safety. b. The government should request the franchised bus companies

	to submit a concrete timeline and details with regards to the main aspects: working hours, benefits, safety training, and software and hardware facilities. c. The bus service companies purposefully split the remuneration into various bonuses, and for this reason bus drivers work under pressure and "dare not to take a sick leave". Bus drivers have long been working long hours with great pressure, and the balance between work and family life has been damaged. It is obvious that the Government did not do well in this part. 2) To improve the working conditions of bus drivers a. Strong dissatisfaction with franchised bus service companies was expressed. The government revised the guidelines on rest times and meal breaks in February this year. The government remained unchanged, allowing for special shifts and fatigue driving. In the revision, it was not confirmed as to when would special shifts be replaced. This has led to the industrial movement on 25th May initiated by the bus drivers' union. 3) To improve working environment and provide better resting facilities a. Immediately requiring franchised bus companies to improve on the support facilities in the stations and all Government agencies should assist accordingly, so that the bus drivers can have a better space to have meals and rest. 4) Safety First, franchised bus service companies should take good care of the safety of passengers, bus drivers and pedestrians a. To strengthen all kinds of hardware and software equipment, such as the installation of safety belts on the upper deck, speed alert, drowsiness detection systems, etc., in order to strengthen supervision. Together with the franchised bus companies, the Government should confirm the details of the various hardware and software equipment, standards, and implementation timeline as soon as possible. b. To reduce the chances of conflicts between the bus drivers and passengers and passengers provocative behaviours. Franchised bus companies promised to install plastic boards to protect drivers from being attacked, but unfortunately the progress is very slow. The Government should initiate a comprehensive installation timeline together with the franchised bus service companies.

	In fact, in the mainland, there were incidents whereby passengers took over the steer/attacked the driver, and the design of the plastic boards should take into account the above considerations. 5) To improve training and internships a. To strengthen the training of new drivers, improve their familiarity of various routes, etc. Currently, the bus drivers only have two days of training. Franchised bus companies should consider extending the training period, so as to provide more comprehensive training to improve the service quality.
TSANG Shu-Wo	Should pay more attention to the employee's working hours and ensure they do not work overtime as the drivers would become over-fatigue, in return affecting the driving quality. Also, should pay more attention to the emotional issues of the drivers.
WONG Cheuk-Kin	1) Consultation on the definitions of the increase or decrease of bus frequencies must be re-introduced. Citizens want more spacious environment and efficient services to improve the service quality. 2) Must introduce an electronic monitoring system and disclose publicly the bus starting time and arrival time at each station, as well as the number of passengers, etc.

回　條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

致：　元朗區議會秘書處
(傳真: 2478 7334)

檔號：　HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

本人

* ☐ 沒有意見。

* ☑ 就專營巴士的運作及管理模式的意見如下#：

1. 設立巴士管理系統，讓每輛巴士裝設全球衛星定位系統，方便控制中心監察所有巴士位置和車速，以便控制車速和調配資源
2. 採行資訊服務系統，為乘客提供實時資訊，縮減候車時間，並根據巴士行駛情況，有效管理班次，以便在發生交通意外時作出應變。
3. 引入座位預訂系統，並結合鐵路網絡，提供優惠，鼓勵乘客轉乘鐵路，減少道路擠塞。

簽　署：沈豪傑

姓　名：沈豪傑

日　期：24-5-2018

* 請在適當的方格內加上「✓」號。

若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

回 條

4

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

致： 元朗區議會秘書處
(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會提供書面意見

本人

* ☐ 沒有意見。

* ☑ 就專營巴士的運作及管理模式的意見如下#：

1) 天水圍上班、下班繁忙巴士嚴重不足，很多居民投訴上不到車，尤以天慈邨、天祐苑最嚴重。

2) 九巴削減巴士班次沒有事前諮詢區議會及當區議員，

3) 理由是有些地區沒有直達巴士，需要轉乘，要付兩程車費，巴士公司需要提供轉乘優惠。

簽 署: [signature]

姓 名: 陳美蓮

日 期: 21/5/2018

16:15

* 請在適當的方格內加上「✓」號。

若表格欄位不足使用，或希望補以照片及資料說明，可另加附頁提供意見。 21.5.2018

YLDC Received
21 MAY 2018

1528

1-4

URGENT

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

9

致： 元朗區議會秘書處
(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

本人
* ☐ 沒有意見。
* ☑ 就專營巴士的運作及管理模式的意見如下#：

建議香港的專營巴士，效法北京的公交車，在車上安裝定位系統，並與「八達通」系統連接，按班距收取車資，使車費與所乘之路段距離掛勾，達致更公平合理之車資徵收，同時，透過大數據分析，可仔細掌握不同時段及車站之乘客乘車需求，有助調整不同時地之巴士服務供應，更能滿足鋪性乘客需求。

簽 署: [signature]

姓 名: 周永勤

日 期: 21-5-2018

YLDC Received on
21 MAY 2018

* 請在適當的方格內加上「✓」號。

\# 若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

1529

1.9 21.5.2018 16:44

TOTAL P.001

URGENT

13

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

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(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

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提供書面意見

本人
* ☐ 沒有意見。
* ☑ 就專營巴士的運作及管理模式的意見如下#：

就針對車長的培訓有以下意見：
(1) 行走新路線應該有系通化的培訓，並達某標準方可駕駛新路線。
(2) 入職達一定年期需定期進行培訓。
(3) 需針對車長駕駛態度列為培訓其中一項

簽 署：[signature]

姓 名：黎倩雄

日 期：23/5/2018

* 請在適當的方格內加上「✓」號。
\# 若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

YLDC Received on
24 MAY 2018

TOTAL P.001

1530

回條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

致：　元朗區議會秘書處
(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會提供書面意見

本人
- * ☐ 沒有意見。
- * ☑ 就專營巴士的運作及管理模式的意見如下#：

1. 票價要與市民負擔能力掛勾
2. 巴士班次及增減要受區議會監管
3. 盡快撤消開辦 B/A 巴士線
4. 重新檢討巴士的容量及增車的準則

簽署: [signature]

姓名: 李月民

日期: 18/5

1-15

* 請在適當的方格內加上「✓」號。

\# 若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

YLDC Received on
21 MAY 2018

URGENT

19

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

致： 元朗區議會秘書處
(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

本人
* ☑ 沒有意見。
* ☑ 就專營巴士的運作及管理模式的意見如下#：

1. 縮短工時.
2. 提高薪酬福利，聘請更多巴士司機.

簽 署: [signature]

姓 名: [signature]

日 期: 21-5-2018

YLDC Received on
23 MAY 2018

* 請在適當的方格內加上「✓」號。
\# 若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

1-19 8:30 23.5.2018

TOTAL P.001

1532

URGENT

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

22

致： 元朗區議會秘書處
(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

本人
* ☐ 沒有意見。
* ☑ 就專營巴士的運作及管理模式的意見如下#：

① 促請巴士公司使用定位系統拉站距收取車費，方便市民使用八達通咭減收車費。
② 司機位旁設立膠板門，與市民乘客間建立間隔，防止乘客在行駛巴士時流擾司機，造成司機情緒波動，影響行車交通
③ 現時增加或減少巴士數目會諮詢區議會；但減少班次卻不會諮詢區議會。以致市民權益受損。故建議班次的增加或減少，都要諮詢區議會。

簽 署: [signature]

姓 名: 李業成

日 期: 2018-5-21

1.22

* 請在適當的方格內加上「✓」號。

\# 若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

YLDC Received on 21 MAY 2018

1533

+852 2474 7710

URGENT

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

23

致： 元朗區議會秘書處
(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

本人

* ☐ 沒有意見。

* ☑ 就專營巴士的運作及管理模式的意見如下#：

就近日揭發公共小型巴士嚴重超載問題，本人曾向本區居民（小巴乘客）及小巴司機作深入了解。小巴乘客因何會冒險乘坐超載小巴，主要原因是因為本區公共巴士服務非常不足，每半小時一班（有些時段一小時一班），本人在區議會會議上要求增加本區公共巴士服務多年，未得不到任何正面回應，現時本區人口日漸增多，本人強烈要求運輸署正視問題，盡快積極改善本區公共巴士服務，尤其是在早上上班上學時段更應增加特別班次服務以解決居民搭不到車的困擾。

簽 署: 文光明

姓 名: 文光明

日 期: 2018年5月21日

1.23

* 請在適當的方格內加上「✓」號。

若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

YLDC Received on 21 MAY 2018

17:39

+852 2474 7710

URGENT

回 條

(24)

(請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆)

致： 元朗區議會秘書處
(傳真: 2478 7334)

檔號： HAD YLDC 13/30/6/1(2018)

邀請元朗區議會向香港專營巴士服務獨立檢討委員會
提供書面意見

本人

* ☐ 沒有意見。

* ☑ 就專營巴士的運作及管理模式的意見如下#：

1) 香港、九龍和新界道路少而舊建築的更狹窄
公共汽車服務不足. 俗語說: 路通財通. 政府在
道路工程參不多完全缺乏做成到處交通阻塞.
2) 在新界近年屋邨漫無規則地增加專營巴士或屋邨
營運亦有需求.
3) 營運及管理問題應由運輸署專責監管同機綠線
小巴各路線亦管理欠妥善. 這可能政府人手不足之故.

簽 署: 文炳南

姓 名: 文炳南

日 期: 23-5-2018

YLDC Received on
23 MAY 2018

1.24

* 請在適當的方格內加上「✓」號。

若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

28

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

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邀請元朗區議會向香港專營巴士服務獨立檢討委員會提供書面意見

本人

* ☐ 沒有意見。

* ☑ 就專營巴士的運作及管理模式的意見如下#：

1)應大幅調整車長薪金至三萬元水平,至基本維持家庭生計重視及專注工作

2)加入工作態度及情緒的陪訓,应对工作及乘客隨時帶來的影響

3)改善九巴管理層與員工溝通的渠道

4)運輸署監管不力香港交通問題亂象給予應將此部門大力整頓

簽 署: 鄧慶業

姓 名: 鄧慶業

日 期: 11.5.2018

* 請在適當的方格內加上「✓」號。

若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

1.28

21-5-2018
11:38 AM

YLDC Received on
21 MAY 2018

YLDCADM

寄件者: Thomas Hong <[redacted]>
寄件日期: 2018年05月23日星期三 下午 1:29
收件者: YLDC
副本: Ka Lun To Mail; Thomas FVDCO
主旨: 邀請元朗區議會向香港專營巴士服務獨立檢討委員會提供書面意見
附件: Screenshot_20180523-132336.png; Screenshot_20180523-132343.png

(34)

致：元朗 區議會秘書處
蔡先生

有關向香港專營巴士服務獨立檢討委員會提供書面意見的回條，已填妥及附上。

多謝
杜嘉倫區議員辦事處

全文如下 ：

回條

元朗區議員杜嘉倫向香港專營巴士服務獨立檢討委員會書面意見

1. 改善巴士車長 薪酬待遇

a. 專營巴士公司在龐大的盈利下，沒有切實改善車長待遇及工時過長問題, 卻一直諉過於沒有新人入行，招聘困難， 實在罔顧市民安全。
b. 政府應該在工時，待遇，安全培訓，軟硬件設施 幾大範疇上， 要求專營巴士公司交出落實時間表及 細則。
c. 巴士公司有意將薪金拆分為不同的獎金，令到車長 "有病唔敢放假" 的壓力下開工。 車長長期在工時長，壓力大下工作， 造成工作、家庭生活失衡。 政府明顯在這方面沒有做好工作。

2. 改善巴士車長工作條件

a. 強烈不滿專營巴士公司, 在本年 2 月政府提出的巴士車長工作休息及用膳時間指引修訂, 依然故我, 繼續容許特別更的存在，永續疲勞駕駛。 修訂中，亦沒有對取替特別更何時落實。 更加直接造成 5 月 25 日巴士車長工會計劃的 工業行動。

3. 改善工作環境提供更佳休息設施
a. 立即要求專營巴士公司 改善站頭支援設施，各 政府部門應主動予以配合， 讓車長有飯和休息空間

4. 安全第一, 專營巴士公司應全面照顧乘客車長行人安全

a. 加強各種軟硬件裝備， 例如上層全面加裝安全帶，車速提示， 監察睡意系統等等，去加強監察。 政府應盡快和專營巴士公司，落實 各種軟硬件裝備的細節，標準和落實時間表。
b. 減少車長與乘客衝突及可能被乘客挑釁, 專營巴士公司曾承諾 全面安裝防襲膠板, 可惜進度非常緩慢，政府理應和巴士公司落實全面安裝的時間表。
事實上，在國內亦曾發生過 乘客強搶軚盤/ 襲擊司機，造成意外事件, 所以圍板設計應該更全考慮以上種種可能性。

5. 改善培訓與實習
a. 加強新入職車長培訓， 跨路線路面情況熟習等等, 據知現時車長只得兩天培訓期, 專營巴士公司應考慮將培訓期延長, 以提供更全面培訓改善服務

杜嘉倫
元朗區議會

35

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

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(傳真: 2478 7334)

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提供書面意見

本人

* ☐ 沒有意見。

* ☐ 就專營巴士的運作及管理模式的意見如下#：

應多加留意員工作息時間，不要超時工作，影響(等致車長疲勞程度)
行車質素；另外多關注車長的情緒問題。

簽 署：曾樹和

姓 名：曾樹和

日 期：11-05-2018

1.35

* 請在適當的方格內加上「✓」號。

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YLDC Received
11 MAY 2018

36

URGENT

回 條

（請於 2018 年 5 月 22 日(星期二)下午 6 時或之前示覆）

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提供書面意見

本人
* ☐ 沒有意見。
* ☑ 就專營巴士的運作及管理模式的意見如下#：

1. 必順就加車及刪減班次的定义重新咨詢。市民希望更寬~~及快捷的~~空間及快捷的服務提升乘車的質素。
2. 必順引入电子監察系统，及公开班次开車及到站時間，乘客數量等

簽 署：[signature]

姓 名：[signature]

日 期：2018.5.21

YLDC Received on 21 MAY 2018

YLDC Received on 21 MAY

* 請在適當的方格內加上「✓」號。

\# 若表格欄位不足使用，或希望輔以照片及資料說明，可另加附頁提供意見。

1.36

21-5-2018
13:58

民主陣線
麥業成 議員辦事處

新界元朗風攸北街 11-15 號益發大廈商場一樓 1 號舖
電話：2477-3226　　傳真：2479-7873

致：元朗區議會　交通及運輸委員會主席
　　程振明議員

由：元朗區議會
　　麥業成議員

請把下列提問列入 3 月 10 日交通及運輸委員會會議內討論

要求九巴公司增加巴士班次;及
檢討巴士車門玻璃質量，避免意外再度發生

事由：九巴巴士由於班次不足，車上擠迫，近日兩度發生車門玻璃碎裂事件，令乘客跌出車外受傷，情況令人擔憂。據了解，由於九巴巴士班次不足，車上極為擠迫，令乘客需擠在巴士車門前，造成意外及令人質疑九巴巴士車門的玻璃質量出現問題。

因此，現要求：

1. 加密巴士班次；
2. 九巴公司檢討巴士車門玻璃質量；
3. 要求於車門中間的玻璃位置加裝金屬欄柵，避免乘客飛出車門；

現要求九巴公司代表出席會議並回應上述事宜。

MAK IP SING 麥業成 議員辦事處 YUEN LONG DISTRICT COUNCILLOR

元朗區議會
麥業成議員　敬啟

2016 年 2 月 18 日

YLDC Received on
18 FEB 2016

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

WGBS Paper No. 15/2016
(Discussed at the meeting on 14 April 2016)

MAK Ip-Sing District Councillor Office

No.1 Yik Fat Building, 11-15 Fung Yau Street North, Yuen Long, N.T.

Tel. 2477 3226 Fax: 2479 7873

To: Yuen Long District Council Chairman of Traffic and Transport Committee
CHING Chan-Ming

From: Yuen Long District Council
MAK Ip-Sing

Please include below into the topics to be discussed in the TTC Board Meeting on 10th March

Request Kowloon Motor Bus to increase the frequency of bus services; and examine the quality of the glass on the bus doors in order to prevent accidents from happening again

Reason: Due to inadequate frequency of bus services provided by KMB, the buses were crowded, and recently two incidents happened where the glass on the doors broke and passengers fell out of the bus getting hurt. The situation is concerning. It is understood that due to the inadequate provision of bus services, the buses are extremely crowded and the passengers are crammed together in front of the bus doors, leading to accidents. This has raised doubts on the quality of the glass on the KMB doors.

Therefore, we demand that:

1. The frequency of bus service should be increased
2. KMB has to evaluate on the quality of their glass doors
3. A metal fence should be installed at the middle of the glass doors to avoid passengers falling out through the door;

We hereby request KMB representative to attend the meeting and respond to the above issues

[Chopped: Yuen Long District Councillor Office, MAK Ip-Sing] *[Signed]*

Yuen Long District Council
MAK Ip-Sing

18 February 2016

YLDC Received on
18 February 2016

附件三

元朗區議會交通及運輸委員會
二零一六年度第二次會議

九龍巴士(一九三三)有限公司之回應

有關要求九巴增加巴士班次及檢討巴士車門玻璃質量事宜

對於2月2日及2月17日兩宗涉及九巴的意外，本公司高度關注，我們正全力配合警方調查，並已成立專責委員會，全面檢討及提升乘客於行車期間在車廂的安全事宜。有關檢討報告預計於3月中前完成，並會呈交運輸署。有關在車門玻璃位置加裝金屬欄柵的建議，我們已經備悉。

現時本公司所有巴士上裝設的車窗及車門玻璃，均屬強化玻璃，符合供應商及歐盟的認證標準及巴士業內的標準規格。我們亦非常重視巴士的保養及檢修，巴士上各項機械裝備(包括車門的操作)、空調系統及車廂設施均會定期進行檢查及維修。車長在行車時會留意車門的操作，有問題時會作出報告，維修組員工會按車長的報告進行輕微的維修項目。每部巴士於每晚回廠後亦會進行例行檢查，而在定期每月進行「月驗」、每半年的「小修」及每年進行的「年驗」中，均會檢查車門設施，以確保行車安全。

至於有關加密巴士班次的意見，按政府規定，個別路線如果在繁忙時段最繁忙的半小時內的載客率達100%，以及在該最繁忙的一小時內的載客率達85%，或在非繁忙時段最繁忙的一小時內的載客率達60%，運輸署才會考慮是否需要增加車輛或班次行走有關路線。儘管如此，本公司派駐各巴士總站及分站的站長與外勤人員，每天均會因應乘客的交通需求及路面情況，就班次編排作出靈活調動，例如安排空車到分站接載乘客、加開特別班次等，以配合乘客需求。

2016年3月

YLDC Received on
- 4 MAR 2016

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Reply to Document of Bus Service Work Group 2016/No.15
(To be discussed at the meeting on 14.4 2016)

Appendix III

The Second Meeting of Traffic and Transport Committee 2016
Traffic and Transport Committee of Yuen Long District Council

Reply of Kowloon Motor Bus Co. (1933) Ltd.

Regarding requesting KMB to increase bus schedules and review the quality of bus glass doors

Our company has attached great importance to the two accidents on February 2 and 17 that involved KMB. We are doing our best to cooperate with Police to investigate. Meanwhile we also established a responsibility committee to review thoroughly and increase the safety of passengers during driving. The relevant review report is about to be completed before mid-March, then it will be submitted to the Traffic and Transport Committee. We are aware of the advice about installing a metal guard on the glass of bus doors.

Now the windows and glass doors installed in all the buses of our company use reinforced glass, which meets for supplier and EU certification standards as well as the bus industrial standard regulations. In addition, we are concerned of the maintenance and repairing of all buses. We inspect and repair all mechanical devices (including doors), air conditioning systems and car systems regularly. Drivers will pay close attention to the operation of doors, and will report any problems found. The repair and maintenance staff would make small repairs according to drivers' reports. A regular inspection is given to each bus after it returns to the factory each night. A "month check ", a "minor repair" every half year and an "annual inspection "every year are also arranged. All doors facilities are checked to ensure safety during driving.

In terms of the advice about increasing the bus schedules, the Transport Department will only consider to increase the number of buses or schedules or lines, if the passenger rate on some route reaches 100% in the busiest half hour at peak time, and 85% in the busiest hour at peak time, or 60% in the busiest hour at non-peak time, pursuant to the government rules. Despite the above, managers and staff of each general station and each branch station assigned by our company make flexible adjustments to the schedules every day, according to passenger demand and traffic situation. For example, they will arrange empty buses to branch stations to pick up passengers, or add more schedules, and so on, in order to fulfill passenger demand.

March 2016. YLDC Received on
[stamp:] -4 Mar 2016

元朗區議會交通及運輸委員會
二零一六年度第二次會議

運輸署的回應

有關增加巴士班次及檢討巴士車門玻璃質量事宜

據巴士製造商提供的資料，現時並沒有巴士車門構造的安全標準，但巴士使用的玻璃須符合歐洲經濟委員會規例ECE 43的要求。就巴士車門事故，本署已成立一個由運輸署、專營巴士公司及巴士製造商組成的工作小組，以檢視有關巴士車門安全及改善方案。

本署對有關事件十分關注，並已要求專營巴士公司加強向乘客宣傳乘車安全，例如增加在車廂內播放短片及聲帶的次數，提醒乘客在乘車時注意安全並經常緊握扶手。此外，專營巴士公司亦已加強車長培訓，包括提醒車長須按路面環境適當地控制車速，避免緊急煞車及扭軚；轉彎時預早減慢車速和選擇適當的行車線，並確保前路安全無阻才可前進；以及多利用車廂倒後鏡及錄像裝置，留意車廂內的情況，待乘客完成上落巴士及在扶穩或坐定後才繼續開行等，以避免意外發生。為進一步加強市民乘搭巴士的安全意識，政府會增加播放相關的宣傳短片和聲帶的次數。

本署會繼續透過與專營巴士公司的定期聯絡會議，檢視有關巴士設計和安全事宜。

就增加巴士班次事宜，在每年巴士路線計劃文件中，本署會說明改善巴士服務的指引。根據該指引，個別路線如果在最繁忙的半小時內的載客率達 100%及在該一小時內載客率達 85%；或在非繁忙時段最繁忙的一小時內載客率達 60%，本署會考慮增加車輛行走，以提升服務水平。本署會繼續監察巴士路線的服務水平及乘客需求，並在有需要時與巴士公司檢討加強服務的可行性。

2016 年 3 月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

The Second Meeting of Traffic and Transport Committee 2016
Traffic and Transport Committee of Yuen Long District Council
Reply of Transport Department

Regarding increasing bus schedules and reviewing the quality of bus glass doors

Based on the materials provided by bus manufacturers, there are in fact no safety standards regarding bus door construction at present. However the glass adopted in buses meet the requirements of ECE 43 of Economic Commission for Europe. For the bus door accident, our Department has already set up a work group formed by the Transport Department, franchised bus companies and bus manufacturers, to review the safety of bus doors and make an improvement plan.

Our department is very concerned about this accident. We have requested franchised bus companies to enhance publicity of passengers' bus safety awareness, such as increasing the frequency of broadcasting the VRC and records in buses, reminding passengers of driving safety and the importance of holding handrails. In addition, franchised bus companies have strengthened training for drivers. Drivers shall control driving speed properly according to the traffic situation to avoid emergency breaking; slowdown in advance before turning around; choose proper routes; and drive forward only when there is no obstacle in the front. Drivers shall also use rear-view mirrors and video devices and be careful about the situation inside. To avoid accidents, drivers can only start driving after passengers get on/ out of the bus, sit down, or hold handrails safely. To strengthen the safety awareness of citizens for taking buses, the government increases the frequency of broadcasting relevant VRC and records.

Our Department will continue to contact franchised bus companies regularly to inspect bus design and safety issues.

In terms of increasing the bus schedules, our Department used to give an instruction on how to improve bus service in the documents of annual bus route planning. According to this instruction, if passenger rate in some route reaches 100% in the busiest half hour at peak time, and 85% in the busiest one hour at peak time, or 60% in the busiest one hour at non-peak time, our Department will consider to increase more buses to improve service. Our department will continue to inspect the service quality of bus routes and understand passengers' demand. Our department will also, together with the bus company, review the feasibility of improving service.

March 2016

元朗區議會交通及運輸委員會
巴士服務工作小組
二零一六年度第一次會議記錄

日　期：二零一六年四月十四日(星期四)

時　間：上午十時正至下午一時正

地　點：元朗橋樂坊二號元朗政府合署十三樓 元朗區議會會議廳

出席者

主　席：	麥業成議員	會議開始	會議結束
副主席：	陳美蓮議員	會議開始	會議結束
成　員：	湛家雄議員, BBS, MH, JP	會議開始	會議結束
	陳思靜議員	上午 11:30	會議結束
	張木林議員	會議開始	下午 12:45
	趙秀嫻議員	上午 10:15	上午 11:30
	周永勤議員	會議開始	會議結束
	鄺俊宇議員	上午 10:15	會議結束
	黎偉雄議員	會議開始	會議結束
	李月民議員, MH	會議開始	會議結束
	梁明堅議員	會議開始	會議結束
	馬淑燕議員	上午 10:25	會議結束
	沈豪傑議員	會議開始	上午 11:45
	蕭浪鳴議員	會議開始	會議結束
	鄧焯謙議員	會議開始	會議結束
	杜嘉倫議員	會議開始	會議結束
	黃偉賢議員	上午 10:10	下午 12:30
	姚國威議員	會議開始	上午 10:50
	袁敏兒議員	會議開始	會議結束

秘　書：林美欣女士　　元朗民政事務處行政助理(區議會)一

列席者

胡卓宏先生	元朗民政事務助理專員(二)
黎聲泉先生	運輸署高級運輸主任/元朗
黃依凡女士	運輸署高級運輸主任/巴士發展(新界西)
蔡小敏女士	運輸署運輸主任/巴士發展(新界西)
李侃陵先生	九龍巴士(一九三三)有限公司經理(策劃及發展)
梁領彥先生	九龍巴士(一九三三)有限公司襄理(策劃及發展)
尹彥超先生	九龍巴士(一九三三)有限公司社區事務高級經理

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廖華基先生	九龍巴士(一九三三)有限公司高級車務主任
潘振剛先生	龍運巴士有限公司襄理(車務)
謝智豪先生	龍運巴士有限公司高級車務主任
羅耀華先生	龍運巴士有限公司一級策劃及支援主任
龔樹人先生	城巴有限公司營運貳部經理

缺席者

郭　強議員, MH	
劉桂容議員	(因事請假)
梁福元議員	
陸頌雄議員	
黃煒鈴議員	(因事請假)
王威信議員	

*　　*　　*　　*　　*

歡迎詞

主席歡迎各委員及政府部門代表出席元朗區議會巴士服務工作小組(工作小組)二零一六年度第一次會議。

第一項：通過巴士服務工作小組成員名單
(巴士服務工作小組文件 2016／第 1 號)

2．　委員一致通過巴士服務工作小組成員名單。

第二項：通過巴士服務工作小組職權範圍
(巴士服務工作小組文件 2016／第 2 號)

3．　有委員就職權範圍提出修訂建議，建議委員如欲提出關於巴士服務的提問，須於即將舉行的交委會會議的十四個淨工作日前通知秘書。經商議後，成員一致贊成修訂第 3 項職權範圍為「為確保工作小組順暢，現建議成員如欲提出關於巴士服務的提問，須於即將舉行的交委會會議的十四個淨工作日前通知秘書，由交委會主席決定是否轉交工作小組討論」。

第三項：2016-2017 年度元朗區巴士路線計劃
(巴士服務工作小組文件 2016／第 3 號)
第五項：委員提問
(10) 沈豪傑議員、梁福元議員、張木林議員、袁敏兒議員及梁明堅議員強烈反對運輸署及九巴公司修改 68E 路線的建議
(巴士服務工作小組文件 2016／第 14 號)

4． 黃依凡女士簡介巴士服務工作小組文件 2016／第 3 號。

5． 黃依凡女士補充在去年路線計劃建議分拆一班服務由上水開的 279X 號線，今年亦修訂為於聯和墟開出該班次服務。

6． 委員就議題發表的意見摘錄如下：

(1) 對增設 A37 號線表示歡迎，惟反映繁忙時間的班次不足，要求加密班次至 30 分鐘一班;認為 A37 號線的收費過高,要求調整車費；建議 A37 號線行走天秀路，並於稍後落成的酒店設站；

(2) 反對修改 68E 號線，表示現時 68F 號線只有一成的載客率，不滿因將 68F 號線改為全日線而對 68E 號線作出改動，同時反對調撥 68M 號線的班次至 68F 號線，要求保留 68E 號線行走元朗公園至十八鄉路往青衣及加密班次，並於鳳翔路加設巴士站；

(3) 反映 E34A 號線於繁忙時間的班次不足,認為 E34A 號線的需求較 E34B 號線高，並反映繁忙時間的載客量已符合增加班次的指引，要求龍運及運輸署提供 E34A 號線的載客率,以及於繁忙時間進行實地視察；

(4) 反對 969 及 967 號線改經西消防局街，認為乘客需耗用更多時間前往目的地，反映現時前往信德中心的步距較短；

(5) 反對削減 268B 號線的兩個班次,由於西鐵線於繁忙時間的載客率高達 104%,認為在西鐵線未能盛載所有元朗區市民往市區上班前，268B 號線仍有保留價值；反映 268B 號線部分班次的時間未能配合乘客上班的時間，建議可修改 268B 號線的路線，途經土瓜灣工業區，以滿足上班人士的需求，並提升載客量；

(6) 要求 276 號線於洪福邨設站，現時乘客使用 261P 號線前往上水，表示該線未能滿足乘客需求；

(7) 反映 276A 及 276B 號線的班次比例有不平衡的情況，而且 276B 號線的脫班情況嚴重，希望運輸署認真改善有關情況；

(8) 要求將取消 64S 號線後的有關資源投放於錦田區；

(9) 對增設 269S 號線表示歡迎，惟 269C 號線於早上繁忙時間有一定的需求，表示仍有加密班次的空間；

(10) 反映以下路線的班次不足，並要求增加班次，包括：69X、265M、269M 號線；

(11) 關注實施巴士月票的進展或研究，認為巴士月票能提升巴士的競爭力；

(12) 反映部分路線改為長短途混合線，認為必須提供分段收費才能發揮長短途混合線的功能，因此要求洪福邨來往元朗增設分段收費，例如：68A、268X 號線；另有委員要求全面實施分段收費；

(13) 反映部分巴士線只提供一至兩個班次，建議運輸署安排屋邨巴士營辦有關路線；及

(14) 建議部門及巴士公司於巴士路線計劃內提供圖表式數據資料，，使委員能清晰掌握巴士服務的整體性；建議即使沒有路線改動，所有元朗區的巴士路線亦須列入巴士路線計劃內，並列明各路線的乘客量，以便分析需要調整的路線班次。

7． 黃依凡女士綜合回應如下：

(1) 運輸署與巴士公司會密切留意乘客需求，如有需要，巴士公司會適時按需求調整班次，不一定需要於每年的巴士路線計劃才可作出班次水平的調整；有關委員反映部分路線有班次不足的情況，包括 69X、265M、269M、276B 號線，運輸署表示會繼續監察路線的需求，如現有服務水平未能滿足乘客的需求，署方會與巴士公司跟進，並調整其服務水平，以滿足乘客需求；

(2) 就 E34A 號線的服務水平，龍運已陸續投放資源以改善班次服務，過去亦有增設特別班次以疏導乘客，以配合市民前往機場的需求；署方會密切留意乘客的需求，並適時加強服務水平；

(3) 有關洪水橋洪福邨一帶往上水或北區的情況，署方會積極研究以滿足乘客的乘車需求；署方對來往洪水橋及元朗增設分段收費的建議並不支持，以 268X 號線為例，由於此路線是一條往市區的長途路線，如在洪水橋往元朗提供分段收費，這樣可能會令更多其他短途路線乘客乘搭第 268X 號線，因而增加該線的整體行車時間，影響該線的乘客； 或導致巴士滿座， 令真正需要使用該線的乘客未能登車；巴士公司最終需要安排更多巴士行走有關路線， 以應付短途乘客的額外需求。這樣資源錯配的後果最終會令巴士公司的運作成本大增， 增加加價的壓力。 此外， 假如要實施雙向分段收費，巴士公司便需要更改收費系統，以確保乘客繳付正確車資。倘若要求乘客在上車和下車時均要拍八達通卡， 由於收費需時，會導致巴士在靠站時需要停留更長時間、 增加整體車程時間， 亦令繁忙道路的交通擠塞惡化。 基於上述原因， 本署並不支持有關建議。 另此， 建議 68A 號線的修改路線主要是讓洪福邨的居民減少步行至車站的時間；

(4) 有關 A37 號線加密班次的建議，在今年的巴士路線計劃內，如路線實行後乘客量有所增長，巴士公司建議逐步加強班次水平；現時巴士公司有提供應用程式，乘客亦可於網上參考路線班次在總站及各中途站預計到達的時間，方便乘客因應時間乘搭 A37 號線；有關 A37 號線的走線方面，如將 A37 號線改道及途經更多的地方，有可能會失去 A 線成為快線的定位；如果乘客選乘建議的 A37 號線由天水圍市中心一帶前往機場，較乘坐 E34A 號線可節省約 20-25 分鐘的行車時間；

(5) 備悉委員對 68E 號線改動的意見，並會整合各位的意見後一併考慮；解釋設立 68F 號線的原意是提供一條往返元朗市南與元朗站的巴士路線，方便區內的居民前往鐵路站以轉乘其他交通工具；68F 號線由現時只有早上兩個班次，將來落實後會改為全日的服務，署方避免重疊資源，建議 68E 號線改道行走大馬路一帶，令居民可以直接前往青衣；由於現時 68E 號線於繁忙時間的載客率不足七成，而在非繁忙時間的乘客量更持續偏低，於非繁忙時間的班次水平是以反映乘客需求的水平；

(6) 表示現時 268B 號線於早上繁忙時間的載客率大約為 50%，署方希望善用資源，有見 268P 號線自去年開始提供往東九龍的服務的需求較大，因此建議將部分資源調撥以加強 268P 的服務水平，並由一班增加至三班；

(7) 反映現時 64S 號線的載客率為 24%，乘客可於同站轉乘 64K 或 251A 號線往錦上路，以滿足他們的乘車需求，為善用資源，建議

取消該線；

(8) 有關 967 及 969 號線的改道情況，改道的原意是希望減少前往西營盤的乘客的步行時間，署方會再與城巴就委員的意見再作研究；

(9) 署方主要會列出有改動的路線於路線計劃內，並詳細列出重點服務的改動及繁忙時間及非繁忙時間的班次及乘客率；備悉有關使用資訊科技的建議，表示現時的文件亦有提供數據或路線圖以協助委員了解改動方案的細節，署方會考慮如何優化諮詢文件，並將巴士服務的資料清晰表達，使委員更了解及掌握路線營運的情況；

(10) 由於需要照顧居民上班及下班的乘車需求，所以某些巴士路線只於上、下午繁忙時段提供班次服務，；署方在審視居尼巴士服務時會留意附近一帶有否有其他合適的公共交通服務，此外，根據現時的政策，居民巴士服務應該是便利乘客前往就近鐵路車站或公共運輸交匯處，避免令繁忙市區的擠塞情況惡化，故此，本署對建議開辦長途的居民巴士服務有所保留。此外，專營巴士的載客量較居民巴士服務高，服務應該更為有效益；及

(11) 有關全面實施分段收費的建議，如要實施雙向分段收費，巴士公司需要更改收費系統，以確保乘客能繳付確實的車資，乘客於登車及下車均須拍八達通，這會延長巴士靠站的時間，有機會增加整體的行車時間,甚至可能使繁忙時間的部分交通路段更加惡化，基於這些原因，署方不支持全面實施雙向分段收費。

8． 潘振剛先生綜合回應如下：

(1) 備悉委員對 E34A 號線在部分繁忙時段班次上的編排及服務情況的意見；補充自 2014 年實行分拆 E34 號線後，龍運將很多額外的資源投放在 E34A 號線的服務改善上,除分拆路線及增加車輛外，亦有開辦特別班次，例如 E34X 號線及 E34P 號線，重點疏導乘客的乘車模式或需求；反映乘客量的增加及需求模式轉變時，龍運不只考慮路線計劃的編排,並會考慮調撥資源以處理客量的增加，龍運會繼續密切留意 E34A 號線的情況,並會適時處理新增的客量；及

(2) 備悉委員對 A37 號線的路線安排、車資、投入服務初期的班次水

平的意見，龍運會重點研究如何投放資源，使新線投入服務時能滿足乘客的需求；有關走線方面，部分委員提出於部分站位設站，龍運會再作研究；備悉議會對於車資方面的意見，補充專營巴士車費是根據公共巴士服務條例，按照有關車費等級表釐定。，例如 A37 號線是一條 A 線的巴士服務，根據所屬的服務類別，在收費等級表上亦有註明巴士公司可以收取的費用，龍運會按其車費等級表內訂明的可收取的最高車費的水平而釐定個別巴士路線的實際車費；澄清開辦 A 線的服務角色及功能，不限於出外旅遊的市民或人士，同時為配合由天水圍直接前往機場、客運大樓及博覽館一帶上班的市民及新的勞動人口，對特快巴士服務的需求，因此龍運今年度建議增設一條 A 線，希望提供直接快捷而不需要途經東涌新市鎮及貨運區的服務，A 線的功能在服務策劃的層面有多方面考慮乘客的需要，而不限於出外旅遊的乘客； A37 號線投入服務初期的時間建議為 60 分鐘一班，龍運會密切監察資源的投入後的需求變化，在 2017 年亦有進一步優化服務的項目。

9． 李侃陵先生綜合回應如下：

(1) 有關 68E 及 68F 號線的路線計劃，澄清九巴作出路線改動的原意是希望區內以 68F 號線作區內接駁而計劃將 68E 號線改由元朗公園經大馬路往青衣，路線並不會途經沙埔村；對於元朗南一帶需要保留 68E 號線的走線的意見，九巴備悉有關意見並會與運輸署作出研究及跟進；

(2) 就 268B 及 268P 號線的資源調撥，由於九龍東是人口增長中的地區，往九龍東上班的居民漸多，因此九巴將部分 268B 號線的班次調撥至 268P 號線新的班次，由於現時 268B 號線於早上的使用率不高，第一及第四班次的載客率同樣是不足 50%，而第二及第三班次相對地較多乘客，因此九巴建議保留 7:30 及 7:50 的班次，這兩個班次仍有剩餘的載客率去接載更多的乘客，基於另外兩個班次的乘客量較低，因此九巴建議調撥資源至其他新增長的地區；理解委員對 268B 號線部分開車時間未能符合各居民的上班時間的關注，澄清 268B 號線現時由早上星期一至五早上 7:10 至 8:10，觀察現時 4 個班次的情況，大致上符合居民的上班時間；九巴備悉委員對路線的意見，並會與運輸署再作討論；

(3) 表示雖然路線計劃中没有提及所有路線，但九巴會密切留意各路線的乘客量，並會適時調整服務，如部分路線符合增加班次的指引，九巴會主動與運輸署商討有關的安排；及

(4) 備悉有關分段收費及月票的意見。

10． 龔樹人先生綜合回應如下：

(1) 會密切留意 969B, 967, 967X 號線的客量情況，需要時會在路線計劃或按實際情況及根據運輸署的指引處理加班的安排；及

(2) 有關 967 及 969 號線在往香港方向的行車路線途經西消防局街及在中山公園附近設站，城巴已在皇后街(西行)設置分站以覆蓋港島西區，但收到居民的意見指開辦了西港島線後，西營盤站周邊的部分行人系統可以便捷乘客前往港島西，並可利用地鐵站的電梯到達半山區；城巴環顧客量及需要的可行方案，建議在中山公園對出的巴士站增設這兩條路線的車站，以方便乘客及將這兩條路線的覆蓋率向西面增加 400 米；如乘客需要前往西營盤、西營盤地鐵站或西邊街正街，可以利用中山公園站，並使用威利麻街對開的行人天橋系統前往，步程只需數分鐘，較現時前往信德中心便捷，認為在實際運作及實際行走的範圍絕對可以擴大天水圍居民前往港島西，特別是半山區、西營盤、正街西邊街一帶的步距優勢，相信對現有乘客的影響不會太大，亦沒有實際影響目前信德中心或以東的乘客的情況。希望委員可以重新考慮方案，增加路線的乘客步行覆蓋率，考慮活動範圍大而影響相對較小的方案。

11． 黎聲泉先生補充，有關 68E 及 68F 號線於鳳翔路設站的建議，運輸署經過多方面研究後，工程師會按道路情況作出適當的改動，並可於去程及回程在該地方設站，屆時工程完結後便會通知各委員有關的情況。

12． 主席總結，委員提出部份反對的意見供運輸署及巴士公司考慮，包括：反對 68E 號線改道、削減 268B 號線班次及取消 64S 及 251M 號線後應將有關資源投放於錦田區、反對 967 及 969 號線的改道建議。委員對削減班次有意見，希望運輸署暫時不要實行。委員普遍支持增設 A36 及 A37 號線，希望能加密 A37 號線的班次至 30 分鐘一班，並考慮調減車費。針對 E34A 號線的班次水平，建議龍運及運輸署安排實地視察，並於下次會議提供 E34A 號線的載客率。希望運輸署考慮相關委員的意見，以修訂本年度的巴士路線計劃，亦希望運輸署在下年度的巴士路線計劃及將來有任何巴士路線的改動，提供有關路線班次的載客率供委員參閱。

(會後備註：實地視察天耀邨耀民樓 E34A 巴士站安排於二零一六年五月十六日進

行。)

13． 梁明堅議員及袁敏兒議員提出以下動議，副主席、周永勤議員、張木林議員、黎偉雄議員、蕭浪鳴議員、杜家倫議員、姚國威議員、馬淑燕議員、湛家雄議員, BBS, MH, JP、李月民議員、鄧焯謙議員、沈豪傑議員及趙秀嫻議員和議：

「本小組強烈要求保留 68E 原有路線，繼續行駛十八鄉路，途經元朗西鐵站，經大欖隧道轉車站，直達青衣鐵路站，並要求增加 68E 服務班次，及增設鳳翔路巴士站。」

14． 委員對上述動議的表決發表的意見摘錄如下：

(1) 認為現時 68E 號線的客量穩定，運輸署當初開辦 68E 號線的目的是專為十八鄉路沿線的乘客及附近鄉郊區的市民而設，現時客量增加卻改道行走大馬路，對此表示不滿；

(2) 68F 現時只有 10%的載客率，但現卻改為全日服務，認為 68F 號線全日服務落實後便不應批准屋邨巴士服務提出申請；及

(3) 反對削減 68M 號線班次，從而配合 68F 號線的改動。

15． 黃依凡女士綜合回應如下：

(1) 澄清建議 68F 號線改為全日巴士服務並不是只為服務未來沙埔邨的人口增長，現時元朗市南已有很多新屋苑入伙，為配合元朗市南的乘客對往來元朗站一帶的需求及附近一帶的人口增長，建議延長 68F 號線的服務時間；

(2) 現時 68F 號線有兩個班次，當落實為全日行駛服務時，為免資源重叠，署方建議修改 68E 號線的路線，署方會一併研究委員對 68E 號線改道的意見；及

(3) 居民巴士服務方面，由於現時屋邨尚未入伙，署方未有收到申請，如日後署方收到申請時，會考慮一籃子的因案，其中一個考慮因素是當時屋苑附近一帶的公共運輸服務水平。

16． 成員以舉手及記名方式表決上述動議。副主席、陳思靜議員、張木林議

員、周永勤議員、鄺俊宇議員、黎偉雄議員、馬淑燕議員、蕭浪鳴議員、鄧焯謙議員、杜家倫議員、姚國威議員及袁敏兒議員贊成上述動議。

17． 主席總結，有 12 票贊成、0 票反對及 0 票棄權，有關動議獲絕對多數票通過。

(會後補註：秘書處已於二零一六年四月二十五日致函運輸署反映委員的意見及要求，而運輸署的書面回應亦已於二零一六年五月十六日發放予各委員。)

第四項：檢討城巴第 N969 號線改動路線後的營運狀況
(巴士服務工作小組文件 2016／第 4 號)
第五項：委員提問
(1)姚國威議員、劉桂容議員及鄧焯謙議員建議討論 N969 的改道安排
(巴士服務工作小組文件 2016／第 5 號)
(2)陸頌雄議員及鄧焯謙議員要求檢討 N969 巴士路線安排
(巴士服務工作小組文件 2016／第 6 號)
(3)陳美蓮議員要求取消 N969 巴士改道屯門
(巴士服務工作小組文件 2016／第 7 號)

18． 委員就議題發表的意見摘錄如下：

(1) 有委員反對 N969 號線改道屯門，認為路線改動後車程延長，延遲乘客歸家的時間，希望運輸署考慮居民的意見，作出適切的安排；

(2) 有委員對 N969 號線途經洪水橋表示歡迎，表示擴大服務範圍令更多乘客受惠，乘客數目的增加反映路線改動後受乘客歡迎；

(3) 理解乘車是一種習慣，居民反映行車時間增加了十多分鐘，當然會有微言，但考慮到能幫助更多夜歸的市民，路線改動值得支持；及

(4) 很多居民反映 N969 號線的改動有諮詢不足及推行時間較匆忙的情況，剛推行時市民亦有很大的意見，如未來有任何巴士路線的改動，希望運輸署及各巴士公司必須先諮詢議會的意見。

19． 黎聲泉先生回應，有關 N969 號線的改動早前已在交委會會議討論，運輸署亦有提供傳閱文件，收集及綜合當時的意見後，署方於 2015 年的 12 月 8 日實施路線改動。根據營運記錄，N969 號線往天水圍方向的行車時間增加約 8 分鐘，

署方明白對部分乘客引致不便，但考慮路線整體在區內的服務，現時 N969 號線的亮點在於洪水橋的居民可以因此得益。此外，由屯門往天水圍的乘客亦可乘搭這條路線，並提供$6.8 的分段收費以便利市民。現時 N969 號線已行走一段時間，署方認為運作大致暢順，並能惠及洪水橋、屯門及天水圍的居民。

20． 龔樹人先生回應，在 N969 號線落實後確實有收到議員、地區人士、代表對改動過程的意見及不滿意，城巴與運輸署當時為此商量方案，以理順路線的改動，並於去年 12 月與部分代表在會面內交流城巴或運輸署在協調上的問題，並承認責任，城巴亦藉此機會與各委員交代及致歉。N969 號線的改動方案已落實，部分市民於早段時間有意見，現時已實施了十八星期，城巴留意到市民某程度上適應改動後的行車模式，包括開車時間、延長了的 8 分鐘車程，表示在兩年多前的討論內亦有交代過預計 8 分鐘的延長車程，在現階段相信絕大部分的乘客在某程度上已逐漸適應，亦有部分新的乘客因乘搭這條路線而得到便捷。城巴亦會在個別日子，部分節日會加班行走，如過去的聖誕前夕、新曆大除夕、農曆大除夕等，亦得到滿意的載客率，城巴承諾會在節日跨日的日子，繼續安排加車，並會相對配合客量及調低乘客候車的時間。城巴會繼續觀察此路線整體的運作情況，除節日外，如客量足夠，城巴長遠會向運輸署申請增加班次，按人次及指引處理，歡迎議員日後對此路線有任何建議，可直接向城巴提供意見，城巴會與運輸署進一步考量需要改善的地方。

21． 主席總結，就 N969 號線的改動，去年 12 月以傳閱文件的方式處理，認為這只是知會而非諮詢議會，做法並不可取。日後有關路線改動的建議必須諮詢議會，並須給予充裕時間讓議員及居民進行諮詢及交代。

(4)郭強議員, MH、呂堅議員、蕭浪鳴議員、黃煒鈴議員 及馬淑燕議員要求龍運巴士下午繁忙時段分拆 E34A 線路
(巴士服務工作小組文件 2016／第 8 號)

22． 委員閱悉上述文件。

(5)郭強議員, MH、梁志祥議員, BBS, MH, JP、呂堅議員、 蕭浪鳴議員、黃煒鈴議員及馬淑燕議員要求 969C 巴士線上午繁忙時段開辦由天水圍開往鰂魚涌特別班
(巴士服務工作小組文件 2016／第 9 號)

23． 委員要求城巴考慮於上午繁忙時段開辦由天水圍開往鰂魚涌的特別班，並要求城巴開辦來往天水圍至鰂魚涌的全日線，以配合市民對鰂魚涌線的需求。

24． 龔樹人先生備悉委員的意見，表示現時特別班只提供下午繁忙時段由鰂魚涌往天水圍，城巴會細心研究服務的需要，希望日後的路線計劃能落實相關的方案。

25． 黎聲泉先生回應，運輸署會與城巴密切留意需求，檢討建議可行性。

26． 主席總結，委員要求於繁忙時段增加班次，希望運輸署及城巴考慮有關的意見。

(6)麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員及杜嘉倫議員建議討論九龍巴士 (一九三三)有限公司申領巴士網絡新專營權事宜；要求九龍巴士(一九三三)有限公司改善服務質素；並要求政府縮短巴士網絡專營權為五年期，以加強監管
(巴士服務工作小組文件 2016／第 10 號)

27． 委員就議題發表的意見摘錄如下：

(1) 認為巴士服務是否合乎市民的需求，運輸署有不可推卸的監管責任，建議運輸署應有一套客觀的準則，建議設立扣分制，如巴士公司經常出現誤點的情況、未能達到某一服務水平，或投訴個案達至某一數目，巴士公司將會被扣分，於下次運輸署考慮發放新專營權時，評分可作為參考，如分數較低者，應考慮不獲續領專營權或選擇其他競爭者，以限制巴士公司的獲准許回報；

(2) 認為九巴應有服務社會的心態，在服務質素上須確保班次供應足夠，盡快解決誤點及調動車輛的問題；及

(3) 現時政府批出九巴的專營權為十年，從檢視班次誤點的記錄上，班次在專營權檢討前比較準時，專營權批出後的班次誤點會有所增加，正因專營權的時間過長，巴士公司對於回應議員或市民的訴求有待改善，建議運輸署每年檢討巴士專營權，督促巴士公司改善服務。

28． 主席總結，參考過去十年的數字，九巴的脫班率達 4%，其他專營巴士公司的脫班率為 3.4%。由於專營權的諮詢期於 4 月 18 日屆滿，歡迎大家以書面提出意見，亦希望運輸署聽取委員的意見，在專營權方面設立扣分制，並可加強監

管。

(7)周永勤議員建議討論有關管制九巴廢氣排放
(巴士服務工作小組文件 2016／第 11 號)

29． 委員就議題發表的意見摘錄如下：

(1) 對九巴將歐盟五型巴士調派至中環、旺角、銅鑼灣表示不滿，強烈要求將有關巴士調回行走 69M、269B 及 269C 號線；及

(2) 認為 69M 及 269B 號線同樣行經旺角，未能理解抽調歐盟五型巴士的原因。

30． 尹彥超先生強調雖然九巴的車輛有一定的調動，但現時所有在路面行駛的九巴巴士，均符合歐盟環境部長理事會所制定的嚴格廢氣排放標準。九巴是次抽調低排放巴士至其他區域，主要是積極配合政府的要求，安排歐盟四期或以上型號的巴士行走繁忙的區域，希望可以對相關區域的空氣質素有一定的改善。九巴近年陸續購買新的巴士以更換退役的舊款巴士，截至三月底，九巴的歐盟四期或以上型號的車輛數目已超過 1700 部，稍後會陸續更換部分舊款的巴士。補充文件內提及的 500 部巴士是指全年預計會購買 500 部歐盟五期或以上的巴士。

31． 主席總結，建議九巴應盡量調配更多歐盟五型巴士行走元朗及天水圍，以改善區內的空氣質素。

(8)王威信議員、陳思靜議員及黃卓健議員建議討論 269C 繁忙時間的班次不足問題
(巴士服務工作小組文件 2016／第 12 號)

32． 委員閱悉上述文件。

33． 李侃陵先生備悉委員對 269C 繁忙時間班次的訴求，並會密切留意現時班次的載客量，需要時會主動與運輸署商討調整班次的事宜。

34． 主席總結，希望巴士公司在未來的巴士路線計劃內增加有關的班次。

(9)陳美蓮議員建議討論九巴轉乘優惠
(巴士服務工作小組文件 2016／第 13 號)

35． 委員就議題發表的意見摘錄如下：

(1) 反對九巴將轉乘時限由原來的 150 分鐘縮短至 90 分鐘，由於巴士路線重組後，乘客需要更多轉車時間，如遇上繁忙時間及路面擠塞的情況，乘客便會因超時而未能享用轉乘優惠；及

(2) 反映現時長者及傷殘人士未能享用轉乘優惠，轉乘後的第二程路段亦須收取$2 的費用，希望運輸署積極處理有關的問題。

36． 李侃陵先生回應，九巴調整轉乘優惠的時限主要希望能夠善用資源，以及令更多乘客受惠，九巴會因應路線及轉乘的組合，靈活地調整轉乘的時間，盡量令乘客不受影響。就長者及傷殘人士的轉乘收費做法，九巴會配合政府的優惠計劃，逐一處理每個轉乘優惠的組合。

37． 黎聲泉先生回應，運輸署一直鼓勵巴士公司向乘客提供更多轉乘優惠，但其商業決定需視乎巴士公司的營運情況及路線的配合。

38． 主席總結，對於長者及傷殘人士未能享用轉乘優惠，個別委員會提交議程再作討論，希望屆時部門及九巴提供詳細的回應並作出改善。此外，希望九巴可以維持 150 分鐘轉乘時限的做法。

(11)麥業成議員要求九巴公司增加巴士班次；及檢討巴士車門玻璃質量，避免意外再度發生
(巴士服務工作小組文件 2016／第 15 號)

39． 委員閱悉上述文件。

40． 尹彥超先生補充，早前書面回覆指九巴已成立專責委員會以全面檢討及提升乘客在行車期間在車廂內的安全事宜，委員會的報告已在三月中完成並呈交運輸署。此外，運輸署牽頭成立了工作小組以檢視巴士車門的安全及加強車廂安全措施，九巴亦有參與此工作小組，並會與運輸署保持緊密的溝通，全力配合政府的工作。

(9) Ms. CHAN Mei-lin proposed to discuss bus interchange discount offered by KMB (WGBS Paper No. 13/2016)

35. The views expressed by the member on the topic were as follows:

(1) An objection was raised against KMB shortening the transfer time limit from the original 150 minutes to 90 minutes. It is because after the bus routes restructuring, passengers need more time to transfer during peak hours and traffic congestion. The passengers will not be able to enjoy the interchange concession if they exceed the time limit; and

(2) it was reflected that the elderly and the disabled have not been able to enjoy the interchange concession. A fee of $2 also was charged for the second journey. It is hoped that the Transportation Department will actively handle the relevant issues.

36. Mr. Dennis LEE responded that, KMB's adjustment of the time limit for interchange concessions mainly aims to make good use of the resources. To benefit more passengers, KMB will flexibly adjust the time of transfer for different combination of routes and interchanges to avoid affecting the passengers. Regarding interchange fees for the elderly and the disabled, KMB will cooperate with the Government's preferential policies and deal with the combination of each transfer discount.

37. Mr. LAI Sing Chuen responded that the Transportation Department has encouraged bus companies to provide passengers with more interchange concessions. However, its commercial decision depends on the operation of the bus company and compatibility of the routes.

38. The Chairman summarized that, in relation to interchange concessions for the elderly and disabled, the Independent Committee would submit an agenda for further discussion, in the hope that the department and KMB will provide detailed response and see improvement by then. In addition, he hoped KMB could maintain the 150-minute transfer time limit.

(11) Mr. MAK Ip-Sing requested KMB to increase bus frequency and review the quality of glass doors of buses in avoidance of reoccurrence of accidents (WGBS Paper No. 15/2016)

39. Members have read the above-mentioned Paper.

40. Mr. WAN Yin Chiu added, an earlier written reply stated that KMB has set up a committee to conduct a comprehensive review and enhance the safety of passengers in the bus during the drive. The report of the committee was completed and submitted in mid-March to the Transport Department. In addition, the Transport Department took the lead in setting up a working group to examine the safety of bus doors and strengthen the safety in buses. KMB has joined the working group, and will maintain close communication with the Transport Department and in full cooperation with the Government.

第六項：通過巴士服務工作小組二零一六年度會議時間表
(巴士服務工作小組文件 2016／第 16 號)

41． 委員一致通過上述會議時間表。

第七項：其他事項

42． 餘無別事，會議於下午一時結束。

元朗區議會秘書處
二零一六年五月

致　：元朗區議會
　　交通及運輸委員會
　　程振明 主席
由　：姚國威議員、劉桂容議員、鄧焯謙議員、陸頌雄議員、
　　吳家良先生、陸子峯先生
日期　：2018 年 1 月 4 日

請將以議程列下次會議議程：

關注大欖隧道轉車站奪命交通意外
緊急討論提升轉車站安全

背景

據媒體報導，2018 年 1 月 3 日晚上，一輛大型貨櫃車在大欖隧道收費廣場沿青朗公路往元朗方向行駛期間，突然失控鏟上轉車站北行最前站位，繼而衝出鐵欄，翻落約 4 米高的山坡，撞毀一輛停泊在路邊的平治房車後橫卧在八鄉路行車線。事件導致 10 名候車乘客受傷，其中一名 27 歲女子更被撞落山坡，當場證實死亡。

要求及建議

奪命車禍發生後，我們曾到意外現場視察，發現大欖隧道轉車站的安全措施及設計存在以下問題：

巴士路線重組後，轉車站使用率不斷提高，繁忙時段更有大批乘客上落，但轉車站站頭位置並無加裝防撞設計，嚴重缺乏路壆、防撞欄等設施，未能緩衝失控貨櫃車車速，減少意外，造成人命傷亡。

就上述問題，我們提出三項建議，望有關部門注意：

一、 設立分隔帶，隔開轉車站及公路，並加強站內安全設施，如設置更多風琴式防撞欄，避免嚴重事故再次發生；

二、 改善站內晚間照明系統，由於事發時間依然是大欖隧道轉車站的繁忙時段，不少大型車輛都會駛經有關路段，加強站內照明系統有助司機掌握路面情況，減低發生意外機會；

三、 加裝語音提示系統，提醒候車乘客時刻注意路面情況。

我們現邀請運輸署、警方及九龍巴士（一九三三）有限公司派代表出席會議，商討提升轉車站安全措施。

姚國威

聯絡人：姚國威

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Document of Traffic and Transport Committee 2018/ No.9
(To be discussed at the meeting on 11.1.2018)

To: Chairman Ching Chan-ming
Traffic and Transport Committee
Yuen Long District Council

From: Councilor Yiu Kwok-wai, Coucilor Lau Kwai-yung, Councilor Tang Cheuk-him, Councilor Luk Chung-hung, Mr. Ng Ka-leung and Mr. Luk Tsz-fung

Date：Jan 4 2018

Please list the next meeting agenda based on this agenda

Concern for fatal traffic accident at Tai Lam Tunnel Transfer Station
Request for an immediate discussion about increasing safety of transfer stations

Background

According to media reports, at night of Jan 3 2018, a big cargo truck, running at Tsing Long Highway from Tai Lam Tunnel toll station towards Yuen Long, suddenly lost control and then hit the front-most part of the transfer station. The truck went past the fences and fell down a 4-meter slope. A Benz RV, parked nearby, was crushed and then lay on the driving line of Pat Heung Road. The accident caused 10 injuries while they were waiting for buses, among of which, a 27-year-old woman, was confirmed dead on site, after she was hit and fell down the slope.

Request and Advice

After the fatal accident, we went to the site for investigation and found that the safety measures and design of Tai Lam Tunnel transfer station have the following problems:

After restructuring of bus routes, the transfer station is used more often. At peak times, there are more passengers embarking and disembarking. However, the front part of the transfer station has no anti-collision design. A serious shortage of guard rails or anti-collision facilities to work as a buffer for cargo trucks to slow down and hence could not prevent (lower the number of) accidents, injuries or deaths.

For the previously mentioned problems, we provide three advices. We hope relevant departments would take these into consideration.

I. Set up isolating zones; isolate the transfer station from highways; strengthen the safety measures inside the station, such as installing more organ-shaped anti-collision fences, to avoid serious repeated accidents;
II. Improve the lighting at night inside the station. As the accident happened at the peak time of Tai Lam Tunnel transfer station, many large vehicles are passing through the route in discussion. Improved lighting system provides drivers with a better vision of the road, thus reducing the chance of accidents;

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III. Install a voice reminder device to warn passengers of the traffic situation.

We hereby would like to invite the representatives of the Transport Department, Police and Kowloon Motor Bus Co. (1933) Ltd. to attend the meeting, and to discuss about the improvement of safety measures for the transfer station.

[signature:] Yiu Kwok-wai

Contact person: Yiu Kwok-wai

本署檔號：(50) in NTN YL 22/25 P.29
來函檔號：HAD YLDC 13/30/6/1(2018)
電話　　：3661 4608
傳真號碼：2442 9081

新界元朗
橋樂坊 2 號
元朗政府合署 13 樓
元朗區議會秘書處
元朗區議會
元朗區議會交通及運輸委員會秘書
吳雪怡女士

吳女士：

關注大欖隧道轉車站奪命交通意外
緊急討論提升轉車站安全

本署已收到貴會秘書處於 2018 年 1 月 5 日的來函轉達有關姚國威議員、劉桂容議員、鄧焯謙議員、陸頌雄議員、吳家良先生、陸子峯先生就上述議題所提出的關注。本署回覆如下：

警方一向重視道路交通安全，並歡迎任何建議以減低交通意外引致人命傷亡的任何措施。警方會全力配合相關部門以提高道路交通安全。

如有任何意見，請致電 3661 4608 與何信榮總督察或與元朗警區交通隊主管警署警長汪世豪聯絡，電話 3661 4622。

元朗警區指揮官

(何信榮　　代行)

2018 年 01 月 05 日

副本：元朗警區指揮官
　　元朗警區元朗分區指揮官

YLDC Received on
- 5 JAN 2018

TOTAL P.01

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Filing No. of received document: HAD YLDC
13/30/6/1(2018)
Tel: 3661 4608
Fax: 2442 9081

Reply to Document of Traffic and Transport Committee 2018/ No.9
(Discussed at the meeting on 11.1.2018)

Ms. Cherry Ng
Secretary of Traffic and Transport Committee, Yuen Long District Council
Yuen Long District Council
Secretariat of Yuen Long District Council
13/F, Yuen Long Government Offices
No.2, Kiu Lok Square
Yuen Long, New Territories.

Dear Ms. Ng,

Concern for fatal traffic accident at Tai Lam Tunnel Transfer Station

Request an immediate discussion about increasing safety of transfer stations

Our department has received the letter of your esteemed Secretariat, dated Jan 5, 2018, expressing the concern of Councilor Councilor Yiu Kwok-wai, Coucilor Lau Kwai-yung, Councilor Tang Cheuk-him, Councilor Luk Chung-hung, Mr. Ng Ka-leung and Mr.Luk Tsz-fung regarding the aforesaid topic. Our reply as follows:

The Police always puts great emphasis on traffic safety. Any recommendation on how to prevent traffic accidents and how to reduce injuries and deaths are welcomed. The Police will use our best efforts to cooperate with relevant departments to improve traffic safety.

For any inquiry, please contact Chief Inspector Ho Shun-wing at 3661 4608, or call 3661 4622 for Chief Police Officer Wong Sai-ho, Chief Traffic Office of Yuen Long Police.

Commander, Yuen Long Police

[Signature:] Ho Shun-wing

Jan 5, 2018

Copies: Commander of Yuen Long Police

Commander of Yuen Long Sub-district Police, Yuen Long Police

[stamp:] YLDC received on Jan 5 2018

答交委會文件 2018／第 9 及 10 號
(於 11.1.2018 會議討論)

元朗區議會
交通及運輸委員會
2018 年第一次會議

九龍巴士(一九三三)有限公司之回應

有關姚國威議員、劉桂容議員、鄧焯謙議員、陸頌雄議員、吳家良先生、陸子峰先生之議題:「關注大欖隧道轉車站奪命交通意外緊急討論提升轉車站安全」
及
有關麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員、林廷偉先生之議題:「有關 1 月 3 日大欖隧道貨櫃車交通意外」

九巴十分關注是次交通意外，九巴作為大欖隧道轉車站的使用者，會與相關部門緊密聯繫並作出配合，為乘客提供安全及舒適的候車環境。

2018 年 1 月

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Reply to Document of Traffic and Transport Committee 2018/ No.9 &10

(To be discussed at the meeting on 11.1.2018)

The first meeting of Traffic and Transport Committee 2018

Traffic and Transport Committee

Yuen Long District Council

Reply of Kowloon Motor Bus Co. (1933) Ltd.

Regarding the topic of Councilor Yiu Kwok-wai, Coucilor Lau Kwai-yung, Councilor Tang Cheuk-him, Councilor Luk Chung-hung, Mr. Ng Ka-leung and Mr. Luk Tsz-fung: "Concern for fatal traffic accident at Tai Lam Tunnel Transfer Station and Request for an immediate discussion about increasing the safety of the transfer station".

Regarding the topic of Councilor Mak Ip-sing, Councilor Chan Mei-lin, Councilor Wong Wai-yin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai: "About the Cargo Truck Accident at Tai Lam Tunnel Transfer Station on Jan 3".

KMB is very concerned about this accident. As the user of Tai Lam Tunnel Transfer Station, KMB will keep close contact and cooperation with relevant departments to provide passengers with a safe and comfortable environment in the waiting area.

Jan 2018

答交委會文件 2018／第 9 號
(於 11.1.2018 會議討論)
(席上提交)

元朗區議會
交通及運輸委員會
二零一八年度第一次會議

關注大欖隧道轉車站奪命交通意外

緊急討論提升轉車站安全

運輸署和路政署一直按實際情況和需要，設置及定期檢視公共道路的防護設施，並會視乎道路環境及設計，如路段的時速限制、道路的車流量、可用空間及防撞欄的防撞等級等，以安裝合適設計及等級的防護設施。

大欖隧道近元朗收費廣場的巴士轉乘站, 位於車速限制每小時50公里的直路路旁的巴士停車灣內。巴士停車灣與外邊行車道之間設有附設廣告牌或欄杆的分隔島，而巴士停車灣的前後路段均設有防撞欄。

就2018年1月3日晚上於大欖隧道北行線收費廣場附近發生的致命交通意外, 本署會與巴士公司及三號幹線(郊野公園段)有限公司檢視有關巴士停車灣的安排，並會因應警方就意外成因的調查結果，採取適當的跟進措施。

謝謝姚國威議員，劉桂容議員，鄧焯謙議員，陸頌雄議員，吳家良先生及陸子峯先生的意見。

運輸署
交通工程(新界西)部
2018 年 1 月 10 日

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Reply to Document of Traffic and Transport Committee 2018/ No.9
(To be discussed at the meeting on 11.1.2018)
(To be submitted at meeting)

The first meeting of Traffic and Transport Committee 2018
Traffic and Transport Committee
Yuen Long District Council

Concern for fatal traffic accident at Tai Lam Tunnel Transfer Station

Request for an immediate discussion about increasing safety of transfer station

Based on the actual situation and demand, Transport Department and Highways Department always monitors and regularly inspects the protection facilities of public roads, and inspect road conditions and design, such as speed limit per hour, traffic volume, usable space and anti-collision level of anti-collision fences, etc., in order to install protection facilities with suitable design and level.

The bus transfer station near the toll station of Tai Lam Tunnel is located inside the bus-parking bay near the straight route with hourly speed limits of 50 Kilometers. Between the driveways outside the bus parking bay there are an isolation island with billboards or railings. Before the front part of the bus parking bay there are anti-collision railings.

With respect to the fatal accident near the toll station of Tai Lam Tunnel at the night of Jan 03, 2018, our Department will, together with the Bus Company and Route 3 (CPS) Company Limited, inspect the arrangement related to the bus parking bay. Meanwhile our department will take proper follow-up measures based on the results of accident investigation of the police.

Thanks for the advice from Councilor YIU Kwok-wai, Coucilor LAU Kwai-yung, Councilor Tang Cheuk Him, Councilor Luk Chung-hung, Mr. Ng Ka-leung and Mr. Luk Tsz-fung.

Transport Department

Transport Engineering (West New Territories) Section

Jan 10 2018

致：元朗區議會　交通及運輸委員會主席
程振明議員

由：元朗區議會　交通及運輸委員會委員
麥業成議員，陳美蓮議員，黃偉賢議員，鄺俊宇議員，杜嘉倫議員，林廷衛先生

請把下列提問列入 1 月 11 日交通及運輸委員會會議內討論

有關本年 1 月 3 日大欖隧道貨櫃車交通意外；要求(1)調查意外成因，防止意外再度發生；(2)增加大欖隧道巴士站候車處（往九龍及往元朗方向）的照明及增設防撞柱等設施，保障候車乘客安全

於 1 月 3 日，大欖隧道再次發生嚴重交通意外，一輛貨櫃車離開大欖隧道向元朗行駛，疑失控錯上路旁巴士轉車站，並衝落山坡，造成 1 死 5 傷的嚴重車禍。大欖隧道發生嚴重交通意外已非首次，因此，政府有必要改善大欖隧道出入口，特別靠近巴士轉車站一帶的安全設施，避免再有嚴重交通意外發生。

因此，現有下列要求：

1. 調查是次意外成因，防止同類意外再度發生；
2. 增加大欖隧道轉車站候車處（往九龍及往元朗方向）的照明系統，讓駕駛者清楚看到巴士站上的情況；
3. 於大欖隧道轉車站候車處（往九龍及往元朗方向）的尾部或適當位置增加防撞柱，以分隔候車處及行車路，減低造成嚴重意外的機會。

現要求運輸署代表及相關部門就上述事宜作出回應及改善。

YLDC Received on
- 8 JAN 2018

2018 年 1 月 5 日

聯絡人：麥業成

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Reply to Document of Traffic and Transport Committee 2018/ No.10
(To be discussed at the meeting on Nov.01 2018)

To: Chairman of Traffic and Transport Committee, Yuen Long District Council
Councilor CHING Chan-ming
From: Traffic and Transport Committee, Yuen Long District Council
Councilor MAK Ip-sing, Councilor CHAN Mei-lin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai

Please put the following questions to the meeting agenda of Traffic and Transport Committee Jan 11

About the traffic accident of cargo truck at Tai Lam Tunnel Transfer Station on January 3 of this year
require (1) to investigate the external and internal causes to avoid similar accidents ; (2) to increase the illumination and anti-collision facilities at the Tai Lam Tunnel Bus Waiting Area (towards Kowloon and Yuen Long), to ensure the safety of passengers

On Jan 3, an accident occurred near the Tai Lam Tunnel again. A big cargo truck, departing from Tai Lam Tunnel towards Yuen Long, which was out of control and ran into the bus station near the highway and then fell down a slope, causing one death and five injuries. It is not the first time that accident happened at Tai Lam Tunnel. Therefore, the government should improve the exit/entrance of Tai Lam Tunnel, especially the safety facilities near the bus transfer station so that serious accidents will not occur again.

Therefore, we have the following requirements:

1. Investigate the causes of this accident; and prevent similar accidents;
2. Add illumination system at the Tai Lam Tunnel Bus Waiting Area (towards Kowloon and Yuen Long), to allow drivers to see the situation of bus station more clearly;
3. Add anti-collision facilities at the rear or proper area of Tai Lam Tunnel Bus Waiting Area (towards Kowloon and Yuen Long), to isolate the waiting area and driveways, and to reduce the rate of serious accidents.

We hereby request the representatives of Transport Department and relevant departments to give feedback and improvement of the aforementioned issues.

Jan 05, 2018 [stamp:] YLDC Received on -8 Jan 2018 [stamp:] Office of Councilor MAK Ip-sing

[signature:] [illegible]

Contact person: MAK Ip-sing

答交委會文件 2018／第 9 及 10 號
(於 11.1.2018 會議討論)

元朗區議會
交通及運輸委員會
2018 年第一次會議

九龍巴士(一九三三)有限公司之回應

有關姚國威議員、劉桂容議員、鄧焯謙議員、陸頌雄議員、吳家良先生、陸子峰先生之議題:「關注大欖隧道轉車站奪命交通意外緊急討論提升轉車站安全」
及
有關麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員、林廷偉先生之議題:「有關 1 月 3 日大欖隧道貨櫃車交通意外」

九巴十分關注是次交通意外，九巴作為大欖隧道轉車站的使用者，會與相關部門緊密聯繫並作出配合，為乘客提供安全及舒適的候車環境。

2018 年 1 月

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本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

TTC Paper No. 9 & 10/2018
(Discussed at the meeting on 11 January 2018)

1st Meeting of the Traffic and Transport Committee of the Yuen Long District Council in 2018

Response of The Kowloon Motor Bus Company (1933) Limited

In relation to the discussion topic raised by Mr. YIU Kwok Wai, Ms. LAU Kwai Yung, Mr. TANG Cheuk Him, the Hon LUK Chung Hung, Mr. NG Ka Leung and Mr. LUK Tsz Fung: "attention towards the fatal traffic accident at Tai Lam Tunnel interchange station and requested to hold an urgent discussion on enhancing safety"
And
In relation to the discussion topic raised by Mr. MAK Ip Sing, Ms. CHAN Mei Lin, Mr. WONG Wai Yin, Zachary, the Hon KWONG Chun Yu, Mr. TO Ka Lun and Mr. LAM Ting Wai: "container truck accident at Tai Lam Tunnel on 3 January 2018

KMB is extremely concerned about this traffic accident. As a user of the Tai Lam Tunnel Interchange Station, KMB will maintain close communication and cooperation with the relevant departments to provide passengers with a safe and comfortable waiting environment.

January 2018

本署檔號 : (52) in NTN YL 22/25 P.29
來函檔號 : HAD YLDC 13/30/6/1(2018)
電話 : 3661 4608
傳真號碼 : 2442 9081

答交委會文件 2018／第 10 號
（於 11.1.2018 會議討論）

新界元朗
橋樂坊 2 號
元朗政府合署 13 樓
元朗區議會秘書處
元朗區議會
元朗區議會交通及運輸委員會秘書
吳雪怡女士

吳女士：

大關本年 1 月 3 日大欖隧道貨櫃車交通意外

本署已收到貴會秘書處於 2018 年 1 月 8 日的來函轉達有關麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜家倫議員、林廷衛先生就上述議題所提出的關注。本署回覆如下：

就本年 1 月 3 日，大欖隧道貨櫃車交通意外引致傷亡之案件，警方於案發後以「危險駕駛引致他人死亡」之罪名拘捕涉案之貨櫃車司機，案件已交由新界北總區交通部特別調查隊作出全面調查。

警方一向重視道路交通安全，並歡迎任何建議以減低交通意外引致人命傷亡的任何措施。警方會全力配合相關部門以提高道路交通安全。

如有任何意見，請致電 3661 4608 與何信榮總督察或與元朗警區交通隊主管警署警長汪世豪聯絡，電話 3661 4622。

元朗警區指揮官

(何信榮 代行)

2018 年 01 月 09 日

副本 ：元朗警區指揮官
元朗警區元朗分區指揮官

YLDC Received on
- 9 JAN 2018

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File No.: (52) in NTN YL 22/25 P.29
Letter No.: HAD YLDC 13/30/6/1 (2018)
Tel No.: 3661 4608
Fax No.: 2442 9081

TTC Paper No. 10/2018
(Discussed at the meeting on 11 January 2018)

Ms. Cherry NG
Secretary of Traffic and Transport Committee of the Yuen Long District Council
13/F, Yuen Long Government Offices
Yuen Long District Council Secretariat
Yuen Long District Council
2 Kiu Lok Square,
Yuen Long, New Territories

Ms. NG,

Concerning the Container Truck Accident Outside Tai Lam Tunnel on 3 January of this Year

The Department has received the letter from your Secretariat on 8 January 2018 to convey the concern of Mr. MAK Ip Sing, Ms. CHAN Mei Lin, Mr. WONG Wai Yin, Zachary, Mr. KWONG Chun Yu, Mr. TO Ka Lun, Mr. LAM Yin Wai on the captioned topic. The response of the Department is as follows:

With regards to the case of casualties cased by the container truck accident outside Tai Lam Tunnel on 3 January of this Year, the police has arrested the container truck driver under the offence of "Causing death by dangerous driving". The case has already been passed to the Special Investigation Team of the New Territories North Region Traffic and a comprehensive investigation will be conducted on the case.

The police have always paid attention to traffic safety and welcomed discussion on any suggestions to reduce accidents that may cause injuries or deaths. The police will spare no efforts to cooperate with the relevant departments to improve traffic safety.

Should you have any queries, please feel free to contact Mr. HO Shun Wing, Chief Inspector, at 3661 4608 or Mr. WONG Sai Ho, Yuen Long District Traffic Team Sergeant, at 3661 4622.

Commander of Yuen Long District
[Signed]
(For and on behalf of Mr. HO Shun Wing)

9 January 2018

Cc: Commander of Yuen Long District
Divisional Commander of Yuen Long District

YLDC Received on
9 January 2018

答交委會文件 2018／第 10 號
(於 11.1.2018 會議討論)
(席上提交)

元朗區議會
交通及運輸委員會
二零一八年度第一次會議

有關本年 1 月 3 日大欖隧道貨櫃車交通意外；

要求(1)調查意外成因，防止意外再度發生；

(2)增加大欖隧道巴士站候車處(往九龍及往元朗方向)的照明及增加

防撞柱等設施，保障候車乘客安全

運輸署和路政署一直按實際情況和需要，設置及定期檢視公共道路的防護設施，並會視乎道路環境及設計，如路段的時速限制、道路的車流量、可用空間及防撞欄的防撞等級等，以安裝合適設計及等級的防護設施。

大欖隧道近元朗收費廣場的巴士轉乘站, 位於車速限制每小時50公里的直路路旁的巴士停車灣內。巴士停車灣與外邊行車道之間設有附設廣告牌或欄杆的分隔島，而巴士停車灣的前後路段均設有防撞欄。

就2018年1月3日晚上於大欖隧道北行線收費廣場附近發生的致命交通意外, 本署會與巴士公司及三號幹線(郊野公園段)有限公司檢視有關巴士停車灣的安排，並會因應警方就意外成因的調查結果，採取適當的跟進措施。

謝謝麥業成議員，陳美蓮議員，黃偉賢議員，鄺俊宇議員，杜嘉倫議員及林廷衛先生的意見。

運輸署
交通工程(新界西)部
2018 年 1 月 10 日

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Reply to Document of Traffic and Transport Committee 2018/ No.10
(To be discussed at the meeting on Nov.01 2018)
(To be submitted at meeting)

The first meeting of Traffic and Transport Committee 2018
Traffic and Transport Committee
Yuen Long District Council

About the traffic accident of cargo truck at Tai Lam Tunnel Transfer Station on January 3 of this year

require (1) to investigate the external and internal causes to avoid similar accidents ;

(2) to increase the illumination and anti-collision facilities at the Tai Lam Tunnel Bus Waiting Area (towards Kowloon and Yuen Long), to ensure the safety of passengers

Based on the actual situation and demands, Transport Department and Highways Department always set and regularly inspect the protection facilities of public roads, and inspect road conditions and design, such as speed limit per hour, traffic volume, usable space and anti-collision level of anti-collision fences, etc., in order to install protection facilities with suitable design and level.

The bus transfer station near the toll station of Tai Lam Tunnel is located inside the bus-parking bay near the straight route with an hourly speed limit of 50 Kilometers. Between the driveways outside the bus parking bay there is an isolation island with billboards or railings. Before the front part of the bus parking bay there are anti-collision railings.

With respect to the fatal accident near the toll station of Tai Lam Tunnel at the night of Jan 03, 2018, our Department will together with the Bus Company and Route 3 (CPS) Company Limited to inspect the arrangement related to the bus parking bay. Meanwhile our department will take proper following-up measures based on the results of accident investigation of the police.

Thanks for the advice from Councilor Mak Ip-sing, Councilor Chan Mei-lin, Councilor Wong Wai-yin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai.

Transport Department
Transport Engineering (West New Territories) Section
Jan 10 2018

元朗區議會交通及運輸委員會
二零一八年度第一次會議記錄

日　期：二零一八年一月十一日(星期四)

時　間：上午十時正至下午一時五十分

地　點：元朗橋樂坊二號元朗政府合署十三樓 元朗區議會會議廳

出席者		出席時間	離席時間
主　　席	：程振明議員	(會議開始)	(會議結束)
副 主 席	：麥業成議員	(會議開始)	(會議結束)
委　　員	：湛家雄議員, BBS, MH, JP	(會議開始)	(會議結束)
	陳美蓮議員	(會議開始)	(會議結束)
	陳思靜議員	(上午 10:10)	(會議結束)
	張木林議員	(會議開始)	(會議結束)
	趙秀嫻議員, MH	(會議開始)	(會議結束)
	周永勤議員	(會議開始)	(會議結束)
	郭慶平議員	(會議開始)	(下午 12:15)
	郭　強議員, MH	(會議開始)	(會議結束)
	劉桂容議員	(上午 10:15)	(會議結束)
	李月民議員, MH	(上午 10:50)	(下午 1:40)
	梁明堅議員	(會議開始)	(會議結束)
	馬淑燕議員	(上午 10:30)	(會議結束)
	文光明議員	(會議開始)	(會議結束)
	文炳南議員, MH	(會議開始)	(下午 12:50)
	沈豪傑議員	(會議開始)	(上午 11:30)
	蕭浪鳴議員	(上午 10:30)	(下午 1:35)
	鄧卓然議員	(會議開始)	(正午 12:00)
	鄧慶業議員, BBS	(會議開始)	(下午 12:45)
	鄧家良議員	(上午 10:10)	(會議結束)
	鄧鎔耀議員	(會議開始)	(會議結束)
	杜嘉倫議員	(會議開始)	(會議結束)
	黃卓健議員	(會議開始)	(會議結束)
	黃煒鈴議員	(上午 10:10)	(下午 12:15)
	王威信議員, MH	(上午 10:10)	(會議結束)
	黃偉賢議員	(上午 10:20)	(會議結束)
	楊家安議員	(上午 10:10)	(下午 1:00)

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	袁敏兒議員	(會議開始)	(會議結束)
增選委員 ：	陳天任先生	(上午 10:10)	(會議結束)
	張偉琛先生	(會議開始)	(會議結束)
	徐君紹先生	(會議開始)	(會議結束)
	郭靜然女士	(會議開始)	(會議結束)
	林廷衞先生	(會議開始)	(會議結束)
	李啟立先生	(會議開始)	(會議結束)
	吳家良先生	(會議開始)	(會議結束)
	鄧錦輝先生	(會議開始)	(會議結束)
	鄧永明先生	(會議開始)	(會議結束)

秘　　書 ：吳雪怡女士　　元朗民政事務處行政主任(區議會)二

列席者

麥嘉盈女士	元朗民政事務助理專員(二)
譚樂忻女士	運輸署高級運輸主任/元朗 1
梁加諾先生	運輸署高級運輸主任/元朗 2
楊兆永先生	運輸署工程師/元朗東
文家豪先生	運輸署工程師/元朗西
區文宇先生	運輸署工程師/元朗中
施勇志先生	路政署區域工程師/元朗(西)
李彧孜先生	土木工程拓展署工程師/16(西)
何信榮先生	香港警務處元朗區行動主任
汪世豪先生	香港警務處元朗區交通隊主管
潘蕙婉女士	房屋署房屋事務經理(元朗五)
吳炳棠先生	元朗地政處行政助理/地政

議程第二項

冼佳慧女士	運輸署高級運輸主任/鐵路 5
郭裕鋒先生	運輸署運輸主任/鐵路 5

議程第三(3)項

林文光先生	機電工程署高級工程師/鐵路 2
林　圓女士	香港鐵路有限公司助理公共關係經理－對外事務

議程第三(4)及(5)項

洪安琪女士	九龍巴士(一九三三)有限公司襄理(車務)

缺席者

鄺俊宇議員	
黎偉雄議員	(因事請假)
梁福元議員	(因事請假)
呂　堅議員, MH	(因事請假)
陸頌雄議員	(因事請假)
鄧焯謙議員	(因事請假)
姚國威議員	
鍾就華先生	
陸子峯先生	

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歡迎詞

主席歡迎各委員及政府部門代表出席元朗區議會交通及運輸委員會(交委會)二零一八年度第一次會議，並歡迎香港警務處元朗警區交通隊主管汪世豪先生首次出席會議。

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(4) 姚國威議員、劉桂容議員、鄧焯謙議員、陸頌雄議員、吳家良先生及陸子峯先生關注大欖隧道轉車站奪命交通意外，要求緊急討論提升轉車站安全

(交委會文件 2018/第 9 號)

(5) 麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷衞先生要求討論有關本年 1 月 3 日大欖隧道貨櫃車交通意外；要求(1)調查意外成因，防止意外再次發生；(2)增加大欖隧道巴士站候車處(往九龍及往元朗方向)的照明及增設防撞柱等設施，保障候車乘客安全

(交委會文件 2018/第 10 號)

22. 主席歡迎下列人士出席會議：

九龍巴士(一九三三)有限公司
襄理(車務) 洪安琪女士

23. 由於兩項議題相關，主席建議合併討論。

24. 委員就議題發表的意見摘錄如下：

(1) 多位委員反映大欖隧道不時發生嚴重交通意外，加上大欖隧道轉車站的使用量不斷增多，要求盡快調查是次意外成因及提升轉車站的安全，建議加設分隔欄等防撞設施、加強燈光照明系統及加設語音系統等，以保障候車乘客的安全；

(2) 促請運輸署及巴士公司在使用率高、車速高及多大型車輛使用的公路旁的巴士站，如轉車站等，採用較堅固或設有自動感應系統的防撞欄，以加強防護效果；

(3) 指出最靠近巴士候車處的車道為自動道路繳費，故車速較快，希望運輸署及隧道公司研究遷移自動道路繳費的通道到距離較遠的位置，並建議警方就超速問題加強執法；

(4) 為了預防意外重複發生，建議運輸署考慮研究於巴士專線的入口以較厚的油漆髹上黃線及加設警示燈，以提醒渴睡或疲倦的駕駛者留意交通情況；

(5) 建議政府立例監管司機過勞的情況，例如利用全球定位系統，當司機連續駕駛一段時間及一定距離後，規定司機休息後才可繼續行駛；及

(6) 由於警方調查需時，要求運輸署先盡快落實部分改善轉車站的安全措施，並查詢肇事位置有否安裝閉路電視監察。

25． 洪安琪女士表示，九巴作為大欖隧道轉車站的使用者，十分關注是次交通意外，備悉委員提供的改善建議，會與相關部門緊密聯繫並作出配合，為乘客提供安全及舒適的候車環境。

26． 楊兆永先生綜合回應如下：

(1) 運輸署關注一月三日於大欖隧道發生的交通意外，並感謝委員提供意見。有關位置位於大欖隧道近元朗收費廣場的巴士轉乘站，而巴士停車灣的前後路段均設有防撞欄，巴士停車灣與外邊行車道之間設有附設廣告牌或欄杆的分隔島，而車速亦限制在每小時 50 公里；及

(2) 表示香港暫未有法例監管駕駛者於駕駛一定時間後須休息並備悉委員的建議。運輸署會與巴士公司及三號幹線(郊野公園段)有限公司檢視有關巴士停車灣的安排，並會因應警方就意外成因的調查結果，採取適當的跟進措施。同時，運輸署正與路政署安排量度晚間的燈光。

27． 何信榮先生表示，案發後警方以「危險駕駛引致他人死亡」的罪名拘捕涉案的貨櫃車司機，案件正由新界北總區交通特別調查隊作調查，初步調查並不排除意外成因與司機過勞有關，當有調查報告及

確定意外成因後會再向委員交代，相信有關位置設有閉路電視，惟需與調查的組別再確認。另外，警方會與大欖隧道管制區聯絡，研究加裝合適設施，預防超速問題。

28． 秘書補充，三號幹線(郊野公園段)有限公司提供的英文回覆內容大意如下：有關轉車站的設計由政府批准，限速每小時 50 公里，並有欄杆分隔巴士站及主要幹道。由於警方現正調查有關事件，待確定意外成因後，該公司會提供改善建議。

29． 主席建議運輸署及相關公司研究將最靠近巴士候車處的自動道路繳費通道改為巴士專用，並審慎考慮委員的意見，以期盡快落實可行的改善措施。

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(4) Mr. YIU Kwok Wai, Ms. LAU Kwai Yung, Mr. TANG Cheuk Him, the Hon LUK Chung Hung, Mr. NG Ka Leung and Mr. LUK Tsz Fung raised concern about the fatal traffic accident at Tai Lam Tunnel Interchange Station and requested to hold an urgent discussion on enhancing safety
(TTC Paper No.9/2018)

(5) Mr. MAK Ip Sing, Ms. CHAN Mei Lin, Mr. WONG Wai Yin, Zachary, the Hon KWONG Chun Yu, Mr. TO Ka Lun and Mr. LAM Ting Wai requested for a discussion on the container truck accident at Tai Lam Tunnel on 3 January 2018 and made the following requests: (1) to investigate the causes of the accident to prevent recurrence; and (2) to provide additional lighting at the waiting areas of Tai Lam Tunnel Interchange Station (Kowloon bound and Yuen Long bounds) and install crash barriers at roadside to ensure safety of awaiting passengers
(Transport Department Paper 2018/No.10)

22. The Chairman welcomed the following participants to the meeting:

The Kowloon Motor Bus Company (1933) Limited	
Operations Manager	Ms. HUNG On Kee

23. Since the two subjects are inter-related, the Chairman suggested to discuss them together.

24. Members' comments on the topic are summarized as follows:

(1) A number of members reflected that serious traffic accidents happened quite frequently at the Tai Lam Tunnel, and in addition, there is a continuous increase in usage demand for the interchange station of the tunnel. Therefore, it was asked that an investigation could be conducted regarding the causes of the accident and to increase safety of the interchange station as soon as possible. It was recommended to have additional barriers and other anti-collision facilities installed, as well as improving the lighting system and adding voice systems to ensure the safety of waiting passengers.

(2) Urged the Transportation Department and bus companies to use stronger materials or sensor-activated anti-collision blocks at the bus stations, such as interchange stations, where there is high degree of utilization, high traffic speed, with the usage of large vehicles, so as to strengthen the protection.

(3) Pointed out the nearest lane to the bus waiting area installed automatic toll collection system, so the traffic was faster. They hoped that the Transport Department and the tunnel operators would consider moving the automatic toll collection lane to a further location, and advised the police to enforce speed limits;

(4) To prevent the recurrence of the accidents, it was advised that the Transport Department should consider varnishing thicker yellow paint and adding warning lights at the entrance of bus lanes, to remind sleepy or tired drivers to be aware of the traffic condition;

(5) Advised the government to set up legislation against the over-fatigue of drivers, for example, making use of Global Positional System to regulate drivers to take a rest after driving for a certain period of time and distance; and

(6) Time is needed for the Police Force to complete the investigations; therefore it is advised that the Transport Department should implement the safety enhancements of the interchange bus stops, and asked if closed-circuit television had been installed at the location of the accident.

25. Ms. HUNG On Kei said Kowloon Motor Bus, as the user of interchange bus stops of Tai Lam Tunnel, is very concerned about this traffic accident, have acknowledged the improvement suggestions provided by the committees, and would contact and cooperate with the corresponding departments frequently in order to provide safe and comfy waiting areas for passengers.

26. Mr. YEUNG Shiu Wing summarized and replied as follow:

(1) The Transport Department expressed concern about the accident happened on 3rd January and thanked for the opinions provided by the committee. Regarding to the interchange bus stops located at Tai Lam Tunnel near Yuen Long Toll Plaza, barriers had been installed already around the sections in front of and behind the bus stopping area; billboards and the refuge island of the barriers had been installed between bus stopping area and the outside lane, and the speed limit is restricted within 50 kilometers per hour; and

(2) Said Hong Kong does not have any legislations about supervising drivers have to rest after driving for a certain period of time and acknowledged the suggestion of the committee. Transport Department, bus companies and Route 3 (Country Park Section) Company Limited would review the arrangement regarding to the bus stopping area, and would take appropriate enhancements, according to the investigation result about the cause of the accidents being carried out by Police Force. At the same time, Transport Department and Highways Department are arranging to measure the lights in nighttime.

27. Mr. HO Shun Wing said the police arrested the cargo truck driver on "Dangerous

Driving Causing Death" after the accident, this case was being investigated by New Territories North Region Traffic Special Investigation Team at the moment, overfatigue of the driver had not been ruled out of the possibility of the causes of the accidents after preliminary investigation. Once there were any investigation reports and confirmed causes of the accidents, we willinform the committees. We believe closed-circuit television has been installed at the corresponding locations, but we need to double check with the investigation team. Besides, police force will contact Tai Lam Tunnel Control area and develop appropriate facilities to prevent the issues of speeding.

28. The Secretary added that, Route 3 (Country Park Section) Company Limited replied in English, summarized as follows: regarding to the design of the bus stops was approved by the government, restricted speed was 50 kilometers per hours, and there were barriers separating bus stops and core lanes. As the incident was being investigated at the moment, the company would provide improvement advice after the causes of the accident were confirmed.

29. The Chairperson suggested Transport Department and corresponding company should discuss whether the nearest lane to the automatic toll collection lane should be changed for bus-only, and consider the opinions suggested by the committees carefully, to carry out feasible enhancements soon.

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元朗區議會秘書處
二零一八年二月

1598

致：元朗區議會　交通及運輸委員會主席
　　程振明議員

由：元朗區議會　交通及運輸委員會委員
　　麥業成議員，陳美蓮議員，黃偉賢議員，鄺俊宇議員，杜嘉倫議員，
　　林廷衛先生

請把下列提問列入 3 月 8 日交通及運輸委員會會議內討論

要求九巴公司(1)增加全職車長數目及減少聘用兼職車長；
(2)減少不同路線之間的車長調動；
(3)檢討現時對車長的訓練內容
(4)要求政府部門全面檢視有關斜坡安全和制定安全車速限制

本年 2 月 10 日，九巴 872 號線（沙田馬場單向前往大埔中心）的交通意外，造成 19 人死亡，超過 60 人受傷。涉事車長為兼職車長，令市民質疑九巴公司對員工的訓練不足，以及兼職員工對某路面情況的熟悉程度不足，亦容易引致車禍。

巴士為大型交通運輸工具，可乘載近 150 名乘客，因此，駕駛巴士的車長需有足夠的訓練，確保所有乘客安全。

因此，現有下列要求：

1. 現時九巴公司共有約 370 名兼職車長，佔全體車長 4.3%。現要求九巴公司增聘全職車長，減少聘用兼職車長，降低兼職車長的比例；
2. 減少不同路線之間的車長調動，以避免車長在全新的路線上執勤，減低因車長對路面情況不熟悉而導致交通意外的可能；
3. 檢討現時對車長的訓練內容，以加強培訓；
4. 要求政府部門全面檢視有關斜坡安全和如何?定安全車速限制；
增設阻隔設施，以有效分隔乘客及車長，防止或減少乘客對車長駕駛時構成滋擾。

現要求運輸署，九巴公司代表及相關部門就上述事宜作出回應及改善。

麥業成議員辦事處

聯絡人：麥業成

2018 年 2 月 13 日

YLDC Secretariat
21 FEB 2018

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

TTC Paper No. 13/2018
(Discussed in the meeting of 8 March 2018)

To: Yuen Long District Council — Chairperson of Traffic and Transport Committee
Mr. CHING Chan Ming

From: Yuen Long District Council — Committees of Traffic and Transport Committee
Mr. MAK Ip Sing — Ms. CHAN Mei Lin — Mr. WONG Wai Yin
Hon KWONG Chun Yu — Mr. TO Ka Lun — Mr. LAM Ting Wai

Please include the following questions at the meeting of Traffic and Transport Committee on 8 March for discussion

Requesting the Kowloon Motor Bus Company (1933) Limited to:
(1) Hire more full-time bus drivers and reduce the number of part-time bus drivers
(2) Reduce the adjustment between bus drivers driving different bus routes
(3) Review the current training for the bus drivers
(4) Request government to review slope safety and formulate speed limit for safety

On 10 February of this year, the traffic accident of KMB Route No. 872 (One-way direction from Sha Tin Racecourse to Tai Po Centre) caused 19 deaths and more than 60 injuries. The bus driver involved was a part time bus driver, and citizens questioned about the insufficient training provided by Kowloon Motor Bus and the inadequate familiarity of the part time staff in terms of specific road condition, increasing the danger of traffic accidents.

Bus is a large transportation tool. A bus is able to carry around 150 passengers; therefore bus drivers must have adequate training to ensure the safety of all passengers.

It is hereby requested as follows:

1. The Kowloon Motor Bus Company (1933) Limited currently has around 370 part-time bus drivers, accounting for 4.3% of all bus drivers. It is hereby requested that Kowloon Motor Bus should hire a greater number of full-time bus drivers, reducing the number of part-time bus drivers, to lower the proportion of part-time bus drivers;
2. Reducing the adjustment of the bus drivers driving different bus routes, to avoid bus drivers driving on a unfamiliar route, and lower the possibility of traffic accidents caused by the unfamiliarity of the road condition of bus drivers;
3. Evaluating current training materials for the bus drivers to reinforce training;
4. Requesting the government to review slope safety and formulate speed limit for safety;
5. Installing more barrier facilities to separate passengers and bus drivers efficiently, to prevent or reduce the nuisance caused by passengers during the driving;

It is hereby requested that Transport Department, the representative of Kowloon Motor Bus and corresponding departments should provide responses and make improvement regarding to the above matters.

Chopped: Yuen Long District Councillor Office, MAK Ip Sing] *[Signed]*

Contact Person: MAK Ip Sing

13 February 2018

YLDC Received in
21 February 2018

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答交委會文件 2018／第 13 號
(於 8.3.2018 會議討論)

元朗區議會
交通及運輸委員會
2018 年第二次會議

九龍巴士(一九三三)有限公司之回應

有關由麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷衛先生之議題:

要求九巴公司 (1)增加全職車長數目及減少聘用兼職車長；
(2) 減少不同路線之間的車長調動及；
(3) 檢討現時對車長的訓練內容

九巴明白社會對兼職車長的疑慮，早前已停止聘請兼職車長，並暫停約二百名每周工時少於十八小時的兼職車長的工作。九巴會繼續招聘全職車長，為市民提供服務。

九巴會因應需求，調配車長駕駛不同的路線，為市民提供適切的服務。九巴委派車長駕駛指定路線前，會提供路線訓練，讓他們熟習走線及路面情況。

九巴將行車安全放在首位，對於車長有嚴格的入職要求，公司會向每位車長安排相關駕駛路線的專業培訓、安全行車指引及公司守則，並須通過運輸署及巴士公司的駕駛測試。

2018 年 2 月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Reply to Document of Traffic and Transport Committee 2018/ No.13

(To be discussed at the meeting on March 08, 2018)

The second meeting of Traffic and Transport Committee 2018

Traffic and Transport Committee

Yuen Long District Council

Reply of Kowloon Motor Bus Co. (1933) Ltd.

About the topic of Councilor Mak Ip-sing, Councilor Chan Mei-lin, Councilor Wong Wai-yin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai:

Requiring Kowloon Bus company to (1) increase the number of full time drivers;

(2) reduce relocation of drivers from different routes;

(3) Review the current training content for drivers

KMB understands the society's doubts on the part-time drivers. KMB has stopped hiring part-time drivers and suspended the work of around 200 part-time drivers who work less than 18 hours per week. KMB will continue to hire full time drivers to provide citizens with better services.

In order to provide timely services to our citizens, KMB will assign drivers to different routes based on actual needs. Before assigning drivers to designated routes, KMB will provide route trainings to allow drivers better knowledge of routes and traffic.

KMB will put safety in the first place. The entry requirement of drivers is very strict. Drivers will be provided by KMB with professional training for relevant routes, safe driving guide and code of conduct. Drivers must pass the driving tests of the Transport Department and the bus company.

February 2018

本署檔號：(63) in NTN YL 22/25/1
來函檔號：
電話　　：3661 4608
傳真號碼：2442 9081

新界元朗
青山公路 246 號
元朗警署
元朗警區總部

新界元朗
橋樂坊 2 號
元朗政府合署 13 樓
元朗區議會秘書處
元朗區議會
元朗區議會交通及運輸委員會秘書
吳雪怡女士

吳女士：

要求九巴公司(1)增加全職車長數目及減少聘用兼職車長;
(2)減少不同路線之間的車長調動;
(3)檢討現時對車長的訓練內容
(4)要求政府部門全面檢討有關斜坡安全和制定安全車速限制

本署已收到貴會秘書處於 2018 年 2 月 14 日的來函轉達有關元朗區議會交通及運輸委員會委員，麥業成議員，陳美蓮議員，鄺俊宇議員，杜嘉倫議員，林廷衛先生就上述事項所提出的關注。本署回覆如下：

警方一向以道路安全和交通暢順為首要行動項目，並歡迎任何建議以確保道路安全及交通暢通，警方會全力配合各部門以達致相關目標。

如有任何意見，請致電 3661 4608 與元朗警區區行動主任何信榮總督察或致電 3661 4622 與元朗警區交通組主管汪世豪警署警長聯絡。

元朗警區指揮官

(何信榮　　代行)

2018 年 2 月 26 日
副本　：元朗警區指揮官

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Department Filing No.: (63) in NTN YL 22/25 /1

Filing No. of received document:

Tel: 3663 4608

Fax: 2442 9081

Yuen Long Regional Police Headquarter

Yuen Long Police

No.246, Castle Peak Road

Yuen Long, New Territories.

Ms. Cherry Ng
Secretary of Traffic and Transport Committee, Yuen Long District Council
Yuen Long District Council
Secretariat of Yuen Long District Council
13/F. Yuen Long Government Offices
No.2, Kiu Lok Square
Yuen Long, New Territories.

Dear Ms. Wu,

Requiring Kowloon Bus Company to (1) increase the number of full time drivers; reduce the number of part-time drivers;

(2) reduce relocation of drivers from different routes,

(3) review the current training content for drivers,

and (4) require the government authorities to review thoroughly the slope safety and make rules of safe driving speed limit

Our department has received the letter of your esteemed Secretariat, dated Feb 14, 2018, which conveyed the concern of Traffic and Transport Committee, Yuen Long District Council, Councilor Mak Ip-sing, Councilor Chan Mei-lin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai regarding the aforesaid topic. Our reply is as follows:

The police always put great emphasis on the traffic safety and smooth transport. Any recommendation on how to ensure the traffic safety and smooth transport. The Police will use our best efforts to cooperate with relevant departments to reach such goal.

For any inquiry, please contact Chief Inspector of Yuen Long Regional Police, Ho Shun-wing by number 3661 4608, or call the number 3661 4622 for Chief Police Officer Wong Sai-ho, Chief Traffic Officer of Yuen Long Police.

Commander, Yuen Long Police
[Signature:] Ho Shun-wing

Feb 26, 2018
Copies: Commander of Yuen Long Police

**要求九巴公司 (1) 增加全職車長數目及減少聘用兼職車長；
(2) 減少不同路線之間的車長調動；
(3) 檢討現時對車長的訓練內容；及
(4) 要求政府部門全面檢視有關斜坡安全和制定安全車速限制**

就麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷鋒先生的提問，運輸署謹覆如下：

關於要求減少聘用兼職車長

專營巴士公司須聘用足夠數目的巴士車長，以確保可提供適當而有效率的服務。因應現時本港運輸業界普遍較難聘請司機的情況下，專營巴士公司亦會聘用兼職車長，減少脫班，讓乘客享受穩定的班次服務。

根據《道路交通（駕駛執照）規例》，所有專營巴士車長不論全職或兼職，均須持有由運輸署發出的有效執照，才能駕駛專營巴士，而專營巴士公司會各自因應日常運作的需要為不同類別的車長提供合適的訓練。

關於要求減少不同路線之間的車長調動

為提高營運效率，在編定車長更分時，各專營巴士公司均會安排車長熟習駕駛多於一條路線。有關的安排可避免巴士在車長用膳或休息期間而長時間閒置，令巴士資源能更有效率地運用。

現時，巴士公司在調派車長駕駛不同路線前，必須確保車長已接受足夠路線及車型訓練。此外，如車長被調派往駕駛新路線或新型號的巴士，專營巴士公司會安排車長先接受有關訓練。當車長熟悉有關路線後，巴士公司方會調派他們駕駛相關路線。

關於加強車長訓練

專營巴士公司會因應其日常運作的需要為所有車長（包括新聘的全職或兼職車長，以及現職車長）提供訓練。一般而言，新聘車長的訓練課程內容涵蓋駕駛技術、事故處理、顧客服務、不同車輛型號及路線的課堂及實地駕駛訓練。至於兼職車長方面，巴士公司亦有向他們提

供訓練。訓練課程一般涵蓋實習駕駛、路線訓練及車輛型號訓練等。巴士公司會按車長的學習進度及駕駛評核成績以決定訓練日數或延長訓練日。此外，個別專營巴士公司亦會為車長提供情緒管理課程。

增設阻隔設施

為避免車長在執勤期間受到乘客滋擾和襲擊，九巴將以試驗形式在巴士駕駛座位旁加裝膠板，保障車長執勤時的安全，而其他專營巴士公司亦會考慮有關措施。

關於斜坡安全和制定安全車速限制

有關斜坡安全和制定安全車速限制方面，運輸署有恆常機制檢討道路速度限制，以確保所訂立的速度限制既能保障道路安全又可維持交通暢順。在檢討所有路段的速度限制時，保障道路使用者的安全是首要的考慮。我們成立了一個速度限制檢討工作小組（工作小組），進行檢討工作。除運輸署代表外，工作小組成員還包括警務處、香港汽車會和香港汽車高級駕駛協會的代表。

工作小組在進行檢討時，會考慮以下因素以決定是否需要調低、放寬或保持現行速度限制：

(a) 路段發生意外的紀錄；
(b) 車輛的常用車速；
(c) 道路環境和特徵 (路段斜度、視線、路口、行人情況等)；
(d) 在一段道路上，應盡量減少更改速度限制的次數。在一些局部須減速地方，考慮豎設適當的警告標誌，而不是把速度限制調低。路段的長度亦不應少於一公里盡量避免於一段路多次變更速度限制。

運輸署明白社會各界對專營巴士營運安全的關注。事實上，政府非常重視專營巴士的營運安全，並會全面檢視香港專營巴士的營運及監管等各方面，目標是希望能夠確保香港有一個安全、可靠的專營巴士的服務。

運輸署
2018 年 3 月

This English translation is for reference only. In the event of any discrepancy between the Chinese original and this English translation, the Chinese original shall prevail.

本英文譯本僅供參考。如英文譯本與中文原文有任何差異，以中文原文為準。

Reply to Document of Traffic and Transport Committee 2018/ No.13
(To be discussed at the meeting on Mar 08, 2018)
(to be submitted at meeting)

Requiring Kowloon Bus Company to (1) increase the number of full time drivers; reduce the number of part-time drivers;
(2) reduce relocation of drivers from different routes,
(3) review the current training content for drivers,
and (4) require the government authorities to review thoroughly the slope safety and make rules of safe driving speed limit

In light of the questions of Councilor MAK Ip-sing, Councilor CHAN Mei-lin, Councilor WONG Wai-yin, Councilor Kwong Chun-yu, Councilor To Ka-lun and Mr. Lam Ting-wai, Transport Department answers as follows:

Regarding the request of reducing part time drivers

Franchised bus companies have to hire enough bus drivers to ensure proper and effective service. At present, it is obviously very hard to hire drivers in Hong Kong for the transport industry. Therefore, franchised bus companies would also hire part-time drivers to guarantee stable bus schedules for passengers.

In accordance with the "Rules of Traffic and Transport (Driving License)", all bus drivers must have a valid license issued by Transport Department to drive franchised buses, no matter whether they are full time or part time drivers. Franchised bus companies will provide proper trainings for different kind of drivers based on daily operations.

Regarding reducing relocation of drivers from different routes

In order to improve operating efficiency, each franchised bus company would assign a driver to drive in more than one routes when planning drivers' special schedules. Such arrangement would prevent buses from being unused for a long time when drivers have food or breaks. So that the buses resources can be more effectively used.

Right now, bus companies must make sure that drivers have obtained enough training about routes and bus models before they are relocated to drive on different routes. In addition, franchised bus companies would arrange drivers to get relevant training before they are assigned to new routes or new bus models. Only after drivers get familiar with relevant routes, can bus companies assign them to drive on such routes.

Regarding strengthening drivers' training

Franchised bus companies will provide all drivers (inclusive of newly hired part-time or full-time drivers and current drivers) with training according to daily operations. Generally speaking, the training for new drivers covers driving skill, accident handling, customer

service, classes and on-site driving of different bus models and routes. Bus companies also provides part-time driver trainings. The training course normally covers trial driving, route training and auto models training, etc… Bus companies will decide the training days or extend the training based on the learning progress and driving evaluation. In addition, some franchised bus companies would also provide emotional management courses.

Adding isolating facilities

In order to prevent drivers being disturbed and attacked by passengers during driving, KMB will add a panel near the driving seat as a pilot project, to ensure the driver's safety. Meanwhile other bus companies will consider related measures.

Regarding slope safety and establishing safe driving speed limit

In terms of slope safety and establishing safe driving speed limits, the Transport Department will consistently review road speed limits to make sure that the designated speed limit can ensure both traffic safety and smooth transport. Upon reviewing the speed limits for all roads, we should guarantee the safety of road users first. We have set up a speed limit review work group (work group) for such review work. Besides the representative of the Transport Department, the work group includes representatives from Police, Hong Kong Auto Committee and Hong Kong Luxurious Auto Committee.

Upon reviewing, work group will consider the following elements to decide if the current driving speed limit should be raised, reduced, or kept.

(a) Records of accidents on the road;
(b) Common driving speed of vehicles ;
(c) Road conditions and features (slope, vision, crossing, pedestrian, etc…);
(d) On a section of road, we should reduce the times of changing driving speed limit as much as possible. For some parts of driveways that need slowdown, we should install some suitable warning signs, instead of reducing speed limits. The length of a section shall be no less than 1 kilometer. We should avoid multiple changes of speed limit within a section of driveway.

The Transport Department understands the concerns of our community about the operating safety of franchised bus companies. In fact, the government takes operating safety of franchised bus companies seriously. The government will review the overall operation and supervision of franchised bus companies and our goal is to ensure Hong Kong has a safe and reliable franchised bus service.

Transport Department

March 2018

元朗區議會交通及運輸委員會
2018 年度第二次會議記錄

日　期：2018 年 3 月 8 日(星期四)

時　間：上午 10 時正至下午 1 時 45 分

地　點：元朗橋樂坊二號元朗政府合署十三樓 元朗區議會會議廳

出席者		出席時間	離席時間
主　　席	：程振明議員	(會議開始)	(會議結束)
副 主 席	：麥業成議員	(會議開始)	(會議結束)
委　　員	：湛家雄議員, BBS, MH, JP	(會議開始)	(下午 12:45)
	陳美蓮議員	(會議開始)	(會議結束)
	陳思靜議員	(會議開始)	(下午 12:45)
	張木林議員	(會議開始)	(會議結束)
	趙秀嫻議員, MH	(下午 12:25)	(會議結束)
	周永勤議員	(會議開始)	(會議結束)
	郭慶平議員	(上午 10:25)	(上午 10:30)
	郭　強議員, MH	(會議開始)	(會議結束)
	鄺俊宇議員	(上午 10:40)	(下午 1:15)
	黎偉雄議員	(會議開始)	(下午 12:55)
	劉桂容議員	(會議開始)	(會議結束)
	李月民議員, MH	(下午 12:25)	(會議結束)
	梁福元議員	(會議開始)	(會議結束)
	梁明堅議員	(會議開始)	(會議結束)
	呂　堅議員, MH	(上午 10:10)	(會議結束)
	陸頌雄議員	(上午 10:10)	(下午 12:45)
	馬淑燕議員	(上午 11:25)	(會議結束)
	文光明議員	(上午 10:15)	(會議結束)
	文炳南議員, MH	(會議開始)	(下午 1:30)
	沈豪傑議員	(上午 10:20)	(下午 1:30)
	蕭浪鳴議員	(會議開始)	(會議結束)
	鄧焯謙議員	(上午 10:25)	(會議結束)
	鄧卓然議員	(會議開始)	(上午 11:15)
	鄧慶業議員, BBS	(會議開始)	(會議結束)
	鄧家良議員	(會議開始)	(會議結束)
	鄧鎔耀議員	(會議開始)	(會議結束)

1609

	杜嘉倫議員	(會議開始)	(會議結束)
	黃卓健議員	(會議開始)	(上午 11:20)
	王威信議員, MH	(會議開始)	(會議結束)
	黃偉賢議員	(上午 10:15)	(會議結束)
	姚國威議員	(上午 10:15)	(會議結束)
	楊家安議員	(會議開始)	(會議結束)
	袁敏兒議員	(會議開始)	(會議結束)
增選委員 ：	陳天任先生	(上午 11:30)	(會議結束)
	張偉琛先生	(會議開始)	(會議結束)
	徐君紹先生	(上午 10:55)	(會議結束)
	郭靜然女士	(會議開始)	(會議結束)
	林廷衞先生	(會議開始)	(會議結束)
	李啟立先生	(會議開始)	(會議結束)
	鄧錦輝先生	(會議開始)	(下午 12:30)
	鄧永明先生	(會議開始)	(會議結束)

秘　　書 ：吳雪怡女士　　元朗民政事務處行政主任(區議會)二

<u>列席者</u>

麥嘉盈女士	元朗民政事務助理專員(二)
譚樂忻女士	運輸署高級運輸主任/元朗 1
梁加諾先生	運輸署高級運輸主任/元朗 2
黃志恒先生	運輸署工程師/邊界
李學禮先生	運輸署工程師/特別職務 1
楊兆永先生	運輸署工程師/元朗東
文家豪先生	運輸署工程師/元朗西
區文宇先生	運輸署工程師/元朗中
陳永生先生	路政署區域工程師/元朗(東)
李彧孜先生	土木工程拓展署工程師/16(新界西)
戴寶兒女士	香港警務處元朗警區行動主任(署任)
汪世豪先生	香港警務處元朗警區交通隊主管
潘蕙婉女士	房屋署房屋事務經理(元朗五)
吳炳棠先生	元朗地政處行政助理/地政

<u>**議程第三(2)項**</u>

林子豪先生	九龍巴士(一九三三)有限公司傳訊及公共事務部副主管

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缺席者

黃煒鈐議員
鍾就華先生
陸子峯先生
吳家良先生

*　　*　　*　　*　　*

歡迎詞

主席歡迎各委員及政府部門代表出席元朗區議會交通及運輸委員會(交委會)2018 年度第二次會議，並歡迎路政署區域工程師/元朗(東)陳永生先生、運輸署工程師/特別職務 1 李學禮先生及運輸署工程師/邊界黃志恒先生首次出席會議。

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[redacted]

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(2) 麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷鋭先生要求要求九巴公司(1)增加全職車長數目及減少聘用兼職車長；(2)減少不同路線之間的車長調動；(3)檢討現時對車長的訓練內容；及(4)要求政府部門全面檢視有關斜坡安全和制定安全車速限制 (交委會文件 2018/第 13 號)

13. 主席歡迎下列人士出席會議：

九龍巴士(一九三三)有限公司
傳訊及公共事務部副主管 林子豪先生

14. 委員就議題發表的意見摘錄如下：

(1) 要求九巴改善車長薪酬福利及工作環境，同時考慮調整車

長的工作時數或分為兩更制，令車長不會在持續休息不足的狀態下駕駛，影響交通安全，希望運輸署澄清巴士車長最長的工作時間是否可達 14 小時，並認為有關工作時數過長。另一方面，有委員擔心車長薪酬調整的成本或會轉嫁到乘客身上；

(2) 促請九巴盡快在巴士駕駛座位旁加裝膠板等阻隔設施，甚至完全分隔車長與乘客，以防止乘客騷擾車長，並向運輸署查詢有否規例防止乘客辱罵車長。儘管有相關規例監管乘客的行為，惟相信有關執法數字或引用相關規例的機會較低，希望九巴加強有關車長應對這些行為的指引，而運輸署亦應加強宣傳教育，提醒乘客不可阻礙車長駕駛；

(3) 要求運輸署全面檢視區內斜坡、道路彎位的安全及制定車速限制，研究改善如新田公路及博愛行車天橋等區內黑點位置；

(4) 認為九巴作為公營機構，加上巴士載客量高，九巴有責任保障乘客安全，故不應再聘用兼職車長及容許車長超時工作。相反，部分委員擔心九巴暫停聘用兼職車長會導致全職車長工時增長，或影響車務運作。有委員則指出，聘用兼職車長與否並非問題重點，重點在於九巴如何維持兼職車長的駕駛水準與全職看齊；及

(5) 希望九巴澄清公司有否要文職人員考取巴士牌，以便於人手不足時隨時兼任車長，並質疑有關文職人員於平日是否有足夠訓練。

15． 林子豪先生綜合回應如下：

(1) 九巴早前優化車長的薪酬，將兩項獎金併入底薪，以回應前線員工的訴求，同時九巴會繼續研究優化架構、薪酬待遇及休息設備，希望可吸引新人入行，同時九巴嚴格遵從運輸署發出的《巴士車長工作、休息及用膳時間指引》(《指引》)；

(2) 就增設阻隔車長及乘客設施方面，解釋由於硬件及技術上的問題，有關計劃仍在測試階段，九巴會參考外國經驗，研究加設既不會影響行車安全，亦能保留乘客與車長之間

溝通的透明膠片，備悉議員就加設完全遮隔兩者的遮擋板的意見；

(3) 兼職或全職車長均受專業訓練，因應市民對兼職車長的工作安排的疑慮，九巴早前已停止向每星期工作時數少於18小時的兼職車長派更，全職車長必須向公司申報其其他工作情況，九巴能更有效監察車長表現。同時，由於兼職車長的工時佔整體車長工時的少於百分之一，對整體車務運作影響輕微；及

(4) 表示九巴並不強制要求文職員工考取巴士牌，只是考取巴士牌可讓員工更能了解前線工作。同時，後勤員工如需執行駕駛職務，公司亦會有指引限制其工作時數，並有足夠路線訓練，以保障乘客安全。

16. 區文宇先生表示，運輸署已設有一個速度限制檢討工作小組（工作小組），成員還包括警務處、香港汽車會和香港汽車高級駕駛協會的代表，工作小組在進行檢討時，會考慮以下因素以決定是否需要調低、放寬或保持現行速度限制，包括：路段發生意外的紀錄、車輛的常用車速、道路環境和特徵、避免於一段路多次變更速度限制。

17. 譚樂忻女士補充，政府非常重視專營巴士的營運安全，運輸署曾於最近全面檢視巴士車長的工時並修訂《指引》，縮減最長更次時間及駕駛時間、增加車長在更次之內的休息時間，及新增總休息時間的要求。根據《指引》，一個最長更次時間不應超逾12小時，而當中的最長駕駛時間不應超逾10小時。而因應上下午繁忙時段服務需要的特別更次，最長更次時間不得超逾14小時，當中的最長駕駛時間亦不可超過10小時，同時，更次時間內應確保司機有一段不少於三小時的連續休息時間。而根據《公共巴士服務規例》(第230A章)第13A條，乘客不得作出某類行為而阻礙巴士運作，如遇有關情況，巴士乘客或司機可要求警方協助。另外，運輸署暫未有九巴停用兼職車長後對巴士班次影響的確實數據。

18. 主席希望九巴及運輸署將委員的意見記錄在案，並詳細考慮委員的建議，同時促請運輸署研究改善道路彎位的安全及降低車速等措施，以防止意外發生。

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(2) Mr. MAK Ip Sing, Ms. CHAN Mei Lin, Mr. WONG Wai Yin, Zachary, the Hon KWONG Chun Yu, Mr. TO Ka Lun and Mr. LAM Ting Wai requested KMB to (1) increase the number of full-time bus drivers and employ fewer part-time bus drivers; (2) reduce adjusting bus drivers among different routes; and (3) review the existing training for bus drivers; and (4) requested government departments to conduct a comprehensive study on slope safety and set safe speed limits
(TTC Paper No. 13/2018)

13. The Chairperson welcomed the following person to be present at the meeting:

The Kowloon Motor Bus Company (1933) Limited	
Deputy Director of Communications and Public Affairs	Mr. LAM Tsz Ho

14. Some of the opinions provided by Members are as follows:

(1) Requesting for improving the remuneration and benefits of bus drivers and their working environment, at the same time considering the adjustment of the working hours of bus drivers or operating 2-shift system so as to make sure bus drivers do not drive with constant insufficient rest, affecting the road safety. It is hoped that Transport Department would clarify whether the longest working hour

of bus drivers could reach 14 hours. It was considered to be too long. On the other hand, some members worried the cost of adjusting the salary of bus drivers would affect the bus fare for the customers;

(2) Urging Kowloon Motor Bus to install barrier facilities like plastic board besides the driver's seat on the bus as soon as possible, or even separate bus drivers and customers completely, to avoid passengers harassing the bus drivers, and asking Transport Department whether there were any regulations protecting bus drivers from being abused by passengers. Although there were regulations supervising the behaviors of passengers, the rate of law enforcement or the opportunity of quoting the regulations was still relatively low. It is hoped Kowloon Motor Bus Company would strengthen the instructions of managing those behaviours, and Transport Department should strengthen promoting education, to remind passengers should not obstruct bus drivers from driving;

(3) Requesting Transport Department to inspect the slopes and the safety of road bends, formulate the speed limits within the district, research to find ways to improve the junction black spots within the district such as San Tin Highway and Pok Oi Flyover;

(4) In consideration of Kowloon Motor Bus as a public organization and the high carrying capacity of buses, Kowloon Motor Bus has the responsibility to ensure the safety of passengers. Therefore part-time bus drivers should no longer be hired or over-time work of bus drivers allowed. On the contrary, some of the members were worried that if Kowloon Motor Bus stopped hiring part-time bus drivers, it might lengthen the working hours of full-time bus drivers, which might affect the operation of bus services. Some members pointed out, hiring part-time bus drivers was not the main problem, but how Kowloon Motor Bus maintained the driving quality of part-time bus drivers to that of full-time bus drivers; and

(5) Expecting Kowloon Motor Bus to clarify whether the company had requested the clerical staffs to get the driving license for bus drivers, so as to hold a concurrent post of bus drivers anytime there was insufficient staffing, and questioning whether the clerical staffs had sufficient training.

15. Mr. LAM Tsz Ho summarized and replied as follows:

(1) Kowloon Motor Bus optimized the salary of bus drivers earlier, combining two items of bonuses into the basic salary, in response to the demand of the frontline staff. At the same time, Kowloon Motor Bus would continue to develop optimization of the structure, salary and rest equipment, hoping to attract more people to enter the industry. Meanwhile, Kowloon Motor Bus would implement the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks ("Guidelines") issued by Transport Department strictly.;

(2) For installing barriers facilities between bus drivers and passengers, it is explained that due to hardware and technological issues, corresponding project was still in testing phrase. Kowloon Motor Bus would learn from foreign practices to consider setting up a transparent plastic board that would neither affect driving safety nor obstruct the communication between the driver and passengers, while acknowledging the opinions suggested by the members about installing a shutter separating both sides entirely;

(3) Both part-time or full-time bus drivers received professional training. In response to the questions raised by citizens towards the work arrangement of part-time drivers, Kowloon Motor stopped giving jobs to part-time bus drivers who work for less than 18 hours per week. Full-time bus drivers must declare their working condition, so that Kowloon Motor Bus can supervise the performance of bus drivers more efficiently. At the same time, since the working hours of bus drivers account for less than 1% of all full-time bus drivers' working hours, the effect to the operation of bus services in the whole was mild; and

(4) Kowloon Motor Bus said it was not compulsory for their clerical staffs to get the driving license for bus drivers, but getting the license could help the staff to know more about the jobs of frontline staffs. At the same time, if the logistics staffs had to operate the driving duty, company had instructions to restrict their working hours, and provided sufficient route training to ensure the safety of passengers.

16. Mr. AU Man Yu said, Transport Department has already set up a working group for evaluating speed limits ("Working Group"), the members including the representatives of the Police Force, Hong Kong Automobile Association and Institute of Advanced Motorists (Hong Kong). When conducting review, the Working Group would consider the following factors to decide whether the current speed limits should be decreased, loosened or maintained: the accident records of the section, the typical speed of vehicles, the road conditions and features, to avoid changing speed limits multiple times within the same section.

17. Ms. TAM Lok Yan added, the government attached great important to the operating safety of franchised buses. Transport Department recently reviewed the working hours of bus drivers and modified the Guidelines, to shorten the longest shift time and driving time, increase the rest time of bus drivers between shifts, and increase the total rest time. According to the Guidelines, the duration of the longest shift should not exceed 12 hours, and the longest driving time should not exceed 10 hours. Due to the special shifts required during the peak hours in the morning and afternoon, the duration of the longest shit should not exceed 14 hours, and the longest driving time should not exceed 10 hours. At the same time, it should be ensured that bus drivers have rest time of no less than three consecutive hours within their working hours. And according to Public Bus Services Regulations CAP 230A reg 13A, passengers are not allowed to make any actions which obstruct the operations of bus services, if such situation arises, bus passengers or bus drivers could seek help from the police. Besides, Transport Department do not have the exact data yet about the effects of bus services after ceasing to use part-time bus drivers.

18. The Chairperson hoped Kowloon Motor Bus and Transport Department would keep the opinions of members on record and think over their advice, while also urging Transport Department to look into measures such as improving the safety of road bends and reducing speed limits to avoid accidents.

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元朗區議會秘書處
2018 年 4 月

1626

元朗區議會交通及運輸委員會
巴士服務工作小組
2018 年度第二次會議記錄

日　期：2018 年 3 月 16 日（星期五）

時　間：上午 10 時正至下午 1 時 45 分

地　點：元朗橋樂坊二號元朗政府合署十三樓 元朗區議會會議廳

出席者

主　席：	麥業成議員	會議開始	會議結束
副主席：	陳美蓮議員	會議開始	會議結束
成　員：	湛家雄議員, BBS, MH, JP	會議開始	下午 12:40
	陳思靜議員	會議開始	會議結束
	張木林議員	會議開始	會議結束
	趙秀嫻議員, MH	會議開始	下午 1:00
	周永勤議員	會議開始	會議結束
	郭　強議員, MH	會議開始	會議結束
	郭慶平議員	會議開始	下午 12:55
	劉桂容議員	會議開始	上午 11:15
	梁明堅議員	會議開始	會議結束
	馬淑燕議員	會議開始	會議結束
	文光明議員	會議開始	會議結束
	蕭浪鳴議員	會議開始	上午 11:50
	鄧焯謙議員	上午 10:35	會議結束
	杜嘉倫議員	會議開始	會議結束
	黃卓健議員	會議開始	上午 11:00
	黃煒鈴議員	會議開始	會議結束
	王威信議員, MH	會議開始	會議結束
	黃偉賢議員	會議開始	下午 12:50
	姚國威議員	會議開始	上午 11:35
	袁敏兒議員	會議開始	會議結束
	陳天任先生	會議開始	會議結束
	徐君紹先生	會議開始	會議結束
	郭靜然女士	會議開始	會議結束
	林廷衞先生	會議開始	會議結束

秘　書：　翁連洲先生　　元朗民政事務處行政助理（區議會）二

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列席者

麥嘉盈女士	元朗民政事務助理專員（二）
譚樂忻女士	運輸署高級運輸主任/元朗（一）
梁加諾先生	運輸署高級運輸主任/元朗（二）
張焯為先生	運輸署高級運輸主任/巴士發展（新界西）
黃詠秋女士	運輸署運輸主任/巴士發展（新界西）
林子豪先生	九龍巴士（一九三三）有限公司傳訊及公共事務部副主管
黃綺玲女士	九龍巴士（一九三三）有限公司襄理（車務）
洪安琪女士	九龍巴士（一九三三）有限公司襄理（車務）
鄧政傑先生	九龍巴士（一九三三）有限公司高級主任（策劃及發展）
龔樹人先生	城巴有限公司營運貳部經理
鄺俊宇議員	

缺席者

李月民議員, MH	（因事請假）
梁福元議員	
沈豪傑議員	
李啟立先生	
陸子峯先生	
鄧錦輝先生	
鄧永明先生	

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歡迎詞

主席歡迎各成員及政府部門代表出席元朗區議會巴士服務工作小組 2018 年度第二次會議。

議程一、通過 2017 年度第六次會議記錄

2．　成員一致通過巴士服務工作小組 2017 年度第六次會議記錄。

議程二、通過 2018 年度第一次會議記錄

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3． 成員一致通過巴士服務工作小組 2018 年度第一次會議記錄。

議程三、優化九巴第 68F 號線服務建議
（巴士服務工作小組文件 2018／第 28 號）

4． 譚樂忻女士簡介優化九巴第 68F 號線服務建議文件。

5． 成員就議題發表的意見摘錄如下：

(1) 有成員歡迎運輸署及九巴提出的 68F 號線服務建議。是次建議中該路線尾班車的開出時間為晚上 11 時 30 分，成員認為該時段載客量少，應提早尾班車開出的時間以善用資源；

(2) 認為既然建議的行車路線已縮短，理應下調車費，或容許乘客於元朗站免費轉乘其他巴士前往元朗公園站；

(3) 在設定路線編號時，68F 號線應與其特別班次作區分，以免乘客混淆；

(4) 認為 68F 號線因峻巒入伙而開辦，運輸署應一視同仁，為該區其他屋苑提供專營巴士服務；

(5) 指出設計路線時應避免使用博愛交匯處，以減輕其交通負荷；

(6) 有成員建議將 68F 號線總站由峻巒延伸至新潭路一帶的屋苑範圍，以增加載客量及服務更多居民，但有成員認為此舉會增加行車時間，對居民帶來不便；及

(7) 指出建議中 68F 號線的服務時間由每 20 分鐘改為 30 分鐘，使候車時間增加，九巴應做好巴士到站預報，令乘客有足夠的時間預算。

6． 鄧政傑先生綜合回應如下：

(1) 指出 68F 號線由開辦至今載客量不理想，希望透過是次建議將巴士服務資源集中於峻巒，以配合該區的人口增加；

(2) 回應候車時間增加的疑慮，建議內的 68F 號線及其特別班次會相間開出，故此乘客實際候車時間為每十五分鐘一班；

(3) 九巴會與運輸署積極研究在設定路線編號上，為各路線及其特別班次作區分；

(4) 回應建議增加 68F 號線服務範圍至新潭路一帶，認為因涉及的資源甚多，九巴須謹慎審視，現階段希望集中資源於服務峻巒區的市民，同時會繼續留意新潭路沿線的乘客需求；

(5) 指出九巴已為各巴士路線提供到站預報系統，市民可於九巴網頁或應用程式查看；及

(6) 九巴會積極研究有關提早 68F 號線尾班車的開出時間及提供轉乘優惠的建議。

7． 譚樂忻女士綜合回應如下：

(1) 備悉成員提出的意見，包括提早尾班車的開出時間及重新設定特別班次路線編號，運輸署會與九巴商討並考慮有關建議；

(2) 運輸署會繼續鼓勵九巴在資源許可下提供更多票價優惠；及

(3) 指出將 68F 號線的總站遷至峻巒，一方面是配合峻巒整體的乘客需求，另一方面是該處有相關設施可作巴士總站之用。由於峻巒的巴士總站設施較佳，所以建議將總站由元朗公園轉至峻巒。

8． 主席總結，相信各成員均支持把 68F 號線總站設於峻巒，並希望運輸署及九巴吸納成員的意見。有見十八鄉路依賴居民巴士服務，運輸署應批准提供全日居民巴士服務以惠及該區市民。

議程四、大埔公路九巴巴士翻側車禍

9． 林子豪先生匯報車禍後續工作摘錄如下：

(1) 早前九巴已向運輸署提交調查委員會的報告，當中就提升九巴服務的安全作出建議；

(2) 現時刑事調查仍在進行中，政府已成立專營巴士獨立檢討委員會，九巴會全力配合調查；及

(3) 目前仍有八位傷者留院，九巴會繼續與死傷者家屬商討賠償

事宜。

10. 譚樂忻女士匯報車禍後續工作摘錄如下：

(1) 運輸署會仔細研究九巴提交的報告，並會全力配合專營巴士獨立檢討委員會的調查工作；

(2) 運輸署會全面檢視意外道路的交通管制措施，包括研究修訂車速限制及加強路面標示；及

(3) 為回應公眾對巴士安全的關注，運輸署會與九巴研究專營巴士安全措施，例如加強巴士安全設備，增加車長的駕駛訓練及檢討車長作息指引等。

11. 成員就議題發表的意見摘錄如下：

(1) 認為九巴在意外後未能處理好與員工的糾紛，推出的優化薪酬方案及解僱四名罷駛車長的決定亦引起爭議；

(2) 指出涉事車長為兼職員工，並不熟悉該路線情況，運輸署應加強監管巴士公司，確保其營運政策能有效預防意外發生；

(3) 意外發生後引起市民對巴士司機權益的關注，希望九巴交代解僱罷駛車長的理據，否則會損害員工加入工會及參與工業行動的自由；

(4) 認為應改善員工福利，包括減少每天工時，以吸引人才；及

(5) 查詢如車長在駕駛中受到乘客騷擾時有甚麼應對措施，以及會否為車長提供情緒管理的訓練。

12. 林子豪先生綜合回應如下：

(1) 澄清解僱罷駛車長的決定是根據車務紀律及考慮到乘客安全，事件亦影響到乘客對九巴的信心；

(2) 九巴明白及尊重香港居民擁有組織和參加工會、參與工業行動的權利和自由；

(3) 指出九巴推出優化薪酬方案與車禍無關，去年九巴董事會已批出 1.63 億元推動優化薪酬方案，以回應員工的訴求；

(4) 九巴除了與工會保持密切及良好溝通外，已安排管理層定期與前線員工會面，聆聽員工的訴求；

(5) 指出為保障安全，車長在駕駛任何路線巴士前必須經過有關路線的駕駛訓練；

(6) 九巴會嚴格遵循運輸署制定的「巴士車長工作、休息及用膳時間指引」；

(7) 運輸署已批准九巴增聘駕駛培訓導師，將加強車長的駕駛訓練，以保障行車安全；

(8) 九巴正與巴士供應商研究如何在巴士加裝保障安全的設備，包括限速裝置；及

(9) 如車長受到乘客騷擾或不公平對待時，車長可於車廂內播放語音提示，以減少車長與乘客的磨擦，而九巴的法律部門亦會為此作支援，確保車長能安心上班。

13． 張焯為先生綜合回應如下：

(1) 運輸署已要求所有專營巴士公司進一步加強內部監查車長安全駕駛及服務的制度，包括整理及定期向署方提交抽查黑盒的行車記錄、便衣職員乘車監察記錄、車長違反交通規例記錄、車長酒精呼氣測試記錄及以上各項資料的跟進工作記錄；

(2) 運輸署會繼續與警務處合作，為專營巴士車長舉辦道路安全研討會，邀請警方向車長介紹安全駕駛要訣，分析各區主要意外黑點及巴士意外成因，以加強車長的道路安全意識及促進良好駕駛行為；及

(3) 根據新修訂的「巴士車長工作、休息及用膳時間指引」，車長的最長更次時間（包括休息時間），由不應超逾 14 小時改為 12 小時，而駕駛時間則由不應超逾 11 小時改為 10 小時。

14． 主席總結，希望九巴能在專營巴士獨立檢討委員會提交調查報告前做好改善工作，並稍後全面配合調查報告的結果。

議程五、前議事項

(3) Kowloon Motor Bus and Transport Department would proactively look into the identification of each route and the special services upon formulating the route numbers;

(4) In reply to the advice of broadening the service area of route no. 68F to the San Tam Road, it was considered that there were plenty of resources involved, Kowloon Motor Bus should conduction a careful examination. For now it is hoped that KMB would focus on serving the citizen of Park Vista while paying attention to the demands of the passengers along San Tam Road ;

(5) Pointed out that Kowloon Motor Bus already provided Estimated Time of Arrival" for bus routes and citizen could check it on the website or the application; and

(6) Kowloon Motor Bus would proactively look into the suggestions about shifting the last bus of route no. 68F to an earlier time and providing interchange discount concessions.

7. Ms. TAM Lok yan summarized and replied as follows:

(1) Acknowledging the opinions suggested by members, including shifting the last bus to an earlier time and re-formulating the route no. of special shifts, Transport Department and Kowloon Motor Bus would discuss and consider the above suggestions;

(2) Transport Department would keep on encouraging Kowloon Motor Bus to provide more fare concession schemes whenever the resources allow; and

(3) Pointed out the bus terminus of route no. 68F should be moved to Park Vista. Firstly it was for meeting the demands of the passengers, and secondly, Park Vista has relevant facilities to be used as a bus terminus. As the facilities of the bus terminus of Park Vista are in better condition, it was suggested that the bus terminus should be moved from Yuen Long Park to Park Vista.

8. The Chairperson concluded, it was believed that every member supported moving the bus terminus of route no. 68F to Park Vista, and hoped Transport Department and Kowloon Motor Bus should listen to the opinions of the members. As the residents of Shap Pat Heung reply on the bus services, Transport Department should approve to provide full-day service to the residents.

Agenda 4. KMB Flip Over Car Accident on Tai Po Road

9. Mr. LAM Tsz ho reported on some of the follow-up work after the car accident as follows:

(1) Kowloon Motor Bus has alreadysubmitted a report of investigation committee to Transport Department, in which advice was provided on improving the safety of

KMB bus services ;

(2) Criminal investigation is now in progress. The government has set up an Independent Review Committee on Hong Kong's Franchised Bus Service. Kowloon Motor Bus would fully cooperate with the investigation; and

(3) At present there were eight injured still in the hospital. Kowloon Motor Bus would continue the negotiation on indemnity issues with the family of the dead and injured.

10. Ms. TAM Lok Yan reported on some of the follow-up work after the car accident as follows:

(1) Transport Department studied the report submitted by Kowloon Motor Bus in detail and would fully cooperate with the investigation of Independent Review Committee on Hong Kong's Franchised Bus Service;

(2) Transport Department would thoroughly review the traffic control measures of the road on which the accident happened, including looking into modifying speed limits and improving the road signs; and

(3) To reply the public concern about the bus safety, Transport Department would develop safety measures for franchised buses with Kowloon Motor Bus, for example, strengthening the safety equipment of buses, increasing the driving training for bus drivers, and evaluating the guidelines on the rest time of bus drivers.

11. Someof the opinions of member as follows:

(1) Kowloon Motor Bus was considered not able to deal with the dispute with its staff after the accident, and the decision of optimizing salary scheme and dismissing the four bus drivers on strike also gave rise to controversy;

(2) Pointed out that the involved bus driver was a part-time staff, not familiar with the route. Transport Dements should strengthen the supervision on bus companies to ensure the operating policy can prevent the accidents effectively;

(3) Citizens' awareness towards the rights of the bus drivers increased after the accident. It is hoped that Kowloon Motor Bus could report the rationale of dismissing the bus drivers on strike, or the freedom for staff to join unions or take part in industrial action would be damaged;

(4) Considered the staff welfare should be improved, including reduction of the working hours to attract more talents; and

(5) Questioned about the responses and measures for the bus drivers when they were harassed by passengers during the operation, and whether emotion management

training would be provided for bus drivers.

12. Mr. LAM Tze Ho summarized and replied as follows:

(1) Clarified the decision of dismissing the bus drivers on strike was according to the discipline of operations and the considerations about the safety of the passengers. The happening also affected the trust of the passengers towards KMB;

(2) Kowloon Motor Bus understands and respects the rights and freedom of Hong Kong citizens to organize and joining unions, and participate in industrial action.

(3) Pointed out the optimizing salary scheme launched by Kowloon Motor Bus has no relation to the accident. Last year, board of directors of Kowloon Motor Bus already approved 1.63 billion dollars to promote optimizing salary scheme in response to the demand of the employees;

(4) Besides maintaining close and good communication with the union, Kowloon Motor Bus Limited arranged management team to meet with frontline staff regularly, to listen for their appeals;

(5) Pointed out that to ensure safety, bus drivers must receive corresponding route driving training before driving any routes;

(6) Kowloon Motor Bus would strictly follow Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks;

(7) Transport Department approved Kowloon Motor Bus to employ more driving trainers, strengthening the driving training of bus drivers and ensuring driving safety;

(8) Kowloon Motor Bus was studying how to install security equipment on the bus, including speed limit devices; and

(9) If bus drivers were harassed or treated unfairly by passengers, bus drivers would play voice prompts in the bus to reduce the conflict between bus drivers and passengers, and the law department of Kowloon Motor Bus would provide support to ensure bus drivers can work without worry.

13. Mr. CHEUNG Cheuk Wai summarized and replied as follows:

(1) Transport Department required all franchised buses to further strengthen the internal system of inspecting the driving safety and services of bus drivers, including organizing and submitting the driving record, the supervision records of causal-wear staff, the records of traffic rules violation of bus drivers, the records of breath test of bus drivers and the follow-up records of the above information to the department regularly;

(2) Transport Department would continue to cooperate with the Police Force to hold road safety seminars for the bus drivers of franchised buses, invite the police to share safe driving tips, and analyze the junction black spot and the causes of bus accidents in different districts, to raise the awareness of road safety for bus drivers and promote good driving behaviors; and

(3) According to the modified Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks, the maximum duration of the longest shift for bus drivers (including rest time) changed from 14 hours to 12 hours, and the maximum driving time changed from 11 hours to 10 hours.

14. The Chairperson concluded that, it is hoped Kowloon Motor Bus would make improvement before Independent Review Committee on Hong Kong's Franchised Bus Service submit the investigation reports, and would fully cooperate according to the results in the investigation reports.

Agenda 5. Previous Matters

(1) 2018 - 2019 年度元朗區巴士路線計劃

15． 成員就議題發表的意見摘錄如下：

(1) 現時乘客每次登車都要付足全程車費，除非在末段站登車才可享有分段收費。建議巴士公司使用定位系統按站距收取車費，根據上落車拍卡的時間及站點計算應付車費。此徵收車費的方法既公平合理，亦為非搭乘全程的乘客節省車費；

(2) 反映 265M 號線早上繁忙時間上車困難，希望增加班次；

(3) 指出 76K 號線的路線改動令站點減少，為乘客帶來不便。另外，應增加班次而不是改用高載客量的巴士來解決班次疏落的問題；

(4) 要求 978、978A 及 978B 號線增設途經新田區的站點；

(5) 指出任何跨區路線的改動，包括 279A、279X、978、978A、978B 及 A43 號線，不能略過諮詢元朗區議會，因為該路線會增加元朗區大欖隧道及新田公路的交通負荷，影響元朗區市民的利益；

(6) 指出相同或相似收費的路線的行車距離有差別，認為巴士定價原則不合理；

(7) 知悉九巴對於擴大 B1 號線的服務範圍至天水圍北及增設往返深圳灣口岸與天水圍北巴士服務的建議持開放態度，現查詢運輸署會否接納建議；

(8) 查詢九巴是否在未諮詢區議會時已改動 69X 號線的班次時間，於早上繁忙時段由以往 12 分鐘改為 14 至 18 分鐘一班車，及晚上非繁忙時段由 20 分鐘改為 30 分鐘一班車。指出改動令班次更為疏落，影響原本的巴士服務水平，並反對是次改動；

(9) 指出新增的 261X 號線在路線設計上應避免使用博愛交匯處，以減輕該處的交通負荷；

(10) 建議新增的 268X 號線特別班次的總站由佐敦延伸至黃埔區，以服務更多市民；

(11) 認為隨着洪水橋的人口增加，應增加該區的巴士服務，因此要求 261P 號線改為全日行走；

(12) 認為運輸署及巴士公司應在各路線的繁忙時間增加巴士班次，以照顧乘客的需求；

(13) 建議改善尾站上車困難的情況，包括新元朗中心站；

(14) 建議於下年度巴士路線計劃的文件中列出各路線分類及里程等級的最高收費上限，供成員參考；

(15) 建議 264R 號線由現時只於星期六、日提供服務改為全日服務；

(16) 認為隨着元朗北的人口增加，運輸署應考慮增強該區的巴士服務，包括 268A 及 968A 號線；

(17) 指出現時 B1 及 64K 號線設有分段收費，乘客須於下車時拍卡才可確認享有分段收費優惠，但車廂擁擠時乘客難以返回車頭再次拍卡，以致需要繳付全程車資。為方便乘客，建議於下車處設置拍卡器；及

(18) 要求 968、68X、69X、268X、68M、268C、268D 及 E34A 號線增加班次。

16． 張焯為先生綜合回應如下：

(1) 現時專營巴士服務的車費是根據車費等級表釐定，制定了各路線分類及里程等級的最高收費上限，巴士公司會因應實際情況為不同路線釐定車費。運輸署亦鼓勵巴士公司提供票務優惠，除分段收費外，亦包括轉乘優惠及月票計劃；

(2) 如果有巴士路線在巴士路線計劃中有修訂建議，而該路線途經某區並在該區設有站點，有關建議便會諮詢該區的區議會。以過海巴士 978 號線為例，由於本年度巴士路線計劃建議增加該線的班次，且該線停靠元朗區的大欖隧道轉車站，因此已納入本年度元朗區巴士路線計劃，以諮詢元朗區議會；

(3) 回應有關天水圍巴士路線南北分家的建議，指出現時由天水圍途經大欖隧道開往葵青區的巴士路線，在天水圍新市鎮內分別服務不同的社區，取道亦較直接，而市民亦可乘搭這些

路線至大欖隧道轉車站，轉乘其他巴士前往市區其他目的地；

(4) 備悉 261X 號線不途經元朗站的建議，運輸署會與九巴研究其可行性；

(5) 回應增加 268X 號線特別班次服務範圍至黃埔花園一帶的建議，指出現時乘客可善用大欖隧道轉車站轉乘 268B 或 269B 號線前往黃埔花園一帶；

(6) 明白市民希望有點到點的巴士服務，惟在策劃路線時，亦須確保有一定的乘客需求才可維持較頻密的班次；

(7) 運輸署及巴士公司會繼續留意各路線的乘客需求，如有需要，可在巴士路線計劃以外調整班次；

(8) 運輸署會密切留意途經新田的巴士路線，包括 76K、B1、276B 及 A43P 號線的乘客量，有需要會與巴士公司檢討該社區的巴士服務安排；

(9) 回應 264R 號線服務應涵蓋星期一至五的建議，指出現時已有 64K 號線來往元朗與大埔，提供每天全日服務。運輸署會檢視該路線的服務情況，有需要時再同巴士公司檢討現有安排；及

(10) 指出本年度巴士路線計劃已提出增加元朗北巴士服務水平的建議，包括增加 268A 及 968A 號線的班次，和增加 68X 及 268X 號線由宏達路開出的特別班次，以配合元朗北的人口增長。

17． 梁加諾先生綜合回應如下：

(1) 運輸署會繼續留意各路線的情況，包括研究 E34A 號線的實地視察結果，並與巴士公司跟進；

(2) 回應調整 69X 號線班次時間的建議，指出九巴反映該路線於早上繁忙時間的班次並沒有減少，調整班次時間是為了令資源分配更好，而九巴亦反映該路線於晚上回程時間的乘客需求較低，因此就有關時段的班次作出調整；

(3) 如九巴提出擴大 B1 號線的服務範圍至天水圍北的建議方案，前提是需在增加或優化巴士服務的同時，不影響現有的

服務水平。運輸署會繼續聆聽各界的意見，並於有新進展時適時匯報；及

(4) 至於在設有分段收費的 B1 及 64K 號線巴士下車處加裝拍卡器的建議，運輸署會與九巴研究並跟進。

18． 黃綺玲女士綜合回應如下：

(1) 九巴留意到 265M 號線目前於繁忙時間的乘客需求穩定，會繼續留意乘客量變化，按情況靈活地調整班次；及

(2) 指出調整 69X 號線的班次是因為晚上非繁忙時段的乘客量轉變，但早上繁忙時段的班次數量並沒有改動，來回方向依然是每小時有七班車服務。

19． 鄧政傑先生綜合回應如下：

(1) 回應成員對新田公路及青山公路沿線交通的關注，現時 978 號線主要服務北區的乘客，如擴大其服務範圍至新田，將對北區的乘客帶來較大影響。然而，九巴會繼續與運輸署研究提升新田的巴士服務水平；

(2) 九巴對於擴大 B1 路線的服務範圍至天水圍北的建議持開放態度，會積極研究向運輸署提交具體建議；

(3) 回應 264R 號線改為全日服務的建議，九巴會認真檢視實際情況，並研究加強元朗往大埔的巴士服務；

(4) 有關天水圍南北分家的建議，九巴會根據乘客需求及社區的發展來調整各巴士路線，以滿足乘客需求的同時，亦可維持該路線的營運效益；及

(5) 九巴在本年度元朗區巴士路線計劃中，建議增設 68X 及 268X 號線特別班次服務東頭工業邨的市民，以提升元朗北的巴士服務水平。九巴會繼續研究為元朗北的市民提供更好的巴士服務。

20． 主席總結，以 978 號線為例，該路線駛經新田區卻沒有設站點，認為有關做法不合理，指出任何駛經元朗區範圍的跨區巴士路線，必需諮詢元朗區議會，因此本工作小組將於會後發信予運輸署署長表達意見。另外，希望運輸署及巴士公司考慮成員的建議，增加巴士的班次及改善服務。

（會後補註：秘書處已於 2018 年 4 月 10 日致函運輸署反映成員的意見及要求。）

議程五、前議事項

(2) 李月民議員, MH 建議討論巴士月票減價及推出分區收費

(3) 陳美蓮議員、麥業成議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員就九巴公司近日提出的月票計劃，要求(1)下調巴士月票的價格；(2)推行以香港島、九龍及新界，三個區域劃分的巴士月票

議程六、成員提問

(1) 李月民議員, MH 及湛家雄議員, BBS, MH, JP 促請城巴公司推出月票制度

（巴士服務工作小組文件 2018／第 19 號）

21． 主席表示，由於議程五(2)、(3)及議程六(1)屬相關議題，故建議將三個議程合併討論，並獲得成員同意。

22． 成員就議題發表的意見摘錄如下：

(1) 認為九巴月票定價 780 元過高，建議以香港島、九龍及新界三個區域劃分收費，擴大受惠人數和吸引更多市民乘搭九巴，亦有利與港鐵競爭；

(2) 希望其他巴士公司仿效九巴盡早推出月票計劃；及

(3) 指出九巴在推出月票計劃前沒有諮詢區議會，成員提出的意見亦不獲採納，引致市民對月票計劃反應冷淡。

23． 林子豪先生綜合回應如下：

(1) 在設計月票計劃時須考慮財務的可持續性，避免非使用月票的乘客補貼使用月票的乘客；

(2) 九巴會研究推行按區域劃分收費的月票，切合不同地區乘客的需求；及

(3) 推行月票計劃是為乘客提供選擇，對於假日乘搭巴士的乘客亦有幫助。

24． 主席總結，九巴應認真考慮成員的建議，讓市民能真正受惠於月票計劃。

(2) 郭強議員,MH、蕭浪鳴議員、馬淑燕議員、徐君紹先生及李啟立先生建議討論爭取 B1 特別班次於朗屏邨設站

（巴士服務工作小組文件 2018／第 20 號）

(3) 王威信議員,MH、黃卓健議員及郭靜然女士促加密 B1 巴士線傍晚時間班次

（巴士服務工作小組文件 2018／第 21 號）

25． 成員就議題發表的意見摘錄如下：

(1) 指出中港兩地交流增加，建議加強 B1 號線的巴士服務水平，以照顧往來香港與中國大陸的乘客需求；

(2) 質疑 B1 號線於傍晚時段班次的載客量為六成左右的說法。長遠而言，九巴應公開各巴士路線的詳細數據，包括載客量的計算方法；

(3) 除了建議 B1 號線特別班次於元朗朗屏邨設站點外，亦應照顧天水圍居民的需要；

(4) 認為 B1 號線特別班次不能影響 B1 號線恆常班次的開車時間；及

(5) 在設定路線編號時，B1 號線應與其特別班次作區分，以免乘客混淆。

26． 黃綺玲女士綜合回應如下：

(1) 九巴會密切留意 B1 號線中途站乘客的上車情況，尤其是青山公路元朗段沿途的情況；及

(2) 指出 B1 號線特別班次於星期一至日均提供服務。若有突發事故，落馬洲站長會視乎乘客候車情況及現有資源是否許可，才調配車輛往元朗或天水圍，以疏導人流。

27． 主席總結，希望運輸署及巴士公司考慮成員的意見。

(4) 李月民議員,MH 建議討論改善 269M 巴士服務

（巴士服務工作小組文件 2018／第 22 號）

28． 成員指出 269M 號線以道路安全為由將原本車身長度為 12 米的巴士轉為 10.6 米，載客量的減少令乘客於天慈邨尾站上車困難，建議增加班次以改善情況。

29． 梁加諾先生表示，車身長度為 12 米的巴士途經敬祖路時有機會出現越過對面行車線及佔用行人路的情況，對其他道路使用者可能構成危險，因此 269M 號線使用車輛車身長度為 10.6 米的巴士。運輸署會繼續關注 269M 號線的班次情況，確保是次改動不會影響巴士服務水平。

(5) 王威信議員,MH、黃卓健議員及郭靜然女士促研增 276/276P 繁忙時間特別班

（巴士服務工作小組文件 2018／第 23 號）

30． 成員就議題發表的意見摘錄如下：

(1) 質疑運輸署提供有關 276 及 276P 號線的載客量數據與實際情況不符，建議增設 276 及 276P 號線於繁忙時間的特別班次，以改善乘客在元朗形點尾站上車困難的情況；及

(2) 長遠而言，建議在規劃路線時分拆元朗市及天水圍，以解決元朗區下游乘客上車困難的問題。

31． 梁加諾先生表示，運輸署會繼續留意 276 及 276P 號線的服務水平，並備悉增設特別班次的建議，將與九巴商討及研究。

32． 洪安琪女士綜合回應如下：

(1) 備悉增設 276 及 276P 號線特別班次及在規劃路線時分拆元朗及天水圍的建議，九巴會與運輸署研究建議的可行性；及

(2) 九巴按時派員觀察各站點繁忙時段的情況，會因應實際情況作車務調配，以配合乘客需求。

33． 主席總結，希望運輸署及巴士公司多考慮下游乘客上車困難的情況，於繁忙時間增加巴士班次。

(6) 王威信議員,MH、黃卓健議員及郭靜然女士促研增巴士特別班駛經錦田公路往元朗

（巴士服務工作小組文件 **2018**／第 **24** 號）

34． 成員認為雖然將巴士改經錦田公路會增加行車時間，但既能減少博愛交匯處交通擠塞的情況，亦為錦田北、朗善、爾巒及峻巒的市民提供直接往返市區的巴士服務。

35． 鄧政傑先生表示，是次 2018 - 2019 年度巴士路線計劃新增的 M68 號線將往來峻巒及荃灣西站，以及最近提出優化 68F 號線的建議，均能加強峻巒及高埔區的巴士服務水平。

36． 譚樂忻女士回應，運輸署暫未有計劃將現時巴士路線作修改，然而會因應需求適時考慮有關建議，並會向成員匯報有關改動安排。

37． 主席總結，希望運輸署及九巴考慮成員的建議。

(7) 麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷衛先生要求加密 268X 及 68X 巴士班次，以改善服務
（巴士服務工作小組文件 **2018**／第 **25** 號）

38． 成員就議題發表的意見摘錄如下：

(1) 建議增設 268X 及 68X 號線的早上特別班次，並行經十八鄉路；及

(2) 指出乘客於繁忙時段在新元朗中心尾站上車困難，要求增加班次。

39． 主席總結，希望運輸署及九巴考慮成員的建議，增加 268X 及 68X 號線巴士的班次。

(8) 麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷衛先生要求加密 269D 巴士班次，以改善服務
（巴士服務工作小組文件 **2018**／第 **26** 號）

40． 成員就議題發表的意見摘錄如下：

(1) 反映由朗屏邨往沙田的居民巴士服務已取消，建議增加行走同類路線的 269D 號線，以減少對市民的影響；及

(2) 指出乘客於繁忙時段在元朗形點尾站上車困難，要求九巴積極研究增加班次或改用高載客量的巴士，以回應乘客需求。

41. 梁加諾先生回應，運輸署已知悉有關情況，並於是次 2018 - 2019 年度巴士路線計劃中提出加強 269D 號線服務的建議。

42. 主席總結，希望巴士公司考慮成員的建議，改善巴士服務。

(9) 麥業成議員、陳美蓮議員、黃偉賢議員、鄺俊宇議員、杜嘉倫議員及林廷衛先生要求加密 968 巴士班次，以改善服務
（巴士服務工作小組文件 2018／第 27 號）

43. 成員就議題發表的意見摘錄如下：

(1) 指出 968 號線於傍晚回程班次有脫班及尾站上車困難的情況，建議增設於下游站點開出的特別班次，以改善乘客於中環及上環區尾站上車困難的情況；

(2) 有成員於 3 月 1 日在上環皇后街站實地視察 968 號線回程班次的情況後，反映乘客只能勉強登車，認為仍然有改善空間；及

(3) 要求巴士公司公開所有巴士路線的詳細資料，例如各路線巴士站上客情況，以節省實地視察的人力資源。

44. 鄧政傑先生綜合回應如下：

(1) 表示除了增設 P968 號線外，是次 2018 - 2019 年度巴士路線計劃亦提出增加 968A 號線班次的建議，以加強 968 號線系列的服務。九巴會繼續留意 968 號線的乘客需求，有需要會加強服務；

(2) 九巴留意到傍晚時段港島區有交通擠塞的情況，影響沿線巴士服務的穩定性，現已增設特別班次於灣仔軒尼詩道開出，以維持巴士準時到站及改善下游乘客上車困難的情況；及

(3) 備悉成員建議公開巴士路線的詳細數據之意見，九巴會考慮有關建議。

45. 譚樂忻女士回應，巴士營運數據屬巴士公司管有，運輸署會鼓勵巴

士公司考慮成員的建議，公開有關巴士服務的資料。

46． 主席總結，希望運輸署及九巴增加 968 號線班次，及適時公開巴士營運數據。

議程六、其他事項

47． 餘無別事，會議於下午 1 時 45 分結束。

元朗區議會秘書處
2018 年 4 月

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